



Los Angeles World Airports

RECOMMENDATION OF THE EXECUTIVE DIRECTOR

LAX PLAN COMPLIANCE REVIEW

Date: June 23, 2014

Project Name: **Midfield Satellite Concourse** Case No.: **002-014LAXSP**

Location: **Los Angeles International Airport (LAX)** Council District: **11th**

Project Description: **See Attachment 1** Plan Area: **LAX Plan**

Plan Land Use: **Airport Airside, Airport Landside** Zone: **LAX-A, LAX-L**

CEQA: **Environmental Impact Report (EIR)**

State Clearinghouse Number: **2013021020**

City Clerk Number: **EIR-14-004-AD**

SUBJECT: Midfield Satellite Concourse LAX Specific Plan Compliance Approval

LAX Specific Plan Section 7 (Ordinance No. 176,345 as amended by Ordinance No. 179,148 and Ordinance No. 182,542) mandates that the Executive Director recommend LAX Plan Compliance approval of all projects to the Board of Airport Commissioners (BOAC) and the City Council prior to construction and issuance of any grading permit, building permit, use of land permit, or initiation of construction of any project within the Airport Airside and Airport Landside Sub-Areas. This report addresses the proposed Midfield Satellite Concourse (MSC), including a project description, recommendation of approval, description, purpose and need, the requisite findings of fact, and the requisite reports received.

I. PROPOSED PROJECT DESCRIPTION:

Project Summary: The MSC Program consists of a new multi-level concourse located within the western portion of the airfield west of the existing Tom Bradley International Terminal (TBIT) and associated passenger processing space in a proposed Central Terminal Processor (CTP). The MSC Program also includes conveyance systems connecting the MSC and CTP as well as a new taxilane, taxiway, and apron and utilities required to serve the MSC. The facility would be capable of serving both international and domestic flights, and would provide Los Angeles World Airports (LAWA) with the flexibility to accommodate existing demand for aircraft gates while modernizing other terminals at LAX, rehabilitating apron and taxilane pavement within the Central Terminal Area (CTA), and reducing reliance on the West Remote Gates/Pads. Upon completion of the MSC Program, the concourse could accommodate up to 29 aircraft gates for ADG III to ADG VI aircraft. ADG III aircraft correspond to narrowbody jets (for example, the Boeing 737) and ADG VI aircraft correspond to the largest jet aircraft, often referred to as new large aircraft (NLA) such as the Boeing 747-800 and the Airbus A380. The full MSC Program would occupy a footprint with approximate dimensions of 2,400 feet in

length (north-south) by 140 to 160 feet in width (east-west). The MSC Program facility, including the concourse building and associated apron areas, would encompass approximately 60 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

The overall MSC Program, as documented in the LAX Master Plan, includes the following facilities:

- A Midfield Satellite Concourse (MSC);
- A Central Terminal Processor (CTP) in the Central Terminal Area (CTA);
- A connector/conveyance system between the MSC and the CTP; and
- Construction of new taxiways/taxilanes, apron areas, and utilities to service the MSC.

Due to the size and scale of the MSC Program, LAWA proposes to develop the MSC in phases. Phase I (“MSC North Project”) of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements. The MSC North Project is intended to improve the terminal operations, concessions facilities, and overall passenger experience at LAX. The facility would be designed to serve both domestic and international traffic. Later phase(s) would involve the development of the remaining components of the MSC Program described above and are referred to herein as the future phase(s) of the MSC Program.

The MSC North Project represents Phase 1 of the overall MSC Program. The MSC North Project site, including the concourse building and associated apron areas, would encompass approximately 36 acres in the western portion of the airfield. Components associated with the MSC North Project include:

- A concourse of up to 11 gates and associated facilities;
- Additional taxiways and taxilanes;
- A ramp tower or Federal Aviation Administration (FAA) supplemental airport traffic control tower to control aircraft movement around the concourse facility and associated airfield;
- Tunnel facilities to provide a connection between the MSC and the CTA for passengers, baggage, and utilities;
- Utilities that support the MSC North Project; and
- Enabling projects needed to implement the MSC North Project include demolition and relocation of existing structures, removal of eight remain overnight (RON) aircraft parking spaces, demolition and relocation of FAA navigational aids (beacon and antenna array), and removal and/or relocation of existing utility lines.

A detailed project description is provided in **Attachment 1**.

An Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA). The MSC North Project was analyzed on a project-level in the EIR, while the future phase(s) of the MSC Program was analyzed at a

programmatic level in the EIR. For those MSC Program components receiving only programmatic environmental review in the EIR, further project-level environmental review under CEQA will be required in the future before they can be implemented. Project-level environmental documents for future phase(s) of the MSC Program will be initiated at such time as LAWA determines that they are needed.

Project Location(s): The Midfield Satellite Concourse will be located in the western area of the airfield at LAX. The proposed MSC is located entirely within the LAX Plan area and the LAX Specific Plan area of the City of Los Angeles. The concourse and apron would be constructed within the Air Operations Area (AOA) west of TBIT. Current uses of the MSC site include aircraft maintenance hangars, aircraft aprons, and aircraft parking areas. Uses immediately surrounding the MSC site include taxiways and runways to the north (North Airfield); taxiways and terminals to the east; aircraft maintenance facilities, aircraft parking areas, taxiways, and runways to the south (South Airfield); and taxiways, U.S. Coast Guard facilities, support facilities, and airfield-related uses to the west. Besides the MSC North building and apron areas, the MSC North Project also includes construction of Taxiway C14, which would be located west of existing Taxiway R. The Taxiway C14 site encompasses approximately 25 acres west of the MSC site.

Additionally, as part of the future phase(s) of the MSC Program the proposed CTP would be generally located east of TBIT in the CTA. Uses immediately surrounding the CTP site include World Way and passenger terminals (north, west and south), parking garages, and the Central Utility Plant (CUP) to the east. The zoning for the MSC site is within the LAX-A Zone (Airport Airside Sub-Area) for the concourse and apron, and the LAX-L Zone (Airport Landside Sub-Area) for the CTP.

The specific project area is shown on the Project Site Plan in **Attachment 2**.

II. RECOMMENDATION:

Under the authority granted by Section 7C of the LAX Specific Plan and for the reasons set forth in this report, I recommend:

- A. That the Board of Airport Commissioners (BOAC) and the City Council grant the LAX Plan Compliance approval for the Midfield Satellite Concourse (MSC) North Project based on the following findings:
 1. That the MSC North Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan; and
 2. That the MSC North Project complies with the California Environmental Quality Act (CEQA).
- B. That BOAC make the prescribed findings and recommend to City Council that it approve the request for LAX Plan Compliance.

