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## **4.1 Aesthetics**

### **4.1.1 Introduction**

This section focuses on the potential for the SPAS alternatives to adversely affect existing aesthetic quality, views, and lighting conditions at LAX and in surrounding areas. This section also discusses relevant standards, plans, regulations, and guidelines; and existing aesthetic, view, and lighting conditions. Impacts associated with lighting effects on biological resources within the Los Angeles/El Segundo Dunes (Dunes) and the El Segundo Blue Butterfly Habitat Restoration Area (Habitat Restoration Area) are discussed in Section 4.3, *Biological Resources*.

### **4.1.2 Methodology**

#### **4.1.2.1 Aesthetics**

Impacts on aesthetics and views were determined by comparing existing visual conditions on and around the airport with conditions expected under each of the SPAS alternatives. The study area for the aesthetics analysis comprises LAX property and areas surrounding LAX potentially affected by implementation of the SPAS alternatives. Existing visual conditions were documented through a survey of the study area conducted in November and December 2011. As aesthetic conditions in and around the airport did not materially change between 2010 and 2011, this survey represents baseline conditions for the purposes of the analysis of aesthetic impacts herein. The survey included photo-reconnaissance of views from key vantage points on and around the airport. Key vantage points within the study area included scenic or valued views, views along major roadways, and other observation points where substantial visual change would occur with implementation of the SPAS alternatives.

Establishing the basis for the analysis also involved collecting and reviewing existing plans and guidelines in effect at LAX that address design, architecture, and landscaping. These plans include the LAX Plan, LAX Specific Plan, LAX Street Frontage and Landscape Development Plan Update, LAX Northside Design Plan and Development Guidelines, and the LAWA Design and Construction Handbook. The plans present current standards for development at LAX which are assumed to be incorporated where applicable as minimum standards for development proposed under the SPAS alternatives.

The specificity with which future visual conditions can be determined is a function of the level of detail in project plans. Since this is a program-level analysis, the analysis in this section is based on the description of alternatives provided in Chapter 2, *Project Description*. Since the alternatives at this point are conceptual and do not incorporate architectural detail, projected effects on views and aesthetics were based on the proposed locations of development, and on the location and extent of existing and proposed landscape buffers and open space. Setbacks from streets and surrounding land uses were, at a minimum, expected to follow current airport standards and guidelines except in areas where the SPAS alternatives indicate otherwise.

Two distinct methodologies were used to assess aesthetic impacts (degradation of visual quality) and view impacts (loss or diminishment of important views). The assessment of impacts on aesthetics focused on whether the SPAS alternatives would eliminate scenic natural features or areas, remove urban features with aesthetic value, or introduce contrasting urban features into valued natural areas or urban settings. To assess contrasts between proposed and existing conditions, basic features (such as landform/water, vegetation, and structures) and basic elements (form, line, color, and texture) were identified, with the significance of change then based on the degree of contrast presented by the introduced features, and whether they would degrade existing visual quality. Effects on aesthetics were assessed from the most critical viewpoints, which included scenic or valued views, as well as views along commonly traveled routes and at key observation points.

In addressing view blockage, the analysis focused on valued focal or panoramic views, and valued views from designated scenic highways, major roadways, and residential, recreational, and commercial areas. Panoramic views or vistas capture a large geographic area, where the field of view is wide and often

## **4.1 Aesthetics**

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extends into the distance. Focal views have a narrower visual field and center on a particular object, scene, setting, or feature of visual interest. The significance of view blockage was based on the quality or importance of the view, including the number of viewers affected and whether the view was publicly accessible. In addition, the significance of view blockage took into account the portion of the field of view obstructed, and the duration of the obstruction where views at issue were located along scenic roadways.

This evaluation recognizes that individuals respond differently to changes in the visual environment and that an adverse visual scene to one person may represent an improved visual condition to another. As a result, the assessment of impacts in this section is necessarily influenced by a degree of subjectivity.

### **4.1.2.2 Light and Glare**

The provision of adequate and appropriate lighting and limiting glare and the potential for glare are fundamental safety requirements in the design of any large facility, especially an airport and its associated roadways. Accordingly, there are a number of light and glare related regulations that apply to airports and the SPAS alternatives. Compliance with the regulatory requirements described in Section 4.1.3.1.2 below, serve to limit lighting within and in the vicinity of LAX, thus limiting the potential for adverse effects associated with facilities at LAX. The primary focus of this analysis is on light spillover effects. Light spillover effects involve light that shines beyond the area intended for illumination that can be a source of annoyance to adjoining properties, particularly for residences where light (e.g., direct illumination) might disturb sleep or privacy. Glare, both daytime reflection of sunlight off of large expanses of reflective surface, and unshielded nighttime lighting, can also have adverse effects on land use, including airport operations. Therefore, this section also addresses the potential for each of the SPAS alternatives to: (1) include new light sources that could adversely affect nearby light-sensitive receptors (e.g., residential uses, hotels, and natural areas); and (2) include new light or glare sources that could adversely affect day or nighttime views in this area.

The light and glare analysis programmatically and qualitatively evaluates the potential light and glare impacts of the SPAS alternatives, consistent with the programmatic nature of the proposed project. Specifically, the analysis evaluates the proposed alternatives at a conceptual level, as engineered development plans will not be available until a later stage of planning.

### **4.1.3 Existing Conditions**

#### **4.1.3.1 Regulatory Context**

##### **4.1.3.1.1 Aesthetics**

#### **State Regulations**

##### **California Coastal Act**

The LAX property between Vista del Mar and Pershing Drive is located within the California Coastal Zone and falls under the regulations and policies of the California Coastal Act.<sup>35</sup> The California Coastal Act recognizes that the coastal zone is a distinct and valuable resource and that the permanent protection of the state's natural and scenic resources is of paramount concern to present and future residents of the state. One of the basic goals of the California Coastal Act is to protect, maintain, enhance, and restore the overall quality of the coastal zone environment. Chapter 3, Article 6, Section 30251 of the Act sets forth the following relevant policy:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of the surrounding

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<sup>35</sup> California Public Resources Code, Division 20, California Coastal Act, 2010.

areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

### **City Regulations**

#### **Los Angeles Citywide General Plan Framework**

The Los Angeles Citywide General Plan Framework<sup>36</sup> (Framework) is a comprehensive long-range document containing purposes, policies, and programs for development of the City. The Framework sets forth specific policies for areas identified as "Centers." Within the Framework, the Century Boulevard corridor, between La Cienega Boulevard and the entrance to the airport Central Terminal Area (CTA) west of Sepulveda Boulevard, is designated as the LAX/Century Boulevard Regional Center. According to the Framework, each Center contains a distinct identity and can be made more aesthetic and livable through the implementation of urban landscape and appropriate development scale. The aesthetics-related policies of the Framework applicable to the LAX/Century Boulevard Regional Center are listed below:

- ◆ **Policy 3.10.3:** Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.
- ◆ **Policy 3.10.4:** Provide for the development of public streetscape improvements, where appropriate.
- ◆ **Policy 3.10.5:** Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities, and where appropriate, landscaped play areas.
- ◆ **Policy 5.2.2:** Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods. The built form of regional centers will vary by location. In areas such as Century City, freestanding high-rises that are not pedestrian-oriented characterize portions of these centers. Nevertheless, regional centers should contain pedestrian-oriented areas, and incorporate the pedestrian-oriented design elements defined in Policy 5.8.1.
- ◆ **Policy 5.8.1:** Buildings in pedestrian-oriented districts and centers should have the following general characteristics: (a) an exterior building wall high enough to define the street, create a sense of enclosure, and is typically located along the sidewalk; (b) a building more or less continuous along the street frontage; (c) ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; (d) shops with entrances directly accessible from the sidewalk and located at frequent intervals; (e) well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; (f) ground floor building walls devoted to display windows or display cases; (g) parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible.

#### **Los Angeles General Plan - Transportation Element**

The Transportation Element,<sup>37</sup> an element of the City of Los Angeles General Plan adopted in 1999, includes Scenic Highways policies which supersede the City's 1978 Scenic Highways Plan. Chapter VI,

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<sup>36</sup> City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, prepared by Envicom Corporation, adopted December 1996, re-adopted August 2001.

<sup>37</sup> City of Los Angeles, Department of City Planning, Transportation Element of the Los Angeles City General Plan, adopted September 1999.

## 4.1 Aesthetics

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Section D, and Figure E of the Element designate Vista del Mar between Culver Avenue and the City boundary, south of Grand Avenue, as a Scenic Highway. According to the Element, the Vista del Mar corridor is valued for beach, sand dune, and ocean views. A corridor plan has not yet been developed for Vista del Mar. Per Chapter VI, Section D of the Element, the following general aesthetics-related interim guidelines are applicable to development within the Vista del Mar corridor:

- ◆ Outstanding specimens of existing trees and plants located within the public right-of-way of a Scenic Highway shall be retained to the maximum extent feasible.
- ◆ Low-growing ground cover and/or shrubs shall be utilized as parkway planting along Scenic Highways in order to avoid blocking a desirable view of a scenic feature. Plant material size at maturity as well as overall scale of plants within the landscaped area must be carefully studied in the site analysis and design stages.
- ◆ Landscaped medians of Scenic Highways shall not be removed.
- ◆ Only traffic, informational, and identification signs shall be permitted within the public right-of-way of a Scenic Highway. Off-site outdoor advertising is prohibited in the public right-of-way of, and on publicly-owned land within 500 feet of the centerline of, a Scenic Highway.

In addition to Scenic Highways, the Element outlines streetscape design objectives for non-Scenic Highway streets in the City. Chapter VI, Section A of the Element identifies the following street tree design objectives for City streets:

- ◆ To create an attractive environment for pedestrians.
- ◆ To provide shade and therefore a comfortable environment for pedestrians.
- ◆ To create a space which is designed to respond to human scale in which a pedestrian can relate and function comfortably.
- ◆ To improve the streetscape by giving dominance to the tree canopies rather than to signs.
- ◆ To enhance street identity by selecting certain species for the different street types, thus providing visual differentiation for the pedestrian priority streets.

### The LAX Plan

The LAX Plan,<sup>38</sup> an element of the City of Los Angeles General Plan, provides goals, objectives, policies, and programs that establish a framework for the development of facilities for movement and processing of passengers and cargo at LAX. It is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner within the context of the City and region. Applicable aesthetics-oriented regulations of the LAX Plan are listed below:

#### LAX Plan Goals and Objectives

- ◆ **Goal 5:** Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.
- ◆ **Objective 5.01:** Minimize negative impacts to surrounding residential land uses.

#### LAX Plan Policies

##### **Land Use (Airport Airside)**

- ◆ **Policy P5:** Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside and northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate mechanisms with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of airport facilities from adjacent residential areas.

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<sup>38</sup> City of Los Angeles, LAX Plan, September 2004.

### Land Use (Airport Landside)

- ◆ **Policy P1:** Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.
- ◆ **Policy P7:** Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside and northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate mechanisms with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of airport facilities from adjacent residential areas.

### Land Use (Airport Northside)

- ◆ **Policy P1:** Provide and maintain landscaped buffer areas along the northern boundary of Airport Airside and northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate mechanisms with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of airport facilities from adjacent residential areas.

### Design

- ◆ **Policy P2:** Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.
- ◆ **Policy P3:** Relate Airport Landside facilities to the existing airport infrastructure in a clear, well-organized, functional, and compatible manner.
- ◆ **Policy P4:** Update or integrate the following existing design plans into the LAX Conceptual Plan and/or Design Guidelines: LAX Street Frontage and Landscape Development Plan; LAX Air Cargo Facilities Design Guidelines; LAX Northside Design Plan and Development Guidelines.
- ◆ **Policy P5:** Develop and incorporate signage guidelines that provide guidance and establish controls for signage that are appropriate to an airport.

## Los Angeles International Airport Specific Plan

The LAX Specific Plan<sup>39</sup> provides regulatory controls and incentives for the systematic and incremental execution of the LAX Plan, an element of the City of Los Angeles General Plan. The Specific Plan specifies zoning and development regulations applicable to development at LAX, focusing primarily on land use, transportation, parking and signage regulations, with the land use regulations including not only comprehensive regulations but regulations specific to individual subareas of LAX (e.g., Airport Airside, Airport Landside, and LAX Northside). The aesthetics-oriented regulations of the Specific Plan aim to create setbacks, buffers, height limits, and attractive landscaping within the airport area, particularly within the LAX Northside areas.

Section 7.1 of the LAX Specific Plan also provides that prior to initiation of design of new central terminals; the Intermodal Transportation Center (ITC); the Consolidated Rental Car Facility (CONRAC); or the Ground Transportation Center (GTC), LAWA shall (a) prepare and present to the Board of Airport Commissioners (BOAC) for its action, LAX Conceptual Design Guidelines; and (b) consider the feasibility of conducting an architectural design competition with a goal of producing world class architectural design for the buildings and make its recommendation on a competition to the BOAC.

## Los Angeles International Airport Street Frontage and Landscape Development Plan Update

In 1994, LAWA adopted a Street Frontage and Landscape Development Plan as the integrated and coordinated landscape design guidelines for the perimeter areas of LAX, including the southern boundary along Imperial Highway; the eastern boundary, which includes Manchester Square, the Continental City site, and areas north and south of 111th Street west of the I-405; the northern boundary, which includes

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<sup>39</sup> City of Los Angeles, Los Angeles International Airport Specific Plan (Ordinance No. 176,345), September 29, 2004, as amended by Ordinance No. 179,148, August 24, 2007.

## 4.1 Aesthetics

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the LAX Northside; and the Dunes to the west. With the approval of the LAX Master Plan in 2004, several LAX Master Plan commitments and mitigation measures were adopted related to the airport perimeter and the buffer areas on the north and south of the airport property to reduce or avoid potential impacts of the project on surrounding land uses. In particular, under LAX Master Plan Commitment DA-2, Update and Integrate Design Plans and Guidelines, LAWA committed to updating design-related guidelines and plans, including the LAX Street Frontage and Landscape Development Plan, in order to avoid view degradation and incompatibility between on-site and off-site land uses. The LAX Street Frontage and Landscape Development Plan Update,<sup>40</sup> adopted in 2005, fulfills this component of LAX Master Plan Commitment DA-2, and now serves as a basis for reviewing future public and private development projects at LAX.

The purpose of the LAX Street Frontage and Landscape Development Plan Update is to provide integrated and coordinated landscape design guidelines for new development along the perimeter areas of LAX. It is not intended as a commitment by LAWA to affect and/or change existing conditions. In order to develop consistent design guidelines, the LAX Street Frontage and Landscape Development Plan Update focuses on two issues related to the northern and southern buffer areas of the airport: incorporating all necessary airport security guidelines, and maximizing neighborhood compatibility. The LAX Street Frontage and Landscape Development Plan Update also defines a predictable review process to which all new projects along the perimeter of LAX are subject. Projects subject to the LAX Street Frontage and Landscape Development Plan Update typically include, but are not limited to, projects along the LAX perimeter involving: Tenant Improvement Projects requiring construction approvals; Capital Improvement Projects (CIPs); non-Master Plan projects at LAX otherwise subject to the California Environmental Quality Act (CEQA); and LAX Master Plan projects.

The objectives set forth in the LAX Street Frontage and Landscape Development Plan Update are identified below:

- ◆ Coordinate and enhance the visual and aesthetic appeal of streets, buffer areas, and open space surrounding LAX.
- ◆ Maintain and improve safety and security at and surrounding LAX through coordination of street frontage and landscape design with airport security and in compliance with the LAX Wildlife Hazards Management Plan.
- ◆ Enhance pedestrian, bicycle, and vehicular circulation on streets internal to and surrounding LAX, and comply with airport security requirements, as feasible and practical.
- ◆ Enhance LAX's compatibility with adjacent land uses, neighborhoods, and communities.
- ◆ Ensure that street frontage and landscape design is cost-effective, efficient, environmentally-sensitive, and sustainable.
- ◆ Provide the basis for the design and review of public and private development projects at LAX by establishing a hierarchy of landscape treatments based on airport gateways and public facilities.

The LAX Street Frontage and Landscape Development Plan Update also calls for the preparation of a Neighborhood Compatibility Program (NCP), based on commitments made in the LAX Master Plan, which outlines interface treatments along the airport perimeter for the purpose of "ensuring that the airport complements surrounding properties and neighborhoods." The NCP, which is to address all issues relating to compatibility, including landscape buffers, noise, light spillover, odor, and vibration, is to include the following measures to ensure that this policy is achieved:

- ◆ Provide and maintain landscaped buffer areas along the northerly and southerly boundary areas of the airport. These will include setbacks, landscaping, screening, or other appropriate view-sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better

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<sup>40</sup> City of Los Angeles, Los Angeles World Airports, Los Angeles International Airport Street Frontage and Landscape Development Plan Update, March 2005.

screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.

- ◆ Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible.
- ◆ Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses.

Furthermore, the LAX Street Frontage and Landscape Development Plan Update identifies street classification (including associated wall, fencing, street tree, and bicycle lane standards), landscaping, and neighborhood compatibility requirements specific to the main types of LAX Master Plan projects and/or land uses as summarized below:

- ◆ **LAX Gateways and Entry Corridors.** LAX Master Plan components considered LAX Gateways and Entry Corridors are the primary roadways and intersections encountered when approaching LAX, including major boulevards, perimeter roadways, gateway intersections, the Automated People Movers (APMs), and the existing CTA interior loop roadway, World Way. Generally, these corridors and roadways merit the highest level of landscape development to create a strong identity for LAX and provide enhanced wayfinding to public passenger facilities, including interchange gardens, shade trees on both sides of the street, planted central medians, world class public art, and attractive fencing. Visual screening and landscape buffers are to be provided adjacent to residential uses, except where views of airport open space are available, with proposed development subject to NCP requirements.
- ◆ **Passenger Terminals and Facilities.** Passenger and transit facilities are the most visible to the traveling public and are considered the highest public use facilities, including the CTA, GTC, ITC, CONRAC, and the West Satellite Concourse.<sup>41</sup> New structures are to be limited to the maximum heights specified, and incorporate modern design elements, greater architectural articulation, and more extensive landscaping than currently present.
- ◆ **Airfield/Airport Open Space Areas.** The open space area between runways and within navigation areas, habitat preserves, recreational areas, and undeveloped areas are included in this classification. These areas will remain undeveloped with low landscaping to maximize aviation visibility and safety. These areas will continue to be subject to the LAX Wildlife Hazard Management Plan, except for the Habitat Restoration Area which will continue to be subject to the Dunes Specific Plan, and except for the Westchester Golf Course. Visibility of these areas from Pershing Drive, Westchester Parkway, and Sepulveda Boulevard should be maintained through the airport's chain link fencing.
- ◆ **Parking Lots and Parking Structures.** Surface parking lots and the first level of parking structures will require visual screening from public view with walls and setbacks at the periphery of the airport to maintain neighborhood compatibility. Where parking lots and structures are located at the airport perimeter, NCP requirements may be triggered.
- ◆ **LAX Northside Plan Area.** The LAX Northside Plan, as approved by LAWA in 1989, is the subject of its own Development Plan. Development activities planned within LAX Northside, including the development of mixed-uses and the provision of required berms, fences, walls, setbacks, and screening, must generally conform to the 1989 Design Plan and Development Guidelines for LAX Northside. However, in some instances, the LAX Street Frontage and Landscape Development Plan Update may provide guidance and details for street frontage and landscape design, as well as NCP implementation, for projects within the LAX Northside Plan area. Currently, LAWA is engaged in the LAX Northside Plan Update, which is addressing the possibility of reducing the overall development within LAX Northside, and modifying the proposed land uses to include mixed-use, community/civic space, office/education/research space, and airport support uses.

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<sup>41</sup> The West Satellite Concourse was subsequently renamed the Midfield Satellite Concourse.

## 4.1 Aesthetics

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### Los Angeles International Airport Northside Design Plan and Development Guidelines

The LAX Northside Design Plan and Development Guidelines (Northside Guidelines) were written into the Los Angeles Municipal Code (LAMC) as Ordinance 159,526.<sup>42</sup> The substance of the conditions in Ordinance 159,526 is incorporated into the LAX Specific Plan as Appendix A.<sup>43</sup> However, the LAX Specific Plan supersedes all "Q" conditions applicable to LAX Northside that were contained in Ordinance 159,526. The zoning conditions that are in now contained within the LAX Specific Plan set height, setback, landscape, and lighting guidelines and standards for development within the LAX Northside area. These standards and guidelines are intended to ensure that the LAX Northside project provides an aesthetically pleasing interface between existing residential and proposed commercial development, and does not introduce features that would detract from the aesthetic quality of adjacent neighborhoods. Implementation of these conditions would promote a visually open landscaped northern boundary, and setbacks and height limits would reduce visual intrusion or obscuring of distant views. Areas within LAX Northside that would be subject to change under the SPAS alternatives include Construction Staging Areas A, B, C, and D, which may be used during construction under all of the SPAS alternatives, and the Lincoln Boulevard realignment, which would occur under Alternatives 1, 5, and 6.

### LAWA - Design and Construction Handbook

The LAWA Design and Construction Handbook<sup>44</sup> establishes broad design and construction guidelines for all infrastructure, terminal buildings, renovations, and other public facilities owned, operated, or maintained by LAWA, including LAX. Additionally, it serves as a roadmap and reference guide for design teams that have been contracted to provide design services at the airport.

### LAWA Architectural/Design Review Process

Plans for airport improvement projects, from schematic to final, go through a series of reviews starting at the LAWA Facilities Planning Division. The plans are then forwarded for review and comment to various other airport divisions. In general, review is based on compliance with the LAWA Design and Construction Handbook and the following three other design-related documents when applicable: typically, the LAX Street Frontage and Landscape Development Plan Update, LAX Air Cargo Facilities Design Guidelines, and the LAX Beautification Enhancements Program.

Prior to finalization, plans are also forwarded to the City of Los Angeles Building and Safety Department for review as part of the permitting process. The Building and Safety Department distributes the plans as appropriate to other City departments including Planning, Public Works, and Cultural Affairs. Final design approval is required by the Cultural Affairs Commission. If a structure has been designated as a landmark by the City's Cultural Heritage Commission, consent from the Cultural Heritage Commission is required for all changes needing a Building and Safety permit. The Preservation Officer reviews applications and approves minor alterations that meet the Department's design guidelines (the Secretary of the Interior's Standards for Rehabilitation). Major projects and those inconsistent with the design guidelines are scheduled for a Cultural Heritage Commission meeting.

### Los Angeles International Airport Beautification Enhancements Program

LAWA is currently implementing a LAX Beautification Enhancements Program for the purpose of improving the image, function, circulation, and wayfinding of the airport, through the use of architecture, graphics, landscaping, lighting, and art. The mission of the LAX Beautification Enhancements Program is to recognize the importance of LAX as an international gateway, and to provide an eventual design program, which is inspired by the unique culture, energy, diversity, vision, and excitement of the Los Angeles experience. Several projects that have been completed under the LAX Beautification

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<sup>42</sup> City of Los Angeles, [Ordinance No. 159,526](#), November 14, 1984.

<sup>43</sup> City of Los Angeles, [Los Angeles International Airport Specific Plan](#), September 29, 2004.

<sup>44</sup> City of Los Angeles, Los Angeles World Airports, [Design and Construction Handbook](#), June 2011.

Enhancements Program include the Imperial/Sepulveda Landscape Improvement Project and the Gateway LAX Enhancement Project. The latest project is the New Face of the CTA Improvements/Enhancements, which will enhance and unify the aesthetic appearance of the CTA.

### 4.1.3.1.2 Light and Glare

In addition to previously described regulatory plans, the following additional policies and guidelines specifically address light and glare.

#### City Regulations

##### **Los Angeles Citywide General Plan Framework<sup>45</sup>**

- ◆ **Policy 3.10.6:** Require that Regional Centers be lighted to standards appropriate for nighttime access and use.

Because the Century Boulevard corridor is designated as a regional center by the Framework,<sup>46</sup> this policy would be applicable to project elements proposed near Century Boulevard within the Century Corridor/eastern boundary area, such as the parking structure proposed in the Manchester Square area under Alternatives 1 and 2, the GTC proposed under Alternative 3, and the CONRAC proposed under Alternatives 8 and 9. Additional discussion is provided in Section 4.1.6 below.

##### **Los Angeles General Plan - Transportation Element<sup>47</sup>**

See description in Section 4.1.3.1.1 under "Los Angeles General Plan - Transportation Element" concerning scenic highways. In addition, the Element outlines streetscape design objectives and standards for non-scenic highway streets in the City. Chapter VI, Section B of the Element identifies the following street light objectives and standards for City streets:

- ◆ **Street Light Objectives:** (1) To provide safety and security for motorists; (2) to provide appropriate nighttime illumination for pedestrian safety and security; and (3) to create community character and enhance community identity.
- ◆ **Street Light Standards:** (1) Roadway lighting - 90-95 foot spacing with a maximum fixture height of 35-45 feet; (2) roadway as well as pedestrian scale lighting - 30-45 foot spacing with a maximum fixture height of 15 feet; and (3) decorative pole with larger base is recommended.

