

## **ATTACHMENT [B]**

### **PROJECT DESCRIPTION REQUESTED CITY OF LOS ANGELES ACTIONS**

#### **I. Project Location**

The Los Angeles International Airport (LAX) Landside Access Modernization Program (“Project”) comprises approximately 191 acres (the “Project Site”). The Project Site is split into three general areas: Central Terminal Area, East of the Central Terminal Area and Aviation Boulevard/Imperial Highway. The Central Terminal Area (CTA) includes areas west of Sepulveda Boulevard, focused around World Way and the passenger terminals at LAX. East of the Central Terminal Area is generally bounded by W. Century Boulevard on the south, Interstate 405 (I-405) on the east, W. Arbor Vitae Street/LAX property boundary on the north, and the CTA on the west. The Aviation Boulevard/Imperial Highway area is bound by Imperial Highway on the south, W. 111th Street on the north, Hindry Avenue on the east, and Aviation Boulevard to the west.

#### **II. Proposed Project**

The Project includes several components including a new Automated People Mover (APM) system with stations connecting the Central Terminal Area (CTA) to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; passenger walkway systems connecting the APM station to passenger terminals or ground transportation facilities; modifications to existing passenger terminals and parking garages within the CTA to accommodate walkway system connections and vertical circulation to the arrival, departure, and concourse levels; a Consolidated Rental Car Facility (CONRAC) that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; intermodal transportation facilities (ITFs) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles including meet and greet areas, passenger processing facilities, retail, dining options and other amenities; roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC.

As part of the Project, LAWA seeks to develop approximately 308,000 square feet of station area associated with the West CTA APM Station, Center CTA APM Station, East CTA APM Station, West ITF APM Station, East ITF APM Station, and CONRAC APM Station, approximately 280,000 square feet for the APM Maintenance and Storage Facility, up to approximately 12,000 square feet for the APM traction power substations, approximately 7,200,000 square feet of public parking facilities, approximately 362,000 square feet of employee parking, approximately 900,000 square feet of commercial/retail, as well as 6,000,000 square feet of CONRAC facilities

comprised of approximately 2,400,000 square feet of ready/return area, 780,000 square feet of quick turnaround area, 278,000 square feet of customer service area, 1,900,000 square feet of idle storage area, and 215,000 square feet of support and additional site functions and amenities to the CONRAC facility.

In order to facilitate construction of the proposed Project, acquisition of several properties located along the proposed APM and roadway alignments would be required. Specifically, acquisition of parcels (in whole or in part) would be required where the APM or roadway improvements are proposed. While some parcels would need to be wholly acquired, including those in the Manchester Square and Belford areas, some parcels may only require a partial acquisition or easement. Fully acquired parcels would be added to the LAX Specific Plan; parcels that are only partially acquired or require an easement would not be added to the LAX Specific Plan. The extent of parcel acquisition would be finalized during design of the proposed Project.

### **III. Requested Actions**

The entitlements associated with the Project include, among other things, approval of amendments to plans regulating land use in the area, including the City of Los Angeles General Plan and the LAX Specific Plan, zone changes, the reconfiguration of existing parcels, and grading/building permits. The proposed Project would require amendments to the City of Los Angeles General Plan and the LAX Specific Plan, zone changes, and tract map changes.

Los Angeles World Airports (LAWA) seeks the following discretionary actions:

#### **1. General Plan Amendments**

- **LAX Plan Amendment**

The LAX Plan is the City's Community Plan for the LAX Area. The LAX Plan is comprised of four general areas: Airport Airside, Airport Landside, LAX Northside, and Open Space. In addition, the Belford Special Study Area located east of Airport Boulevard and south of Arbor Vitae Street, is designated for Medium Residential and Regional Center Commercial land uses. The LAX Plan states that this area is subject to additional study prior to any new development. Implementation of the proposed Project would require amendments to the Airport Landside area of the LAX Plan to include descriptions of the proposed transportation facilities and to add a new subarea, Airport Landside Support. The Belford Special Study Area would also be updated to reflect the proposed use of this area under the Project: Airport Landside and Airport Landside Support. Amendments would include changes to the text of the LAX Plan as well as updates to the associated plan areas and to change the designation of the Belford Special Study Area to Airport Landside. In addition, the Transportation Element,

Regional Highways and Freeways, would be updated to reflect the classification of streets in the area.