III. DESCRIPTION, PURPOSE AND NEED

Existing and Proposed Use:

Purpose and Need: The overall objective of the MSC North Project and future phase(s) of the MSC Program is to provide LAWA with the flexibility to accommodate existing demand for aircraft gates while modernizing other terminals at LAX and reducing reliance on the West Remote Gates/Pads.

LAWA's focus on addressing aging infrastructure, new technologies, and improving passenger levels of service by reconfiguring or rehabilitating existing facilities has shaped the near-term development plans for the MSC.

Specific goals and objectives for the MSC North Project and the overall MSC Program include:

- Provide greater flexibility for modernizing existing terminals;
- Allow LAWA to close gates for renovation without reducing the number of existing gates;
- Improve terminal operations, concessions facilities, and overall passenger experience at LAX; and
- Facilitate the systematic implementation of the LAX Master Plan.

Key characteristics of the proposed concourse for the MSC North Project and the overall MSC Program include:

- Ability to accommodate simultaneous international and domestic passenger operations;
- Modularity of aircraft parking position layouts, boarding bridge locations, and holdroom areas to provide flexibility for a wide range of aircraft equipment at different times;
- Ability to accommodate point-to-point busing operations and future automated people mover (APM) connections with smooth transitions between the offered modes of travel; and
- Modular segmentation of the building and isolation of the building systems to allow for ongoing maintenance and incremental development of the MSC Program.

The MSC North Project is planned to operate as an "empty chair" in its early life, providing capacity for the temporary relocation of air carrier operations during routine construction or modernization activities for other existing terminals and facilities located at LAX. This requires development of highly flexible facilities capable of accommodating international and domestic operations, a wide range of aircraft equipment, and access to multiple processing areas in the CTA. As such, the MSC North Project is intended to be supported by existing processing facilities, with considerations for future phases that may include: direct connection to a centralized processing area via passenger conveyance in a tunnel; incorporation of Customs and Border Protection (CBP) facilities; passenger and baggage processing; and security screening components.

Ownership: The proposed Project is located within LAWA-owned property.

Environment: LAWA, as the lead agency for the MSC North Project and the future phase(s) of the MSC Program, has determined that this project has been adequately analyzed in compliance with CEQA for the reasons set forth in the LAX MSC Final Environmental Impact Report (**Attachment 3**).

IV. FINDINGS OF FACT

The following findings support the recommendation to grant LAX Plan Compliance:

(1). THE PROPOSED PROJECT COMPLIES WITH THE LAX PLAN, ANY DESIGN GUIDELINES REQUIRED BY THE LAX PLAN, AND ALL APPLICABLE PROVISIONS OF THE LAX SPECIFIC PLAN.

The MSC site is located within both the Airport Airside and Airport Landside land uses designated by the LAX Plan. The LAX Specific Plan designates the MSC building and apron areas as LAX-A Zone: Airport Airside Sub-Area and the CTP area as LAX L- Zone: Airport Landside Sub-Area. The proposed MSC is consistent with these designations. The site and surrounding areas have historically been used for airport related activities; therefore the proposed MSC is compatible with airport development.

Applicable Objectives and Policies:

Compliance with Purpose of LAX Plan: The MSC North Project and the future phase(s) of the MSC Program complies with the proposed use and vision of the LAX Plan, as set forth in Section 1 of that Plan. The proposed MSC North Project contributes to the modernization of the airport in an orderly and flexible manner within the context of the established framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. Within the context of the regional framework, the MSC North Project and the future phase(s) of the MSC Program respond to emerging new technologies, economic trends and functional needs.

Compliance with Goals, Objectives and Policies of LAX Plan: The LAX Plan identifies six goals and 20 supporting objectives to expand on the intent of the LAX Plan vision and provide further direction for the development of the airport. It also identifies specific policies and programs that will be used to implement these goals and objectives. Goals 1 thru 5, along with select objectives, of the LAX Plan are deemed applicable to the various elements of the MSC North Project and the future phase(s) of the MSC Program. The proposed MSC complies with the following objectives and policies of the LAX Plan, as explained below:

Goal #1: Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.

Objective #1: Provide superior facilities, services, and operations to meet the position of LAX as the principal airport and international gateway to the region.

Objective #2: Improve airport facilities and operations in order to provide world-class service for travelers and other airport users (i.e., employees, public service personnel, etc.).

Objective #3: Provide and upgrade needed facilities to accommodate current and next-generation larger aircraft associated with international and long-haul domestic travel.

MSC North Project

The intent of the MSC North Project is to improve and modernize the terminal operations, concession facilities, and overall passenger experience at LAX. Upon completion of the MSC North Project, the concourse could accommodate up to 11 aircraft gates for ADG III to ADG VI aircraft. The implementation of this project will more efficiently and effectively accommodate current aircraft as well as the growing need for larger, next generation ADG VI aircraft. As such, the MSC North Project would enhance and support the efficient operation of aircraft at LAX and ensure that LAX remains competitive as a world class airport, particularly with respect to the accommodation of modern airplane types.

Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program would be consistent with this goal and would meet objectives by providing new upgraded facilities designed to accommodate aircraft that currently are based at LAX. At the completion of the MSC, the concourse would be capable of accommodating up to 29 aircraft gates, serving both international and domestic flights, and would provide LAWA with the flexibility to accommodate existing demand for aircraft gates while modernizing other terminals at LAX, rehabilitating apron and taxiway pavement within the CTA, and reducing reliance on the West Remote Gates/Pads. The implementation of the future phase(s) of the MSC Program will more efficiently and effectively accommodate current aircraft as well as the growing need for larger, next generation ADG VI aircraft. As such, the future phase(s) of the MSC Program would enhance and support the efficient operation of aircraft at LAX and ensure that LAX remains competitive as a world class airport, particularly with respect to the accommodation of modern airplane types.

Goal #2: Develop and maintain the highest standards of air traffic safety and passenger security through design and the latest innovations.

Objective #1: Reduce the possibility of runway incursions.

Objective #2: Promote safe air navigation.

Objective #3: Update and improve security for passengers, cargo, and surrounding communities through physical modifications and by using the most efficient available airport security systems as feasible, including multiple layers of security checks.

