Los Angeles World Airports

RECOMMENDATION OF THE EXECUTIVE DIRECTOR

LAX PLAN COMPLIANCE REVIEW

Date: **March 2, 2017**

Project Name: **Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) Project**

Case No.: **002-016LAXSP**

Location: **LAX**

Council District: **11th**

Project Description: **See Attachment 1**

Plan Area: **LAX Plan, Westchester-Playa del Rey Community Plan**

Plan Land Use: **Airport Airside, Airport Landside, Residential, Commercial, Light & Limited Industrial**

Zone: **LAX-A, LAX-L, R3-1, C2-1, C2-2 & M2-1**

CEQA: **Environmental Impact Report (EIR)**
CEQA No.: **ENV-2016-3391-EIR**
State Clearinghouse Number: **2015021014**
City Clerk Number: **EIR-16-019-AD**

Related Cases**:**
CPC-2016-3390-GPA-ZC-SP
VTT-74322 and VTT-7432

Airport Land Use Commission (ALUC)
Case Number: **RPPL2016005065**
Project Number: **R2017-003176-(4)**

SUBJECT: **LAX LAMP Project Plan Compliance Review**

LAX Specific Plan Section 7 (Ordinance No. 176,345 as amended by Ordinance No. 179,148 and Ordinance No. 182,542 and Ordinance No. 184,348) mandates that the Executive Director make a recommendation regarding LAX Plan Compliance for all projects (as defined in the LAX Specific Plan) 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. The Executive Director has the authority to recommend approval, approval with conditions, modification, or denial of a request for an LAX Plan Compliance determination. This report addresses the proposed LAX Landside Access Modernization Program (LAMP) (hereafter referred interchangeably as LAX LAMP Project or as the Proposed Project), including background information, a project description, recommendation of approval, purpose and need, the requisite findings of fact, and the requisite reports received. The Executive Director has reviewed the Proposed Project for LAX Plan Compliance based on: (a) a written description of the Proposed Project; (b) the Environmental Impact Report prepared for the Proposed Project; (c) the most recent annual Traffic Generation Report; and (d) the most recent annual Aviation Activity Analysis.

I. BACKGROUND AND PROPOSED PROJECT DESCRIPTION:

***Background*:**

In 2016, LAX handled 697,138 aircraft landings and takeoffs and 80.9 million passengers. Today, the passenger experience for those arriving or departing LAX is often compromised by reliance on a single mode of access to the Central Terminal Area (CTA), which is often severely congested. Driving into the CTA via W. Century Boulevard, Sepulveda Boulevard, or the Sky Way/W. 96th Street bridge is the only non-pedestrian means for origin-destination passengers wishing to access the gates that support air travel to/from LAX. As further described below, this single option for all ground vehicles carrying passengers (including transit, private vehicles, taxis, Transportation Network Companies [TNCs], limousines, and shuttles) into the CTA results in longer and uncertain travel times for passengers, more vehicle miles traveled, more passenger hours traveled, congestion and delay in the CTA, as well as back-ups onto the surrounding local and regional roadway network.

Project Summary:

LAWA proposes to implement the LAX LAMP Project to continue to transform LAX into a world-class airport by relieving traffic congestion within the 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 LAMP consists of several components:

- An Automated People Mover (APM) system with APM stations connecting to the CTA;
- A Consolidated Rental Car Facility (CONRAC);
- Two Intermodal Transportation Facilities (ITF) providing new public parking facilities and passenger pick up and drop off;
- Roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC;
- Passenger walkway systems connecting the APM stations to passenger terminals;
- Modifications to existing passenger terminals and parking garages within the CTA to interface with the APM;
- An APM Maintenance and Storage Facility;
- Utilities needed to support the LAX LAMP Project; and
- Amendments to plans regulating land use in the area, including the City of Los Angeles General Plan and the LAX Specific Plan, zone changes, and the reconfiguration of existing parcels.

The Proposed Project would be constructed in two phases: Phase 1 would include construction of the APM, CONRAC, ITFs, and a number of roadway improvements. Phase 2 would occur after completion of Phase 1 and includes construction of the roadway improvements associated

with the Sepulveda Boulevard/Century Boulevard access road system into the CTA, as well as potential future related development. A detailed project description is provided as **Attachment 1**.