The objectives identified above would be applicable to the Lincoln Boulevard realignment proposed under Alternatives 1, 5, and 6.

##### **The LAX Plan<sup>48</sup>**

See description in Section 4.1.3.1.1 under "The LAX Plan," especially Policy 3.2.1.5. In addition, the following policies apply to lighting:

#### Land Use (Airport Airside)

- ◆ **Policy P4:** Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from them as feasible.

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<sup>45</sup> City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, prepared by Envicom Corporation, adopted December 1996, re-adopted August 2001.

<sup>46</sup> City of Los Angeles, Department of City Planning, The Citywide General Plan Framework, An Element of the General Plan, Figure 3-3, prepared by Envicom Corporation, adopted December 1996, re-adopted August 2001.

<sup>47</sup> City of Los Angeles, Department of City Planning, Transportation Element of the Los Angeles City General Plan, adopted September 1999.

<sup>48</sup> City of Los Angeles, LAX Plan, September 2004.

## 4.1 Aesthetics

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- ◆ **Policy P7:** Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside and northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate mechanisms with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of airport facilities from adjacent residential areas.

### **Land Use (Airport Landside)**

- ◆ **Policy P6:** Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from, adjacent residential neighborhoods as feasible.

### **Land Use (Open Space)**

- ◆ **Policy P1:** Protect existing state-designated sensitive habitat areas.
- ◆ **Policy P2:** Provide sites for habitat restoration or replacement by native habitat.

LAX Plan Conservation Policies P1 and P2 are essentially the same as the Open Space Policies P1 and P2 listed above. These policies would be applicable to navigational aid improvements proposed within the Dunes and the Habitat Restoration Area under the SPAS alternatives.

### **LAX Northside Design Plan and Development Guidelines<sup>49</sup>**

As described in the 1989 LAX Northside Design Plan and Development Guidelines, the requirements of which are now incorporated into the 2004 LAX Specific Plan as Appendix A, the positive nighttime image of LAX Northside is important because it conveys a safe, secure, well-designed, and organized development area. Special lighting of areas such as key intersections, transit stops, and public plazas will greatly enhance the aesthetic character of the development area. The use of special lighting will be accomplished without impacting the surrounding neighborhoods or airport operations.

Condition No. 20 in Appendix A of the LAX Specific Plan, applicable within the LAX Northside Sub-Area, also states:

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.

Finally, the 1989 LAX Northside Design Plan and Development Guidelines set forth the following applicable lighting guidelines in the LAX Northside area:

- ◆ All lighting potentially visible from an adjacent street, except bollard or pole lighting up to ten feet in height, shall be indirect or shall incorporate a full cut-off shield type fixture.
- ◆ Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover should occur outside the service area.
- ◆ All street lighting shall conform to City of Los Angeles street lighting standards.

The guidelines identified above would be applicable to a limited number of improvements and activities proposed within the LAX Northside Sub-Area under the SPAS alternatives. These proposed improvements and activities include the Lincoln Boulevard realignment proposed under Alternatives 1, 5, and 6, and potential Construction Staging Areas A through D proposed under all the alternatives. Additional discussion is provided in Section 4.1.6 below.

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<sup>49</sup> City of Los Angeles, Los Angeles International Airport Specific Plan, Appendix A and Section 11E, September 29, 2004.

## City of Los Angeles Zoning and Municipal Code

The City of Los Angeles Zoning Code, Section 12.50, Airport Approach Zoning Regulations,<sup>50</sup> establishes special airport zoning regulations for land uses within the approach zones of LAX (specifically within the areas mapped in the Airport Hazards Area Maps referenced in the Code) in order to prevent the creation or establishment of airport hazards. These zoning regulations are primarily directed toward height limits but also address light emissions to avoid potential hazards to aircraft resulting from illuminated signs and structures within airport hazard areas. These regulations are applicable to proposed uses immediately east and west of the LAX north and south runways, including, but not necessarily limited to, the ITC under Alternatives 1, 2, 8, and 9, CONRAC under Alternatives 3 and 4, development proposed at the Manchester Square site under Alternatives 1, 2, 3, 8, 9, and the parking structure proposed east of Aviation Boulevard and north of 111th Street under Alternative 3.

The City of Los Angeles Municipal Code, Section 93.0117,<sup>51</sup> regulates light spillover in residential areas. These regulations would apply to SPAS non-aviation related light sources along the airport periphery where occurring adjacent to residential development (for example, along the north side of the CONRAC under Alternatives 3 and 4). Additional discussion is provided in Section 4.1.6.

### 4.1.3.2 Existing Conditions

#### 4.1.3.2.1 Aesthetics

LAX is located just east of the Pacific Ocean within a broad coastal plain that is surrounded by rising land to the south and north, with more level terrain extending to the east. With the exception of the open coastal and ocean expanse to the west, the airport is surrounded by heavily urbanized development. Panoramic vistas of the airport, arriving and departing aircraft, and visually prominent airport structures, such as the curved arches of the Theme Building and the thematic Airport Traffic Control Tower, are visible from off-site approaches to the airport. Some of the more notable visual features on the airport property include the Habitat Restoration Area at the western edge of the property, the Theme Building and the Airport Traffic Control Tower within the CTA, and the large lighted columns located along Century Boulevard and at the Century Boulevard and Sepulveda Boulevard interchange.

Beyond these features and urban design elements such as landscaping along the airport's major approach roadways, other areas of LAX generally include terminal and cargo development of various ages and visual quality, and large areas devoted to airfield and airport-related activities that are industrial in nature. In addition, there are four large areas of airport property, LAX Northside, Manchester Square, Belford area, and the Continental City site that are largely vacant. The overall existing visual resource conditions in areas on and surrounding the airport are described below and are shown in **Figure 4.1-2**, **Figure 4.1-3**, and **Figure 4.1-4**, with a key provided in **Figure 4.1-1**.

#### Century Corridor/Eastern Boundary

The Century Corridor and eastern boundary of the airport includes the Century Boulevard corridor from Sepulveda Boulevard and the entrance to the CTA to the west to the I-405 Freeway to the east. Between Aviation Boulevard and the entrance to the airport, Century Boulevard has been aesthetically improved with implementation of the Gateway LAX project. The project included construction of the Gateway Pylon Project Kinetic Light Installation completed in August 2000, which includes 11 lighted columns ranging from 25 to 60 feet high along Century Boulevard and 15 lighted columns 100 feet high at the Century Boulevard and Sepulveda Boulevard traffic exchange. Landscaping was also provided within the Century Boulevard median, within which the lit columns extend to the east, as well as along either side of the street. The landscaping, together with the rows of palm trees and the large-scale modern hotels along

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<sup>50</sup> Los Angeles Municipal Code, Planning and Zoning Code, Article 1, Specific Planning - Zoning, Comprehensive Zoning Plan, Section 12.50, "Airport Approach Zoning Regulations."

<sup>51</sup> Los Angeles Municipal Code, Planning and Zoning Code, Article 3, Electrical Code, Section 93.0117, "Outdoor Lighting Affecting Residential Property."

## 4.1 Aesthetics

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this roadway, create a "Southern California" thematic impression. The Gateway LAX project also included landscaping and 32-foot-high "LAX" letters at the intersection of Century and Sepulveda Boulevards, at the intersection of Sepulveda and Lincoln Boulevards, and at the Century Freeway (I-105) interchange at Sepulveda Boulevard (**Figure 4.1-2**, Photographs A and B).

As shown in **Figure 4.1-2** (Photograph C), development along the north side of Century Boulevard from Sepulveda Boulevard to Aviation Boulevard is dominated with high-rise hotel and office development and associated parking structures. Due to the height of these structures, airfield and aircraft operations are visible from the upper stories of the hotel and office buildings. East of Aviation Boulevard is the largely vacant Manchester Square area. As part of LAWA's Relocation Program that was initiated in 1998, the majority of residential properties within the Manchester Square area have been acquired through a voluntary program and removed.<sup>52</sup> As shown in **Figure 4.1-2** (Photograph H), as part of the program, all acquired properties have been landscaped (i.e., hydroseeded) and secured with green chain-link fencing. Most of the remaining structures are mid-rise apartment buildings located along Arbor Vitae Street. Views to the south from this area are limited due to the flat topography, intervening fencing, and landscaping.

Along the south side of Century Boulevard from Sepulveda Boulevard to Aviation Boulevard, structures are more industrial in nature and include various on-airport cargo facilities, parking structures, and Los Angeles Fire Department Station 95. East of Aviation Boulevard, land uses include mid-rise commercial and high-rise commercial and hotel uses interspersed with cargo and industrial facilities. Landscaped setbacks along the airport property and landscaping along Century Boulevard enhance street front views in this area. Many of the buildings on the south side of Century Boulevard, between Aviation Boulevard and the entrance to the CTA, are equivalent in scale to the hotels on the north side of Century Boulevard. Together, the large structures and landscaping on both sides of Century Boulevard help define this approach as a gateway to the airport.

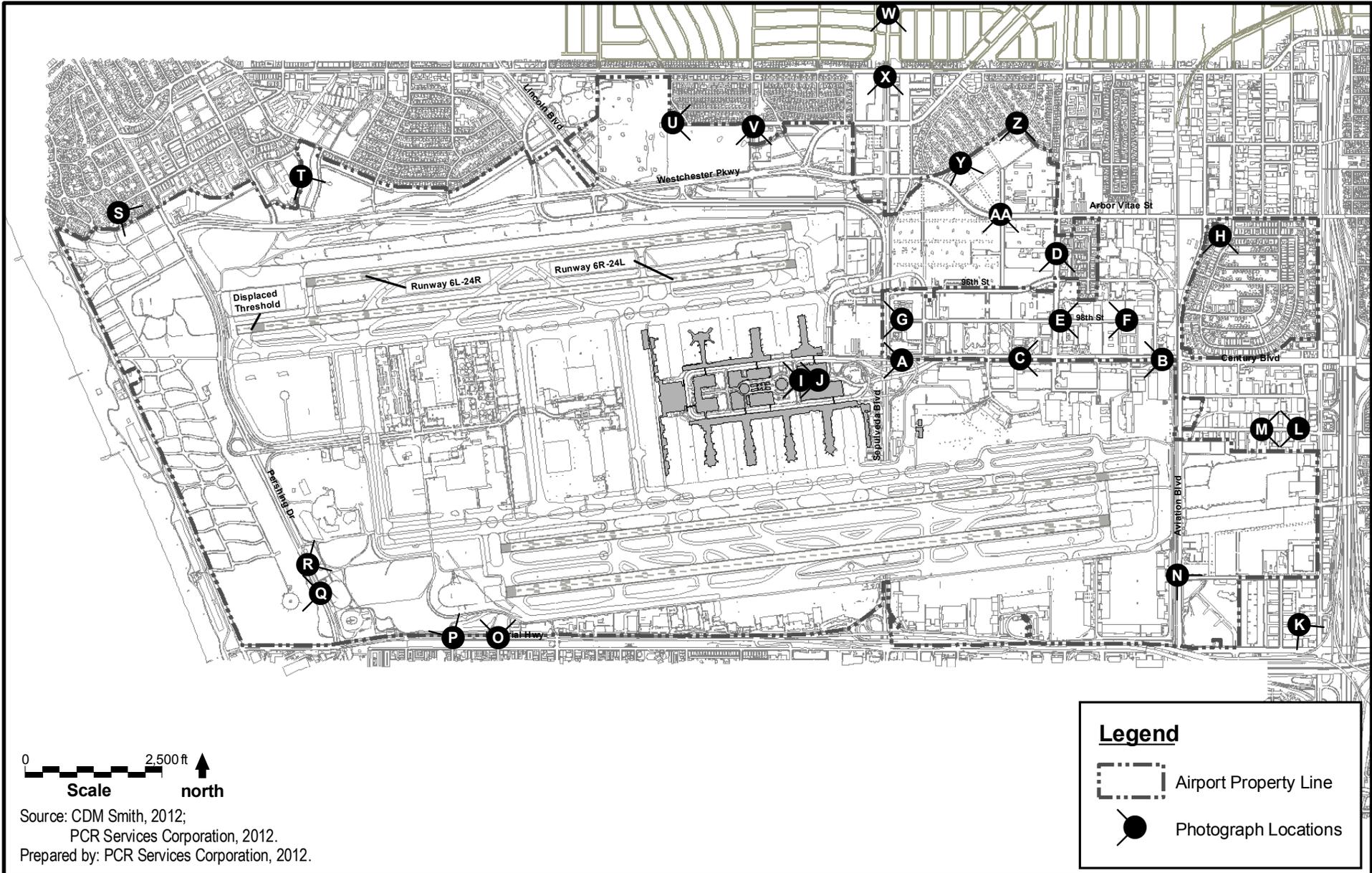
Along the east side of Airport Boulevard, north of Century Boulevard, high-rise hotel development continues up to 96th Street with surface parking and rental car uses to the east. North of 96th Street is the Belford area. As shown in **Figure 4.1-2** (Photograph D), similar to the Manchester Square area, most of the residences in the Belford area have been acquired and demolished, and the property landscaped, with chain link fencing partitioning off acquired properties. Views of the airfield from this area and aircraft operations are largely obscured by high-rise structures along Century Boulevard.

East of Airport Boulevard along 98th Street, the rear entrances of high-rise hotel and office development, with associated loading and temporary parking areas and landscaping, line the street front. A view of 98th Street between Aviation Boulevard and Airport Boulevard is shown in **Figure 4.1-2** (Photographs E and F). As shown in **Figure 4.1-2** (Photograph G), west of Airport Boulevard, 98th Street near Sepulveda Boulevard is characterized with industrial uses, the rear entrances of high-rise hotels and parking structures, surface parking, and vacated fenced off properties. With the exception of vantage points from higher floors of hotel and office structures, views of the airfield and surrounding development are limited due to building orientation and intervening development and landscaping.

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<sup>52</sup>

As part of a separate and ongoing program supporting the LAX Master Plan, LAWA has been acquiring the Belford and Manchester Square areas east of and adjacent to the airport. These properties are heavily impacted by noise, traffic, and incompatible adjacent land uses. Residents in those areas approached the airport and requested that their properties be acquired rather than soundproofed. The existing voluntary acquisition activities were previously approved as part of LAWA's Final Relocation Plan - Voluntary Residential Acquisition/Relocation Program for the Areas Manchester Square and Airport/Belford, June 2000. Refer to Section 4.9, *Land Use and Planning*, for further discussion.



**LAX Specific Plan Amendment Study Draft EIR**

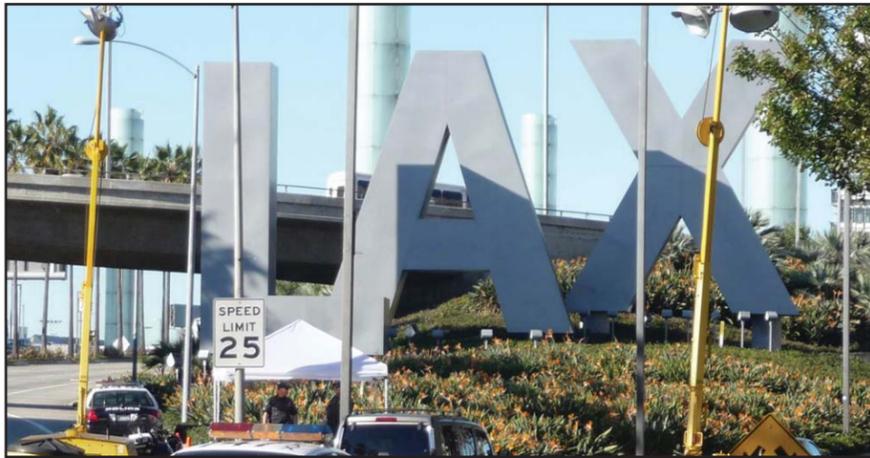
**Photograph Location Map**

Figure  
4.1-1

## ***4.1 Aesthetics***

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**A:** 32-foot high letters noting "LAX" at the intersection of Century and Sepulveda Boulevards.



**B:** Landscaping and portions of the Gateway Pylon Project Kinetic Light Installation located along Century Boulevard between Aviation Boulevard and Sepulveda Boulevard.



**C:** High-rise offices and hotels on Century Boulevard near the Central Terminal Area entrance.



**D:** View of Airport Boulevard, north of Century Boulevard.



**E:** View of 98th Street, east of Airport Boulevard, looking east.



**F:** View of 98th Street, east of Airport Boulevard, looking west.



**G:** View of 98th Street, east of Sepulveda Boulevard looking west.



**H:** View of Manchester Square area facing south.



**I:** Airport Traffic Control Tower in Central Terminal Area.

## ***4.1 Aesthetics***

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**J:** Central Terminal Area Theme Building.



**K:** View of the elevated ramps of the I-105 at La Cienega Boulevard.



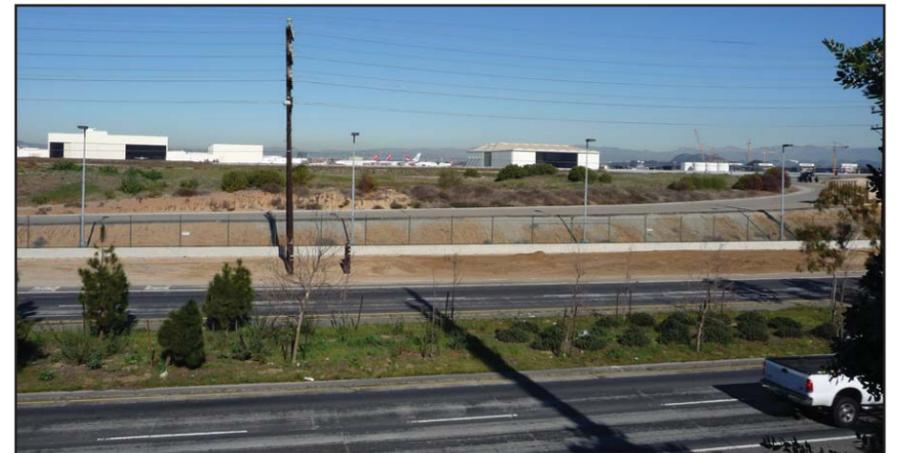
**L:** View to the west of industrial structures on 104th Street.



**M:** View to the east on 104th Street.



**N:** View of Continental City on Aviation Boulevard and 111th Street site looking southeast.



**O:** View of airport near Imperial Avenue in El Segundo, looking north. Maintenance facilities are in the mid-ground.



**P:** View of Imperial Highway and airport looking northwest.



**Q:** View of Pershing Drive from the south. The Habitat Restoration Area is to the left.



**R:** View of Pershing Drive from the south. The airport runway western terminus is to the right.

## ***4.1 Aesthetics***

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**S:** Expansive views of the airport property from the northeast. Views of CTA structures and the Airport Traffic Control Tower are visible in the distance.



**T:** View of LAX Northside property from a residential neighborhood near 92nd Street.



**U:** Twenty-foot-high sound-blocking wall in 50-foot landscape setback on 88th Street.



**V:** View of north airfield and the Airport Traffic Control Tower and the CTA looking south from Emerson Avenue.



**W:** View of Sepulveda Boulevard near West 83rd Street.



**X:** Sepulveda Boulevard and Manchester Avenue intersection.



**Y:** View to the south near single-family homes on Will Rogers Place.



**Z:** View to the south of Parking Lot C and structures along Arbor Vitae Street.



**AA:** View to the south from the intersection of Jenny Avenue and Westchester Parkway.

## ***4.1 Aesthetics***

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### **Central Terminal Area**

The CTA features nine passenger terminals connected by the ring-shaped, two-level World Way roadway. Visual quality within the CTA is characterized by the same landscape theme as on Century Boulevard along an array of roadways and lanes that access terminal departure and arrival bays. Parking structures with perimeter landscaping and overhead walkways occupy a large part of the center of the terminal area. Also in the center of the CTA is the arched Theme Building, which houses an observation deck and a restaurant approximately 70 feet aboveground. Views of the Theme Building within the CTA are primarily visible from vantage points from World Way, Center Way, pedestrian walkways, and surface and structured parking lots to the north and south. More intermittent views of the Theme Building area also available from World Way, Center Way, and parking structures to the east and west. The Theme Building is a City of Los Angeles Historic-Cultural Monument symbolizing a "Jet Age" theme. The Theme Building underwent renovations in 2010 that involved a new engineering design for the arch system. Existing stucco on the exterior was removed and reconstructed. The renovation also involved shoring the building's foundation, Americans with Disabilities Act (ADA) upgrades, and seismically upgrading various building elements (including the garden plaza screen wall).

The Airport Traffic Control Tower (constructed in 1996), rising above the west side of the Theme Building, is another building that is distinctive because of its height. Visible from all directions and, in some cases, from a relatively great distance, the Airport Traffic Control Tower contributes to the airport's sense of destination. The Airport Traffic Control Tower and Theme Building are depicted in **Figure 4.1-2** (Photograph I) and **Figure 4.1-3** (Photograph J), respectively.

In contrast to the valued aesthetic character of the Theme Building and the distinctive Airport Traffic Control Tower, the terminal buildings along the outside of the World Way ring road are of more utilitarian design emphasizing function and access. The Tom Bradley International Terminal (TBIT) is currently being upgraded and expanded with approximately 1.25 million square feet of new building area, including food/beverage and retail concessions, lounge space, enlarged federal inspection/customs and border protection facilities, new boarding gates, and enlarged passenger seating/holdroom areas. Known as the Bradley West Project, the architectural design of the new elements is inspired by the adjacent Pacific Ocean and will include modern design elements. The upgrades associated with the Bradley West Project are also designed to underscore the importance of LAX as the international gateway for the region and are complimentary of the iconic Theme Building.<sup>53</sup>

With the exception of vantage points within the taller Theme Building, within the CTA, public views of the airfield and areas adjacent to the airport are blocked by the terminal buildings.

### **Southern Boundary**

The I-105 rises approximately 80 feet above the airport as it crosses over the I-405 Freeway and provides a panoramic view of the airport to travelers approaching from the east (**Figure 4.1-3**, Photograph K). From Aviation Boulevard, the airfield and airplane operations are visible from the upper stories of hotels and office buildings located along the south side of Imperial Highway to Sepulveda Boulevard. As shown in **Figure 4.1-3** (Photographs L and M), south of Century Boulevard, east of Aviation Boulevard along 102nd and 104th Street, are numerous one- and two-story industrial structures that house numerous cargo, storage, and manufacturing businesses. Views of the airfield to the west are visible from these streets. Views of Century Boulevard to the north, and I-105 and the Continental City site to the south are largely obscured by surrounding development and fencing.

East of Aviation Boulevard and north of Imperial Highway is the 28-acre Continental City site which is presently vacant and characterized by grass, shrubs, and low-lying vegetation. Biological resources on this site are described in Section 4.3, *Biological Resources*. As shown in **Figure 4.1-3** (Photograph N),

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<sup>53</sup> City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Bradley West Project*, September 2009.

## **4.1 Aesthetics**

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expansive views of the Continental City site and the elevated portion of I-105 and its supporting columns are available to the south and east.

From vantages on the elevated I-105 between Sepulveda Boulevard and California Street looking north, there are views of the airport which include views of the south airfield, ancillary structures, and cargo buildings. As the I-105 transitions to Imperial Avenue, west of California Street, there are views of the airport, including terminal buildings, the Theme Building, the south airfield, urban areas farther to the north, and ocean views to the west/northwest from the bluff-top greenbelt and a number of residential properties.

From Sepulveda Boulevard to Pershing Drive on the west, the El Segundo bluff rises on the south side of Imperial Highway. Benches along the bluff-top greenbelt are frequently used by the public for viewing arriving and departing aircraft as well as for taking in scenic long-range views of the Santa Monica Mountains. A general view of the airport from Imperial Avenue, near Virginia Street in El Segundo, is shown in **Figure 4.1-3** (Photograph O). The number and quality of views among residential properties in this area are highly variable due to changes in topography, intervening trees along the greenbelt, and the design and orientation of apartment buildings. While there are notable views of the airfield and the more distant Santa Monica Mountains from more elevated properties, few of the single-family homes or apartment buildings are oriented with the objective of taking in long-range scenic views. The southwest portion of the airport property has little development, and it is mainly limited to taxiways. Views of the airport from Imperial Highway, west of Main Street, are partially blocked by fencing and landscaping. A view looking northwest on Imperial Highway, near Loma Vista Street is shown in **Figure 4.1-3**, (Photograph P). Between Pershing Drive and Vista del Mar, Imperial Highway passes the Hyperion Sewage Treatment Plant on the south and the Habitat Restoration Area on the north. At the corner of Vista del Mar and Imperial Highway, the Hyperion facility, with street front landscaping features, is prominently in view.