MSC North Project

The MSC North Project will strive to reach the highest standards of air traffic safety as well as passenger security for all project components, including: the structural improvements of the concourse and associated improvements; the taxiway and taxilane improvements; and, the ramp tower or FAA supplemental airport traffic control tower. Airfield improvements associated with the MSC North Project would include construction of Taxiway C14 and Taxilane C12. Taxiway C14 would meet FAA Airport Design Standards for ADG VI aircraft and Taxilane C12 would meet FAA Airport Design Standards for ADG V aircraft, particularly as related to separation requirements, thereby reducing the need for special operations restrictions, modification of standards, and waivers from FAA. These improvements to the airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on fire protection services and personnel associated with airfield accidents. These improvements will expand the areas needed for turning and maneuvering larger aircraft in their movements from one runway system to the other, as well as accessing the newly added gates of the new concourse. These improvements will help to reduce the possibility of runway incursions.

Passengers utilizing the MSC North building would be screened at the existing security screening checkpoints within the various terminals that comprise the CTA. The MSC will be designed to allow for the separation of international (sterile) passengers from non-sterile (screened) passengers until they clear Customs.

Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program will strive to reach the highest standards of air traffic safety as well as passenger security for all project components. Airfield improvements associated with the future phase(s) of the MSC Program would include the extension of Taxilane C12 south to connect with Taxilane C and the extension of aircraft apron associated with the southerly extension of the MSC building. Airfield improvements under the MSC Program would provide taxilane facilities that would meet FAA Airport Design Standards for ADG V aircraft, particularly as related to separation requirements, thereby reducing the need for special operations restrictions, modification of standards, and waivers from FAA. These improvements to the airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on fire protection services and personnel associated with airfield accidents. These improvements will expand the areas needed for turning and maneuvering larger aircraft in their movements from one runway system to the other, as well as accessing the newly added gates of the new concourse. These improvements will help to reduce the possibility of runway incursions.

The future phase(s) of the MSC Program would include a CTP that would screen passengers and baggage prior to accessing an APM to the MSC. The CTP would incorporate all Transportation Security Administration (TSA) requirements and the latest approved technology to provide for security of passengers. The MSC will be designed to allow for the separation of international (sterile) passengers from non-sterile (screened) passengers until they clear Customs.

Goal #3: Optimize LAX's critical role in supporting the economy as a major generator of economic activity.

Objective #1: Operate LAX in an efficient and competitive manner to benefit local, regional, and state economies.

MSC North Project

The MSC North Project will provide facilities that should enhance LAWA's ability to maintain competitiveness with other airports. Implementation of the MSC North Project may directly or indirectly foster economic growth. As the international gateway to the western United States, LAX has long been a major supporter of the Southern California economy through employment and generation of taxes and other revenue, and by facilitating the efficient movement of people, goods, and services. As the MSC North building would increase the building square footage within LAX, it would provide an increase in long-term employment opportunities for airline personnel, maintenance and janitorial staff, concessionaires, and bus operators.

Construction activity associated with the MSC North Project would also directly and indirectly foster economic growth over the multi-year construction period in terms of temporary construction workers, spending by workers, and the provision of goods and services in support of construction.

Future phase(s) of the MSC Program

The future phase(s) of the MSC Program will provide facilities that should enhance LAWA's ability to maintain competitiveness with other airports. Implementation of the future phase(s) of the MSC Program may directly or indirectly foster economic growth. As the international gateway to the western United States, LAX has long been a major supporter of the Southern California economy through employment and generation of taxes and other revenue, and by facilitating the efficient movement of people, goods, and services. As the facilities associated with the future phase(s) of the MSC Program would increase the building square footage within LAX, it would provide an increase in long-term employment opportunities for airline personnel, maintenance and janitorial staff, concessionaires, as well as security screening, and baggage claim or ticketing/check-in agents.

Construction activity associated with the future phase(s) of the MSC Program would also directly and indirectly foster economic growth over the multi-year construction period in terms of temporary construction workers, spending by workers, and the provision of goods and services in support of construction.

Goal #4: Recognize the responsibility to minimize intrusions on the physical environment.

Objective #2: Where feasible, implement measures to improve air quality or limit the extent to which air quality is degraded by auto, aircraft, and construction equipment emissions.

Objective #3: Incorporate mitigation measures and master plan commitments from LAX Master Plan environmental analyses into project design and operation.

MSC North Project

LAWA is committed to mitigating temporary construction-related emissions to the extent practicable and has established some of the most aggressive construction emissions reduction measures in southern California, particularly with regard to requiring construction equipment to be equipped with emissions control devices. The air quality control measures set forth by LAWA for development projects at LAX take into account LAX Master Plan commitments and mitigation measures, Community Benefits Agreement and Stipulated Settlement measures, and measures identified in EIRs for other projects at LAX. The LAX Master Plan commitments and mitigation measures proposed to be implemented as part of the MSC North Project are identified in Chapter 4 of the Draft EIR. In addition, the Los Angeles Green Building Code Tier 1 standards, which are applicable to all projects with a Los Angeles Department of Building and Safety permit-valuation over \$200,000, require the proposed MSC North Project to implement a number of measures that would reduce criteria pollutant emissions.

Future Phase(s) of the MSC Program

The LAX Master Plan commitments and mitigation measures proposed to be implemented as part of the future phase(s) of the MSC Program are identified in Chapter 4 of the Draft EIR. In addition, the Los Angeles Green Building Code Tier 1 standards, which are applicable to all projects with a Los Angeles Department of Building and Safety permit-valuation over \$200,000, require the proposed future phase(s) of the MSC Program to implement a number of measures that would reduce criteria pollutant emissions.

Goal #5: Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.

Objective #1: Minimize negative impacts to surrounding residential land uses.

Objective #2: Maximize the public benefits of airport development, particularly to adjacent land uses.

Objective #3: Provide opportunities for community participation in Master Plan Program decisions that could affect stakeholders by consultation with an LAX Master Plan Stakeholder Liaison who will communicate with stakeholders, including: adjacent residential and business communities; airline representatives; airport concessionaires; cargo and freight forwarders; labor representatives; business organizations and neighborhood councils.

MSC North Project

The MSC North Project would be consistent with the land use designations within applicable on-Airport Land Use Plans including the LAX Plan, LAX Specific Plan, and

LAX Master Plan and Airport Layout Plan. The MSC North Project would also incorporate applicable LAX Master Plan commitments and LAX Master Plan mitigation measures to reduce impacts to the surrounding communities and environment.

Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program would be consistent with the land use designations within applicable on-Airport Land Use Plans including the LAX Plan, LAX Specific Plan, and LAX Master Plan and Airport Layout Plan. The future phase(s) of the MSC Program would also incorporate applicable LAX Master Plan commitments and LAX Master Plan mitigation measures to reduce impacts to the surrounding communities and environment.