Project Location:

The LAX LAMP Project area comprises approximately 860 acres (the "Project Site"). The Project Site is split into three general areas: CTA, East of the CTA and Aviation Boulevard/Imperial Highway. The CTA includes areas west of Sepulveda Boulevard, focused around World Way and the passenger terminals at LAX. East of the CTA 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 Sepulveda Boulevard 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.

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

Existing and Proposed Use:

Land use designations and development regulations applicable to LAX, including LAMP are set forth in the LAX Plan and the LAX Specific Plan as proposed. The proposed facilities associated with the LAX LAMP would be consistent with the goals and policies of both the amended LAX Plan and Specific Plan. Additionally, the LAX LAMP would be consistent with the policy framework for the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS).

The LAX LAMP site is largely located within the Airport Landside subarea with a small portion in the Airport Airside subarea and the Belford Special Study Area of the LAX Plan. The LAX Specific Plan designates these areas with a land use of Airport Airside and Airport Landside and corresponding zoning of LAX-A Zone and LAX-L Zone. The Belford Special Study Area has current land use designation of Medium Residential with R3 zoning and Commercial with C2 zoning. The Proposed Projects will also impact parcels within the Westchester-Playa del Rey Community Plan boundaries. The land use for these areas will be amended as part of the Proposed Project and will change their current land uses of Commercial and Industrial and corresponding C2 and M2 zoning to Airport Landside and Airport Landside Support with the LAX Zone. Private parcels that currently reside within the LAX Plan will be removed from the LAX Plan and added to the Westchester-Playa del Rey Community Plan. These parcels currently have a land use designation of Airport Landside with an LAX Zone and designations will be changed to Commercial with a C2 zone.

Facilities associated with LAX LAMP are consistent with the corresponding LAX Airport Airside and Landside land uses. LAMP will require land use designation changes that will add a new subarea, Airport Landside Support. The new subarea classification of Airport Landside Support would permit uses consistent with the City's C2 Commercial Zone and allow use for construction laydown and staging, which is how these parcels would be utilized in Phase 1. Existing structures located on the parcels identified for potential future related development would be demolished during Phase 1 and used for construction laydown and staging or the temporary relocation of facilities during construction. After construction is completed in these areas, any new uses would be required to comply with land use plan and zoning requirements as amended by the Proposed Project; this would include uses that are consistent with the Airport Landside Support Subarea designation. Such future development is envisioned to support the needs of passengers, visitors, employees, and guests of hotels in the area. Because no specific development projects are proposed for these areas, certain assumptions concerning this potential future related development were identified, and impacts were assessed in the EIR at a program level.

Proposed Entitlements:

Implementation of the Proposed Project would require General Plan Amendments to the City of Los Angeles' Land Use Element, the LAX Plan and the Westchester-Playa del Rey Community Plan; as well as the Transportation Element, the Mobility Plan 2035. Proposed amendments will also be required to the LAX Specific Plan, the regulatory document that implements the LAX Plan, to include the necessary zone changes. These plan amendments would reflect updated plan boundaries and descriptions reflecting the Project components. The amendments will also promote pedestrian and multi-modal activities that would support trip reduction strategies, including transit use to LAX, and enable implementation of the Proposed Project to the Airport Landside Subarea and the new Airport Landside Support Subarea. In addition, the Belford Special Study Area would be updated to reflect the proposed use of this area under the Project: Airport Landside and Airport Landside Support. The Proposed Project will also necessitate changes to the existing lot configurations. Two tentative tract maps have been filed for the areas where the ITFs and CONRAC will be located and will be processed through the Advisory Agency.

II. PURPOSE AND NEED

The LAX LAMP Project would support the ongoing modernization of LAX by improving the landside transportation system serving LAX and improving the passenger and visitor experience. Heavy vehicular traffic entering the CTA results in passengers spending more time in traffic, uncertain travel times, congestion and delay in the CTA, as well as back-ups onto the surrounding local and regional roadway network. The large number of shuttles serving rental car agencies, hotels, and parking facilities located in the LAX vicinity contributes to congestion in the CTA and surrounding area. Compounding the congestion problem at LAX is the lack of a direct and convenient connection to transit.

While public access into the CTA in the future would continue to function the way it does today, the LAMP Project is designed to offer passengers, employees, and visitors new and convenient options to access/depart LAX airport facilities. By providing multiple options and greater accessibility, there will be less traffic congestion in and around LAX. A more predictable and reliable commute to and from the airport as well as less time spent in traffic, is expected to improve the overall passenger experience.

