

ATTACHMENT 1
PROJECT DESCRIPTION

Los Angeles International Airport Landside Access Modernization Program

Project Description

Proposed Project

LAWA proposes to implement the LAX Landside Access Modernization Program to continue to transform LAX into a world-class airport by relieving traffic congestion within the Central Terminal Area (CTA) and on the surrounding street network, improving the travel experience for passengers, and providing connection to the regional Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system. The LAX Landside Access Modernization Program (the Project) consists of several primary components. An Automated People Mover (APM) system with 6 stations would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a Consolidated Rental Car Facility (CONRAC), new public parking facilities and multiple locations for passenger pick up and drop off. To provide the opportunity for passengers to access the Metro regional rail system, the APM system would include a station at the multi-modal/transit facility at 96th Street/Aviation Boulevard planned by Metro as a separate and independent project. The LAX Landside Access Modernization Program would reduce traffic volumes and congestion within the CTA as well as on local streets.

Project Location

The LAX Landside Access Modernization Program (LAMP) comprises approximately 860 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.

Project Components

Project components associated with the LAX Landside Access Modernization Program include:

- An Automated People Mover (APM) system with six APM stations connecting the CTA via an above-grade fixed guideway to new proposed ground transportation facilities;
 - Passenger walkway systems with moving walkways connecting the APM stations to passenger terminals, parking garages, and ground transportation facilities;
 - Modifications to existing passenger terminals and parking garages to support the APM walkway system connections, including vertical circulation (elevators, escalators, and stairs) cores to garage levels and to the arrival, departure, and concourse levels at the

terminals;

- An APM maintenance and storage facility (MSF);
- APM power substations;
- A consolidated rental car facility (CONRAC) designed to meet the needs of rental car agencies serving LAX with access to the CTA via the APM;
- Two intermodal transportation facilities (ITFs) providing airport parking and pick-up and drop-off areas outside the CTA for private vehicles and commercial shuttles;
- Roadway improvements designed to improve access to the proposed facilities and the CTA and reduce traffic congestion in neighboring communities;
- Security features, including security fencing, surveillance cameras, security lighting, and emergency phones/call boxes, to meet the security needs of the Los Angeles World Airports Police Department (LAWAPD);
- Fire safety features in compliance with fire and building code requirements including fire hydrants, fire sprinklers, and fire extinguishers;
- Utilities infrastructure, both new and modified to support the proposed Project;
- Identify options for pricing, policies and procedures in regards to vehicle operations at LAX;
- Incorporation of the LAX Design Guidelines into the proposed Project;
- Land acquisition, subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, dedications and vacations of public rights-of-way, as well as zoning change approvals;
- Future potential related development on land owned by LAWA located adjacent to the new proposed ground transportation facilities;
- Enabling projects to allow construction of the proposed Project, including utility relocation and demolition of certain existing facilities, some of which would be reconstructed; and
- Amendments to plans regulating land use in the area, including the City of Los Angeles General Plan, LAX Plan, and the LAX Specific Plan, zone changes, and the reconfiguration of existing parcels.

To the extent possible, construction laydown and staging areas would be located adjacent to or within the construction sites for the proposed facilities or at existing LAX construction staging areas.

Additionally, amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, the LAX Plan, and the LAX Specific Plan, among others, may be required. The LAX Landside Access Modernization Program reflects LAWA's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards defined under the federal Clean Air Act.

Reference documents for the LAX LAMP are available online at: <http://connectinglax.com/>