The MSC Draft EIR was made available on the LAWA website providing opportunity for review and comment. Agencies, organizations and other interested parties in proximity were notified of the publication of the Draft EIR through mailings along with notification in the Los Angeles Times, Daily Breeze and Argonaut newspapers. An email address was established specifically for this project on the LAWA website by which comments and suggestions could be submitted at mscnorthinfo@lawa.org. Comments were received by the public during the comment period. LAWA's Stakeholder Liaison's Office (SLO) also conducted separate notifications to over 5,000 stakeholders within a 500-foot radius of the LAX boundary site and stakeholders who have registered online at www.ourlax.org to further complement this outreach effort. The SLO received one response for the LAX Plan Compliance Review from the Los Angeles Department of Transportation regarding transportation-related environmental impacts. This comment was addressed in the Final EIR.

LAX Plan Policies and Programs:

The following policies and programs have been developed to implement the LAX Plan goals and objectives to guide airport development and are applicable to the MSC North Project and the future phase(s) of the MSC Program. These policies and programs are organized into topics that address functional and operational aspects of the airport and potential impacts to adjacent land uses. Applicable topics to the MSC North Project and the future phase(s) of the MSC Program are related to safety, security, land use, conservation, circulation and access, economic benefits, noise, and air quality.

Safety

Airfield safety is the primary concern of the City of Los Angeles, and the U.S. Department of Transportation through the FAA. Enhanced airfield safety can be achieved through airfield facility modifications. As part of the MSC, a new taxiway will be constructed to improve taxiing and reduce the potential for runway incursions.

The following policies and programs are found to be relevant and applicable to the MSC North Project and the future phase(s) of the MSC Program:

Policy and Program #1: Study and address runway realignment and taxiway separation to provide for larger aircraft maneuvering areas and clearances.

Policy and Program #4: Provide parallel taxiways between new structures for improved aircraft maneuvering and reduced taxi times.

Policy and Program #5: Improve taxiway spacing into gate locations to reduce gate congestion and improve taxi times and efficiency.

Policy and Program #6: Consult with the Los Angeles Fire Department during the design phase of facilities to review plans and incorporate recommendations that enhance airport safety.

MSC North Project

Airfield improvements under the MSC North Project would provide taxiway facilities that would meet FAA Airport Design Standards for ADG VI aircraft, particularly as related to separation requirements, thereby reducing the need for special operation restrictions, modifications of standards, and waivers from FAA. Taxiway C-14 would provide an additional crossfield taxiway between the north and south runway complexes for the movement of aircraft, enhancing FAA air traffic controller's ability to minimize airfield congestion. Additionally, Taxiway C12 would provide access to and from the MSC North building. These improvements to the airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on fire protection services and personnel associated with airfield accidents. In addition, LAX Master Plan Commitments FP-1, Los Angeles Fire Department (LAFD) Design Recommendations, and PS-2, Fire and Police Facility Space and Siting Requirements, as well as enforcement of Federal Aviation Regulation (FAR) and fire code requirements, would ensure maintenance of adequate response times, staffing, equipment, facilities, and emergency access in association to airfield improvements. The implementation of these improvements would not affect the ability of Fire Station 80 (approximately 1,000 feet to the west of the MSC site) to respond to emergencies at LAX and would not affect response times to other locations at LAX. Additionally, the MSC North Project would not require any new or expanded fire stations. The MSC North Project would comply with all applicable city, state, and federal codes and ordinances. Plan specifications would be reviewed and approved by the City of Los Angeles Fire Department prior to project implementation.

Operation of the proposed MSC North Project would not result in changes to air traffic patterns or an increase in airport operations as the MSC North Project would only change the location of aircraft gates. However, the completion of the proposed MSC North Project would have a slight beneficial impact on taxi/idle times of aircraft moving around the airfield at LAX (compared to Without Project conditions), based on analysis of arriving and departing passenger aircraft that could use the new gates at MSC North instead of having to use the West Remote Gates/Pads.

To ensure that the LAX airport traffic control tower (ATCT) has a clear unobstructed and direct view of aircraft located on runways and taxiways in the vicinity of the MSC North Project, supplemental aircraft movement control, such as a ramp observation area or ramp control tower and/or supplemental FAA ground-control of taxiways from a second ATCT would be included as a project component. It is assumed that a ramp control tower would be integrated into the MSC North building. The ramp control tower would be between 131 and 211 feet tall; the height of the tower will be determined by FAA once it conducts a line-of-sight analysis and shadow analysis. However, if the FAA determines that a supplemental ATCT is required to provide clear unobstructed and direct view in the vicinity of the MSC North Project, this would be constructed as a separate structure

on the MSC North Project site, most likely immediately adjacent to the MSC North building.

Future Phase(s) of the MSC Program

Airfield improvements under the future phase(s) of the MSC Program would provide taxiway facilities that would meet FAA Airport Design Standards for ADG V aircraft, particularly as related to separation requirements, thereby reducing the need for special operation restrictions, modifications of standards, and waivers from FAA. These improvements to the airfield would enhance safety and efficiency compared to baseline conditions, thereby decreasing demand on fire protection services and personnel associated with airfield accidents. In addition, LAX Master Plan Commitments FP-1, LAFD Design Recommendations, and PS-2, Fire and Police Facility Space and Siting Requirements, as well as enforcement of FAR and fire code requirements, would ensure maintenance of adequate response times, staffing, equipment, facilities, and emergency access in association to airfield improvements. The implementation of these improvements would not affect the ability of Fire Station 80 (approximately 1,000 feet to the west of the MSC site) to respond to emergencies at LAX and would not affect response times to other locations at LAX. Additionally, the future phase(s) of the MSC Program would not require any new or expanded fire stations. The future phase(s) of the MSC Program would comply with all applicable city, state, and federal codes and ordinances. Plan specifications would be reviewed and approved by the City of Los Angeles Fire Department prior to project implementation.

Operation of the proposed future phase(s) of the MSC Program would not result in changes to air traffic patterns or an increase in airport operations as the future phase(s) of the MSC Program would only change the location of aircraft gates. However, the completion of the proposed future phase(s) of the MSC Program would have a slight beneficial impact on taxi/idle times of aircraft moving around the airfield at LAX (compared to Without Project conditions), based on analysis of arriving and departing passenger aircraft that would use the new gates at MSC instead of the West Remote Gates/Pads.

If the FAA determines that a supplemental ATCT is required to provide clear unobstructed and direct view in the vicinity of the future phase(s) of the MSC Program, this would be constructed as a separate structure on the MSC site, most likely immediately adjacent to the MSC building.