The project objectives identified in the EIR include:

- Enhance the passenger experience by providing new access options for all modes of travel, including direct connections to transit, convenient parking, and commercial vehicles;
- Provide easier and more efficient access to rental cars and non-CTA parking facilities;
- Relieve congestion at LAX and on the surrounding street system by developing a flexible transportation system that provides alternatives to the CTA for passengers, airport and other employees, and airport-related vendors accessing LAX;
- Promote the sustainability of LAX by improving the efficiency and operation of the surface transportation system in which LAX operates;
- Enhance and integrate the overall design of LAX LAMP Project facilities with existing CTA structures and new airport facilities both inside and outside the CTA;
- Maintain airport operations during construction; and

- Ensure the highest and best use for reuse of any potential future surplus property in compliance with FAA grant obligations.

III. 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.

Applicable Objectives and Policies:

Compliance with the Vision of the LAX Plan as proposed: The LAX LAMP Project and the potential future related development complies with the proposed use and vision of the LAX Plan, as set forth in Section 1 of that Plan. The proposed LAX LAMP Project contributes to the modernization of the airport 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 LAX LAMP Project and the potential future related development respond to emerging new technologies, economic trends and functional needs.

Compliance with applicable Goals and Objectives of the LAX Plan as proposed: The LAX Plan identifies six goals and 22 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 6, along with select objectives of the LAX Plan are deemed applicable to the various elements of the LAX LAMP Project and the potential future related development. The Proposed Project complies with the following goals and objectives of the LAX Plan, as summarized in Table 1 and explained below:

Table 1: LAX Plan – Goals and Objectives

GOAL/ OBJECTIVE	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
Goal 1	**Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region**	**Yes**
Objective 1	Provide the superior facilities, services, and operations needed to support the role of LAX as the principal airport and international gateway to the region.	Yes
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.*).	Yes
Objective 3	Provide and upgrade needed facilities to accommodate current and next-generation larger aircraft associated with international and long-haul domestic travel.	No
Objective 4	Encourage other airports in the region to absorb growth in commercial service that is not essential to LAX's international gateway role.	No
Objective 5	Lead the effort to regionalize air service in Southern California by forging strategic partnerships that connect LAX and other regional airports.	No
Goal 2	**Develop and maintain the highest standards of air traffic safety and passenger security through design and the latest innovations.**	**Yes**
Objective 1	Reduce the possibility of runway incursions.	No
Objective 2	Promote safe air navigation.	No

GOAL/ OBJECTIVE	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
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.	Yes
Goal 3	**Optimize LAX's critical role in supporting the economy as a major generator of economic activity.**	**Yes**
Objective 1	Operate LAX in an efficient and competitive manner to benefit local, regional, and state economies.	Yes
Objective 2	Maximize, where feasible, the public benefits of airport development to adjacent land uses, such as direct economic benefits to local business districts, (*i.e.*, Westchester Business District, Century Boulevard, El Segundo, Inglewood, etc.).	Yes
Goal 4	**Recognize the responsibility to minimize effects on the physical environment.**	**Yes**
Objective 1	Minimize negative impacts to the Los Angeles Airport/El Segundo Dunes and protect plant and animal species, to the extent practical for safe airport operation.	No
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.	Yes
Objective 3	Incorporate applicable mitigation measures and master plan commitments from environmental analyses into project design and operation.	Yes
Objective 4	Become a global leader in airport sustainability by integrating and reflecting sustainable practices into all aspects of airport operations and airport projects.	Yes
Goal 5	**Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.**	**Yes**
Objective 1	Minimize negative impacts to surrounding residential land uses.	Yes
Objective 2	Maximize the public benefits of airport development, particularly to adjacent land uses.	Yes
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.	No
Goal 6	**Improve ground access to LAX.**	**Yes**
Objective 1	Establish secure and efficient airport ground connection systems to the regional ground transportation network, which consists of major and secondary highways, freeways, and public transit systems.	Yes
Objective 2	Relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport employees and airport-related vendors.	Yes
Objective 3	Enhance the passenger experience by providing new access options, including a direct connection to transit.	Yes
Objective 4	Provide passengers easier and more efficient access to rental cars.	Yes

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

Objective #1: Provide the superior facilities, services, and operations needed to support the role 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.).