### **Western Boundary**

Between Imperial Highway and Westchester Parkway, views to the east along Pershing Drive, approximately 90 feet above mean sea level (AMSL), are mostly obscured by the hilly terrain and the placement of fill which rises to 100 feet AMSL. The Habitat Restoration Area, a 203-acre portion of the Dunes, is located on the west side of Pershing Drive, and is enclosed by green security fencing. Views of the ocean from Pershing Drive are obscured by the Dunes, which rise to levels of approximately 130 to 180 feet AMSL. Large areas of the Dunes are undeveloped and somewhat natural in appearance; other areas include remnant residential streets, radar, navigational aids, related safety facilities, and other ancillary facilities, which are generally not visible from public vantage points along Pershing Drive. Overall, the rural open space appearance of this section of the airport is dominated by the Pershing Drive/World Way West interchange. A view of Pershing Drive, looking west and east, is shown in **Figure 4.1-3** (Photographs Q and R).

Vista del Mar, a City of Los Angeles-designated Scenic Highway, bounds the far westerly edge of the airport property, adjacent to the Dunes. Views of airport facilities are not possible from Vista del Mar due to the intervening dunes.

### **Northern Boundary**

The property to the north of the airfield, which is currently entitled for development of the LAX Northside project, extends nearly 2.5 miles from the Westchester business district at Sepulveda Boulevard west to Pershing Drive. The property, which was mostly a residential area, was originally acquired by LAWA for commercial development between the airport and residential neighborhoods located farther north. The majority of the site is currently vacant, with some roads and paved areas from previous development. Existing development includes a fire station, airport support uses, a child care facility, golf course, and an animal quarantine facility. As described in greater detail in Section 4.9, *Land Use and Planning*, the LAX Northside Plan, approved in 1984, permits commercial, manufacturing, and recreational uses, subject to the requirements of the LAX Specific Plan. Structures within LAX Northside are also subject to height

restrictions within the City of Los Angeles Planning and Zoning Code due to the proximity of the site to protected airspace at LAX.<sup>54</sup> In response to community input, LAWA has initiated the LAX Northside Plan Update as an independent planning process that will consider and complement other plans and projects underway at LAX.<sup>55</sup>

Westchester Parkway runs through the LAX Northside property. Westchester Parkway is fully improved with a landscaped median and perimeter landscaping. As shown in **Figure 4.1-4** (Photograph S), west of Pershing Drive, elevated residential areas offers open vistas of the airport and Dunes. More elevated views of the LAX north airfield are generally available only from the apartments located along the west side of Lincoln Boulevard, and from residences located along West 91st Street, north of Saint Bernard High School, and west of Falmouth Avenue. The high-rise apartments on Lincoln Boulevard have views to the southeast and southwest. These views encompass vacant areas of LAX Northside, the airport, and more distant views of the ocean and City. The westerly end of the airport's northern runways is visible to single-family residences adjacent to Saint Bernard High School and in neighborhoods north of the airport and west of Falmouth Avenue, although full views are partially obscured by fencing and landscaping. Views from these properties are oriented to the southeast. A typical view from this area is shown in **Figure 4.1-4** (Photograph T).

The northern boundary of the LAX Northside project site, along West 88th Place between Sepulveda West Way and the Westchester Golf Course, and then north to Manchester Avenue, also borders residential uses. To screen the airport property from this residential area, LAWA has constructed 20-foot-high buffers, consisting of 12-foot-high architecturally treated masonry sound walls on the crest of 8-foot-high landscaped berms within a 50-foot setback from 88th Street. The landscaping associated with the completed wall and associated buffering, east of the Westchester Golf Course, includes grass lawns with trees and sloping berms landscaped with ornamental vegetation. **Figure 4.1-4** (Photograph U), depicts the 20-foot-high landscaped wall and berm, which effectively block views of the airport from these properties.

At the southern terminus of Emerson Avenue is the Los Angeles Fire Department Station 5 and Westchester Golf Course. As shown in **Figure 4.1-4** (Photograph V), views from this street include vantages of the LAX north airfield and the Airport Traffic Control Tower, although these views are partially obscured by fencing and landscaping.

Sepulveda Boulevard is an additional primary approach roadway. Elevated residential areas north of Manchester Avenue offer views of the high-rise development on the Sepulveda Boulevard and Century Boulevard corridors. As shown in **Figure 4.1-4**, (Photograph W), views of the airport are limited due to intervening vegetation and development. Farther south, near the intersection of Sepulveda Boulevard and Manchester Avenue, the visual character is dominated by a diverse range of mid-rise commercial and office development with palm trees and landscaping along the sidewalks and center median. Views of the airport to the west are largely obscured by development.

East of Sepulveda Boulevard, and north of Arbor Vitae Street, are single-family residential areas and the Carl E. Nielson Youth Park. Views from these vantage points include views of Parking Lot C and structures along Arbor Vitae Street (**Figure 4.1-4** Photographs Y and Z). As shown in **Figure 4.1-4** (Photograph AA), farther south at the intersection of Jenny Avenue and Westchester Parkway, views are dominated by surface parking related to Parking Lot C and fencing with high-rise structures along Century Boulevard and Airport Boulevard to the south.

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<sup>54</sup> Los Angeles Municipal Code, Planning and Zoning Code, Article 2, [Specific Planning- Zoning, Comprehensive Zoning Plan](#), Section 12.50, "Airport Approach and Zoning Regulations."

<sup>55</sup> City of Los Angeles, Los Angeles World Airports, [LAX Northside Plan Update](#), Available: <http://www.lawa.org/GDZ>, accessed December 30, 2012.

## **4.1 Aesthetics**

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### **4.1.3.2.2 Light and Glare**

LAX and its surrounding environment generate light emissions common in highly urbanized areas. Certain airport facilities visible from the airport periphery emit intensities of light that are noticeably above average ambient light conditions. Moreover, distance, a partially opaque fence and large earthen berm along a portion of the northern boundary of the airport property, Imperial Highway, I-105, the landscaped open space corridor that parallels Imperial Highway, and partially opaque perimeter fencing along the northern, eastern and much of the southern airport boundaries, contain much of the existing airport lighting to the airport property.

Illumination sources associated with the CTA include street lights, security lights, roof perimeter lights, parapet lights, and terminal entrance lights. The hangar facilities immediately west of the CTA, adjacent to World Way West between the north airfield and south airfield, have roof perimeter lights, and light emits from the interiors of these structures. The roof perimeter and parapet lights, shielded and directed down, generally do not spill over 30 feet onto the surrounding areas. Interior light coming from hangars does not generally spill over beyond the hangar doors. While contributing to urbanized ambient light conditions, the CTA and World Way West facilities are at distances of 2,500 to 3,000 feet or more from sensitive residential receptors and, as evidenced by 2001 lighting measurements at these sites, cause no light spillover in residential areas immediately north and south of the airport.

Lighting on the north airfield and south airfield include aircraft lighting aids and navigational systems provided to facilitate aircraft identification, approach/landing, takeoff, and taxiing operations at night and in adverse weather. This lighting comprises airport beacons, approach lighting, runway/taxiway guidance lighting, runway end identifier lights, apron/ramp floodlighting, and ground lighting/markings. Lighting associated with the airfields is generally low to the ground, low in intensity, and located at least 800 feet from sensitive residential receptor areas north and south of the airport property. In general, runway/taxiway lights are directed towards the runway or taxiway and not off the pavement.

The Imperial Terminal (on the south central area of the airport) and the Imperial Cargo Complex (in the southeast area) are both adjacent to, but set back over 50 feet from, Imperial Highway. Each has a mix of light sources that are visible from commercial and/or industrial land uses on the south side of Imperial Highway and I-105. The shielded roof perimeter lights are directed down and do not spill off-site. The Century Cargo Complex next to Century Boulevard has a 50-foot landscaped setback; the lighting associated with the complex is shielded and directed down and does not spill over off-site. In addition, Century Boulevard has been visually upgraded with implementation of the LAX Beautification Enhancements Program. The upgrades included a series of 25- to 60-foot highlighted columns with changing colors near the CTA entrance and extending along the Century Boulevard median to the east, in addition to new landscaping and illuminated 32-foot-high letters noting "LAX" at the intersection of Century and Sepulveda Boulevards and at the I-105 interchange at Sepulveda Boulevard. The lighted columns utilize low-level lighting that does not spill over off-site.

Parking Lots C and D, located near Sepulveda Boulevard and Westchester Parkway, have 6-foot fences and walls, set within 15-foot landscaped buffers along the street frontages. The parking lot lights are similar in intensity to the adjacent streetlights. Although located throughout the parking lot, these lights are not at the perimeters; they are shielded and directed down, and do not spill over beyond the parking surfaces.

Lighting in the Dunes and Habitat Restoration Area west of Pershing Drive currently consists of navigational aids and security lighting for two small buildings. This lighting, while visible, is low in profile. Also, street lights on Pershing Drive emit amber light and older low-profile street lights along Vista del Mar, adjacent to the Dunes, emit white light at low intensities. The Pershing Drive right-of-way separates the Dunes from developed areas of the airport by approximately 135 feet. Airport light sources in the area east of Pershing Drive are less intense than those found on the remainder of the airport site and primarily comprise airfield lighting as development in this area of the airport is currently limited.

Under current conditions, LAX illumination provides for the safe and secure movement of pedestrians and vehicles, and does not interfere with the nighttime visibility of control tower operators and incoming pilots. Similarly, there are no buildings, structures, or facilities on the LAX property that currently generate substantial adverse glare. Of the lighting sources described, those that are located in proximity to light-sensitive receptors are most pertinent for analysis. Sensitive receptors are primarily concentrated along the airport's northern and southern edges (e.g., residential uses), and within the Habitat Restoration Area (biological resources) at the western end of the site.

The existing lighting conditions within and along each of the boundary areas surrounding the airport property are described below.

### **Century Corridor/Eastern Boundary**

Light sources along Century Boulevard, next to the Century Cargo Complex, include light from billboards, hotels, commercial buildings, and street lights. In general, luminance emanating from this area is more noticeable than that from the airport. The hotel buildings along Century Boulevard are the only light-sensitive receptors within these areas. While airport light sources are visible from hotel buildings within the Century Corridor, especially from the upper floors of the westerly-most hotel, there is no spillover onto the hotel buildings from airport sources, including from Gateway Pylon Project Kinetic Light installation, and airport lighting effects are generally less apparent than the hotels' own environmental lighting.

The Manchester Square and Belford areas are surrounded on all sides by commercial and industrial uses. The levels of lighting in these areas are typical of this land use mix in an urban area, and there are no major existing light sources in these areas that currently conflict with adjacent uses. There are, however, several existing light-sensitive uses adjacent to these three areas, including a multi-family apartment building one-half block north of Manchester Square, the Westin Los Angeles Airport Hotel along Century Boulevard immediately south of Manchester Square, and a Super 8 Motel along Arbor Vitae Street immediately north of the Belford area.

### **Southern Boundary**

The land uses to the south of LAX in the City of El Segundo are separated from the airport by a combination of Imperial Highway, Imperial Avenue, I-105, the Imperial Strip (a 7.35-acre landscaped open space corridor that parallels Imperial Highway), and partially opaque perimeter fencing and/or an earthen berm with a service road on top. East of Sepulveda Boulevard, Imperial Highway and I-105 intervene between LAX to the north and existing hotels, commercial and industrial development to the south. West of Sepulveda Boulevard, Imperial Highway, Imperial Avenue, and the Imperial Strip intervene between LAX to the north and existing residential, hotel, and neighborhood commercial uses to the south (e.g., I-105 merges into Imperial Highway shortly west of Sepulveda Boulevard).

Imperial Highway, Imperial Avenue, I-105, the Imperial Strip, and the partially opaque airport perimeter fencing and/or berm create a buffer between the southern boundary of LAX and the land uses located to the south. In combination with building setbacks, the land uses south of LAX, east of Sepulveda Boulevard are separated from LAX by approximately 100 feet, and west of Sepulveda Boulevard by over 250 feet. In addition, the light-sensitive uses include their own lighting, as do the aforementioned intervening roadways. While some of the adjacent sensitive receptor views of LAX site are blocked by these intervening features, others have direct views of LAX. However, while LAX light sources are visible to certain residences between the trees of the Imperial Strip and from the upper floors of some of the apartments and hotels, the distances and intervening lighting are such that the light-sensitive uses are not affected by light spillover or high ambient lighting levels from LAX.

The office buildings along Imperial Highway located east of Sepulveda Boulevard and west of Aviation Boulevard contribute to the illumination in the immediate area with their own light sources, which include illuminated exterior walls, building security lighting, light emanating from building interiors, illuminated signs, and parking lot lights. Associated lighting from these office buildings, and not light from LAX, dominates in this area.

## **4.1 Aesthetics**

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### **Western Boundary**

The Dunes are located at the west end of the LAX property, between Pershing Drive and Vista del Mar. About 200 contiguous acres of the Dunes are designated as the Habitat Restoration Area, located approximately between Imperial Highway and World Way West. This area is being preserved to maintain and promote natural conditions and habitat that support the endangered El Segundo blue butterfly and other sensitive species.

Lighting on the Dunes currently consists of navigational aids and security lighting. The locations of existing navigational aids in the Dunes are shown in Figure 4.4-2 within Section 4.4, *Coastal Resources*. The navigational aids consist of two instrument landing system localizers, two middle markers, approach lighting systems (ALS), approach lighting system flashers (ALSF), and building security lights. The approach lights in the Dunes consist of 14 ALS light standards each containing six steady burning lights and 14 ALSF-2 flashing approach lights. Five ALS and ALSF-2 standards are located in the Habitat Restoration Area. The lighting systems in the Dunes area are only used under two conditions; after midnight when planes approach from the west and during "Santa Ana" conditions when aircraft land from the west. There are five different lighting settings from 1 (dimmiest) to 5 (brightest); 5 is only used during very foggy weather. Typically, the setting is 3, which is what the lights were set at during field measurements. There are also motion-sensitive security lights on the radar/radio building on the southern edge of the Dunes area. All of the security lights are on motion detection settings that turn off when the motion stopped.

Street lights on Pershing Drive emit amber light, and older low-profile street lights found along Vista del Mar adjacent to the Habitat Restoration Area emit white light at low intensities. Some light spills into the Habitat Restoration Area from these streetlights; the extent of coverage varies depending on dune topography and the height of adjacent light standards. Greater spillover occurs along Pershing Drive where the streetlights are higher, particularly on the west side of the World Way West overpass where a grouping of high non-amber light standards illuminate a wide area.

According to the light and glare analysis conducted for LAX Master Plan EIR, light levels within the Dunes range from 0.004 to 0.26 foot-candles (the light energy incident at a given point in foot-candles).<sup>56</sup> There has been little change in light improvements within and surrounding the Dunes since the analysis for the LAX Master Plan was conducted, and no major new light sources have been added along the western edge of the airport property. As a result, light levels in the Dunes continue to be a function mostly of the street lights associated with Pershing Drive, which have not materially changed since the LAX Master Plan analysis was conducted. As a result, existing light levels within the Dunes are within the range of the previous measurements.

### **Northern Boundary**

The residential area north of LAX and west of Sepulveda Boulevard is separated by at least 1,000 feet from existing airport facilities by Westchester Parkway, the Dunes, or the largely vacant LAX Northside area (part of the LAX property). Where direct views of LAX are available, they are distant and generally look across the dimly or unlit Dunes or the LAX Northside area (except for the Westchester Golf Course which is not considered a light-sensitive use for purposes of this analysis). The Westchester Golf Course provides lighting for evening golf course use. This lighting is visible from surrounding off-site areas.

The residential area north of LAX and east of Sepulveda Boulevard is adjacent to existing airport parking facilities. The parking lot lighting is visible from this residential area, as is lighting from the adjacent commercial uses to the west and east and industrial uses to the southeast, but the lighting is largely shielded and directed downward in accordance with LAMC requirements, and thus any light spillover that does occur onto light-sensitive uses is limited.

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<sup>56</sup> City of Los Angeles, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements*, Section 4.18, April 2004.

#### 4.1.4 Thresholds of Significance

A significant aesthetic or view impact would occur if the direct and indirect changes in the environment that may be caused by the particular SPAS alternative would result in one or more of the following future conditions:

- ◆ Introduction of features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting/contrasting with important aesthetic elements or the quality of the area (such as a theme, style, setbacks, density, massing, etc.) or cause an inconsistency with applicable design guidelines.
- ◆ Removal of one or more features that contribute to the valued aesthetic character or image of the neighborhood, community, or localized area such as demolition of structures, street trees, a strand of trees, or other landscape features that contribute positively to the valued visual image of a community.
- ◆ Obstruction, interruption, or diminishment of a valued focal or panoramic view or view from any designated scenic highway, corridor, or parkway.

All three thresholds reflect criteria contained in the L.A. CEQA Thresholds Guide relevant to this project.

With respect to light emissions and glare, a significant impact would occur if the direct and indirect changes in the environment that may be caused by the particular SPAS alternative would result in one of the following future conditions:

- ◆ A change in lighting or lighting intensity such that light would spill off the project site and affect light-sensitive areas; or
- ◆ A substantial new source of glare, or a change in the built environment, which would adversely affect day or nighttime views in adjacent areas sensitive to glare.

These thresholds are derived from the L.A. CEQA Thresholds Guide and Appendix G of the State CEQA Guidelines.

#### 4.1.5 Applicable LAX Master Plan Commitments and Mitigation Measures

As part of the LAX Master Plan, LAWA adopted five commitments and one mitigation measure pertaining to design and aesthetics (denoted with "DA") and light emissions (denoted with "LI") in the Alternative D Mitigation Monitoring and Reporting Program (MMRP). In addition, one surface transportation and two land use commitments are also relevant to this analysis. The following commitments and mitigation measure are applicable to the SPAS alternatives and were considered in the aesthetics and light and glare analysis herein.

##### 4.1.5.1 Aesthetics

###### ◆ DA-1. Provide and Maintain Airport Buffer Areas.

Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.

###### ◆ DA-2. Update and Integrate Design Plans and Guidelines.

The following plans and guidelines will be individually updated or integrated into a comprehensive set of design-related guidelines and plans; LAX Street Frontage and Landscape Development Plan (June 1994), LAX Air Cargo Facilities Development Guidelines (April 1998; updated August 2002), and LAX Northside Design Plan and Development Guidelines (1989), including conditions addressing heights,

## 4.1 Aesthetics

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setbacks and landscaping. The update will serve as a basis for reviewing future public and private development projects at LAX. The update will incorporate key provisions in current plans with an equivalent or greater level of compatibility and visual quality supported between LAX and adjacent land uses.<sup>57</sup>

### ◆ **MM-DA-1. Construction Fencing.**

Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts.

### ◆ **LU-2. Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.**

Land acquired and cleared for airport development will be fenced, landscaped, and maintained regularly until the properties are actually developed for airport purposes.

### ◆ **LU-4. Neighborhood Compatibility Program.**

Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include:

- ◆ Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.
- ◆ Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible.
- ◆ Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses.

### 4.1.5.2 Light and Glare

#### ◆ **LI-2. Use of Non-Glare Generating Building Materials.**

Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass.

#### ◆ **LI-3. Lighting Controls.**

Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spillover. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.

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<sup>57</sup> Subsequent to the approval of LAX Master Plan, the LAX Street Frontage and Landscaping Development Plan Update was completed in accordance with the provisions of LAX Master Plan Commitment DA-2.

### **4.1.6 Impacts Analysis**

In addition to the above LAX Master Plan commitments and mitigation measure, and as previously discussed under 4.1.3.1, new development at LAX is subject to compliance with a number of design- and lighting-related regulations and guidelines. Compliance with applicable regulations and guidelines is supported through LAWA's design review process where plans are reviewed by the Facilities Planning Division, other airport divisions, and by the City of Los Angeles Building and Safety Department as part of the permitting process. The Building and Safety Department distributes the plans as appropriate to other City departments including Planning, Public Works, and Cultural Affairs with final design approval required by the Cultural Affairs Commission. As architectural plans are not available for the improvements proposed under the SPAS alternatives, the following analysis assumes that new development at LAX would be carried out in compliance with relevant LAX Master Plan commitments and mitigation measure, and with relevant LAX and City of Los Angeles design and lighting regulations and guidelines.

#### **4.1.6.1 Alternative 1**

Alternative 1 (described in Chapter 2, *Project Description*) includes various features that are particularly relevant to the analysis of impacts to aesthetics, views, and light and glare. These features include airfield facility and terminal improvements; ground access improvements, such as the Intermodal Transportation Facility (ITF), new parking in the Manchester Square area, and the relocation of Lincoln Boulevard; and the relocation of navigational aids.

##### **4.1.6.1.1 Aesthetics**

###### **Century Corridor/Eastern Boundary**

Alternative 1 would involve construction of a new ITF on 14 acres between 96th and 98th Streets and between Vicksburg Avenue and Airport Boulevard. Key features of the ITF include public parking and remote passenger pick up/drop off areas. In addition, arriving passengers would travel to the ITF to board door-to-door shuttles or scheduled buses. As part of Alternative 1, the Manchester Square area would be developed with a parking facility. A dedicated busway between Manchester Square and the CTA would be constructed primarily using the 98th Street corridor, including a bridge over Sepulveda Boulevard and stops at the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards and the new ITF. The busway would be grade-separated into the CTA, where it would merge with mixed-flow traffic on the upper-level roadway; exiting the CTA, buses would be in mixed-flow, re-entering the elevated busway east of Vicksburg Avenue. The busway would provide connectivity with the Metro station planned for Century and Aviation Boulevards.

The construction of a new ITF would involve the acquisition and demolition of existing parking structures, and commercial and industrial properties, some of which are currently vacant and fenced off from the street. The structures that would be removed do not contribute to a valued aesthetic character or image of the area. As described previously, the existing visual quality of this area is poor and limited landscaping is located within this area. Construction of the ITF would create a new use that would be compatible with surrounding commercial, industrial, and parking uses. Design plans for the ITF have not been developed. However, the LAX Street Frontage and Landscape Development Plan Update requires passenger facilities, such as the ITF, as a highly utilized public facility, to include intensive landscaping amenities and visual treatments. Such visual treatments would include edge treatments, pedestrian amenities, and other decorative elements. In addition, the LAX Specific Plan requires the development of conceptual design guidelines for new projects, including new central terminals and passenger facilities such as the ITC.

LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, LU-4, Neighborhood Compatibility Program, and LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion, would further reduce the potential for the ITF to have adverse effects on aesthetic and visual resources. In particular, LU-4, Neighborhood Compatibility Program, outlines

## 4.1 Aesthetics

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interface treatments along the airport perimeter for the purpose of "ensuring that the airport complements surrounding properties and neighborhoods." As stated in LAX Master Plan Commitment LU-4, the purpose of the NCP is to encourage ongoing coordination and planning by LAWA to ensure that the airport complements surrounding properties and neighborhoods. Efforts to promote the visual compatibility of the ITF with surrounding uses would be undertaken during LAWA's architectural design and development process and would support the LAX Specific Plan, LAX Street Frontage and Landscape Development Plan Update, and future conceptual design guideline objectives. In light of these applicable design guidelines, plan provisions, and LAX Master Plan commitments, and given that the site and surrounding areas are not of high aesthetic quality, and the ITF would not remove features that would change the aesthetic character of the area, impacts to aesthetic and visual resources from the ITF would be less than significant.

As discussed previously, the ITF would be developed in an area with poor visual quality that does not include notable views. The ITF would not be located within the viewshed of a designated scenic highway, corridor, or parkway. As development of the ITF would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

Since the Manchester Square area has been largely cleared and consists of vacant grass lots surrounded by fencing, the existing visual quality of the area is low, and areas surrounding the site do not provide valued scenic views or include sensitive visual receptors. Development of the proposed parking facility would involve removal of the limited remaining structures in Manchester Square and existing LAWA-maintained landscaping. The new parking facility would be in character with surrounding surface parking facilities, commercial, and industrial development. Furthermore, edge and landscape treatments would be incorporated into the design of the parking facility in compliance with the LAX Street Frontage and Landscape Development Plan Update and efforts to promote the visual compatibility of the new parking facility would be undertaken as part of LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program. As discussed above, the Manchester Square area does not provide valued focal or panoramic views, nor is the area within the viewshed of a designated scenic highway, corridor, or parkway. In light of applicable design guidelines and LAX Master Plan commitments for screening, buffers, setbacks, and maintenance of neighborhood compatibility, and given that the site and surrounding areas are not of high aesthetic quality, impacts to aesthetic and visual resources due to the proposed parking facility would be less than significant. As development of the new parking facility would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would also be less than significant.