Security

Deterrence and prevention of terrorist attacks is essential to the modernization of LAX. The LAX Plan enables Los Angeles World Airports to meet current and future security needs and incorporate future technologies as they are developed. It limits commercial and private vehicle access to primary passenger processing facilities and gates, and develops multiple access points to the airport that are away from critical airport infrastructure.

The following policies and programs are found to be relevant and applicable to the MSC North Project and the future phase(s) of the MSC Program:

Policy and Program #3: Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.

Policy and Program #4: Consult with the Los Angeles Police Department, the Los Angeles World Airports Police Department, other law enforcement agencies, and security experts, as appropriate, during the facility planning, design, and review phase so that potential environmental contributors to criminal activity are reduced and to ensure the security of the airport, airline passengers, and the surrounding community.

Policy and Program #6: Provide flexibility in facility design to allow for the incorporation of new technologies in security.

MSC North Project

Passengers utilizing the MSC North building would be screened at the existing security screening checkpoints within the various terminals that comprise the CTA. The MSC will be designed to allow for the separation of international (sterile) passengers from non-sterile (screened) passengers until they clear Customs. The Los Angeles World Airport Police Division (LAWAPD), the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail), and the Los Angeles Police Department (LAPD) provide police protection services to LAX, including the MSC North Project site. The LAWAPD and LAPD LAX Detail stations are located approximately 1 mile east of the MSC site. Demand for on-Airport police protection services is typically determined by increases in aircraft activity and employees. The proposed improvements would not increase existing passenger capacity or aircraft operations at LAX, and would only modestly increase long-term employment. The MSC North building would provide additional square footage at LAX that the LAWAPD, the LAPD LAX Detail and the LAPD would need to patrol. As a result, there potentially would be a need to add personnel to patrol the MSC building. For the MSC North Project, passengers would be screened by TSA at the existing passenger terminals prior to being transported by bus to the MSC North building.

Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program would include a CTP that would screen passengers and baggage prior to accessing an APM to the MSC. The CTP would incorporate all TSA requirements and the latest approved technology to provide for security of passengers. The LAWAPD, the LAPD LAX Detail, and the LAPD provide police protection services to LAX, including the MSC Program sites. The LAWAPD and LAPD LAX Detail stations are located approximately 1 mile east of the MSC site and 0.75-mile east of the CTP site. Demand for on-Airport police protection services is typically determined by increases in aircraft activity and employees. The proposed improvements would not increase existing passenger capacity or aircraft operations at LAX, and would only modestly increase long-term employment. Employment growth at LAX with the future phase(s) of the MSC Program was assessed as part of the LAX Master Plan EIR. However, the future phase(s) of the MSC Program would provide additional square footage at LAX that the LAWAPD, the LAPD LAX Detail and the LAPD would need to patrol. As a result, there potentially would be a need to add personnel to patrol the MSC building.

Land Use

Airport Airside

The Airport Airside area includes those aspects associated with aircraft operating under power and related airfield support services. Uses permitted include four runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities.

Development within the Airport Airside Sub-Area shall be governed by the following relevant policies and programs:

Policy and Program #1: Develop a balanced airfield to provide for more efficient and effective use of airport facilities.

Policy and Program #2: Limit airport capacity by restricting the number of gates (including remote gates) to no more than 153 at LAX Master Plan build-out.

Policy and Program #4: 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.

MSC North Project

The MSC North Project will provide modernized facilities for existing aircraft at LAX to better accommodate day-to-day airport operations. It will improve overall airport operations by increasing flexibility in scheduling terminal improvements without interrupting daily operations and reduced reliance on remote gates will help ensure more efficient airport operations and a higher level of service for LAX passengers.

The MSC North Project, while providing modern aircraft gates, does not increase the passenger processing capabilities of the airport and would have no effect on the number or type of aircraft operations at LAX. LAWA will remain in compliance with the provisions of the 2006 Stipulated Settlement, which restricts the number of gates to no more than 153 at LAX Master Plan build-out. Therefore, the MSC North Project will comply with the gate cap as discussed in the LAX Master Plan. The MSC North Project will allow LAWA to modernize the existing terminal area without having to reduce the number of available gates and will reduce the number of operations at the West Remote Gates/Pads.

The MSC North Project site is located in the central area of the airfield, generally removed from the communities near LAX. The nearest residential uses are located approximately 3,000 feet to the south.

Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program will provide modernized facilities for existing aircraft at LAX to better accommodate day-to-day airport operations. It will improve overall airport operations by increasing flexibility in scheduling terminal improvements without interrupting daily operations and reduced reliance on remote gates will help

ensure more efficient airport operations and a higher level of service for LAX passengers.

The future phase(s) of the MSC Program would provide modern aircraft gates and would include the CTP, which would provide passenger processing capabilities for the MSC. However, the future phase(s) of the MSC Program would have no effect on the number or type of aircraft operations at LAX, and would remain in compliance with the provisions of the 2006 Stipulated Settlement, which restricts the number of gates to no more than 153 at LAX Master Plan build-out. Therefore, the future phase(s) of the MSC Program will comply with the gate cap as discussed in the LAX Master Plan. Once the future phase(s) of the MSC Program is completed, the West Remote Gates/Pads would be eliminated.

The future phase(s) of the MSC Program sites are located in the central area of the airfield and in the CTA, generally removed from the communities near LAX. The nearest residential uses are located approximately 3,000 feet to the south.

Airport Landside

The Airport Landside area functions as the interface between Airport Airside and the regional ground transportation network, establishing access portals for the efficient processing of people and goods. This area includes a CTA and other facilities to the east. Aircraft are not permitted under power in this area. Examples of permitted uses include passenger handling services, airport administrative offices, parking areas, cargo facilities, and other ancillary airport facilities.

The CTA is located in an area designated as Airport Landside. The CTP, to be located within the CTA, may have restricted access for non-secure private, public, and commercial vehicles. Secure linkages to and from access portals and FlyAway Terminals will be allowed. Airport administration and tower control facilities are also located in the CTA. Passenger support facilities and accommodations are allowed.

Development of Airport Landside Area shall be governed by the following relevant policy and program:

Policy and Program #4: Develop secure, direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.

MSC North Project

Passengers utilizing the MSC North building would be screened at the existing security screening checkpoints within the various terminals that comprise the CTA. The MSC will be designed to allow for the separation of international (sterile) passengers from non-sterile (screened) passengers until they clear Customs. The MSC North Project incorporates tunnel facilities to provide a connection between the MSC and the CTA for passengers, baggage, and utilities.