- **Westchester Community Plan Amendment**

The Westchester Community Plan is the City's Community Plan for the Westchester community. The proposed project would require the acquisition of some properties currently included in the Westchester Community Plan. Therefore, the Project would require amendments including the associated Land Use Designations, to the maps in the Westchester Community Plan in order to conform the boundary of this plan area to the revised boundary for the LAX Plan.

- **Mobility Plan 2035 Amendment**

Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. The proposed Project would require amendments to the Citywide General Plan Circulation System Maps (Maps 1A and A3) for the proposed roadway classifications, and amendments to the Bicycle Network Maps (Maps D1 and D2). Additionally, the proposed Project calls for a modified "multi-use path" along the southside of Century Boulevard between Airport and Aviation Boulevards. This path would include 18 feet for a shared pedestrian/bike path, varying slightly from the description within the Mobility Plan 2035.

## **2. LAX Specific Plan Amendment**

The LAX Specific Plan establishes the development standards consistent with the LAX Plan for the airport. It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and principals are implemented. The proposed Project would require amendments to the LAX Specific Plan to update the text of the plan to reflect the proposed Project. Amendments would include: changes in the text of the LAX Specific Plan to facilitate implementation of the programs and policies in the plan; the addition of an Airport Landside Support Subarea; reorganization of text for consistency and clarity; removal of the parking regulations which are specific to the LAX Master Plan; clarification of which parcels within the LAX Specific Plan are subject to the trip cap; and text on the LAX Design Guidelines, as well as updates to the associated figures. The Specific Plan would also be amended to allow the Executive Director to authorize the sale, dispensing, consumption of alcohol beverages within sterile areas of the Airport or related offsite sterile areas without having to obtain a Conditional Use from the Department of City Planning.

## **3. Zone Changes**

The proposed Project would require changes to the existing zoning of certain areas within the Project Site. The LAX Zone, as defined in Section 12.19.1 of the Los Angeles Municipal Code (LAMC), was created to implement the LAX Specific Plan. All land included in the LAX Specific Plan Area is designated LAX Zone. The Zone change would change existing zoning to the LAX Zone to all areas located within the Project Site consistent with the intent of the LAX Specific Plan.

#### **4. Tentative Tract Maps**

The proposed Project would require changes to the configuration and use of existing parcels owned by LAWA where the Project components are proposed to be constructed. Reconfiguration of existing parcels in the vicinity of the West ITF, East ITF, and CONRAC is proposed to accommodate the proposed facilities. Tract Maps would be prepared and processed to create parcels for these facilities. Lot line adjustments, street vacation, and other minor subdivision actions would also be processed as deemed necessary. The Tract Maps will include a haul route permit and protected tree removal approvals.

#### **IV. Existing Setting**

LAX is located at the western edge of the City of Los Angeles within a developed, urbanized area consisting of airport, commercial, and residential areas, and other transportation facilities, including interstate highways and regional rail facilities.

To the north of LAX are the communities of Westchester and Playa del Rey in the City of Los Angeles; to the east are the Cities of Inglewood and Hawthorne and unincorporated areas under the jurisdiction of Los Angeles County; to the south is the City of El Segundo; and to the west is the Pacific Ocean. Regional access to LAX is provided by the San Diego Freeway (Interstate 405 or I-405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105 or I-105), which is an east-west freeway south of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

As part of the proposed Project, LAWA would complete the acquisition of the remaining property in Belford and Manchester Square not owned by LAWA to facilitate development of the APM, CONRAC, East ITF, and West ITF. The conversion of this area from a residential neighborhood to airport-related facilities has been ongoing for over 10 years. The Belford and Manchester Square residential areas are located within areas exposed to significant levels of aircraft noise, as defined by the Federal Aviation Administration. The residents of these areas approached LAWA in 1997 and requested that their homes be acquired and families relocated rather than soundproof their homes. LAWA agreed and after conducting environmental review, began acquiring homes in the Belford and Manchester Square residential areas in the early 2000s.