Development of the dedicated busway and support pilings ranging in height from ground level up to 20 feet above grade would be developed between Manchester Square and the CTA primarily along the 98th Street corridor, including a bridge over Sepulveda Boulevard and stops at the future Metro LAX/Crenshaw Light Rail Transit Station near Century and Aviation Boulevards and the new ITF. Views in this area are limited and consist of parking facilities, hotel, commercial, and industrial uses which do not contribute to a valued aesthetic image. Furthermore, efforts to promote the visual compatibility of the elevated busway with surrounding uses would also be undertaken during LAWA's architectural design and development process and through conformance with LAX Master Plan Commitment LU-4, Neighborhood Compatibility Program. Therefore, in light of applicable design guidance and LAX Master Plan commitments, and because the elevated busway would not degrade an area valued for its aesthetic character or involve the removal of features that contribute to the aesthetic image of the area, impacts to aesthetic and visual resources would be less than significant.

The elevated busway would be most visible from lower floors of hotels and office buildings along 98th Street and adjacent roadways. The elevated busway would also be visible from adjacent roadways and properties along 96th Street, Sepulveda Boulevard south of 96th Street, and portions of Aviation Boulevard adjacent to the cross-over at 98th Street. While development of the elevated busway would introduce a new and unique feature in the project area, due to the height of the structure and support

pilings, views most likely to be affected would be from the lower levels of hotel and office uses along 98th Street and Sepulveda Boulevard, which are not scenic. As such, development of the elevated busway would not impact valued focal or panoramic views from upper stories of hotel and office uses. Furthermore, the elevated busway is not within the viewshed of a designated scenic highway, corridor, or parkway. Accordingly, the elevated busway would have a less than significant impact in regard to obstruction or diminishment of views.

### **Central Terminal Area**

Terminal improvements under Alternative 1 include the addition of new Terminal 0, loss or modifications to concourse areas and/or gates at Terminals 1, 2, and 3, and the modification and northern extension of concourse area and gates at TBIT and the future Midfield Satellite Concourse (MSC). Ground access improvements within the CTA include modification of Sky Way (the primary access road connecting CTA to southbound Sepulveda Boulevard and 96th Street Bridge). No modifications to the Theme Building or Airport Traffic Control Tower would occur.

Since the existing terminal buildings are aging, functional in nature, and generally do not include extensive architectural features and/or landscaping, they do not contribute meaningfully to the aesthetic quality of the CTA. As such, modification and improvements of terminal buildings would not constitute the loss of valued aesthetic and visual resources. Furthermore, the new Terminal 0, and reconstruction and modifications of the Terminal 3 concourse and gates would, pursuant to the LAX Plan and LAX Street Frontage and Landscape Development Plan Update, incorporate external and more modern design elements and greater architectural articulation than current conditions. In addition, the LAX Specific Plan requires the development of conceptual design guidelines for new central terminals. Thus, the new Terminal 0 and modified facilities are expected to represent an aesthetic improvement within the CTA that would promote the airport's image as a Gateway to the City of Los Angeles. Therefore, impacts to aesthetic and visual resources would be less than significant.

Terminal and airfield improvements within/near the CTA under Alternative 1 would take place on the airfield and north of Sky Way. These improvements would not obstruct or degrade views of the Theme Building within the CTA and there are no other notable public views within the CTA.

Additional CTA improvements proposed as part of Alternative 1 include the relocation of Sky Way eastward between the future Terminal 0 and Sepulveda Boulevard. These modifications involve the relocation of an existing roadway, which would not detract from or constitute the loss of a valued visual resource. Existing views of Sky Way are not notable, and notable views within the CTA would not be altered with the relocation of Sky Way.

Since development of terminal improvements under Alternative 1 would not degrade features that contribute to the valued aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant. As development of the terminal improvements under Alternative 1 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would also be less than significant.

### **Southern Boundary**

Limited improvements would occur near the southern portion of the airport under Alternative 1, representing little change from existing conditions. Airfield and terminal modifications would be visible in the distance from upper stories of hotels and office buildings located along the south side of Imperial Highway to Sepulveda Boulevard and motorists along Imperial Highway. Farther west along Imperial Avenue from California Street to Pershing Drive, there are views of the airfield and the CTA and more distant views of the Santa Monica Mountains from viewers on the bluff-top greenbelt and a limited number of taller commercial buildings and elevated residential properties.

Various terminal and airfield modifications under Alternative 1 would not introduce a new land use that would materially alter the overall visual character of the airfield, CTA, or aircraft operations. Since improvements under Alternative 1 within the southern boundary would not degrade or remove features

## **4.1 Aesthetics**

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that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant.

Views of the existing airfield, while of public interest, and more distant views to the CTA, are not scenic. Changes to the north airfield and terminal improvements in the northern portion of the CTA would not alter existing long-range views of the Santa Monica Mountains due to the distance of the proposed improvements and the substantially higher vantage points to the south. Modifications would not affect views from a designated scenic highway, corridor, or parkway. Improvements under Alternative 1 would not alter valued views in El Segundo of airfield operations, such as arriving and departing aircraft. Accordingly, improvements that would occur near the southern boundary of the airport under Alternative 1 would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views; therefore, impacts on views would be less than significant.

### **Western Boundary**

Development in the western boundary area would also be limited under Alternative 1. Runway 6L/24R would be extended to the west, and taxiways would be improved and extended near the western end of the site. In order to accommodate the relocation of Runway 6L/24R, and the adjustment to the Runway 6R landing threshold, existing navigational aids within the Dunes and Habitat Restoration Area would be removed and new facilities would be installed and modified to align with proposed runway configurations.

Improvements to the airfield, CTA, and navigational aids would represent a continuation of existing uses and would not introduce a new land use that would materially alter the overall visual character of the airfield, CTA, or aircraft operations. Similar to existing conditions, new and modified navigational aids would be low in profile or would be narrow thin poles that would not materially change the aesthetic character of the Dunes or Habitat Restoration Area. Since improvements under Alternative 1 within the western boundary would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant.

Existing views of the airfield and more distant views to the CTA from public vantage points along Pershing Drive and residential areas north and south of the airport, while of public interest, are not scenic. As stated previously, scenic views of the ocean to the west are obscured by the Dunes. West of Pershing Drive, large areas of the Dunes are undeveloped and somewhat natural in appearance and, accordingly, provide a scenic appearance to pedestrians and motorists along Pershing Drive and to residential areas and public streets north and south of the Dunes. Other areas of the Dunes include remnant residential streets, radar, navigational aids, related safety facilities, and other ancillary facilities, which are not visually prominent from public vantage points along Pershing Drive. Vista del Mar, a City of Los Angeles-designated Scenic Highway, bounds the far westerly edge of the airport property, adjacent to the Dunes. Views of airport facilities are not possible from Vista del Mar due to the intervening Dunes.

The runway improvements under Alternative 1 would generally occur at grade level and would not block any valued focal or panoramic view of the Dunes. Additionally, with the exception of changes to existing navigational aids, no development would take place in the Habitat Restoration Area, and views of the Dunes and views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not materially change.

As discussed previously, in order to accommodate the relocation of Runway 6L/24R, and the adjustment to the Runway 6R landing threshold, existing navigational aids would be removed and new facilities would be installed and modified to align with proposed runway configurations. However, similar to existing conditions, new and modified navigational aids would be low in profile or would be narrow thin poles that would not comprise a noticeable portion of the overall viewshed. Furthermore, the intervening topography of the Dunes makes the navigational aids difficult to see from adjacent roadways. Existing vegetation is low in profile and minimal vegetation would be removed to accommodate new and modified navigational aids.

Since airfield and terminal improvements and the relocation and modification of navigational aids under Alternative 1 within the western boundary would not affect views from a designated scenic highway,

corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Northern Boundary**

Implementation of Alternative 1 would involve changes to the north airfield, which would include movement of Runway 6L/24R to the north and extension of Runway 6R/24L to the east. Modifications to the north airfield and CTA would be visible from the Westchester Golf Course, residential areas to the north of Lincoln Boulevard, homes located along West 91st Street north of Saint Bernard High School and west of Falmouth Avenue, and homes west of Pershing Drive due to the higher elevation of these areas. However, views of the north airfield and CTA from residential areas north of Lincoln Boulevard and east of the Westchester Golf Course are limited. As described previously, the northern boundary of the LAX Northside project site, along West 88th Place between Sepulveda West Way and the Westchester Golf Course, and then north to Manchester Avenue, is largely screened with 20-foot-high buffers.

Improvements to the north airfield and CTA under Alternative 1 would represent a continuation of existing airfield uses and would not meaningfully change the aesthetic and visual characteristics of the airfield or CTA. Under Alternative 1, Lincoln Boulevard would be realigned to the north, with approximately 540 linear feet below grade and/or covered. The realignment and depression of Lincoln Boulevard would not introduce a new land use that differs substantially from existing conditions.

As discussed previously, future development within LAX Northside would be subject to height restrictions, setback requirements, and landscape guidelines set forth in Appendix A of the LAX Specific Plan, as well as the 1989 LAX Northside Design Plan and Guidelines. Implementation of these conditions would promote a visually open landscaped northern boundary, and setbacks and height limits would reduce aesthetic impacts associated with the airfield modifications.

In addition, LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce impacts to aesthetic and visual resources along the northern boundary. In particular, LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas, requires the provision and maintenance of landscaped buffer areas that will include setbacks, landscaping, screening, or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy, and screening view of airport facilities form adjacent residential areas. LAX Master Plan Commitment LU-4, Neighborhood Compatibility Program, addresses all issues relating to compatible land use, including landscape buffer issues as well as noise, light spill-over, odor, and vibration.

In light of these applicable LAX Master Plan commitments and plan provisions, and given that improvements to the north airfield under Alternative 1 would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant.

Views of the north airfield operations are not scenic although more distant views of the historic Theme Building are visible. Airfield improvements would generally occur at grade level and improvements to the CTA would be comparable in scale, proportion, and massing to existing uses and would not block distant views of valued visual resources, such as the iconic Theme Building. Modifications under Alternative 1 would not affect views from a designated scenic highway, corridor, or parkway. Furthermore, as discussed previously, future development within LAX Northside would be subject to height restrictions, setback requirements, and landscape guidelines set forth in Appendix A of the LAX Specific Plan, as well as the 1989 LAX Northside Design Plan and Guidelines. Implementation of these conditions would promote a visually open landscaped northern boundary, and setbacks and height limits would reduce visual intrusion or obscuring of distant views.

As improvements occurring under Alternative 1 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

## 4.1 Aesthetics

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### **Construction**

Construction of airfield, terminal, ground access, and parking improvements under Alternative 1 would occur during different time periods, and construction of many improvements, such as runway improvements and navigational aids, would not be visually intrusive from surrounding vantage points. However, construction activities would cause some areas of the airport environs to have an incomplete, disrupted, and unattractive quality.

Areas where the construction activities would be most visible include commercial and hotel uses along 98th and 96th Streets; commercial areas north and south of Manchester Square; residential areas and viewers near the relocated portion of Lincoln Boulevard; residential areas northwest of Pershing Drive; and viewers along Imperial Highway, Sepulveda Boulevard south of 96th Street, Pershing Drive, I-405 north of Century Boulevard, I-105, Imperial Highway, and Aviation, Lincoln, Airport, and Century Boulevards.

Under Alternative 1, Construction Staging Areas A, B, C, and D would be located along the northern boundary of the airport (see Figure 2-15 in Chapter 2, *Project Description*). These construction staging areas would be visible from residential areas north of Westchester Parkway, and from the Westchester Golf Course and elevated residential areas northwest and northeast of Pershing Drive. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all views of the construction activities, and not all residential areas have such walls. Although Construction Staging Areas A, B, C, and D would be visible to some degree from off-site vantage points, the areas are largely vacant and do not include valued aesthetic resources or notable views. Construction staging equipment and activities would not contrast or be out of character with airfield runways and axillary structures located to the south.

Construction Staging Areas E and F in the mostly vacated Belford and Manchester Square areas would be visible from surrounding commercial, industrial, and surface parking uses. Views of the Manchester Square area would also be visible from the limited number of multi-family homes to the north, some which would have elevated views of the site from upper stories. Construction Staging Areas E and F would also be visible from surrounding roadways. While Construction Staging Areas E and F would be visible to surrounding uses and vantage points, these areas are largely vacant, the existing visual quality in these areas is low, and the areas do not support notable views.

The vacant Continental City site would potentially serve as Construction Staging Area G which would be visible along on Aviation Boulevard, 111th Street, and I-105. Residential areas south of I-105 have limited views of the Continental City site due to the presence of I-105 support pilings, a sound wall, and right-of-way fronting Imperial Highway. Currently, the Continental City site is vacant and does not contain valued aesthetic resources or notable views.

Since these construction staging areas do not contain notable views or valued aesthetic resources, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. Specifically, MM-DA-1 would ensure construction fencing and pedestrian canopies would be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, treatment of the fencing would further reduce temporary visual impacts.

Therefore, short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views; therefore, impacts on views would be less than significant. Similarly, short-term aesthetic and visual impacts related to temporary construction activities would be less than significant.

**4.1.6.1.2 Light and Glare**

**Century Corridor/Eastern Boundary**

Under Alternative 1, the Manchester Square area would be developed with a lighted parking facility. Development of the parking facility would replace an isolated, predominantly vacant area containing a few remaining residences with some street lights with more and higher intensity light sources. This increase in lighting would be consistent in character with surrounding commercial and industrial development, but would also occur in proximity to two light-sensitive uses including a multi-story apartment complex approximately one-half block to the north, and the Westin Los Angeles Airport Hotel across Century Boulevard to the south.<sup>58</sup>

Although development in the Manchester Square area would result in a change in lighting or lighting intensity, light spill would be minimized. Similar to other development on LAX property, parking facility lighting would be shielded and directed downward to minimize light spillover consistent with LAMC Section 93.0117. Furthermore, the parking facility would be screened and buffered from surrounding land uses by decorative walls, berms, trees, and landscaping, and/or other appropriate mechanisms in accordance with the LAX Street Frontage and Landscape Development Plan Update and LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas. Also, the future parking facility lighting would first undergo LAWA review to ensure that it is placed in such a manner that it does not adversely affect adjacent sensitive receptors consistent with the NCP and LAX Master Plan Commitment LI-3, Lighting Controls. Also, while there would be several new light sources visible from the aforementioned light-sensitive uses under this alternative, the general character of the existing ambient light environment at these receptors would not change appreciably. Compliance with the applicable LAX Master Plan commitments and plans described above would ensure that light spillover onto these uses from LAX parking lot lighting would be minimized such that sensitive uses would not be affected. Impacts related to light spill would thus be less than significant.

As discussed above, Alternative 1 could result in a new source of glare in the Manchester Square area. However, the parking facility would be subject to the anti-glare requirements of LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, which would avoid the generation of substantial glare. Glare from unshielded bright lighting would be avoided through conformance with LAX Master Plan Commitment LI-3, Lighting Controls, which requires that lighting be shielded and focused to avoid glare. Therefore, glare impacts in this area would not adversely affect nighttime views in adjacent areas sensitive to glare, and impacts would be less than significant.

Under Alternative 1, between 96th and 98th Streets, the ITF would include public parking, remote passenger and pick up/drop off areas, and indoor waiting areas for passengers and meter/greeters within a multi-story parking structure. This would replace approximately 14 acres of existing commercial, industrial, and surface parking lot uses at the site. Lighting from the ITF would be typical of parking structures and terminal-like facilities, with light emanating from the interior and the rooftop deck equipped with parking lot lighting on light standards. While there are several existing light-sensitive uses (e.g., hotels) along 98th Street that would have views of the ITF, lighting from the ITF would not spillover onto these hotels for the same reasons discussed above with respect to the proposed Manchester Square parking facility. Thus, the impacts of the ITF on light-sensitive uses within this area would be less than significant.

As discussed above, Alternative 1 could result in new sources of glare in the vicinity of the ITF. However, the ITF would not generate substantial glare as it would be subject to the glare controls of LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, LAX Master Plan Commitment LI-3, Lighting Controls, which requires that lighting be shielded and focused downward, the buffering requirements of the LAX Street Frontage and Landscape Development Plan Update, and LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas. In addition, the ITF would replace

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<sup>58</sup> The parking facility would also be constructed adjacent to the Animo Leadership Charter High School. Because schools are not in normal use during nighttime hours, schools are not considered light-sensitive uses for purposes of this analysis.

## **4.1 Aesthetics**

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existing uses at the site which already generate glare and, while the ITF would operate during nighttime hours, the parking lot already operates during nighttime hours and security lighting already exists around the commercial and industrial uses and generates glare. Therefore, the glare impacts in this area would not adversely affect nighttime views in areas sensitive to glare, and the impacts would be less than significant.

Throughout the Century Corridor and eastern boundary area, a proposed dedicated elevated busway on pilings up to 20 feet above grade would be visible. The route of the busway would extend along 98th and 96th Streets from the proposed Manchester Square parking facility westward to the ITF and CTA. Light sources associated with the busway would include street lighting and lighting from the headlights and interiors of the buses. Such light sources would not be expected to generate unusually bright emissions, and, although some busway street lighting could spill off the elevated busway surface and onto the uses below, this street lighting would be shielded and focused downward consistent with LAMC Section 93.0117 to minimize such spillover. Buffering and landscape treatments would be provided, where possible, in accordance with the LAX Street Frontage and Landscape Development Plan Update; LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas; and the NCP. Also, most of the land uses along the proposed busway route are commercial and industrial uses, which are not light-sensitive. The only exceptions are the hotels along the north side of Century Boulevard, including those with rooms oriented towards 98th Street. However, the area around the hotels is presently developed and brightly lit; thus lighting associated with the busway would not be expected to meaningfully increase ambient lighting levels. Furthermore, the 98th Street right-of-way, which includes existing street lights on both sides of 98th Street, would separate potentially affected hotel uses from the busway, and lighting from buses would be focused on 98th Street rather than the hotel uses. Also, while there would be several new light sources visible from the hotels under this alternative, the general character and intensity of the existing ambient light environment at these hotels would not change appreciably and window shades would continue to be employed by guests for privacy and to control outdoor lighting. Therefore, the proposed elevated busway would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and impacts would be less than significant.

The elevated busway could introduce new sources of glare. However, light from the headlights of buses on the busway would be similar to existing automotive lighting on the City streets and would occur within a well-lit urban environment. Furthermore, the busway would also not be oriented toward hotel buildings. Also, the busway would not include large expanses of glass or other reflective surfaces, and thus would not generate substantial reflective glare. Therefore, the glare impacts in this area would not adversely affect nighttime views in adjacent areas sensitive to glare, and impacts would be less than significant.

### **Southern Boundary**

The airport improvements proposed under Alternative 1 closest to the existing light-sensitive uses to the south would include the relocated/new navigational aids proposed in the Habitat Restoration Area west of Pershing Drive, CTA improvements proposed to the northern ends of the TBIT and MSC terminal concourses, and the north airfield runway and taxiway improvements. New sources of light associated with these improvements would include navigational aids, entrance lighting, light emanating from structure interiors, roof perimeter and parapet lights, and security lighting.

As discussed in Section 4.1.3.2.2, there are a number of intervening features between the light-sensitive uses to the south and the airport property, including Imperial Highway, Imperial Avenue, I-105, the Imperial Strip, and partially opaque airport perimeter fencing or earthen berm. Some of the residences south of Imperial Highway could see the proposed relocated/new navigational aids through the trees of the Imperial Strip, and the navigational aids could be visible from the upper stories of the apartments and hotels south of Imperial Highway. However, navigational aids already exist in both the Habitat Restoration Area and the north airfield, and there would be no net increase in navigational aids. The navigational aids only operate periodically (e.g., when Santa Ana winds require eastward takeoffs and landings) and they are too far from the light-sensitive uses in the southern boundary area to result in light spillover onto these uses. Similarly, some of the residences south of Imperial Highway could see lighting

associated with the balance of the proposed improvements through the trees of the Imperial Strip, while the upper floors of the multi-story apartment buildings and hotels could have views of these improvements. However, the closest of these improvements would be the TBIT and MSC concourse extensions, which would be located several thousand feet from these light-sensitive uses. The substantial distance would attenuate the light intensity from these improvements and the balance of the proposed improvements, and light from these improvements would not spill over onto the light-sensitive uses and affect light-sensitive areas. Furthermore, LAX Plan Policy P7 requires the provision of landscaped buffer areas along the southern boundary of Airport Airside to include screening or other mechanisms to shield airport lighting from adjacent residential areas. Therefore, light spillover impacts in this area would be less than significant.

Furthermore, any glare from these proposed improvements would be subject to the anti-glare requirements of LAX Master Plan Commitments LI-2, Use of Non-Glare Generating Building Materials, and LI-3, Light Controls, as well as the buffering requirements of LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas, and light shielding and directional requirements of LAMC Section 93.0117. Therefore, the glare impacts in this area would not adversely affect nighttime views in adjacent areas sensitive to glare, and impacts would be less than significant.

### **Western Boundary**

Development within the western boundary area would be limited under Alternative 1 to the relocation of Runway 6L/24R to the north and extension to the west, construction of a centerfield taxiway, extension of Taxiway D to the west, and relocated navigational aids within the Dunes and Habitat Restoration Area. Development in this area would not be appreciably intensified, nor would the improvements represent a substantial change or contrast with existing facilities. Nighttime lighting associated with the runway, taxiway and navigational aids modifications would include aviation lighting which is highly visible to aircraft but not to ground-level views.

Light from the aforementioned new and relocated runways and taxiways on the airport property would not result in light spillover into the Dunes or Habitat Restoration Area because of the distance (135 or more feet) between the airport property and the Dunes and Habitat Restoration Area, and the fact that runway and taxiway lights would be at ground level rather than on light standards. Similarly, the runway and taxiways and associated light fixtures would not be constructed of large expanses of reflective materials that could generate substantial reflective glare that would adversely affect nighttime views within this area. Therefore, light and glare impacts within the Dunes and Habitat Restoration Area from proposed runway and taxiway improvements under Alternative 1 would be less than significant.

Similarly, the relocated navigational aids in the Dunes and Habitat Restoration Area under this alternative would not result in an increase in light spillover into, or generate substantial glare which would adversely affect nighttime views within, these areas. This is because: (1) there would be no net increase in navigational aids; (2) while upgrades would occur to the relocated navigational aids, there would be no increase in light intensity of individual bulbs, no change in the frequency of blinking, and no change in the color spectra; (3) the navigational aids would be directed upward rather than downward; (4) the navigational aids would only operate occasionally, when Santa Ana winds require eastward takeoffs and landings; (5) the navigational aids would not be reconstructed with large expanses of reflective materials; and (6) light and glare from the existing navigational aids and street lights along both Pershing Drive and Vista del Mar already generate light and glare within the Dunes and Habitat Restoration Area such that ambient light and glare conditions in the Dunes and Habitat Restoration Area would not change appreciably under this alternative. Based on relevant data contained in a quantitative lighting study conducted for the LAX Master Plan, it is anticipated that increases in lighting in the vicinity of the Dunes

## 4.1 Aesthetics

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and Habitat Restoration Area under Alternative 1 would be less than 0.34 footcandles and far below the LAMC 2.0 footcandle threshold.<sup>59,60</sup> Therefore, light and glare impacts in the Dunes and Habitat Restoration Area under Alternative 1 would be less than significant.

### **Northern Boundary**

Under Alternative 1, airport improvements in the northern portion of the airport property would include relocation of Runway 6L/24R 260 feet to the north, and extension of the runway westward; extension of Runway 6R/24L eastward; development of the centerfield taxiway; modifications to Taxiway E and Taxiway D, including the westerly extension of Taxiway D; extension of the TBIT and MSC concourses north; replacement of the Terminal of 3 concourse; development of Terminal 0; and realignment of Lincoln Boulevard to the north, with approximately 540 linear feet below grade and/or covered.

The residential uses north of the airport that have both southern exposures and are elevated on the bluffs would likely have views of some of these improvements. However, the light and glare effects of these improvements would be attenuated by several factors. The distance between the proposed facilities and the closest receptors would range from several hundred to several thousand feet, distances that would substantially attenuate light intensities and any glare from the project. Moreover, an earthen berm and opaque perimeter fence intervene between most of the LAX Northside area and the airport property, thus blocking direct views of the proposed improvements from Manchester Parkway. Farther east, the Westchester Golf Course and a 12-foot-high noise wall atop an 8-foot-high berm buffer the airport from view by residential uses north and immediately east of the golf course. Many of the north airfield improvements would involve the replacement of existing uses, rather than the development of new uses, and thus would not represent new light and glare sources. Lighting from the runways and taxiways, including from the new centerfield taxiway, would be at ground level and directed at oncoming aircraft, and would not result in light and glare impacts off-site. Lighting associated with Terminal 0 would be sufficiently distant as to not result in light impacts off-site. The potential for light and glare impacts would be further reduced by existing requirements to assure that airport development does not result in light spillover onto adjacent properties or the generation of substantial glare, including: the NCP; LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas, which requires screening and buffering of airport uses; LAX Master Plan Commitments LI-3, Light Controls, which put controls on lighting to avoid substantial light and glare impacts; and LAMC Section 93.0117 which prohibits light spillover and requires that light sources be shielded and directed downward.<sup>61</sup> Furthermore, with respect to the Lincoln Boulevard realignment under this alternative, associated lighting would also be subject to the light and glare standards of the LAX Northside Plan and Development Guidelines, and to the light standards and objectives of the Los Angeles Transportation Element. Finally, while the concourse improvements under this alternative would be up to several stories in height, the lengthy distance between the concourses and the residences north of the airport, combined with LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, would ensure that concourse building facades would not generate substantial glare which could adversely affect nighttime views in adjacent areas sensitive to glare.