Future Phase(s) of the MSC Program

The approved LAX Master Plan included a dual level CTP in the CTA to provide (in part) MSC passenger processing facilities that cannot be fully accommodated in the existing CTA terminals. As part of the future phase(s) of the MSC Program, the CTP would process departing and arriving passengers from a facility that would be centrally positioned within the CTA where parking garages are currently located. The CTP would be generally constructed in the area where parking structures P2B and P5 are located and extend between World Way North and World Way South. As part of the CTP, roadway modifications along World Way and the associated terminal roadway network would be required. The future phase(s) of the MSC Program assumes that passengers could use common-use airline counters and electronic check-in facilities, and would be able to both check and claim baggage at the CTP. Other passenger services and amenities, as well as airline tenant operations space, could also be provided within the CTP.

The MSC will be designed to allow for the separation of international (sterile) passengers from non-sterile (screened) passengers until they clear Customs. The future phase(s) of the MSC Program would include a CTP that would screen passengers and baggage prior to accessing an APM to the MSC. The CTP would incorporate all Transportation Security Administration (TSA) requirements and the latest approved technology to provide for security of passengers.

Conservation

Energy and resource efficiency will be promoted through good airport design and sound operational practices.

The following policy and program is established:

Policy and Program #1: Design and provide new facilities to meet or exceed energy prescriptive standards required under Title 24.

MSC North Project

As indicated earlier in Goal #4, the Los Angeles Green Building Code Tier 1 standards, which are applicable to all projects with a Los Angeles Department of Building and Safety permit-valuation over \$200,000, require the proposed MSC North Project to implement a number of measures that would promote energy and resource efficiency, including: exceeding the California Energy Code requirements (based on the 2008 Energy Efficiency Standards) by 15 percent; use of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 30 percent; providing readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling; and use of low-emitting adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, caulks, and other materials. Development of the new building proposed for the MSC North Project would implement LAWA's plans, policies, and principles related to energy and resource efficiency and sustainability including the Sustainable Airport Planning Design and Construction Guidelines. In compliance with the LAWA Sustainability Guidelines, the MSC North Project would meet the energy efficiency and

water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code).

Additionally, passengers would access the MSC North building by airfield buses powered by clean fuel traveling between existing CTA terminal facilities and the MSC North building using existing and relocated vehicle roads.

Future Phase(s) of the MSC Program

As indicated earlier in Goal #4, the Los Angeles Green Building Code Tier 1 standards, which are applicable to all projects with a Los Angeles Department of Building and Safety permit-valuation over \$200,000, require the proposed future phase(s) of the MSC Program to implement a number of measures that would promote energy and resource efficiency, including: exceeding the California Energy Code requirements (based on the 2008 Energy Efficiency Standards) by 15 percent; use of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 30 percent; providing readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling; and use of low-emitting adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, caulks, and other materials. Development of the building extension proposed for the future phase(s) the MSC Program would implement LAWA's plans, policies, and principles related to energy and resource efficiency and sustainability including the Sustainable Airport Planning Design and Construction Guidelines. In compliance with the LAWA Sustainability Guidelines, the future phase(s) of the MSC Program would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code).

Circulation and Access

The LAX Plan envisions a ground transportation system that connects LAX to the regional ground transportation network and the regional airport system as well as provides for sufficient parking facilities. The regional ground access network also includes strategically placed satellite terminal/FlyAway facilities, provides the basis for utilizing ample runway capacity in the regional airport system through improvements to ground access and reductions of vehicle miles traveled:

The following policies and programs shall govern circulation and access:

Policy and Program #1: Develop secure, direct links from each major Airport Airside and Airport Landside facility to other Airport Landside and Airport Airside facilities, as appropriate.

Policy and Program #6: Develop safe and efficient curbside check-in facilities.

MSC North Project

Construction of the MSC North Project would generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking areas and the construction site, haul/delivery trips, and

miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period.

The MSC North Project would have minimal effect on operational traffic within the CTA because passengers would access airline terminals the same way they do today. Passengers would check-in, drop off baggage, and go through security screening at one of the existing terminals in the CTA before boarding a bus to access an aircraft gate at the MSC North building. Similarly, screened arriving passengers would board a bus at the MSC North building, claim their bags at one of the existing terminals in the CTA, and then exit to World Way as they do today. These operations would be distributed throughout the existing terminals, thus, no significant change in surface traffic is anticipated to occur under the MSC North Project.

The MSC North Project would result in minor changes to ground access or parking for American Airlines personnel working at the American Airlines High Bay Hangar. Employees currently utilizing those spaces would park at the existing American Airlines parking lot located west of the Project site along World Way West. The MSC North Project would also require the reconfiguration of World Way West and some airfield vehicle service roads to the west of the MSC North building.

Future Phase(s) of the MSC Program

Construction of the future phase(s) of the MSC Program would generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, associated shuttle trips between the parking areas and the construction site, haul/delivery trips, and miscellaneous construction-related travel. These trips could result in traffic impacts on the local roadway system during the construction period.

As previously discussed, the MSC Program incorporates tunnel facilities to provide a connection between the MSC and the CTA for passengers, baggage, and utilities. The tunnels would be constructed in compliance with Los Angeles Building Code, Caltrans Bridge Design Specifications, FAA design standards, and Caltrans Seismic Design Criteria.

The approved LAX Master Plan included a dual level CTP in the CTA to provide (in part) MSC passenger processing facilities that cannot be fully accommodated in the existing CTA terminals. As part of the future phase(s) of the MSC Program, the CTP would process departing and arriving passengers from a facility that would be centrally positioned within the CTA where parking garages are currently located. The CTP would be constructed in the area where parking structures P2B and P5 are located and extend between World Way North and World Way South. As part of the CTP, roadway modifications along World Way and the associated terminal roadway network would be required. The future phase(s) of the MSC Program assumes that passengers could use common-use airline counters and electronic check-in facilities, and would be able to both check and claim baggage at the CTP. Other passenger services and amenities, as well as airline tenant operations space, could also be provided within the CTP. Construction of the ground access improvements under the future phase(s) of the MSC Program would reduce traffic congestion and curb-front demands, which would reduce the potential for automobile collisions, automobile/pedestrian conflicts, and emergency response incidents at the airport compared to existing conditions. Improved traffic flow

associated with new ground access facilities also is expected to improve response times for fire protection services.