LAWA proposes to implement the LAX LAMP including future phases to continue to advance and transform LAX's access system and ensure that LAWA, as the principal airport and international gateway to the region, continues to provide world class service for travelers and other airport users. The LAX LAMP Project seeks to improve access options and the travel experience for passengers and shift the location where different modes of traffic operate within the CTA and on the surrounding street network. By implementing the LAX LAMP Project, LAWA seeks to provide more travel time certainty, reduce traffic congestion and improve air quality in and around the Airport. In addition, the APM system will provide a direct connection to Metro's proposed AMC 96th Street Transit Station, to provide passengers, employees, and visitors with direct access to the regional public transportation system. Parcels acquired by LAWA that would be needed for construction laydown and staging during Phase 1, would be later available for future development projected to accommodate up to 900,000 square feet of commercial development. Such future development is envisioned to support the needs of passengers, visitors, employees, and guests of hotels in the area.

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

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.

The LAX LAMP Project will improve ground access to and from LAX, which would improve traffic movement and reduce congestion for all vehicles in the vicinity. The Proposed Project includes roadway improvements that are designed to minimize conflicts between all users and the APM will be grade separated along its entire alignment to further avoid conflicts. The proposed roadway improvements shall integrate roadway, pedestrian, bicycle, transit, and landscaping improvements into an attractive, multi-modal balanced and efficient network serving LAX and its passengers. The intent of the Roadway and Streetscape sections of the LAX Design Guidelines is to create safe roadways and promote multi-modal uses. Implementation of the LAX LAMP Project will reduce traffic congestion on Airport and surrounding roadways, which will improve security and emergency access to LAX. The APM will provide an alternative means for passengers and employees to enter and exit the airport; in the future, security screening could be added at the APM stations outside of the CTA, similar to the security checkpoints that are routinely erected at the entrance to the CTA.

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.

Objective #2: Maximize, where feasible, the public benefits of airport development to adjacent land uses, such as direct economic benefits to local business districts, (i.e., Westchester Business District, Century Boulevard, El Segundo, Inglewood, etc.).

The LAX LAMP Project will provide facilities that should enhance LAWA's ability to provide high quality service to passengers. Implementation of the LAX LAMP Project will 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. LAWA is making a multi-billion dollar investment to improve LAX's ground access

program and associated infrastructure. The Proposed Project would increase the building square footage within LAX, it would provide up to 2500 construction jobs and roughly 100 permanent LAX jobs. The Proposed Project will develop facilities outside of the CTA, creating pedestrian and bicycle improvements, which will make the area east of the CTA more attractive for pedestrians including hotel guests and employees that stay and work in the hotels and office buildings on and near Century Boulevard. The potential future related development would open areas for future commercial development that could benefit the local business districts. Reduced traffic congestion in the area will make it easier for people to move around the area, improving access to local businesses.

Goal #4: Recognize the responsibility to minimize effects 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 environmental analyses into project design and operation.
- Objective #4: Become a global leader in airport sustainability by integrating and reflecting sustainable practices into all aspects of airport operations and airport projects.

The intent of the LAX LAMP Project is to create sustainable ground transportation infrastructure for LAX. The Proposed Project would facilitate transit connections to LAX, reducing VMT per capita. The Proposed Project incorporates LAX Design Guidelines to promote sustainability and world class design at LAX. As part of the Proposed Project, LAWA will require energy efficient designs, water efficiency and conservation, construction waste reduction and recycling, numerous air quality emissions reduction measures, natural resource protection and other sustainable operational and design standards. 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 LAMP Project commitments and mitigation measures proposed to be implemented as part of the LAX LAMP Project design and operations are identified in Chapter 4.0 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 LAX LAMP Project and all future phases to implement sustainability 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.

The LAX LAMP Project is designed to reduce the number of commercial and private vehicles within the airport CTA, resulting in improved traffic flows on CTA and surrounding roadways, as well as fewer vehicle miles traveled and vehicle hours traveled. The APM system would provide passengers several different options on how to access LAX and would give LAWA the ability to implement pricing strategies, policies, and procedures that would result in a reduced number of

vehicles in the CTA and create less congestion in the surrounding residential and adjacent communities. The proposed APM would consist of a fixed guideway transportation system that would provide free access to the CTA for passengers, employees, and other users of LAX, 24 hours a day. Constructed completely above grade, the APM would connect to the passenger terminals in the CTA through a pedestrian walkway system located above the existing roads and curb areas in the CTA. Furthermore, the APM would allow for a seamless connection to Metro regional rail and bus system, including the Airport Metro Connector transit station located at 96th and Aviation Boulevard.