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<sup>59</sup> City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.18, April 2004.

<sup>60</sup> The LAX Master Plan EIR evaluated four development alternatives, including LAX Master Plan Alternative D. Because the runway, taxiway, and navigational aid improvements within the western boundary area under Alternative 1 would be less than those under LAX Master Plan Alternative D (e.g., no West Employee Parking Structure and no net increase in navigational aids in the Dunes), it is anticipated that light levels in the Dunes under Alternative 1 would increase by even less than the 0.34 footcandles projected for under Alternative D. Light impacts in the Dunes under Alternative D were determined to be less than significant in the LAX Master Plan EIR.

<sup>61</sup> The LAX Northside Design Plan and Development Guidelines are not included because, while they include substantial controls on future development within the LAX Northside area, they are not applicable to uses in other parts of the airport. Similarly, the LAX Street Frontage and Landscape Development Plan Update is not included because none of the proposed northerly facilities occur along public street frontages and, thus, this plan is not applicable.

Given all of the above factors, while there would be several new light sources visible from the aforementioned light-sensitive uses under this alternative, the general character of the existing ambient light and glare environment at these receptors would not change appreciably. As a result, Alternative 1 would not result in light spillover onto, and would not generate substantial new sources of glare which would adversely affect nighttime views in, adjacent areas sensitive to glare along the northern boundary area. Therefore light and glare impacts in this area would be less than significant.

### **Construction**

Construction activities associated with improvements under Alternative 1 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within the proposed construction staging areas. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Whether or not such noise walls are already present, construction fencing would be installed in accordance with LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, to block and/or buffers views of the construction sites and construction staging areas. Also, some of the construction staging areas are already the sites of construction staging activities and, thus, are already a source of construction light and glare. Finally the construction sites and proposed construction staging areas are already located in a well-lit, urban environment. Therefore, although there would be greater levels of ambient lighting during construction in these areas, this light and any associated glare would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in substantial new sources of glare which would adversely affect nighttime views of adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

### **4.1.6.2 Alternative 2**

Alternative 2 includes project features that are similar to Alternative 1, such as the extension of Runway 6R/24L, taxiway and taxiway improvements, and terminal and ground access components. Primary differences are related to improvements within the north airfield. Alternative 2 would not include a northerly movement of Runway 6L/24R, the addition of a centerfield taxiway, or the realignment of Lincoln Boulevard.

#### **4.1.6.2.1 Aesthetics**

##### **Century Corridor/Eastern Boundary**

Under Alternative 2, the construction and location of the dedicated and elevated busway, ITF, and parking facility would be the same as Alternative 1. Therefore, impacts to aesthetics and views related to ground access and parking facilities within the Century Corridor/Eastern Boundary would be the same as described previously for Alternative 1. As described above, the existing visual quality of this area is poor and does not include any notable or scenic views or sensitive visual receptors. As with Alternative 1, improvements under Alternative 2 would be compatible with surrounding land uses and structures that would be removed do not contribute to a valued aesthetic character or image of the area. Furthermore, edge and landscape treatments would be incorporated into the design of the ground access and parking facilities in compliance with the LAX Street Frontage and Landscape Development Plan Update and efforts to promote the visual compatibility of the new parking facility, ITF, and elevated/dedicated busway would be undertaken as part of LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, LU-4, Neighborhood Compatibility Program, and LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.

As discussed under Alternative 1, in light of applicable design guidelines and LAX Master Plan commitments for screening, buffers, setbacks, and maintenance of neighborhood compatibility, and given that the site and surrounding areas are not of high aesthetic quality, impacts to aesthetic and visual resources would be less than significant. As development of the ground access and parking facilities

## **4.1 Aesthetics**

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would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Central Terminal Area**

Under Alternative 2, impacts to visual resources within the CTA would be the same as described above for Alternative 1. Modifications to gate and terminal facilities within the CTA under this alternative would be the same as those of Alternative 1. As described under Alternative 1, existing terminal buildings do not contribute meaningfully to the aesthetic quality of the CTA and their removal or modification would not constitute the loss of valued visual resources. Furthermore, new and modified facilities are expected to represent an aesthetic improvement within the CTA. Therefore, impacts to aesthetic and visual resources would be less than significant. As described under Alternative 1, improvements under Alternative 2 would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views. Therefore, impacts on views would be less than significant.

### **Southern Boundary**

Under Alternative 2, aesthetic and view impacts to sensitive receptors along the southern boundary would be the similar to those described above for Alternative 1. As with Alternative 1, under Alternative 2, limited improvements would be developed near the southern portion of the airport, representing little change from existing conditions. Airfield and terminal modifications would be visible from residences and motorists along and south of Imperial Avenue. However, existing views are of perimeter fencing and components of the airfield and do not contain valued focal or panoramic views.

As discussed under Alternative 1, various terminal and airfield modifications would not change the overall visual character or quality of airfield operations and would not involve the removal of features that contribute to the aesthetic character of the area. Therefore, impacts to aesthetic and visual resources would be less than significant.

Various terminal and airfield modifications developed under Alternative 2 would not affect views from a designated scenic highway, corridor, or parkway, would not obstruct more distant panoramic views of the Santa Monica Mountains, or obstruct/diminish other valued focal or panoramic views from areas along the southern boundary. Therefore, impacts on views would be less than significant.

### **Western Boundary**

As Runway 6L/24R would not be relocated or extended and there would be no addition of a centerfield taxiway, airfield improvements along the western boundary of the airport would be more limited under Alternative 2, which would reduce visual and aesthetic impacts as compared to Alternative 1. Improvements to Runway 6R/24L would be the same as under Alternative 1 (i.e., extension of Runway 6L/24R, addition/modification of high-speed exits, taxiway improvements). As with Alternative 1, runway and taxiway improvements would represent a continuation of existing airfield uses.

Improvements under Alternative 2 would generally occur at grade level and would not block views of the Dunes or any valued focal or panoramic view. Additionally, with the exception of changes to existing navigational aids (described below), no development would take place in the Habitat Restoration Area, and views of the Dunes and views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not materially change.

Similar to Alternative 1, a number of existing navigational aids would be removed and replaced under Alternative 2, although fewer navigational aids would be affected under this alternative. Moreover, similar to existing conditions, new and modified navigational aids would be low in profile or would be narrow, thin structures that would not comprise a noticeable portion of the overall viewshed or obstruct or diminish a valued scenic or focal view.

Since development improvements under Alternative 2 within the western boundary would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As development improvements under Alternative 2 within

the western boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would also be less than significant.

### **Northern Boundary**

Under Alternative 2, modifications to Runway 6R/24L, Taxiway E, and Taxiway D would be the same as under Alternative 1. This alternative does not include the northerly relocation and westerly extension of Runway 6L/24R, nor the addition of a centerfield taxiway. However, high speed taxiway exits from Runway 6L/24R would be relocated. Lincoln Boulevard would not be relocated under this alternative. As discussed under Alternative 1, while improvements to Runway 6R/24L, gates, and terminal facilities would be visible to a number of sensitive receptors north of the airport, these improvements would represent a continuation of existing uses and would not change the visual characteristics of the airfield or CTA. The improvements would not block any important visual resources, such as the iconic Theme Building, or panoramic views.

In addition, as discussed under Alternative 1, the northeastern boundary of the LAX Northside project site is largely screened with 20-foot-high buffers and, therefore, views of the airfield and the CTA are limited. LAX Master Plan Commitments, DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce impacts to aesthetic and visual resources within the northern boundary.

Furthermore, as discussed previously, future development within the LAX Northside area would be subject to height restrictions, setback requirements, and landscape guidelines set forth in Appendix A of the LAX Specific Plan, as well as the 1989 LAX Northside Design Plan and Guidelines.

In light of these applicable LAX Master Plan commitments and plan provisions, and given that improvements under Alternative 2 would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As improvements occurring under Alternative 2 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Construction**

Impacts to aesthetics and views resulting from construction of Alternative 2 improvements would be similar to those described above for Alternative 1, with areas of construction activity occurring within the CTA, the north airfield, east of the airport along 98th Street and 96th Street, and within Manchester Square. Impacts from construction activities would be similar to those described under Alternative 1. As with Alternative 1, since these areas do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary impacts to aesthetic and visual resources related to construction activities would be less than significant.

Under Alternative 2, impacts to views associated with construction staging areas would be the same as described under Alternative 1. Since these construction staging areas do not contain notable views, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. As short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

## **4.1 Aesthetics**

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### **4.1.6.2.2 Light and Glare**

#### **Century Corridor/Eastern Boundary**

Under Alternative 2, ground access improvements including the parking facility at Manchester Square, ITF, and elevated busway, would be the same as under Alternative 1. As described under Alternative 1, lighting associated with these uses would be designed to prevent light spillover, and would need to be shielded and directed downward to avoid substantial glare, while building facades would be required to be constructed of materials that do not generate substantial glare. Moreover, operation of these uses would not alter the high ambient light or glare environment at nearby light-sensitive receptors, and light associated with the elevated busway would be directed onto 98th Street rather than on the hotels in the area. Therefore, the light and glare impacts associated with these facilities would be the same as described under Alternative 1, and would be less than significant (e.g., they would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive uses, and would not result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare).

#### **Southern Boundary**

Under Alternative 2, as with Alternative 1, airfield, terminal, and ground access improvements would be potentially visible from some of the light-sensitive uses south of Imperial Highway, including changes to navigational aids in the Habitat Restoration Area, TBIT and MSC concourse extensions, and north airfield runway and taxiway improvements. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the south, LAX Plan Policy P7 which requires landscaped buffers along the southern boundary of Airport Airside to shield airport lighting from adjacent residential areas, and design features that would be incorporated into the new facilities, Alternative 2 would not result in a change in lighting or lighting intensity in that light would spill off and affect light-sensitive areas, and would not result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts would be less than significant.

#### **Western Boundary**

Under Alternative 2, improvements located in proximity to the western boundary would be similar to, but less intensive than, improvements associated with Alternative 1. As with Alternative 1, improvements under Alternative 2 that would contribute to ambient lighting within the western portion of the airport, including the Dunes and Habitat Restoration Area, would include the extension of Taxilane D to the west, and the relocation of navigational aids. Since fewer navigational aids would be affected under this alternative and fewer airfield improvements would occur, light within the Dunes and Habitat Restoration Area from these sources would be reduced as compared to Alternative 1. As previously discussed under Alternative 1, there would be no increase in the number of navigational aids, lighting from airfield improvements and navigational aids would be directed at oncoming aircraft rather than downward, the navigational aids would not result in exceedance of the LAMC's 2.0 footcandle increase threshold, the navigational aids would not include large surfaces that could generate substantial glare, etc. Therefore, as with Alternative 1, light and glare impacts from airfield improvements and navigational aids along the western boundary under Alternative 2 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, nor would it result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts would be less than significant.

#### **Northern Boundary**

Under Alternative 2, airport and terminal improvements that would be potentially visible from some of the light-sensitive uses north of the airport property would be similar to Alternative 1, with the exception that Runway 6L/24R would not be relocated to the north and Lincoln Boulevard would not be realigned. As with Alternative 1, due to the distance between these uses and light-sensitive receptors, and design features that would be incorporated into the new facilities, the general character of the existing ambient

light and glare environment at these receptors would not change. Therefore, as with Alternative 1, light and glare impacts associated with terminal and runway improvements along the northern boundary under Alternative 2 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, nor would it result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts would be less than significant.

### **Construction**

Similar to Alternative 1, construction activities associated with improvements under Alternative 2 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within the proposed construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of light or glare which would adversely affect nighttime views in adjacent light-sensitive areas or adjacent areas sensitive glare. Therefore, construction light and glare impacts would be less than significant.

### **4.1.6.3 Alternative 3**

Features of Alternative 3 that would affect aesthetics, views, and light and glare include airfield improvements (i.e., the movement of Runway 6R/24L 340 feet south, the addition of a new centerfield taxiway, and the westerly extension of Runway 6L/24R and Taxiway D) and substantial terminal modifications, including the demolition of the concourses/gates at Terminals 1, 2, and 3 and replacement with a new linear concourse, elimination of the northernmost gates at TBIT, and replacement of the existing CTA parking structures with new passenger processing terminals. Key ground access improvements that would affect aesthetics, views, and light and glare include closure of the CTA to private vehicles; development of a GTC at Manchester Square, an ITC at the Continental City site with a pedestrian bridge to the existing Metro Green Line Station, and a CONRAC at Lot C; development of two landside APM systems to link the ITC, CONRAC, and CTA and link the GTC and CTA; construction of new on-airport roads east of and parallel to Aviation Boulevard; and construction of a West Employee Parking facility. There would be no modifications to Lincoln Boulevard under this alternative.

#### **4.1.6.3.1 Aesthetics**

##### **Century Corridor/Eastern Boundary**

Alternative 3 includes a number of facilities that would alter the aesthetic character of the Century Corridor and eastern boundary area of LAX. Under Alternative 3, the Manchester Square area would be developed with the GTC, a group of parallel buildings consisting of two multi-level terminal-like structures, called "piers," adjacent parking facilities, and a commercial vehicle holding area along Arbor Vitae Street. A network of ground-level and elevated access roadways and ramps would be provided throughout the area, along with interstitial pedestrian bridges connecting the piers to the parking structures.

Since the Manchester Square area has been largely cleared and consists of vacant grass lots surrounded by fencing, the existing visual quality of the area is low and areas surrounding the site do not provide valued scenic views. The GTC would be in character with surrounding surface parking facilities, and commercial and industrial development. The LAX Street Frontage and Landscape Development Plan Update would require the GTC, as a highly utilized public facility, to include intensive landscaping amenities and visual treatments. In addition, the LAX Specific Plan requires the development of

## 4.1 Aesthetics

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conceptual design guidelines for new passenger and transit facilities such as the GTC. Efforts to promote the visual compatibility of the GTC would also be undertaken as part of LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program. LAX Master Plan Commitment LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion, would reduce impacts associated with development of the GTC. In light of incorporation of applicable design guidelines and LAX Master Plan commitments for screening, buffers, setbacks, and maintenance of neighborhood compatibility, and given that the site and surrounding areas are not of a high aesthetic quality, impacts to aesthetic visual resources from the GTC would be less than significant.

As discussed above, the Manchester Square area does not provide valued focal or panoramic views, nor is the area within the viewshed of a designated scenic highway, corridor, or parkway. As development of the GTC would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

Throughout the Century Corridor and eastern boundary area to the Continental City site, a state-of-the-art elevated APM and associated infrastructure would be visible. One route (APM 1) would be located between the ITC and the CTA, along Aviation Boulevard and 96th Street, with a stop at the CONRAC. The other route (APM 2) would connect the GTC and the CTA along Century Boulevard. The APM 2 alignment would be designed to minimize interference with existing facilities and development along Century Boulevard and to preclude conflicts with traffic on surrounding roadways. Much of the APM guideway would consist of an elevated concrete structure approximately 24 to 30 feet wide at an elevation of 22 to 24 feet above grade, with the APM cars adding an additional 12 feet of height. The elevated segments of the guideway would have support columns placed approximately 80 to 100 feet on center.

The area's existing uses include surface parking facilities, hotels, commercial, and office uses. As such, the area is not of a high visual quality and does not contribute to a valued visual character. For all areas that front the APMs, open space/landscape areas and treatments would buffer the APMs and would line the street frontages in compliance with the LAX Street Frontage and Landscape Development Plan Update. In addition, the LAX Specific Plan requires the development of conceptual design guidelines for new passenger and transit facilities such as the APMs. Efforts to promote the visual compatibility of the APMs with surrounding uses would also be undertaken during LAWA's architectural design and development process and as part of LAX Master Plan Commitment LU-4, Neighborhood Compatibility Program. Therefore, in light of applicable design guidance and LAX Master Plan commitments, and because the APMs would not degrade an area valued for its aesthetic character or involve the removal of features that contribute to the aesthetic image of the area, impacts to aesthetic and visual resources from the APMs would be less than significant.

The APMs would be most visible from lower floors of hotel and office buildings along Century Boulevard and 98th Street. The APMs would also be visible from adjacent roadways and hotel, commercial, and industrial properties along Sepulveda Boulevard from 98th Street to Century Boulevard, and commercial and industrial properties along Aviation Boulevard from 98th Street to the entrance of the proposed ITC near 111th Street. While development of the APMs would introduce a new and unique feature in the project area due to the height of the structures and support pilings, views most likely to be affected would be from lower stories of hotel, office, commercial, and industrial uses, which are not scenic. Additionally, the spacing of the support columns would reduce the visual bulk or massing of the guideway, thereby retaining the visual openness and boulevard character of the Century Corridor. As such, development of the APMs would not impact valued focal or panoramic views from upper stories of hotel and office uses. Furthermore, the APMs would not be within the viewshed of a designated scenic highway, corridor, or parkway. Accordingly, the impact of the APMs in regard to obstruction or diminishment of views would be less than significant.

East of Sepulveda Boulevard, a new CONRAC would replace existing rental car facilities and long-term parking. The CONRAC would consist of a 150,000-square foot customer service building, APM station, and an adjacent 9,000 space ready/return garage. These uses would be located along 98th Street and

Airport Boulevard. Impacts associated with these facilities would be similar to impacts associated with the ITF under Alternative 1, discussed as above. As with the ITF, development of the CONRAC would occur on a site that has poor visual quality that is currently developed with surface parking and rental car facilities. Limited landscaping is located within this area. Construction of the CONRAC would be compatible with surrounding commercial, industrial, and parking uses. Furthermore, the LAX Street Frontage and Landscape Development Plan Update requires that passenger facilities, such as the CONRAC, include landscaping amenities and visual treatments. In addition, the LAX Specific Plan requires the development of conceptual design guidelines for new projects, including the CONRAC. In light of these applicable design guidelines, plan provisions, and LAX Master Plan commitments, and given that the site and surrounding areas are not of high aesthetic quality, impacts to aesthetic and visual resources from the CONRAC would be less than significant.

While the CONRAC would include structures with taller building heights than currently exist in this area, views from residential vantages north of the site would not be affected, as valued focal or panoramic views are limited by the generally flat topography. As development of the CONRAC would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Central Terminal Area**

Terminal improvements within the CTA under Alternative 3 would include demolition of the concourses/gates at Terminals 1, 2, and 3 and replacement with a new linear concourse, elimination of the northernmost gates at TBIT, and replacement of the existing CTA parking structures with new passenger processing terminals. No modifications to the Theme Building or Airport Traffic Control Tower would occur.

Since the existing parking garages and terminal buildings are aging, functional in nature, and generally do not include extensive architectural features and/or landscaping, they do not contribute meaningfully to the aesthetic quality of the CTA. As such, modification and improvements of terminal buildings would not constitute the loss of valued visual resources. Furthermore, the new linear concourse would, pursuant to the LAX Plan and LAX Street Frontage and Landscape Development Plan Update, incorporate more modern design elements and greater architectural articulation than current conditions. In addition, the LAX Specific Plan requires the development of conceptual design guidelines for new central terminals. Thus, the new linear concourse and modified facilities are expected to represent an aesthetic improvement within the CTA that would promote the airport's image as a Gateway to the City of Los Angeles. Therefore, aesthetic and visual impacts would be less than significant.

The APM would introduce a new structure within the CTA. Under Alternative 3, the APM would be incorporated into the four new passenger processors, which would be located in place of the existing parking garages. As the APM would be developed in conjunction with the new passenger facilities, the design of both components would be integrated with, and would complement, one another. As noted above, the new passenger processors would represent an aesthetic improvement within the CTA. The APM would be consistent with the processors and would similarly promote the airport's image as a Gateway to the City of Los Angeles. However, as discussed in Section 4.5, *Cultural Resources*, the proposed passenger processing terminals and APM would have impacts on valued focal views of the historic Theme Building within the CTA. Within the CTA, the APM would be developed in a configuration that would extend around the area of the Theme Building. Depending on the height of the APM tracks and various support structures, the APM would diminish focal views of the Theme Building from various vantage points in the CTA, particularly views from terminal front areas and sidewalks to the north and south. New passenger terminals to the east and west would also obstruct views of the Theme Building within the CTA to a greater degree than current conditions depending on specific building heights and configurations that would be established once specific architectural plans are prepared. Although plans for the APM and terminal improvements within the CTA are conceptual, impacts to views of the Theme Building from different vantage points within the CTA under Alternative 3 would be significant. With incorporation of Mitigation Measure MM-HA Mitigation Measure MM-HA (SPAS)-1, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.1.7 below, the view corridor

## **4.1 Aesthetics**

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between the Theme Building and the 1961 Airport Traffic Control Tower would be protected, and views of the north and south elevations of the Theme Building would not be impaired by the APM, reducing this impact to a level that is less than significant.

### **Southern Boundary**

Under Alternative 3, the Continental City site would be developed with an ITC. Development of the ITC would upgrade a currently vacant site that has poor visual quality and no notable views. The ITC would not contrast with, or be out of character with, adjacent commercial and industrial development and transportation infrastructure.

Furthermore, the LAX Street Frontage and Landscape Development Plan Update requires that highly utilized public facilities, such as the ITC, be sensitively designed for functional and visual compatibility. Pedestrian amenities and other decorative elements would be incorporated into the ITC and landscaping treatments would be incorporated around the perimeter that would present an attractive and cohesive image for the site. LAX Master Plan Commitments, DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce any impacts to aesthetic and visual resources. Efforts to promote the visual compatibility of the ITC with surrounding uses would also be undertaken during LAWA's architectural design and development process. In light of these applicable design guidelines, plan provisions, and LAX Master Plan commitments, and given that the site and surrounding areas are not of a high aesthetic quality, impacts to aesthetic and visual resources from the ITC would be less than significant.

The new ITC would not be of sufficient height or massing to figure prominently in views from more distant, elevated vantages to the northwest and southwest. As development of the ITC would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

A parking facility would be developed north of 111th Street under Alternative 3. This site is primarily developed with surface parking facilities and has a poor visual quality and no notable views. Development of the parking facility would be similar to existing development on the site and not would contrast with, or be out of character with, adjacent surface parking, or commercial and industrial development. Edge and landscape treatments would be incorporated into the design of the parking structure in compliance with the LAX Street Frontage and Landscape Development Plan Update. LAX Master Plan Commitment LU-4, Neighborhood Compatibility Program, would further reduce any impacts to aesthetic and visual resources. Therefore, in light of incorporation of applicable design guidelines and LAX Master Plan commitments for screening and visual compatibility, and because the parking facility would not degrade an area valued for its aesthetic character, impacts to aesthetic and visual resources from the parking facility would be less than significant.

As development of the parking facility would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

As with Alternative 1, various terminal and airfield modifications would not change the overall visual character or quality of airfield operations and would not involve the removal of features that contribute to the aesthetic character of the area. Various terminal and airfield modifications developed under Alternative 3 would not obstruct more distant panoramic views of the Santa Monica Mountains from areas along the southern boundary. Modifications would not affect views from a designated scenic highway, corridor, or parkway. Improvements under Alternative 3 would not alter valued views in El Segundo of airfield operations, such as arriving and departing aircraft. As Alternative 3 improvements that would occur near the southern portion would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

### **Western Boundary**

Development within the western boundary area under this alternative consists of the development of the West Employee Parking facility immediately south of World Way West near Pershing Drive, various airfield improvements near the west end of the airfield, which include the southerly relocation and westerly extension of Runway 6R/24L, westerly extension of Runway 6L/24R, addition of a new centerfield taxiway, southerly relocation of Taxiway E, and westerly extension of Taxiway D, and relocated/new navigational aids within the Dunes and Habitat Restoration Area.

Various airfield improvements would represent a continuation of existing airfield uses. Runway improvements would generally occur at grade level. Development of the West Employee Parking facility would occur above grade and would be visible to the east from western vantage points along Pershing Drive and areas north and south of the Pershing Drive. As the southwest portion of the LAX site east of Pershing Drive is sparsely developed, the new West Employee Parking facility would represent a change from existing conditions. However, aesthetic impacts from vantage points along Pershing Drive and from more distant points north and south of the airport would not be significant because the southwest portion of LAX does not currently support a high level of visual quality.

Similar to existing conditions, new and modified navigational aids would be low in profile or would be narrow thin poles that would not materially change the aesthetic character of the Dunes or Habitat Restoration Area. Since improvements under Alternative 3 within the western boundary would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant.