Economic Benefits

Jobs and commerce are direct economic benefits attributable to LAX. Approximately 294,400 jobs in the region and \$39.7 billion in yearly economic activity were generated by the airport in year 2011 (Los Angeles County Economic Development Corporation). As an international port for cargo and freight, LAX provides a foundation for businesses that depend on cargo operations and logistics. In this regard, LAX is a vital component of the local, regional, and state economy. Failure to modernize LAX would impede the ability to meet airport users' future needs and could threaten the airport's position as one of the nation's premiere airports, thereby limiting the region's future economic vitality.

The following relevant policy and program has been established:

Policy and Program #1: Sustain jobs and economic output provided to the local, regional, and state economies.

Policy and Program #2: Modernize, upgrade, and improve LAX in order to sustain the airport's economic benefits.

MSC North Project

Implementation of the MSC North Project may directly or indirectly foster economic growth. As the international gateway to the western United States, LAX has long been a major supporter of the Southern California economy through employment and generation of taxes and other revenue, and by facilitating the efficient movement of people, goods, and services. As the MSC North building would increase the building square footage within LAX, it would provide an increase in long-term employment opportunities for airline personnel, maintenance and janitorial staff, concessionaires, and bus operators.

Construction activity associated with the MSC North Project would also directly and indirectly foster economic growth over the multi-year construction period in terms of temporary construction workers, spending by workers, and the provision of goods and services in support of construction.

Future Phase(s) of the MSC Program

Implementation of the future phase(s) of the MSC Program may directly or indirectly foster economic growth. As the international gateway to the western United States, LAX has long been a major supporter of the Southern California economy through employment and generation of taxes and other revenue, and by facilitating the efficient movement of people, goods, and services. As the facilities associated with the future phase(s) of the MSC Program would increase the building square footage within LAX, it would provide an increase in long-term employment opportunities for airline personnel, maintenance and janitorial staff, and concessionaires, as well as security screening, and baggage claim or ticketing/check-in agents.

Construction activity associated with the future phase(s) of the MSC Program would also directly and indirectly foster economic growth over the multi-year construction period in

terms of temporary construction workers, spending by workers, and the provision of goods and services in support of construction.

Noise

Noise control is one of the most important environmental considerations in airport planning. LAX has a long history of addressing aircraft noise impacts through noise source control and noise mitigation for certain land uses (residences, schools, hospitals, churches, and libraries) that are rendered incompatible due to airport noise impacts. Also, LAX enjoys the unique advantage of being located adjacent to the Pacific Ocean, benefiting from the ability to conduct operations over the ocean, greatly reducing take-off noise impacts on residential communities.

The following relevant policies and programs shall be implemented to limit the noise impacts that result from LAX operations, including noise from aircraft, roadways, and construction:

Policy and Program #2: Update facilities, gates, and runways, to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.

Policy and Program #4: Move nighttime noise-creating activities to the interior of the airfield and away from noise-sensitive areas situated north and south of the airport.

Policy and Program #9: Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.

Policy and Program #10: Require new uses to adhere to applicable state airport land use compatibility regulations.

MSC North Project

As previously stated, the MSC North Project site is located in the central area of the airfield, generally removed from the communities near LAX. The nearest noise sensitive sites are residential uses located approximately 3,000 feet to the south.

Implementation of the proposed MSC North Project would not increase the number of passengers, flights, and/or the number of aircraft operations at LAX. The MSC North Project would also avoid safety hazards that could result in incompatible land uses through compliance with FAA regulations. Therefore, the MSC North Project would be consistent with the noise and airspace protection objective of the Caltrans California Airport Land Use Planning Handbook.

Implementation of the MSC North Project would not affect the overall Airport noise contours reflected in the LAX Master Plan EIR. Those contours are defined primarily by the number of aircraft takeoff and landing operations, which would not be affected by the MSC. Nor would the MSC affect the flight paths of aircraft taking off and landing at the Airport. However, there will be a redistribution of airfield noise based on a modified taxiing path; some aircraft now going to the West Remote Gates/Pads or other gates in the CTA would operate in and out of the MSC instead. Approximately 9 percent of total Airport operations in 2019 could be operating out of the MSC North building. The MSC North Project site is well removed from noise sensitive uses, and the nature of the

proposed activities, being similar to other activities occurring throughout the Airport, would not change. The noise associated with aircraft taxiing to and from the MSC North building is not anticipated to cause a noticeable change in the noise environment.

Future Phase(s) of the MSC Program

As previously stated, the future phase(s) of the MSC Program sites are located in the central area of the airfield and within the CTA, generally removed from the communities near LAX. The nearest noise sensitive sites are residential uses located approximately 3,000 feet to the south.

Implementation of the proposed future phase(s) of the MSC Program would not increase the number of passengers, flights, and/or the number of aircraft operations at LAX beyond those approved in the LAX Master Plan. The future phase(s) of the MSC Program would also avoid safety hazards that could result in incompatible land uses through compliance with FAA regulations. Therefore, the future phase(s) of the MSC Program would be consistent with the noise and airspace protection objective of the Caltrans California Airport Land Use Planning Handbook.

Implementation of the future phase(s) of the MSC Program would not affect the overall Airport noise contours reflected in the LAX Master Plan EIR. Those contours are defined primarily by the number of aircraft takeoff and landing operations, which would not be affected by the MSC. Nor would the MSC affect the flight paths of aircraft taking off and landing at the Airport. However, there will be a redistribution of airfield noise based on a modified taxiing path; some aircraft now going to the West Remote Gates/Pads or other gates in the CTA would operate in and out of the MSC instead. The MSC site is well removed from noise sensitive uses, and the nature of the proposed activities, being similar to other activities occurring throughout the Airport, would not change. The noise associated with aircraft taxiing to and from the MSC building is not anticipated to cause a noticeable change in the noise environment.

Air Quality

Currently, LAWA implements Air Quality Mitigation Programs that contain measures to reduce air pollutant emissions from airport operations. In developing the LAX Plan, consideration was given to maintain or improve air quality using all reasonably available control measures.

The following relevant policies and programs have been established:

Policy and Program #1: Modify runways and taxiways to reduce airfield delays and congestion in order to lessen air emissions through reduced idle times.

Policy and Program #3: Establish and implement source controls to reduce construction-related air emissions for on-road and non-road mobile sources and stationary engines.

MSC North Project

Airfield improvements under the MSC North Project would provide taxiway facilities that would meet FAA Airport Design Standards for ADG VI aircraft, particularly as related to separation requirements, thereby reducing the need for special operation restrictions,

modifications of standards, and waivers from FAA. Operation of the proposed MSC North Project would not result in changes to air traffic patterns or an increase in Airport operations as the MSC North Project would only change the location of aircraft gates. However, the completion of the proposed MSC North Project would have a slight beneficial impact on air quality by reducing taxi/idle times of aircraft moving around the airfield at LAX (compared to Without Project conditions), based on analysis of arriving and departing passenger aircraft that could use the new gates at MSC North instead of having to use the West Remote Gates/Pads.