LAWA would implement several mitigation measures that would minimize the negative environmental impacts to the surrounding neighborhoods including: MM-AQ (LAMP)-1, Preferential Use of Renewable Diesel Fuel; MM-HWA (LAMP)-1, Stormwater Management Facilities (Project-Specific); MM-HWA (LAMP)-3, Stormwater Management Facilities (Programmatic); MM-N (LAMP)-1, Noise Curtains; MM-ST (LAMP)-1, Construction Traffic Project Task Force; MM-ST (LAMP)-2, Maintenance of Traffic; MM-ST (LAMP)-3, Worksite Traffic Control Plans; MM-ST (LAMP)-4, Roadway Closure Restrictions; MM-ST (LAMP)-5, Traffic Maintenance During Construction; MM-ST (LAMP)-6, Transportation Demand Management (TDM) Program; MM-ST (LAMP)-7, Signal System Corridor Improvements – Intelligent Transportation Systems (ITS), City of Inglewood; a number of intersection improvements (MM-ST (LAMP)-7 through MM-ST (LAMP)-18; MM-ST (LAMP)-19, I-405 Northbound Auxiliary Lane; LAX-AQ-1, Construction-Related Air Quality Control Measures; LAX-AQ-2, Transportation-Related Air Quality Control Measures; and LAX-N-1, Construction-Related Noise Control, among others.

The LAX LAMP Project and future phases would be consistent with the land use designations within applicable on-airport land use plans including the LAX Plan and LAX Specific Plan, as they are proposed to be amended. The LAX LAMP Project and future phases would also incorporate commitments and mitigation measures to reduce impacts to the surrounding communities and environment. As part of the Proposed Project, LAWA is requiring compliance with LAX Design Guidelines, which seeks to complement key architectural elements of the 1960's Theme building, LAX Gateway light pylons, terminals and other airport facilities. LAWA will transform the Century Corridor area by creating new, well-designed airport facilities outside LAX CTA, offering a world-class welcome to travelers and visitors.

Land use designations (see Section 2.8 of the LAMP Draft EIR) and design guidelines (see Appendix B of the Draft EIR) have been developed to guide the potential future related development. Areas along W. Century Boulevard and Airport Boulevard would be developed consistent with commercial uses by providing services to meet the needs of airport passengers and visitors, as well as guests of the nearby hotels. Other possible amenities could include: theaters; health and fitness centers; layover facilities; galleries or museums; or community uses. The portion of the Belford area south of W. 96th Street and the area between W. 96th Street and W. Arbor Vitae Street would be available to provide Airport-related support uses or commercial development. LAWA prepared an illustrative, conceptual plan for future development in consultation with local stakeholders and generated projections regarding the size and type of the potential future related development. These parcels are projected to accommodate up to 900,000 sq. ft. of commercial development. The potential future related development would be consistent with the land use designations within applicable on-airport land use plans including the LAX Plan and LAX Specific Plan.

Goal #6: Improve ground access to LAX.

Objective #1: Establish secure and efficient airport ground connection systems to the regional ground transportation network, which consists of major and secondary highways, freeways, and public transit systems.

Objective #2: Relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport employees and airport-related vendors.

Objective #3: Enhance the passenger experience by providing new access options, including a direct connection to transit.

Objective #4: Provide passengers easier and more efficient access to rental cars.

The LAX LAMP Project is designed to reduce the number of commercial and private vehicles within the airport CTA, resulting in improved traffic flows on CTA and surrounding roadways, as well as fewer vehicle miles traveled and vehicle hours traveled. The LAX LAMP Project includes ground access improvements that would relieve congestion in the CTA and surrounding street system, and support the role of LAX and other uses in the vicinity by improving multi-modal connections. The APM system would provide passengers several different options on how to access LAX. In addition, the CONRAC component of the LAX LAMP Project would provide passengers with the ability to more efficiently access rental cars. These policies of the LAX Plan are aligned with the objectives identified for the LAX LAMP Project. The Proposed Project would improve connections to the regional transit system, which may encourage passengers, visitors, and employees to utilize transit rather than other modes of traffic, thus relieving congestion in the CTA and on the surrounding street system.