Airfield improvements and development of the West Employee Parking Facility would not block any valued focal or panoramic view of the Dunes west of Pershing Drive. With the exception of changes to existing navigational aids, no development would take place in the Habitat Restoration Area, and views and the aesthetic character of the Dunes would not materially change. Similar to existing conditions, new and modified navigational aids would be low in profile or would be narrow, thin structures that would not comprise a noticeable portion of the overall viewshed. Views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not be altered.

As development improvements under Alternative 3 within the western boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Northern Boundary**

Under Alternative 3, airfield improvements would be relocated to the south, away from the northern boundary. Nevertheless, changes to the north airfield, including the westerly extension of Runway 6L/24R, relocation of Runway 6R/24L 340 feet south, a new centerfield taxiway, and relocation and improvements to Taxiway E and Taxiway D as well as modifications to terminal buildings in the CTA, would be visible to a number of sensitive receptors north of the airport. These improvements would represent a continuation of existing airfield uses and would not change the visual characteristics of the airfield or CTA. The improvements would not block any important visual resources, such as the iconic Theme Building, or panoramic views.

In addition, the northeastern boundary of the LAX Northside project site is largely screened with 20-foot-high buffers and, therefore, views of the airfield and the CTA are limited. LAX Master Plan Commitments, DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce impacts to aesthetic and visual resources within the northern boundary. Furthermore, as discussed previously, future development within the LAX Northside area would be subject to height restrictions, setback requirements, and landscape guidelines set forth in Appendix A of the LAX Specific Plan, as well as the 1989 LAX Northside Design Plan and Guidelines.

In light of these applicable LAX Master Plan commitments and plan provisions, and given that airfield and terminal improvements under Alternative 3 would not degrade or remove features that contribute to the

## **4.1 Aesthetics**

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valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As airfield and terminal improvements occurring under Alternative 3 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

East of Sepulveda Boulevard, a new CONRAC would replace existing rental car facilities and parking. The CONRAC uses adjacent to the northern boundary would consist of surface parking, consistent with current conditions. The Carl E. Nielsen Youth Park at the north end of the site would remain in place. The LAX Street Frontage and Landscape Development Plan Update requires that passenger facilities, such as the CONRAC, to include landscaping amenities and visual treatments. In addition, the LAX Specific Plan requires the development of conceptual design guidelines for new projects, including the CONRAC. In light of these applicable design guidelines, plan provisions, and LAX Master Plan commitments, and given that the site and surrounding areas are not of high aesthetic quality, impacts to aesthetic and visual resources from the CONRAC would be less than significant.

While the CONRAC would include structures with taller building heights than currently exist in this area, views from residential vantages north of the site would not be affected, as valued focal or panoramic views are limited by the generally flat topography. As development of the CONRAC would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Construction**

Impacts to aesthetics and views resulting from construction of Alternative 3 improvements would be similar to those described above for Alternative 1. As with Alternative 1, construction of airfield, terminal, ground access, and parking improvements under Alternative 3 would occur during different time periods, and construction of many improvements, such as runway improvements and navigational aids, would not be intrusive to surrounding vantage points. However, construction activities would cause some areas of the airport environs to have an incomplete, disrupted, and unattractive quality. As with Alternative 1, since these areas do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary impacts to aesthetic and visual resources related to construction activities would be less than significant.

Under Alternative 3, impacts to views associated with construction staging areas would be the same as described under Alternative 1. Since these construction staging areas do not contain notable views, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. As short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

#### **4.1.6.3.2 Light and Glare**

Per the LAX Master Plan Final EIR, light levels surrounding the airport property would increase by up to 0.09 footcandles at the southern boundary, by up to 0.34 footcandles at sensitive receptors along the western boundary, by up to 0.09 footcandles along the southern boundary, and by up to 0.80 footcandles along the northern boundary under LAX Master Plan Alternative D. Because sensitive uses in the Century Corridor/eastern boundary are restricted to hotel uses which already experience high ambient light levels from the Century Boulevard commercial corridor, a qualitative assessment was used to determine that LAX Master Plan Alternative D would not generate a noticeable change in light levels in this area.<sup>62</sup> Because LAX Master Plan Alternative D is reflected in Alternative 3, and because Alternative

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<sup>62</sup> City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.18, April 2004.

3 is the most intensive of the SPAS alternatives, it can be expected that all the SPAS alternatives would result in light levels at or below these levels. Therefore, none of the SPAS alternatives would be expected to increase light levels by  $\geq 2.0$  footcandles (the LAMC light level threshold).<sup>63</sup>

### **Century Corridor/Eastern Boundary**

Under Alternative 3, the Manchester Square area would be developed with the GTC. New sources of light at the GTC would include entrance lighting, light emanating from structure interiors, roof perimeter and parapet lights, street lights, and security lighting. Development of the GTC would replace an isolated, predominantly vacant area containing a few remaining residences and street lighting with parking and passenger facilities and associated lighting, and would convert a relatively dimly lit site with more and higher intensity light sources. Although development in the Manchester Square area would result in a change in lighting or lighting intensity, this increase in lighting would be consistent and more in character with surrounding commercial and industrial development, but would also occur in close proximity to two light-sensitive uses, including a multi-story apartment complex approximately one-half block to the north, and the Westin Los Angeles Airport Hotel across Century Boulevard to the south.

However, similar to other development on the LAX property, the GTC light sources would be shielded and directed downward to minimize light spillover consistent with LAX Master Plan Commitment LI-3, Light Controls, and LAMC Section 93.0117. Furthermore, the GTC would be screened and buffered from existing adjacent land uses by decorative walls, berms, trees, landscaping, and/or other appropriate mechanisms in accordance with the LAX Street Frontage and Landscape Development Plan Update and LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas. Also, while there would be several new light sources visible from the aforementioned light-sensitive uses under this alternative, the general character of the existing ambient light environment at these receptors would not materially change. Finally, the GTC would be constructed with non-glare generating building materials consistent with LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, and associated lighting would first go through LAWA review to ensure that it is placed in such a manner that it does not adversely impact adjacent sensitive receptors consistent with the NCP and LAX Master Plan Commitment LI-3, Lighting Controls. Therefore, while GTC lighting would be visible from the upper floors of both the apartment complex and hotel, construction of the GTC under this alternative would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impact in this area would be less than significant.

Throughout the Century Corridor and eastern boundary area, a proposed APM system and associated infrastructure would be visible along 98th Street and Century Boulevard. Light sources associated with the APM system would include low-level security lighting along the guideway, headlights at the front of each APM, and light emanating from the interior of the APMs, while glare sources would include the headlights. Such light and glare sources would not be expected to generate bright light emissions or substantial glare, lighting along the guideway would be shielded and focused downward consistent with LAMC Section 93.0117 and LAX Master Plan Commitment LI-3 to minimize spillover, and buffer landscaping would be provided, where possible, in accordance with the LAX Street Frontage and Landscape Development Plan Update. Most of the land uses along the APM routes are commercial and industrial uses which are not light-sensitive. The only exceptions are the hotels along the north side of Century Boulevard, including those with rooms oriented towards 98th Street. However, as discussed above, the area around the hotels is presently developed, brightly lit, and already subject to glare from the high-rise buildings in the area, such that light and glare associated with the APM would not be expected to meaningfully increase ambient lighting and glare levels. Furthermore, the 98th Street and Century Boulevard rights-of-way, both of which include street lights, would separate potentially affected hotel uses from the APM northern and southern alignments, respectively, and any lighting potentially spilling over from APM interiors would spill over onto 98th Street and Century Boulevard rather than onto the hotels in

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<sup>63</sup> City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport (LAX) Proposed Master Plan Improvements, Section 4.18, April 2004.

## **4.1 Aesthetics**

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the area and would be temporary and transient as APMs travel by. Also, while there would be several new light sources visible from the hotels under this alternative, the general character of the existing ambient light environment at these hotels would not change appreciably and window shades would continue to be employed by guests for privacy and to control outdoor lighting. Finally, the APM would not include large expanses of glass or other reflective surfaces, and any glare for the APM headlights would be localized and intermittent, such that the APM would not have the potential to generate substantial glare. Therefore, the APM under Alternative 3 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts in this area would be less than significant.

Under Alternative 3, a CONRAC customer service building, APM station, and car rental ready/return garage would be located along the 98th Street corridor west of Airport Boulevard. Light and glare impacts associated with these facilities would be similar to impacts associated with the ITF under Alternative 1, discussed above. As with the ITF under Alternative 1, because lighting from the CONRAC facilities would not spillover onto nearby light-sensitive hotels, and because any glare from the CONRAC would be minimized in accordance with LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, and LAX Master Plan Commitment LI-3, Light Controls, the general character of the existing ambient light and glare environment would not change appreciably. Therefore, the CONRAC under Alternative 3 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts in this area would be less than significant. See northern boundary below for discussion of the light and glare impacts of the CONRAC along the northern boundary.

### **Southern Boundary**

Under Alternative 3, several proposed facilities and improvements would be visible from existing light-sensitive uses along the south side of Imperial Highway, including the relocated/new navigational aids proposed in the Habitat Restoration Area west of Pershing Drive, the ITC proposed at the Continental City site, the parking facility proposed east of Aviation Boulevard and north of 111th Street, the West Employee Parking facility proposed between the north and south airfield runways near Pershing Drive, and changes in runway lighting associated with the proposed changes to the north airfield runways. New sources of light and/or glare associated with this development would include navigational aids, entrance lighting, light emanating from structure interiors, roof perimeter and parapet lights, street lights, and security lighting.

As discussed under Alternative 1, there are a number of intervening features between the light-sensitive uses to the south and the airport property, including Imperial Highway, Imperial Avenue, I-105, the Imperial Strip, and opaque airport perimeter fencing or earthen berm with a service road on top. There would be limited, if any, views of the Habitat Restoration Area and runway navigational aids from the one-story residences south of Imperial Highway given the intervening features, but the navigational aids could be visible from the upper stories of the apartments and hotels south of Imperial Highway. However, navigational aids already exist in this area and the navigational aids are too far from the light-sensitive uses in the southern boundary area to result in either light spillover onto, or substantial new sources of glare visible from, these light-sensitive uses. Therefore, the light and glare impacts of the navigational aids under Alternative 3 in this area would be less than significant.

Similarly, there would be limited views, if any, of the ITC from the residences, multi-story apartment complexes, and hotels along Imperial Highway given the raised I-105 at this location. South of the GTC, a lit surface parking lot would be developed on the east side of Aviation Boulevard north of 111th Street for public parking. While this parking lot would introduce light and glare at a currently vacant and unlit site, the adjacent off-site commercial and industrial uses are not considered sensitive receptors and produce light emissions and glare of similar intensity to those expected with the proposed parking lot. This lot would not be visible from light-sensitive uses south of Imperial Highway. Furthermore, the

parking lot and ITC would be screened and buffered from surrounding land uses, as appropriate, by decorative walls, berms, trees, landscaping, and/or other appropriate mechanisms in accordance with the LAX Street Frontage and Landscape Development Plan Update and LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas. Finally, the parking lot and ITC would not include large expanses of glass or other reflective surfaces. Therefore, these facilities would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impact along the southern boundary from these facilities would be less than significant.

Some of the residences south of Imperial Highway could see the balance of the aforementioned improvements (e.g., West Employee Parking facility, and airfield improvements) through the trees of the Imperial Strip, while the upper floors of the multi-story apartment buildings and hotels could also have views of these improvements. However, the closest of these improvements would be the West Employee Parking facility, which would be located approximately 2,300 feet from the nearest light-sensitive use. This distance would function to substantially attenuate the light and glare intensity from this facility. The greater distances of the north airfield runways would result in even greater light and glare attenuation. Furthermore, light from these improvements would not spill over onto to the southerly light-sensitive uses given the distance, while any glare from the West Employee Parking facility would be minimized in accordance with LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, and LAX Master Plan Commitment LI-3, Lighting Controls, which requires that light sources be shielded and directed downward. Finally, LAX Plan Policy P7 requires the provision of landscaped buffer areas along the southern boundary of Airport Airside, to include screening or other mechanisms to shield airport lighting from adjacent residential areas. Therefore, the West Employee Parking facility and airfield improvements would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impact from these improvements along the southern boundary area would be less than significant.

### **Western Boundary**

Development within the western boundary area would be limited under Alternative 3. Improvements would include the West Employee Parking facility immediately south of World Way West near Pershing Drive; extension of Runway 6L/24R westward to near Pershing Drive; a new centerfield taxiway, which would also extend westward to near Pershing Drive; minor runway and taxiway modifications near the western extent of the existing runways and taxiways; and relocated/new navigational aids within the Dunes and Habitat Restoration Area, including the addition of five beacons in the Dunes and four in the Habitat Restoration Area. With the exception of the West Employee Parking facility, development in this area would not be appreciably intensified, nor would the improvements represent a substantial change or contrast with existing facilities. Nighttime illumination associated with the parking structure would primarily include security lighting, roof perimeter and parapet lights, and light emanating from the structure interior, while lighting associated with the runway, taxiway, and navigational aids would include aviation lighting, which is highly visible to aircraft but not to ground-level views.

Light from the aforementioned new and relocated runways and taxiways on the airport property would not result in light spillover into the Dunes or Habitat Restoration Area, or result in substantial new sources of glare which would adversely affect nighttime views within this area, because of the distance (135 or more feet) between the airport property and the Dunes and Habitat Restoration Area, the fact that the runway and taxiway lights would be at ground level rather than on light standards, and the fact that these improvements would not be constructed of large expanses of reflective materials that could generate substantial glare. Therefore, light and glare impacts within the Dunes and Habitat Restoration Area from proposed runway and taxiway improvements under Alternative 3 would be less than significant.

Similarly, while there would be an increase in the number of navigational aids in both the Dunes and Habitat Restoration Area under this alternative, this would not result in either a substantial increase in light spillover in these areas or generate substantial glare which would adversely affect nighttime views in

## **4.1 Aesthetics**

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these areas. This is because: (1) while upgrades would occur to the navigational aids, there would be no change in the frequency of blinking, and no change in the color spectra; (2) the navigational aids would be directed upward rather than downward; (3) the navigational aids would only operate occasionally, when Santa Ana winds require eastward takeoffs and landings; (4) the navigational aids would not be constructed of large expanses of reflective materials; and (5) light and glare from the existing navigational aids and street lights along both Pershing Drive and Vista del Mar already generate light and glare such that ambient light and glare conditions in the Dunes and Habitat Restoration Area would not change appreciably under this alternative. Therefore, light and glare impacts in the Dunes and Habitat Restoration Area under Alternative 3 would be less than significant.

The West Employee Parking facility proposed under Alternative 3 would be developed on the southwest portion of the airport, south of World Way West between Pershing Drive and Taxiway AA and approximately 935 feet east of the Dunes and Habitat Restoration Area. The proposed parking facility would be several stories in height. This facility would not be subject to the buffering requirements of the LAX Street Frontage and Landscape Development Plan Update, or to the light and glare controls of the LAX Master Plan, due to the interior location of the proposed structure and the lack of adjacent light-sensitive residential uses. Nevertheless, the parking structure would not result in a change in lighting or lighting intensity that would spill off the project site and affect light-sensitive areas because of the lengthy distance between the proposed facility and the Dunes and Habitat Restoration Area. Similarly, the parking structure would not result in a substantial new source of glare that would adversely affect nighttime views in adjacent areas sensitive to glare because: (1) of the lengthy distance between the proposed parking structure and the Dunes and Habitat Restoration Area; (2) LAMC Section 93.0117 and LAX Master Plan Commitment LI-3, Light Controls, which require that light sources be shielded and directed downward; (3) the fact that the parking structure would be a low-rise structure, with half of each story open, and thus would not have the potential to include large expanses of reflective materials that could generate substantial glare; and (4) the findings of the ambient light intensity analysis conducted for the LAX Master Plan EIR, which indicated that development of the parking structure would not result in exceedance of the LAMC's 2.0 footcandle light intensity threshold in the Dunes (see below). Therefore, the light and glare impacts of the West Employee Parking Structure on the Dunes and Habitat Restoration Area would be less than significant.

In addition to the light and glare significance thresholds applied in this section, the LAX Master Plan EIR applied an additional threshold, an increase in light levels of 2.0 footcandles or more, from the LAMC. According to the LAX Master Plan EIR, existing light levels within the Dunes in 2001 ranged from 0.004 to 0.26 footcandles. The LAX Master Plan EIR analysis also projected that, under LAX Master Plan Alternative D of the Master Plan, light levels within the Dunes would increase by up to 0.34 footcandles which is below the LAMC threshold. Because the improvements proposed within the western boundary area under Alternative 3 would be the same as those evaluated for Alternative D in the LAX Master Plan, it is anticipated that light levels in the Dunes under Alternative 3 would also increase by up to around 0.34 footcandles. This impact would be less than significant.

### **Northern Boundary**

Under Alternative 3, airport improvements in the northern portion of the airport property would include extension of Runway 6L/24R westward; development of the centerfield taxiway; relocation of Runway 6R/24L 340 feet to the south, and extension of that runway eastward; southerly relocation of Taxiway E and Taxilane D, and the westerly extension of Taxilane D; and replacement of the existing north airfield concourses with a linear concourse.

The residential uses north of the airport that have both southern exposures and are elevated on the bluffs would likely have views of some of these improvements. However, the light and glare effects of these improvements would be attenuated by several factors. The distance between the proposed facilities and the closest receptors would range from several hundred to several thousand feet, distances that would substantially attenuate light intensities and any glare from the project. Moreover an earthen berm and opaque perimeter fencing intervene between most of the LAX Northside area and the airport property,

thus blocking direct views of the proposed improvements from Manchester Parkway. Farther east, the Westchester Golf Course and a 12-foot-high noise wall atop an 8-foot-high berm buffer the airport from view by residential uses north and immediately east of the golf course. Lighting from the runways and taxiways, including from the centerfield taxiway and runway extensions, would be at ground level and directed at oncoming aircraft, and would not result in light and glare impacts off-site. Also, while the new linear concourse would not be subject to the buffering requirements of the LAX Street Frontage and Landscape Development Plan Update or the light and glare controls of the LAX Master Plan, due to its interior location within the airport property, any light and glare associated with the new concourse would replace light and glare generated by the existing north airfield concourse rather than represent new light and glare. For all these reasons, the airfield and terminal uses under Alternative 3 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive uses, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts would be less than significant.

Also proposed in the northern portion of the airport property as part of Alternative 3, the new CONRAC would replace existing rental car facilities and parking immediately east of Sepulveda Boulevard. A portion of the CONRAC site would be dedicated to open space and landscape requirements, with edge treatments and buffering provided between the CONRAC and both the residential uses to the north and hotel uses to the east, as appropriate, in accordance with the LAX Street Frontage and Landscape Development Plan Update, NCP, LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas, and the LAX Northside Design Plan and Development Guidelines. The portion of the CONRAC located along the northern boundary of the airport property would consist of rental car surface parking. Since the new uses would be similar in nature to those now existing, a noticeable change in light and glare would not be expected. As under existing conditions, lights within the CONRAC surface parking area would be shielded and directed downward in accordance with LAMC Section 93.0117 and LAX Master Plan Commitment LI-3, Light Controls, to prevent off-site light spillover. Also, the use of glare-generating façade materials would be minimized in accordance with LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, to avoid substantial glare. Therefore, the new CONRAC proposed under Alternative 3 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, nor would it result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts would be less than significant in this area.

### **Construction**

Similar to Alternative 1, construction activities associated with improvements under Alternative 3 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

#### **4.1.6.4 Alternative 4**

Under Alternative 4, none of the Yellow Light Projects or alternatives thereto would be constructed. Only ongoing or reasonably-foreseeable non-Yellow Light projects would be developed, such as the Bradley West Project, an extension to Runway 6R/24L for Runway Safety Area (RSA) improvements, the MSC

## **4.1 Aesthetics**

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and related new passenger processor within the CTA, and various terminal improvements. Also under Alternative 4, the CONRAC at Lot C would be constructed and a new parking structure would be developed at the Continental City site to accommodate the public parking displaced by the CONRAC.

### **4.1.6.4.1 Aesthetics**

#### **Century Corridor/Eastern Boundary**

Under Alternative 4, improvements within the Century Corridor/Eastern Boundary would be limited to the construction of CONRAC facilities east of Sepulveda Boulevard and north of 98th Street, including a customer service building, and rental car ready/return garage. Aesthetic and view impacts related to these CONRAC facilities would be the same as described previously for Alternative 3.

As discussed under Alternative 3, CONRAC facilities would be compatible with surrounding land uses and would be subject to design guidelines. As such, impacts to aesthetic and visual resources from the CONRAC would be less than significant. The CONRAC facilities would not block any important visual resources or panoramic views, nor does the area provide a view from a designated scenic highway. Therefore, impacts on views would be less than significant.

#### **Central Terminal Area**

Under Alternative 4, there are no improvements within the CTA. Therefore, Alternative 4 improvements would not result in impacts to aesthetics or views within the CTA under this alternative.

#### **Southern Boundary**

Under Alternative 4, the Continental City site would be developed with a parking structure. Development of the parking structure would upgrade a currently vacant site that has poor visual quality and no notable views. The new parking structure would not contrast with, or be out of character with, adjacent commercial and industrial development and transportation infrastructure. Furthermore, edge and landscape treatments would be required by the LAX Street Frontage and Landscape Development Plan Update and efforts to promote the visual compatibility of the new parking facility would be undertaken as part of LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program. Therefore, in light of applicable design guidance and LAX Master Plan commitments, impacts to aesthetic and visual resources would be less than significant.

Limited airfield modifications under Alternative 4 would not change the overall visual character or quality of airfield operations or obstruct more distant panoramic views of the Santa Monica Mountains from areas along the southern boundary. Modifications would not affect views from a designated scenic highway, corridor, or parkway. As development of the parking facility would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views within the southern boundary under Alternative 4 would be less than significant.

#### **Western Boundary**

Limited airfield improvements would occur under Alternative 4 and would be visible from vantage points within the western boundary. Any limited changes to the north airfield would represent a continuation of existing airfield uses. With the exception of changes to existing navigational aids, no development would take place in the Dunes and Habitat Restoration Area. These changes to navigational aids would be low in profile and would not comprise a noticeable portion of the overall viewshed of the Dunes nor would materially change the aesthetic quality of the Dunes. Views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not materially change.

Since development improvements under Alternative 4 within the western boundary would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As development improvements under Alternative 4 within the western boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Northern Boundary**

Implementation of Alternative 4 would involve very limited improvements within the north airfield, consisting of the easterly extension of Runway 6R/24L and an associated extension of Taxiway E. These improvements would represent a continuation of existing airfield uses, would not change the visual characteristics of the airfield or CTA, and would not block any visual resource, such as the iconic Theme Building or panoramic views. Modifications would not affect views from a designated scenic highway, corridor, or parkway.

The development of a CONRAC in place of existing car rental and parking facilities would be the same as under Alternative 3. As with Alternative 3, the CONRAC uses adjacent to the northern boundary would consist of surface parking, consistent with current conditions. In light of applicable design guidance and LAX Master Plan commitments, and because the improvements under Alternative 4 would not detract from the existing valued aesthetic quality nor involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant. As improvements under Alternative 4 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

### **Construction**

As with Alternative 1, construction of airfield, terminal, ground access, and parking improvements under Alternative 4 would occur during different time periods, and construction of many improvements, such as runway improvements and navigational aids, would not be intrusive to surrounding vantage points. However, construction activities would cause some areas of the airport environs to have an incomplete, disrupted, and unattractive quality. As with Alternative 1, since these areas do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary impacts to aesthetic and visual resources related to construction activities would be less than significant.

Under Alternative 4, impacts to views associated with construction staging areas would be the same as described under Alternative 1. Since these construction staging areas do not contain notable views, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. As short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

#### **4.1.6.4.2 Light and Glare**

### **Century Corridor/Eastern Boundary**

Under Alternative 4, construction within the Century Corridor/eastern boundary would be limited to the construction of the CONRAC customer service building, and car rental ready/return garage along the 98th Street corridor west of Airport Boulevard. Light and glare impacts associated with these facilities would be the same as under Alternative 3. As with Alternative 3, these facilities would replace existing lit surface parking lots which already generate light and glare, would not generate light that would spill over onto adjacent light-sensitive uses, and would be subject to LAX Master Plan Commitment LI-2, Use of Non-Glare Generating Building Materials, and LAX Master Plan Commitment LI-3, Light Controls. Therefore, as with Alternative 3, these facilities under Alternative 4 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impact in this area would be less than significant.

## **4.1 Aesthetics**

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### **Southern Boundary**

Under Alternative 4, the airport improvements that would be potentially visible from some of the light-sensitive uses south of Imperial Highway would be limited to the parking facility proposed at the Continental City site and the navigational aids in the Dunes and Habitat Restoration Area. Views of the CONRAC and minor airfield improvements under this alternative would be blocked by existing structures on Century Boulevard and within the CTA.