The MSC North Project would incorporate the construction-related mitigation measures identified in the LAX Master Plan. Alternative D Mitigation Monitoring Reporting Program (MMRP). As available, the MSC North Project would utilize Tier 4-final construction equipment and comply with USEPA 2010 on-road emissions standards.

Future Phase(s) of the MSC Program

Airfield improvements under the future phase(s) of the MSC Program would provide taxi/turn facilities that would meet FAA Airport Design Standards for ADG V aircraft, particularly as related to separation requirements, thereby reducing the need for special operation restrictions, modifications of standards, and waivers from FAA. Operation of the proposed future phase(s) of the MSC Program would not result in changes to air traffic patterns or an increase in Airport operations as the future phase(s) of the MSC Program would only change the location of aircraft gates. However, the completion of the proposed future phase(s) of the MSC Program would have a slight beneficial impact on air quality by reducing taxi/idle times of aircraft moving around the airfield at LAX (compared to Without Project conditions), based on analysis of arriving and departing passenger aircraft that could use the new gates at the MSC instead of having to use the West Remote Gates/Pads.

The future phase(s) of the MSC Program would incorporate the construction-related mitigation measures identified in the LAX Master Plan. Alternative D Mitigation Monitoring Reporting Program (MMRP). As available, the MSC future phase(s) of the MSC Program would utilize Tier 4-final construction equipment and comply with USEPA 2010 on-road emissions standards.

(2). THE ENVIRONMENTAL CLEARANCE FOR THE PROPOSED PROJECT COMPLIES WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

The MSC North Project and future phase(s) of the MSC Program have been analyzed in compliance with CEQA. The documentation of the EIR is set forth in detail in **Attachment 3**.

V. REPORTS RECEIVED

The LAX Specific Plan requires that the Executive Director consider input from a number of sources. These include the Stakeholder Liaison (SLO) Report, the Annual Aviation Activity Report, the Annual Traffic Generation Report and comments and recommendations received from the General Manager of the Department of Transportation (DOT) and the City Engineer (the SLO's request letters to these General Managers are attached for reference as **Attachment 9**).

LAX Master Plan Stakeholder Liaison Report

Notice of the request for LAX Plan Compliance was posted in accordance with Section 7.F.2 of the LAX Specific Plan. Notice of the proposed project was posted on the LAWA website. The public comment period began on March 6, 2014 and closed on April 21, 2014. The Stakeholder Liaison's Report was received by LAWA and describes the outreach efforts of the Stakeholder Liaison's Office and details the comments received from stakeholders.

The SLO notified over 5,000 stakeholders of the proposed project via mailer and published the notification online at www.ourlax.org allowing for comments to be submitted electronically. A total of one (1) comment was received online on the project regarding transportation related environmental impacts as described in the EIR. This comment, although submitted as part of the LAXPC is an environmental question and will be addressed in the Final Environmental Impact Report for this project.

The Stakeholder Liaison's Report is included as **Attachment 4**.

Traffic Generation Report

The Annual Traffic Generation Report was prepared pursuant to the LAX Specific Plan, Section G by the Ground Transportation Section of the Capital Programming and Planning Group (CPPG) at LAWA, and is included as **Attachment 5**. It is used to determine if projects will generate trips beyond a threshold established in the LAX Specific Plan. If that threshold is reached, then a Specific Plan Amendment Study will be triggered. The Report identifies the number of trips currently being generated by LAX, the number of trips anticipated to be generated at the completion of the project and the number of trips anticipated to be developed at the completion of the LAX Master Plan.

The EIR for the LAX Master Plan forecasts 8,236 net new trips during the airport peak hour at full build-out and after implementation of mitigation measures. If the annual Traffic Generation Report shows that the number of new airport peak-hour trips is likely to be exceeded, a Specific Plan Amendment Study is required.

The analysis shows that current trips are lower than the vehicles estimated for the base year for the Master Plan. Trips for the peak hour in the LAX Master Plan base year (1996) were 17,725; the current peak hour trip count for 2013 is 14,403. Therefore, the trip generation total for the airport peak hour does not trigger the preparation of a Specific Plan Amendment Study.

Aviation Activity Analysis

LAWA is required to prepare and submit an annual Aviation Activity Analysis Report to BOAC, the Department of City Planning, Los Angeles DOT, and the City Council pursuant the LAX Specific Plan per Section 7.G.1.b, Monitoring and Reporting. It is provided as **Attachment 6**. This report includes the latest analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX.

The report states that, in 2013, LAWA had an increase of 4.68% in passenger volumes and a decrease of 1.51% in cargo volumes compared to the previous year. However, several factors have affected growth at LAX, preventing it from reaching million annual passenger (MAP) and million annual ton (MAT) levels similar to those prior to the terrorist attacks of 2001. The report concludes that LAX remains the primary airport for the region.

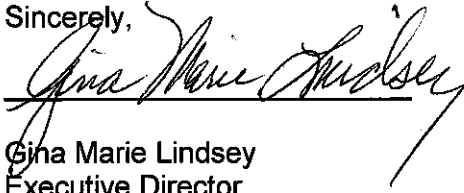
Department of Transportation

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the proposed Project to the General Manager of DOT. A written response was received from Los Angeles Department of Transportation (LADOT) confirming that LADOT did not have any comments on the LAX Plan Compliance. LADOT submitted comments on the Draft EIR. Comments have been addressed in the Final EIR. As stated in the Draft EIR, the project is responsible for adhering to all applicable LAX Master Plan commitments and mitigation measures. The correspondence received from LADOT is included as **Attachment 7**.

Department of Public Works - Bureau of Engineering

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the proposed Project to the City Engineer, Bureau of Engineering. A written response was received from the Bureau of Engineering noting that the proposed Project is located entirely within the City of Los Angeles LAX Plan area and would, therefore not appear to affect any non-airport roadways or cause changes to storm water runoff or the storm drain system. The correspondence received from the Bureau of Engineering is included as **Attachment 8**.


Sincerely,



Gina Marie Lindsey
Executive Director

Date: 7/14/14

Reviewed by:



Cynthia Guidry
Interim Deputy Executive
Director
CPPG

Reviewed by:



Lisa Trifiletti
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Attachments
LT:eq