## **V. Land Use and Zoning Designation**

The Project Site is generally located within the LAX Plan area, zoned LAX Zone with a land use designation of Airport Landside. Portions of the project site are also located within the Westchester Community Plan area. The parcels located within the Westchester Community Plan are zoned residential (R3-1), commercial (C2-1 or C2-2), or industrial (M2-1). In addition, the Belford Special Study Area located east of Airport Boulevard and south of Arbor Vitae Street is zoned R3-1 and is designated for Medium Residential land use. The proposed Project would establish new boundaries for the LAX Specific Plan and LAX Plan to include the entire Project Site to be consistent with the purpose and intent of the LAX Zone pursuant to LAMC Section 12.19.1.

## **VI. Project Characteristics**

LAWA is currently undertaking a multibillion dollar modernization program at LAX. LAX is the largest commercial service airport in southern California and the third busiest airport in the United States, handling approximately 655,564 aircraft landings and takeoffs and 74.9 million passengers in 2015.<sup>1</sup> LAX is also the world's busiest origin and destination airport; more passengers begin and end their trip at LAX, rather than connecting with another flight. This presents many challenges to passengers accessing the airport, as approximately 43 percent of departing air passengers drive to LAX, and more than 6,000 vehicles an hour enter the LAX Central Terminal Area (CTA) during peak periods.<sup>2</sup>

As part of the overall modernization of LAX, LAWA proposes to implement the Project to continue to transform LAX into a world-class airport by enhancing the passenger experience by providing new access options, including a direct connection to transit; providing easier and more efficient access to rental cars; relieving congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides alternatives to passengers, airport and other employees, and airport-related vendors accessing LAX; promoting sustainability by improving the efficiency and operation of the surface transportation system in which LAX operates; enhancing and integrating the overall design of the proposed facilities with existing CTA structures and new airport facilities both inside and outside the CTA; and maintaining airport operations during construction.

LAWA's focus on addressing aging infrastructure, new technologies, and improving passenger levels of service has shaped the development plans for the LAX Landside Access Modernization Program. These primary objectives are consistent with the following goals LAWA has

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<sup>1</sup> Los Angeles World Airports, "Traffic Comparison Los Angeles International Airport, Calendar YTD January to December 2015," available: <http://www.lawa.org/uploadedfiles/LAX/statistics/tcom-1215.pdf>; Los Angeles World Airports, "Passenger Traffic Comparison by Terminal, January to December 2014/2015" available: [http://www.lawa.org/uploadedfiles/LAX/statistics/m\\_share-2015.pdf](http://www.lawa.org/uploadedfiles/LAX/statistics/m_share-2015.pdf).

<sup>2</sup> Unison Consulting, Inc, "LAX 2015 Preliminary Passenger Survey Results," May 15, 2015.

established as part of its sustainability program and policies that strive to minimize the impact of LAX operations on the surrounding communities:

- Build new efficient transportation facilities that conserve energy, water, and other resources.
- Reduce traffic congestion and vehicle miles traveled, thereby improving air quality.
- Reduce air emissions from transportation sources to comply with Senate Bill (SB) 375.
- Design and construct the new transportation facilities in a manner that minimizes disruptions to airport operations.
- Design and construct the new transportation facilities in a manner that integrates with existing and new airport facilities.
- Utilize airport property located next to the new transportation facilities for construction laydown and staging areas during construction of the APM and the ITFs. Upon completion of the new transportation facilities, consider new uses complementary to LAX and the surrounding uses that meet the needs of passengers, visitors, employees, and guests of hotels in the area.
- Generate additional employment opportunities and economic activity that benefit the communities located around LAX and the City of Los Angeles.