The light and glare impacts associated with the proposed parking facility at the Continental City site would be similar to those of the ITC under Alternative 3. As with the ITC, there would be limited views, if any, of the parking facility from the residences and hotels along Imperial Highway due to intervening features, and the parking facility would not result in a change in lighting or lighting intensity such that the light would spill off and affect light-sensitive areas, nor would it result in a substantial new source of glare that would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts of the parking structure in this area would be less than significant.

The light and glare impacts associated with navigational aid improvements would be the same as under Alternative 2. As with Alternative 2, while there would be minor relocations of some of the existing navigational aids in the Dunes and Habitat Restoration Area under Alternative 4, there would be no net increase in navigational aids and no movement of navigational aids closer to the southerly light-sensitive uses. For these and the other reasons stated under Alternative 2, navigational aid improvements under Alternative 4 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, nor would they result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts associated with the navigational aid improvements in this area would be less than significant.

### **Western Boundary**

Under Alternative 4, the airport improvements that would contribute to ambient light and glare along the western boundary would be limited to relocated navigational aids within the western portion of the north airfield and in the Dunes and Habitat Restoration Area. There would be no net increase of navigational aids. The light and glare impacts of the relocation of navigational aids would be the same as under Alternative 2 (e.g., there would be no increase in light and glare as the number of navigational aids would not change, lighting from relocated navigational aids would be directed at oncoming aircraft, the changes would not result in exceedence of the LAMC's 2.0 footcandle increase threshold, and the navigational aids would not include large surfaces that could generate substantial glare). Therefore, the navigational aid improvements under Alternative 4 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, nor would they result in a substantial new source of glare that would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the impact would be less than significant.

### **Northern Boundary**

Under Alternative 4, airport improvements that would be visible from some of the light-sensitive uses north of the airport property would be limited to the easterly extensions of Runway 6R/24L and Taxiway E, and the CONRAC.

Lighting associated with the runway and taxiway extensions would be limited, would be at ground level, would be directed at oncoming aircraft rather than off-site, and would occur several thousand feet from the nearest light-sensitive use. Also, intervening features exist (e.g., berm and opaque fence) between the north airfield and uses north of the airport. Furthermore, this lighting would not include large surfaces that could generate substantial glare. Therefore, light associated with the extensions of Runway 6R/24L and Taxiway E would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare, and impacts would be less than significant.

Impacts associated with the CONRAC under Alternative 4 would be the same as under Alternative 3. As with Alternative 3, the CONRAC uses along the northern boundary of the airport property would consist of lit rental car surface parking. Since the new uses would be similar in nature to those now existing, and since the CONRAC would be constructed in accordance with the existing light- and glare-reducing plans and requirements described under Alternative 3, the CONRAC would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts of the CONRAC on the light-sensitive uses to the north would be less than significant.

### **Construction**

Similar to Alternative 1, construction activities under Alternative 4 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

### **4.1.6.5 Alternative 5**

Alternative 5 focuses on airfield improvements. The airfield and terminal components are the same as Alternative 1, with the exception that Runway 6L/24R would be relocated 350 feet north, and a greater portion of Lincoln Boulevard would be below grade.

#### **4.1.6.5.1 Aesthetics**

##### **Century Corridor/Eastern Boundary**

As noted above, Alternative 5 focuses on airfield improvements. Such improvements would not affect aesthetic and view impacts in the Century Corridor/Eastern Boundary. Therefore, no impacts to aesthetic and visual resources would occur in this area under Alternative 5. Similarly, no impacts to views would occur in this area under Alternative 5.

##### **Central Terminal Area**

Under Alternative 5, the northerly terminal building limits and related gating area associated with the TBIT concourse extension and MSC extension within the CTA would be more southerly than under Alternative 1. However, the basic features associated with the terminal components of this alternative would be the same as Alternative 1. As with Alternative 1, modifications to terminal buildings would not constitute the loss of valued visual resources and would represent an aesthetic improvement within the CTA. Therefore, impacts to aesthetic and visual resources would be less than significant.

Improvements under Alternative 5 would not obstruct or degrade views within the CTA. As development of improvements under Alternative 5 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

##### **Southern Boundary**

Impacts to aesthetics and views along the southern airport boundary under Alternative 5 would be similar to those described above for Alternative 1. As with Alternative 1, under Alternative 5, limited

## **4.1 Aesthetics**

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improvements would be developed near the southern portion of the airport, representing little change from baseline conditions.

Terminal and airfield modifications, while visible in the distance from this area, would not change the overall visual character or quality of airfield operations or obstruct more distant panoramic views of the Santa Monica Mountains from areas along the southern boundary. Therefore, impacts to aesthetics and visual resources would be less than significant.

As improvements under Alternative 5 would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

### **Western Boundary**

Impacts to aesthetics and views along the western boundary related to airfield improvements would be similar to those described above for Alternative 1. These improvements would represent a continuation of existing airfield uses, would generally occur at grade level, and would not block any valued focal or panoramic view. Additionally, with the exception of changes to existing navigational aids, no development would take place in the Habitat Restoration Area, and views of the Dunes and views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not change.

Changes to navigational aids under Alternative 5 would be essentially the same as Alternative 1; except that the relocated navigational aids associated with Runway 6L/24R would be installed 350 feet to the north instead of 260 feet. As discussed under Alternative 1, due to their low profile, navigational aids would not comprise a noticeable portion of the overall viewshed.

Since development improvements under Alternative 5 within the western boundary would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As improvements under Alternative 5 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts on views would be less than significant.

### **Northern Boundary**

While Runway 6L/24R would be relocated approximately 90 feet farther north under Alternative 5 compared to Alternative 1, aesthetic and view impacts associated with airfield and terminal improvements would be similar to those described above for Alternative 1. As with Alternative 1, these improvements would represent a continuation of existing uses, would not change the visual characteristics of the airfield or CTA, and would not block any important visual resources, such as the iconic Theme Building, or panoramic views. Views from residential neighborhoods to the northeast are obstructed by sound walls of varying heights, and views from future uses within LAX Northside would be subject to a variety of measures that would reduce visual impacts from airport uses. Moreover, LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce impacts to aesthetic and visual resources.

Under Alternative 5, Lincoln Boulevard would be realigned to the north, with approximately 765 linear feet below grade and/or covered. The realignment and depression of Lincoln Boulevard would not introduce a new land use that differs substantially from existing conditions.

In light of these applicable LAX Master Plan commitments and plan provisions, and given that airfield and terminal improvements under Alternative 5 would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As airfield and terminal improvements occurring under Alternative 5 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would also be less than significant.

### **Construction**

As with Alternative 1, construction of airfield, terminal, ground access, and parking improvements under Alternative 5 would occur during different time periods, and construction of many improvements, such as runway improvements and navigational aids, would not be intrusive to surrounding vantage points. However, construction activities would cause some areas of the airport environs to have an incomplete, disrupted, and unattractive quality. As with Alternative 1, since these areas do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary impacts to aesthetic and visual resources related to construction activities would be less than significant.

Under Alternative 5, impacts to views associated with construction staging areas would be the same as described under Alternative 1. Since these construction staging areas do not contain notable views, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. As short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

#### **4.1.6.5.2 Light and Glare**

##### **Century Corridor/Eastern Boundary**

Alternative 5 focuses on airfield improvements. Because none of these improvements would occur within or adjacent to the Century Corridor/eastern boundary area, these improvements would not affect light and glare conditions in this area. Therefore, no light and glare impacts would occur under Alternative 5 in this area.

##### **Southern Boundary**

Under Alternative 5, impacts associated with light and glare along the southern boundary of the airport would be the similar to those described for Alternative 1. As with Alternative 1, airfield and terminal improvements would be potentially visible from some of the light-sensitive uses south of Imperial Highway, including changes associated with the TBIT and MSC concourse extensions, and north airfield runway and taxiway improvements. Navigational aids associated with Runway 6L/24R would be located farther away from the southern boundary under this alternative. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the south, intervening features along the southern boundary as described under Alternative 1, LAX Plan Policy P7 which requires landscaped buffers along the southern boundary of Airport Airside to shield airport lighting from adjacent residential areas, and design features that would be incorporated into the new facilities, the general character of the existing ambient light and glare environment at these receptors would not change. Therefore, the airfield and terminal improvements under Alternative 5 as seen from the south would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts along the southern boundary would be less than significant.

##### **Western Boundary**

Under Alternative 5, improvements located in proximity to the western boundary would be similar to those associated with Alternative 1. As with Alternative 1, improvements that would contribute to ambient light and glare within the western portion of the airport, and within the Dunes and Habitat Restoration Area, would include the westerly extension of Runway 6L/24R and Taxilane D, and the relocation of navigational aids in the Dunes and Habitat Restoration Area. Under Alternative 5, there would be no increase in the number of navigational aids in the Dunes and Habitat Restoration Area, lighting from airfield improvements and navigational aids would be directed at oncoming aircraft, the increase in light

## **4.1 Aesthetics**

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levels within the Dunes and Habitat Restoration Area would not exceed the LAMC's threshold of a 2.0 footcandle increase, the navigational aids would not include large surfaces that could generate substantial glare, and ambient light and glare conditions would not change. Therefore, light and glare impacts from airfield improvements and navigational aids along the western boundary under Alternative 5 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts along the western boundary would be less than significant.

### **Northern Boundary**

Under Alternative 5, airfield improvements, terminal improvements, and the realignment of Lincoln Boulevard would be similar to Alternative 1, except that Runway 6L/24R would be located closer to the northern boundary under this alternative. Light and glare impacts associated with these improvements would be similar to those described for Alternative 1. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the north, intervening features, and design features that would be incorporated into the new facilities, the general character of the existing ambient light and glare environment at these receptors would not change. Therefore, these improvements would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare, and thus associated light and glare impacts along the northern boundary would be less than significant.

### **Construction**

As with Alternative 1, construction activities associated with improvements under Alternative 5 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

## **4.1.6.6 Alternative 6**

Alternative 6 focuses on airfield improvements. The airfield and terminal components are the same as Alternative 1, with the exception that Runway 6L/24R would be relocated 100 feet north, and a lesser portion of Lincoln Boulevard would be below grade.

### **4.1.6.6.1 Aesthetics**

#### **Century Corridor/Eastern Boundary**

As noted above, Alternative 6 focuses on airfield improvements. Such improvements would not affect aesthetic and view impacts in the Century Corridor/Eastern Boundary. Therefore, no impacts to aesthetic and visual resources would occur in this area under Alternative 6. Similarly, no impacts to views would occur in this area under Alternative 6.

### **Central Terminal Area**

Under Alternative 6, impacts to aesthetic resources within the CTA would be the same as described above for Alternative 1. Modifications to gate and terminal facilities within the CTA under this alternative would be the same as Alternative 1. As with Alternative 1, modifications to terminal buildings would not constitute the loss of valued visual resources and would represent an aesthetic improvement within the CTA. These improvements would not obstruct or degrade views within the CTA. Since development of terminal improvements under Alternative 6 would not degrade valued aesthetic resources or involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant.

As improvements under Alternative 6 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

### **Southern Boundary**

Impacts to aesthetics and views along the southern airport boundary under Alternative 6 would be similar to those described above for Alternative 1. As with Alternative 1, under Alternative 6, limited improvements would be developed near the southern portion of the airport, representing little change from baseline conditions. Terminal and airfield modifications, while visible in the distance from this area, would not change the overall visual character or quality of airfield operations. Since development of terminal improvements under Alternative 6 would not degrade valued aesthetic resources or involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant.

Improvements under Alternative 6 would not obstruct more distant panoramic views of the Santa Monica Mountains from areas along the southern boundary. As improvements under Alternative 6 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

### **Western Boundary**

Impacts to aesthetics and views along the western boundary related to airfield and terminal improvements would be the same as described above for Alternative 1. These improvements would represent a continuation of existing airfield uses. Improvements to runways and taxiways would generally occur at grade level and would not block any valued focal or panoramic view. Additionally, with the exception of changes to existing navigational aids, no development would take place in the Habitat Restoration Area, and views of the Dunes and views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not change.

Changes to navigational aids under Alternative 6 would be essentially the same as Alternative 1, except that the relocated navigational aids associated with Runway 6L/24R would be installed 100 feet to the north instead of 260 feet. As discussed under Alternative 1, due to their low profile, navigational aids would not comprise a noticeable portion of the overall viewshed. Since improvements under Alternative 6 within the western boundary would not degrade valued aesthetic or visual resources, impacts would be less than significant. As improvements under Alternative 6 within the western boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views also would be less than significant.

### **Northern Boundary**

While Runway 6L/24R would not be located as far north as compared to Alternative 1, aesthetic and view impacts associated with airfield and terminal improvements would be similar to those described above for Alternative 1. As with Alternative 1, these improvements would represent a continuation of existing uses, would not change the visual characteristics of the airfield or CTA, and would not block any important visual resources, such as the iconic Theme Building, or panoramic views. Views from residential neighborhoods to the northeast are obstructed by sound walls of varying heights, and views from future

## **4.1 Aesthetics**

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uses within LAX Northside would be subject to a variety of measures that would reduce visual impacts from airport uses. Moreover, applicable LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce impacts to aesthetic and visual resources.

Under Alternative 6, Lincoln Boulevard would be realigned to the north, with approximately 252 linear feet below grade and/or covered. The realignment and depression of Lincoln Boulevard would not introduce a new land use that differs substantially from existing conditions.

In light of these applicable LAX Master Plan commitments and plan provisions, and given that airfield and terminal improvements under Alternative 6 would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As airfield and terminal improvements occurring under Alternative 6 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would also be less than significant.

### **Construction**

Construction of airfield, terminal, ground access, and parking improvements under Alternative 6 would occur during different time periods, and construction of many improvements, such as runway improvements and navigational aids, would not be intrusive to surrounding vantage points. However, construction activities would cause some areas of the airport environs to have an incomplete, disrupted, and unattractive quality. Since these areas do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary impacts to aesthetic and visual resources related to construction activities would be less than significant.

Since these construction staging areas do not contain notable views, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. As short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

#### **4.1.6.6.2 Light and Glare**

##### **Century Corridor/Eastern Boundary**

Alternative 6 focuses on airfield improvements. Because none of these improvements would occur within or adjacent to the Century Corridor/eastern boundary area, these improvements would not affect light and glare conditions in this area. Therefore, no light and glare impacts would occur under Alternative 6 in this area.

##### **Southern Boundary**

Under Alternative 6, impacts associated with light and glare along the southern boundary of the airport would be the similar to those described for Alternative 1. As with Alternative 1, airfield and terminal improvements would be potentially visible from some of the light-sensitive uses south of Imperial Highway, including changes associated with the TBIT and MSC concourse extensions, and north airfield runway and taxiway improvements. Navigational aids associated with Runway 6L/24R would be located closer to the southern boundary under this alternative. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the south, intervening features along the southern boundary as described under Alternative 1, LAX Plan Policy P7 which requires landscaped buffers along the southern boundary of Airport Airside to shield airport lighting from adjacent residential areas, and design features that would be incorporated into the new facilities, the general character of the existing ambient light and glare environment at these receptors would not change. Therefore, the airfield and

terminal improvements under Alternative 6 as seen from the south would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts along the southern boundary would be less than significant.

### **Western Boundary**

Under Alternative 6, improvements located in proximity to the western boundary would be similar to those associated with Alternative 1. As with Alternative 1, improvements that would contribute to ambient light and glare within the western portion of the airport, and within the Dunes and Habitat Restoration Area, would include the westerly extension of Runway 6L/24R and Taxiway D, and the relocation of navigational aids in the Dunes and Habitat Restoration Area. Under Alternative 6, there would be no increase in the number of navigational aids in the Dunes and Habitat Restoration Area, lighting from airfield improvements and navigational aids would be directed at oncoming aircraft, the increase in light levels within the Dunes and Habitat Restoration Area would not exceed the LAMC's threshold of a 2.0 footcandle increase, the navigational aids would not include large surfaces that could generate substantial glare, and ambient light and glare conditions would not change. Therefore, light and glare impacts from airfield improvements and navigational aids along the western boundary under Alternative 6 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts along the western boundary would be less than significant.

### **Northern Boundary**

Under Alternative 6, airfield improvements, terminal improvements, and the realignment of Lincoln Boulevard would be similar to Alternative 1, except that Runway 6L/24R would be located farther from the northern boundary under this alternative. Light and glare impacts associated with these improvements would be similar to those described above for Alternative 1. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the north, intervening features, and design features that would be incorporated into the new facilities, the general character of the existing ambient light and glare environment at these receptors would not change. Therefore, these improvements would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare, and thus associated light and glare impacts along the northern boundary would be less than significant.

### **Construction**

As with Alternative 1, construction activities associated with improvements under Alternative 6 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

## **4.1 Aesthetics**

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### **4.1.6.7 Alternative 7**

Alternative 7 focuses on airfield improvements. The airfield and terminal components are similar to Alternative 1, with the exception that Runway 6R/24L would be relocated 100 feet south. Runway 6L/24R would not be relocated and Lincoln Boulevard would not be realigned.

#### **4.1.6.7.1 Aesthetics**

##### **Century Corridor/Eastern Boundary**

As noted above, Alternative 7 focuses on airfield improvements. Such improvements would not affect aesthetic and visual resources would occur in this area under Alternative 7. Similarly, no impacts to views would occur in this area under Alternative 7.

##### **Central Terminal Area**

Under Alternative 7, the northerly terminal building limits and related gating areas associated with the new Terminal 3 concourse and TBIT and MCS concourse extensions within the CTA would be the most southerly of the alternatives. However, the basic features associated with the terminal components of this alternative would be the same as Alternative 1. Therefore, impacts to aesthetics and views would be the same as described above for Alternative 1. As with Alternative 1, modifications to terminal buildings would not constitute the loss of valued visual resources and would represent an aesthetic improvement within the CTA. These improvements would not obstruct or degrade views within the CTA. Since development of terminal improvements under Alternative 7 would not degrade valued aesthetic resources or involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant. As improvements under Alternative 7 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would also be less than significant.

##### **Southern Boundary**

Impacts to aesthetics and views along the southern airport boundary under Alternative 5 would be similar to those described above for Alternative 1. As with Alternative 1, under Alternative 5, limited improvements would be developed near the southern portion of the airport, representing little change from baseline conditions. Since improvements under Alternative 7 would not degrade valued aesthetic resources or involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant.

Improvements under Alternative 7 would not obstruct more distant panoramic views of the Santa Monica Mountains from areas along the southern boundary. As improvements under Alternative 7 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

##### **Western Boundary**

Impacts to aesthetics and views along the western boundary related to airfield improvements would be similar to those described above for Alternative 1. These improvements would represent a continuation of existing airfield uses, would generally occur at grade level, and would not block any valued focal or panoramic view. Additionally, with the exception of changes to existing navigational aids, no development would take place in the Habitat Restoration Area, and views of the Dunes and views along Vista del Mar, a City of Los Angeles-designated Scenic Highway, would not change.

Changes to navigational aids under Alternative 7 would be similar to Alternative 1 except that the relocated navigational aids would be associated with Runway 6R/24L instead of Runway 6L/24R. As discussed under Alternative 1, due to their low profile, navigational aids would not comprise a noticeable portion of the overall viewshed. Since improvements under Alternative 7 within the western boundary would not degrade valued aesthetic resources or involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant.

As improvements under Alternative 7 within the western boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would also be less than significant.

### **Northern Boundary**

While no improvements to Runway 6L/24R would occur under Alternative 7 and Runway 6R/24L would be located 100 feet farther south than baseline conditions, various airfield and terminal improvements would be visible to residences and motorists. However, as discussed under Alternative 1, these improvements would represent a continuation of existing uses, would not change the visual characteristics of the airfield or CTA, and would not block any important visual resources, such as the iconic Theme Building, or panoramic views. Views from residential neighborhoods to the northeast are obstructed by sound walls of varying heights, and views from future uses within LAX Northside would be subject to a variety of measures that would reduce visual impacts from airport uses. Moreover, applicable LAX Master Plan commitments would further reduce impacts to aesthetic and visual resources.

In light of these applicable LAX Master Plan commitments and plan provisions, and given that airfield and terminal improvements under Alternative 7 would not degrade or remove features that contribute to the valued aesthetic character of the area, impacts on aesthetic and visual resources would be less than significant. As airfield and terminal improvements occurring under Alternative 7 within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would also be less than significant.

### **Construction**

Construction of airfield, terminal, ground access, and parking improvements under Alternative 7 would occur during different time periods, and construction of many improvements, such as runway improvements and navigational aids, would not be intrusive to surrounding vantage points. However, construction activities would cause some areas of the airport environs to have an incomplete, disrupted, and unattractive quality. Since these areas do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary impacts to aesthetic and visual resources related to construction activities would be less than significant.

Since these construction staging areas do not contain notable views, temporary aesthetic and visual impacts related to construction staging areas would be less than significant. Furthermore, impacts related to temporary construction activities would be reduced by LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing. As short-term impacts related to temporary construction activities would not affect views from a designated scenic highway, corridor, or parkway or obstruct/diminish other valued focal or panoramic views, impacts on views would be less than significant.

#### **4.1.6.7.2 Light and Glare**

### **Century Corridor/Eastern Boundary**

Alternative 7 focuses on airfield improvements. Because none of these improvements would occur within or adjacent to the Century Corridor/eastern boundary area, these improvements would not affect light and glare conditions in this area. Therefore, no light and glare impacts would occur under Alternative 7 in this area.

### **Southern Boundary**

Under Alternative 7, impacts associated with light and glare along the southern boundary of the airport would be the similar to those described for Alternative 1. As with Alternative 1, airfield and terminal improvements would be potentially visible from some of the light-sensitive uses south of Imperial Highway, including changes associated with the TBIT and MSC concourse extensions, and north airfield runway and taxiway improvements. Navigational aids associated with Runway 6R/24L would be located

## **4.1 Aesthetics**

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closer to the southern boundary under this alternative. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the south, intervening features along the southern boundary as described under Alternative 1, LAX Plan Policy P7 which requires landscaped buffers along the southern boundary of Airport Airside to shield airport lighting from adjacent residential areas, and design features that would be incorporated into the new facilities, the general character of the existing ambient light and glare environment at these receptors would not change. Therefore, the airfield and terminal improvements under Alternative 7 as seen from the south would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts in this area would be less than significant.

### **Western Boundary**

Under Alternative 7, improvements located in proximity to the western boundary would be similar to those associated with Alternative 1. As with Alternative 1, improvements that would contribute to ambient light and glare within the western portion of the airport, and in the Dunes and Habitat Restoration Area, would include the westerly extension of Runway 6L/24R and Taxiway D, and the relocation of navigational aids in the Dunes and Habitat Restoration Area. Under Alternative 7, there would be no increase in the number of navigational aids in the Dunes and Habitat Restoration Area, lighting from airfield improvements and navigational aids would be directed at oncoming aircraft, the increase in light levels within the Dunes and Habitat Restoration Area would not exceed the LAMC's threshold of a 2.0 footcandle increase, the navigational aids would not include large surfaces that could generate substantial glare, and ambient light and glare conditions would not change. Therefore, light and glare impacts from airfield improvements and navigational aids along the western boundary under Alternative 7 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts in this area would be less than significant.

### **Northern Boundary**

Under Alternative 7, airfield and terminal improvements would be similar to Alternative 1, except that Runway 6L/24R would remain at its current location and Runway 6R/24L would be relocated 100 feet south. Light and glare impacts would be similar to Alternative 1. As with Alternative 1, due to the distance between these uses and the light-sensitive receptors to the north, intervening features, and design features that would be incorporated into the new facilities, the general character of the existing ambient light and glare environment at these receptors would not change. Therefore, these improvements would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Thus, light and glare impacts in this area would be less than significant.

### **Construction**

As with Alternative 1, construction activities associated with improvements under Alternative 7 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in

adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

### **4.1.6.8 Alternative 8**

Alternative 8 focuses on ground access improvements. The ITF, redesigned entry roadway, commercial vehicle holding lot, and elevated transit access would be the same as Alternative 1. Under Alternative 8, a CONRAC and parking would be developed in Manchester Square, and parking uses would replace rental car facilities east of Lot C.

#### **4.1.6.8.1 Aesthetics**

##### **Century Corridor/Eastern Boundary**

Similar to Alternative 1, impacts to aesthetic and visual resources related to development of parking facilities and ground access facilities, such as the CONRAC, ITF, and elevated busway, would be less than significant since the existing visual quality of this area is poor, the improvements would be compatible with surrounding land uses, and new facilities would be subject to design guidelines. Furthermore, efforts to promote the visual compatibility of the new parking facility, ITF, and elevated/dedicated busway would be undertaken as part of LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, LU-4, Neighborhood Compatibility Program, and LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.

As improvements under Alternative 8 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

##### **Central Terminal Area**

No terminal modifications are associated with Alternative 8. Therefore, no impacts to aesthetics and views would occur in this area under Alternative 8.

##### **Southern Boundary**

No improvements would occur near the southern portion of the airport under Alternative 8. Ground access improvements east of the CTA would not be visible to any sensitive receptors in this area. Therefore, no impacts to aesthetics and views would occur in this area under Alternative 8.

##### **Western Boundary**

No improvements would occur near the western portion of the airport under Alternative 8. Therefore, no impacts to aesthetics and views would occur in this area under Alternative 8.

##### **Northern Boundary**

Under Alternative 8, the parking facility proposed at the existing rental car lot would potentially be visible from some elevated south-facing residential uses north of the airport property and would be visible from adjacent commercial uses. However, the parking facility would replace existing surface parking uses and would not represent a substantial change in the existing visual character. The proposed parking facility would be subject to the landscaping and edge treatments per the requirements of the LAX Street Frontage and Landscape Development Plan Update. Furthermore, LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, and LU-4, Neighborhood Compatibility Program, would further reduce any impacts to aesthetic and visual resources.

In light of applicable design guidance and LAX Master Plan commitments, and because the improvements under Alternative 8 would not detract from the existing valued aesthetic quality nor involve the removal of features that contribute to the aesthetic character of the area, impacts to aesthetic and visual resources would be less than significant. As development of the parking facility within the northern boundary would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would also be less than significant.

## **4.1 Aesthetics**

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### **Construction**

Similar to Alternative 1, since areas where construction and construction staging would occur do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary aesthetic and visual impacts related to construction activities would be less than significant.

Under Alternative 8, impacts to aesthetics and views associated with construction and construction staging areas would be the same as described under Alternative 1. Because the construction staging areas do not contain valued aesthetic resources or notable views, and construction equipment and activities would not be out of character with nearby airfield uses, these impacts would be less than significant.

#### **4.1.6.8.2 Light and Glare**

##### **Century Corridor/Eastern Boundary**

Under Alternative 8, light and glare impacts associated with the Manchester Square parking facility and CONRAC, ITF, and dedicated elevated busway within the Century Corridor/eastern boundary area would be similar to Alternative 1. As described under Alternative 1, lighting associated with these uses would be designed to prevent spillover, while building facades would be required to be constructed of materials that do not generate substantial glare. Moreover, operation of these uses would not alter the high ambient light or glare environment at nearby light-sensitive receptors. Also, light associated with the elevated busway would be directed onto 98th Street rather than on the hotels in the area. Therefore, the light and glare impacts associated with these facilities would be the same as described under Alternative 1, and would be less than significant (e.g., they would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive uses, and would not result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare).

##### **Southern Boundary**

Under Alternative 8, no improvements would occur in the southern portion of the airport or in the Dunes and Habitat Restoration Area. Thus, there would be no change or increase in light and glare in the southern boundary area under this alternative, and no light or glare impacts would occur.

##### **Western Boundary**

Under Alternative 8, no improvements would occur in the western portion of the airport or in the Dunes and Habitat Restoration Area. Thus, there would be no change or increase in light and glare in the western boundary area under this alternative, and no light or glare impacts would occur.

##### **Northern Boundary**

Under Alternative 8, no improvements are proposed within the northwestern portion of the airport. Thus, there would be no change or increase in light or glare in the western portion of the northern boundary area under this alternative, and no light or glare impacts would occur.

Under Alternative 8, the parking facility at the existing rental car lot would potentially be visible from some elevated south-facing residential uses north of the airport property, and would be visible by the adjacent Super 8 Motel and Renaissance Hotel located to the northeast and southeast, respectively. However, the parking facility would replace existing brightly lit airport parking areas, and thus would not be expected to result in a net increase in lighting. Furthermore, the proposed parking facility would be subject to the buffer requirements of the LAX Street Frontage and Landscape Development Plan Update and LAX Master Plan Commitment DA-1, Provide and Maintain Airport Buffer Areas, as well as the light and anti-glare requirements of LAX Master Plan Commitments LI-2, Use of Non-Glare Generating Building Materials, LI-3, Lighting Controls, as well as LAMC Section 93.0117. Therefore, the parking facility would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive

areas, nor would it result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts in this area would be less than significant.

### **Construction**

Similar to Alternative 1, construction activities associated with improvements under Alternative 8 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

### **4.1.6.9 Alternative 9**

Alternative 9 focuses on ground access improvements. The ITF, redesigned entry roadway, and commercial vehicle holding lot would be the same as Alternative 1. Under Alternative 9, a CONRAC and parking would be developed in Manchester Square, parking uses would replace rental car facilities east of Lot C, and an APM system would be constructed along 98th street to link the CONRAC and the CTA.

#### **4.1.6.9.1 Aesthetics**

##### **Century Corridor/Eastern Boundary**

Under Alternative 9, impacts to aesthetics and views along the Century Boulevard corridor and eastern boundary would be similar to those described above for Alternative 8. Similar to Alternative 8, impacts to aesthetics and visual resources related to development of parking facilities and ground access facilities, such as the CONRAC, ITF, and APM, would be less than significant since the existing visual quality of this area is poor, the improvements would be compatible with surrounding land uses, and would be subject to design guidelines. Furthermore, efforts to promote the visual compatibility of the new parking facility, ITF, and APM would be undertaken as part of LAX Master Plan Commitments DA-1, Provide and Maintain Airport Buffer Areas, LU-4, Neighborhood Compatibility Program, and LU-2, Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.

As improvements under Alternative 9 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

##### **Central Terminal Area**

No terminal modifications are associated with Alternative 9. However, an APM would be located within the CTA under this alternative. Under Alternative 9, the APM would be situated on a guideway located between the parking garages and the terminal buildings. The existing parking garages and terminal buildings are aging, functional in nature, and generally lack architectural interest or extensive landscaping, and do not contribute meaningfully to the aesthetic quality of the CTA. As such, the addition of the APM adjacent to these structures, while it would be visually noticeable, would introduce a new, modern feature within the CTA that would be consistent with the airport's image as a Gateway to the City of Los Angeles.

Development of terminal improvements under Alternative 9 would not degrade valued aesthetic resources or involve the removal of features that contribute to the aesthetic character of the area.

## **4.1 Aesthetics**

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The APM would be developed within the CTA, but its precise alignment has yet to be designed. Depending on the height of the APM tracks and various support structures, the APM could potentially diminish valued focal views of the Theme Building from a variety of vantage points in the CTA, particularly views from terminal front areas and sidewalks to the north and south. Views of the Theme Building are valued focal views within the CTA. Although plans for the APM within the CTA are conceptual, impacts to valued focal views of the Theme Building from different vantage points within the CTA under Alternative 9 would be significant. With incorporation of Mitigation Measure MM-HA Mitigation Measure MM-HA (SPAS)-2, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.1.7 below, views of the north and south elevations of the Theme Building would not be impaired by the APM, reducing this impact to a level that is less than significant.

### **Southern Boundary**

No improvements would occur near the southern portion of the airport under Alternative 9. Ground access improvements east of the CTA would not be visible to any sensitive receptors in this area. Therefore, no impacts to aesthetic and visual resources would occur in this area. Similarly, no impacts to views would occur in this area.

### **Western Boundary**

No improvements would occur near the western portion of the airport under Alternative 9. Therefore, no impacts to aesthetic and visual resources would occur in this area. Similarly, no impacts to views would occur in this area.

### **Northern Boundary**

Impacts to aesthetics and views related to the parking facility proposed at the existing rental car lot would be the same as Alternative 8. As with Alternative 8, the parking facility would replace similar uses, and would be subject to design guidelines, impacts to aesthetics visual resources would be less than significant.

As improvements under Alternative 9 would not affect views from a designated scenic highway, corridor, or parkway or obstruct valued focal or panoramic views, impacts to views would be less than significant.

### **Construction**

Impacts from construction activities would be the same as those described under Alternative 8. As with Alternative 8, since areas where construction and construction staging areas would occur do not contain valued aesthetic resources that would be temporarily obstructed by construction activities, and because LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, would reduce construction-related visual impacts, temporary aesthetic and visual impacts related to construction activities would be less than significant.

Because the construction staging areas do not contain valued aesthetic resources or notable views, and construction equipment and activities would not be out of character with nearby airfield uses, these impacts would be less than significant.

#### **4.1.6.9.2 Light and Glare**

### **Century Corridor/Eastern Boundary**

Under Alternative 9, light and glare impacts associated with the Manchester Square parking facility and CONRAC, ITF, and APM would be similar to Alternative 1. As described under Alternative 1, lighting associated with these uses would be designed to prevent spillover, while building facades would be required to be constructed of materials that do not generate substantial glare. Moreover, operation of these uses would not alter the high ambient light or glare environment at nearby light-sensitive receptors. Also, light associated with the APM would be directed onto 98th Street and Century Boulevard rather than on the hotels in the area. Therefore, the light and glare impacts associated with these facilities would be

the same as described under Alternative 1, and would be less than significant (e.g., they would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive uses, and would not result in substantial new sources of glare which would adversely affect nighttime views in adjacent areas sensitive to glare).

### **Southern Boundary**

Under Alternative 9, no improvements would occur in the southern portion of the airport or in the Dunes and Habitat Restoration Area. Thus, there would be no change or increase in light and glare in the southern boundary area under this alternative, and no light or glare impacts would occur.

### **Western Boundary**

Under Alternative 9, no improvements would occur in the western portion of the airport or in the Dunes and Habitat Restoration Area. Thus, there would be no change or increase in light and glare in the western boundary area under this alternative, and no light or glare impacts would occur.

### **Northern Boundary**

Under Alternative 9, no improvements are proposed within the northwestern portion of the airport. Thus, there would be no change or increase in light or glare in the western portion of the northern boundary area under this alternative, and no light or glare impacts would occur.

Under Alternative 9, light and glare impacts associated with the parking facility at the existing rental car lot, which would potentially be visible from residential uses on the bluffs in the Westchester area and by the hotel uses to the east, would be the same as under Alternative 8. As with Alternative 8, the parking facility under Alternative 9 would replace existing lit parking lots and rental car facilities, and would be subject to light- and glare-reducing plans and requirements listed under Alternative 8. Therefore, as under Alternative 8, the parking facility under Alternative 9 would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, nor would it result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, the light and glare impacts in this area would be less than significant.

### **Construction**

Similar to Alternative 1, construction activities associated with improvements under Alternative 9 would involve nighttime activities that would require lighting of work areas at the construction sites themselves and within construction staging areas. As with Alternative 1, some of the construction sites and construction staging areas under this alternative are already the sites of lit uses or construction activities, and both the construction sites and construction staging areas are already located in lit, glare-generating urban environments. A number of sound walls of varying heights separate some of the residential uses from these construction areas, particularly along West 88th Street. However, the noise walls may not be of sufficient height to block all light and glare associated with construction activities, and not all residential areas have such walls. Also, with implementation of LAX Master Plan Mitigation Measure MM-DA-1, Construction Fencing, impacts associated with light and glare during construction would not result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and would not result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, construction light and glare impacts would be less than significant.

## **4.1.6.10 Summary of Impacts**

### **4.1.6.10.1 Aesthetics**

Alternative 3 would include the greatest extent of development throughout the airport environment, including improvements within the Dunes, north airfield, CTA, Lot C, Manchester Square, and Continental City. These improvements would affect aesthetics and views from sensitive receptors within the CTA, Century Corridor/eastern boundary, and southern, western, and northern boundary areas. Within the

## **4.1 Aesthetics**

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CTA, improvements related to the APM and terminal improvements under Alternative 3 would result in significant impacts to focal views of the Theme Building. Implementation of Mitigation Measure MM-HA (SPAS)-1, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.1.7 below, would reduce impacts to views associated with Alternative 3 within the CTA to a level that is less than significant.

Compared to Alternative 3, improvements that would affect aesthetics and views under Alternatives 1 and 2 would not be as extensive, particularly within the CTA, Manchester Square, and Continental City. Impacts to views of the Theme Building under Alternatives 1 and 2 would be less than significant. Ground access facilities associated with Alternative 3, including the CONRAC, APM, and GTC, would not be developed under these alternatives. Alternative 4 has limited improvements with the potential to affect visual resources, including a CONRAC in the Lot C area and a parking structure in Continental City.

Alternatives 5 through 7 focus on airfield and terminal improvements, including modifications to navigational aids. These improvements would largely take place on the airfield and within the CTA, and would be located at a substantial distance from surrounding view sensitive uses within the Century Corridor/eastern, southern, western, and northern boundary areas. Although the airfield modifications would be at different distances from the residential areas to the north depending upon the alternative, the impacts to the visual characteristics of the airport associated with these alternatives would be similar to the impacts associated with Alternatives 1 and 2. Impacts to views of the Theme Building under Alternatives 5 through 7 would be less than significant. Alternatives 8 and 9 focus on ground access improvements. In some instances, these improvements would be located within close proximity to sensitive receptors within the northern and Century Corridor/eastern boundary areas. Although the nature of the ground access improvements would differ, the impacts to visual resources in the Century Corridor/eastern boundary area under these alternatives would be similar to the impacts associated with Alternatives 1 and 2. Under Alternative 9, development of the APM within the CTA would result in significant impacts to views of the Theme Building within the CTA. Implementation of Mitigation Measure MM-HA (SPAS)-2, Preservation of Historic Resources: Theme Building and Setting, described in Section 4.1.7 below, would reduce impacts to views associated with Alternative 9 within the CTA to a level that is less than significant.

### **4.1.6.10.2 Light and Glare**

All the alternatives would include improvements which would generate light and glare visible from some light-sensitive uses surrounding the airport property. Alternatives 1 through 7 would include airfield improvements (runway, taxiway, and/or navigational aids) visible from some light-sensitive uses located along the southern, western and/or northern boundary areas. Alternatives 1 through 3 and 5 through 7 would include terminal improvements visible from some light-sensitive uses located in the southern and/or northern boundary areas. Alternatives 1 through 4, 8, and 9 would include ground access improvements visible from some light-sensitive uses located in the Century Corridor/eastern, southern, and/or northern boundary areas. Also, Alternatives 1, 2, 3, 8, and 9 would include a lit elevated transit system within the Century Corridor/eastern boundary area which would be visible from some hotels in the area; this system would include a dedicated busway under Alternatives 1, 2, and 8, and an APM under Alternatives 3 and 9. Finally, Alternatives 1, 5, and 6 would include the relocation of Lincoln Boulevard and associated street lights, which would be visible from some light-sensitive uses in the northern boundary area.

Alternative 3 would include the greatest number of improvements overall and would generate light and glare visible by the greatest number of sensitive receptors. Relative to the alternatives with airfield components (i.e., Alternatives 1 through 7), as runway lighting and navigational aids would not generate light and glare that would spillover onto adjacent areas, light and glare impacts among these alternatives would be similar, regardless of the distance of the airfield improvements to residential uses. Similarly, the terminal improvements associated with Alternatives 1 through 3 and 5 through 7 would be at substantial distance from sensitive receptors and terminal-related light and glare impacts would be similar among these alternatives. With respect to the alternatives with ground access components (i.e., Alternatives 1 through 4, 8, and 9), Alternative 3 would have the greatest light and glare impacts, and Alternative 4

would have the fewest. Ground access-related light and glare impacts of Alternatives 1, 2, 8, and 9 would be similar to one another. None of the alternatives would result in a change in lighting or lighting intensity such that light would spill off and affect light-sensitive areas, and none would result in a substantial new source of glare which would adversely affect nighttime views in adjacent areas sensitive to glare. Therefore, light and glare impacts under all the alternatives would be less than significant.

### 4.1.7 Mitigation Measures

#### 4.1.7.1 Aesthetics

Implementation of LAX Master Plan Commitments DA-1, DA-2, LU-2, and LU-4, and Mitigation Measure MM-DA-1 would ensure that impacts to aesthetic and visual resources and views would remain less than significant for all of the SPAS alternatives in most instances described above. However, even with implementation of these LAX Master Plan commitments and mitigation measures, there would be significant impacts to views of the Theme Building as a result of the implementation of the APM under Alternatives 3 and 9 and terminal improvements associated with Alternative 3. The following mitigation measures specific to SPAS were developed as part of the historical resources analysis (see Section 4.5, *Cultural Resources*) to address impacts to the Theme Building and Setting, and would reduce impacts to views of the Theme Building associated with Alternatives 3 and 9:

◆ **MM-HA (SPAS)-1. Preservation of Historic Resources: Theme Building and Setting (Alternative 3).**

Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, this measure will ensure that the historic character of the Theme Building and Setting will be retained and preserved. The Theme Building's integrity will be preserved and removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility will be avoided (Standards for Preservation 1-7). The contributing Setting of the Theme Building shall be protected and maintained (Standards for Rehabilitation and Guidelines for Rehabilitation) and changes to the features and spatial relationships of the CTA shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment (Standards for Rehabilitation 9 and 10).

The historic features of the Theme Building include the extant original exterior and interior features of the structure such as the base, elevator core, original features of the restaurant space, public viewing platform, structural arches and footings and associated original hardscape/landscape features and circulation elements immediately surrounding the structure (concrete wall/grille around base, pedestrian entrance, patios, planters/planting beds, and pedestrian and vehicular circulation). The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility shall be avoided (Standards for Preservation 1-7). Necessary alterations to the Theme Building shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards for Rehabilitation 9 and 10).

Changes to the features and spatial relationships of the CTA that may remove or alter features, spaces, and spatial relationships that characterize the Setting of the Theme Building and contribute to the Theme Building's eligibility shall also be avoided (Standards for Rehabilitation 1-7). Necessary alterations to the Theme Building Setting shall conform to the Secretary of the Interior's Standards for Rehabilitation 9 and 10. Contributing features and views of the Theme Building's Setting include:

- ◆ the two Central Service Facility Buildings and a segment of original axial road alignment and associated concrete sidewalks and hardscape;
- ◆ the architectural form of the 1961 Airport Traffic Control Tower and its distinctive control booth;
- ◆ the general character of the airport setting, including the centrally located and visually predominant Theme Building within the U-shaped concourse area, and the horizontal forms,

## 4.1 Aesthetics

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rectangular massing and generally consistent scale and height of the concourse buildings and their Modern architectural character and materials (Jet Age/International Style, rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, and ribbon windows);

- ♦ the Primary Axial View between the Theme Building and the 1961 Airport Traffic Control Tower, including the axial road alignment and unobstructed view corridor between the 1961 Airport Traffic Control Tower and the Theme Building, the view to the 1961 Airport Traffic Control Tower from the Theme Building restaurant and public roof-top viewing platform, the view from the 1961 Airport Traffic Control Tower to the Theme Building, and the view from vehicular and pedestrian circulation paths within the immediate vicinity of the Primary Axial view corridor;
- ♦ the mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and the 360-degree views from the roof-top viewing platform, including mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean;
- ♦ direct views of the Theme Building from the U-shaped vehicular and pedestrian circulation paths within the concourse complex where, at a minimum, the upper portions of the Theme Building would be visible; and
- ♦ direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous horizontal strip windows directly facing the Theme Building from the south terminals where, at a minimum, the upper portions of the Theme Building would be visible.

Changes to non-contributing features and spatial relationships of the CTA that may indirectly impact the Theme Building and Setting shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation 9 and 10, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment. New terminals shall be designed to protect the important axial relationship and view corridor between the Theme Building and the 1961 Airport Traffic Control Tower. In addition, the design of the APM shall ensure that important contributing views of the north and south elevations of the Theme Building are not materially impaired.

Prior to the final design of the new terminals and APM, a qualified historic preservation consultant shall be engaged by LAWA to review the compatibility of new design and construction components adjacent to the Theme Building for conformance with Secretary of the Interior's Standards that provide guidelines for sensitively and respectfully managing changes to the defining characteristics of a historic property's site and environment. With regard to adjacent new construction, Standard for Rehabilitation 9 recommends that destruction of historic materials that characterize the property be avoided where feasible, and that adjacent new work shall be compatible with the massing, size, scale, and architectural features of the historical resource to protect the historic integrity of the property and its environment. Standard for Rehabilitation 10 requires that new construction be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. This mitigation measure and the required Standards conformance review by a qualified historic preservation consultant shall achieve and document compliance with the applicable Standards through the requisite plan reviews and sign-off of plans. In addition, a letter report will be provided to the City of Los Angeles Office of Historic Resources documenting the results.

### ♦ **MM-HA (SPAS)-2. Preservation of Historic Resources: Theme Building and Setting (Alternative 9).**

Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, this measure will ensure that the historic character of the Theme Building and Setting will be retained and preserved. The Theme Building's integrity will be preserved and removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility will be avoided (Standards for Preservation 1-7). The contributing Setting of

the Theme Building shall be protected and maintained (Standards for Rehabilitation and Guidelines for Rehabilitation) and changes to the features and spatial relationships of the CTA shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment (Standards for Rehabilitation 9 and 10).

The historic features of the Theme Building include the extant original exterior and interior features of the structure such as the base, elevator core, original features of the restaurant space, public viewing platform, structural arches and footings and associated original hardscape/landscape features and circulation elements immediately surrounding the structure (concrete wall/grille around base, pedestrian entrance, patios, planters/planting beds, and pedestrian and vehicular circulation). The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility shall be avoided (Standards for Preservation 1-7). Necessary alterations to the Theme Building shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards for Rehabilitation 9 and 10).

Changes to the features and spatial relationships of the CTA that may remove or alter features, spaces, and spatial relationships that characterize the Setting of the Theme Building and contribute to the Theme Building's eligibility shall also be avoided (Standards for Rehabilitation 1-7). Necessary alterations to the Theme Building Setting shall conform to the Secretary of the Interior's Standards for Rehabilitation 9 and 10. Contributing features and views of the Theme Building's Setting include:

- ♦ the two Central Service Facility Buildings and a segment of original axial road alignment and associated concrete sidewalks and hardscape;
- ♦ the architectural form of the 1961 Airport Traffic Control Tower and its distinctive control booth;
- ♦ the general character of the airport setting, including the centrally located and visually predominant Theme Building within the U-shaped concourse area, and the horizontal forms, rectangular massing and generally consistent scale and height of the concourse buildings and their Modern architectural character and materials (Jet Age/International Style, rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, and ribbon windows);
- ♦ the Primary Axial View between the Theme Building and the 1961 Airport Traffic Control Tower, including the axial road alignment and unobstructed view corridor between the 1961 Airport Traffic Control Tower and the Theme Building, the view to the 1961 Airport Traffic Control Tower from the Theme Building restaurant and public roof-top viewing platform, the view from the 1961 Airport Traffic Control Tower to the Theme Building, and the view from vehicular and pedestrian circulation paths within the immediate vicinity of the Primary Axial view corridor;
- ♦ the mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and the 360-degree views from the roof-top viewing platform, including mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean;
- ♦ direct views of the Theme Building from the U-shaped vehicular and pedestrian circulation paths within the concourse complex where, at a minimum, the upper portions of the Theme Building would be visible; and
- ♦ direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous horizontal strip windows directly facing the Theme Building from the south terminals where, at a minimum, the upper portions of the Theme Building would be visible.

Changes to non-contributing features and spatial relationships of the CTA that may indirectly impact the Theme Building and Setting shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation 9 and 10, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the

## **4.1 Aesthetics**

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historic resource and its environment. The design of the APM shall ensure that important contributing views of the north and south elevations of the Theme Building are not materially impaired.

Prior to the final design of the APM, a qualified historic preservation consultant shall be engaged by LAWA to review the compatibility of new design and construction components adjacent to the Theme Building for conformance with Secretary of the Interior's Standards that provide guidelines for sensitively and respectfully managing changes to the defining characteristics of a historic property's site and environment. With regard to adjacent new construction, Standard for Rehabilitation 9 recommends that destruction of historic materials that characterize the property be avoided where feasible, and that adjacent new work shall be compatible with the massing, size, scale, and architectural features of the historical resource to protect the historic integrity of the property and its environment. Standard for Rehabilitation 10 requires that new construction be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. This mitigation measure and the required Standards conformance review by a qualified historic preservation consultant shall achieve and document compliance with the applicable Standards through the requisite plan reviews and sign-off of plans. In addition, a letter report will be provided to the City of Los Angeles Office of Historic Resources documenting the results.

### **4.1.7.2 Light and Glare**

Implementation of LAX Master Plan Commitments LI-2 and LI-3 would ensure that impacts with respect to light and glare associated with Alternatives 1 through 9 would be less than significant. Therefore, no mitigation measures specific to SPAS are required.

### **4.1.8 Level of Significance After Mitigation**

Implementation of Mitigation Measure MM-HA (SPAS)-1, Preservation of Historic Resources: Theme Building and Setting, would reduce impacts to views associated with Alternative 3 within the CTA to a level that is less than significant. Implementation of SPAS Mitigation Measure MM-HA (SPAS)-2, Preservation of Historic Resources: Theme Building and Setting, would reduce impacts to views associated with Alternative 9 within the CTA to a level that is less than significant.