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. 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 LAX LAMP Project and the potential future related development are related to safety, security, land use, sustainability, circulation and access, economic benefits, noise, air quality, hazardous waste, and design, as identified in Table 2 and summarized below:

Table 2: LAX Plan – Policies and Programs

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
3.1.1	**Safety**	**Yes**
P1	Study and address runway realignment and taxiway separation to provide for larger aircraft maneuvering areas and clearances.	No
P2	Provide for adequate aircraft queue space at departure ends of therunways.	No
P3	Evaluate center taxiways to reduce the possibility of runway incursions.	No
P4	Provide parallel taxiways between all new structures for improved aircraft maneuvering and reduced taxi times.	No
P5	Improve taxiway spacing into gate locations to reduce gate congestion and improve taxi times and efficiency.	No
P6	Consult with the Los Angeles Fire Department during the design phase of facilities to review plans and incorporate recommendations that enhance airportsafety.	Yes
P7	Establish runway protection zones contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone.	No
P8	Prohibit uses within FAA designated runway safety areas, including, but not limited to, Runway Safety Areas (RSA) and Runway Protection Zones (RPZ) that create safety hazards.	Yes
P9	Prohibit uses that would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.	Yes

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
P10	Prohibit uses that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	Yes
3.1.2	**Security**	**Yes**
P1	Evaluate, develop, and improve both physical and operational security measures at LAX, as necessary, in the Central Terminal Area and at other passenger processing facilities.	No
P2	Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.	No
P3	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.	Yes
P4	Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.	Yes
P5	Provide flexibility in facility design to allow for the incorporation of new technologies in security.	Yes
3.2.1	**Land Use – Airport Airside**	**Yes**
P1	Develop a balanced airfield to provide for more efficient and effective use of airport facilities.	No
P2	Expand and improve employee parking.	No
P3	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.	Yes
P4	Provide and maintain landscaped buffer areas along the southern boundary ofAirport Airside that 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 view of airport facilities from adjacent residential uses.	No
P5	No aircraft under power shall enter the Imperial Terminal Area located on the south side of the airport generally used for cargo and fixed-base operations. Continue the use of tug and tow procedures in this area.	No
3.2.2	**Land Use – Airport Landside**	**Yes**
P1	Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.	Yes
P2	Develop a connection between Airport Landside facilities and nearby Metropolitan Transportation Authority (Metro) facilities.	Yes
P3	Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.	Yes
P4	Develop direct links from each major Ground Transportation facility to other Airport Landside and Airport Airside facilities.	Yes
P5	Provide adequate employee parking and short-term and long-term visitor parking facilities.	Yes
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.	Yes
P7	Establish a Landscape Maintenance Program for parcels acquired in order to minimize visual impacts on adjacent residents, until the parcels are developed for airport purposes.	No
3.2.3	**Land Use – Airport Landside Support**	**Yes**
P1	Allow development of a limited range of appropriate commercial uses, including retail commercial uses meeting the needs of passengers, hotel guests, and employees in the area,	Yes

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
	on land not needed for ground transportation facilities.	
3.2.4	**Land Use – LAX Northside**	**No**
P1	Provide and maintain landscaped buffer areas along the northern boundary of LAX Northside that 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 view of airport facilities from adjacent residential uses.	No
P2	Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses.	No
P3	Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside.	No
3.2.5	**Land Use – Open Space**	**No**
P1	Protect existing state-designated sensitive habitat areas.	No
P2	Provide sites for habitat restoration or replacement by native habitat.	No
3.3.1	**Conservation – Biotic Communities**	**No**
P1	Protect the existing state-designated sensitive habitat areas.	No
P2	Provide sites for habitat restoration or replacement by native habitat.	No
3.3.2	**Conservation – Sustainability**	**Yes**
P1	Design new facilities to meet or exceed energy prescriptive standards required under Title 24.	Yes
P2	Reduce energy usage and increase usage of green power at all airport facilities and in all operations.	Yes
P3	Increase recycling and source reduction efforts at all facilities and for all operations.	Yes
P4	Increase water conservation in all airport facilities and for all operations.	Yes
P5	Increase use of environmentally and socially responsible products.	Yes
P6	Incorporate sustainable planning, design, and construction practices into all airport projects.	Yes
P7	Integrate sustainable practices into internal policies, business processes, and written agreements.	No
P8	Promote sustainability awareness to airport employees and the greater community.	No
3.4	**Circulation and Access**	**Yes**
P1	Develop direct links from each major Airport Airside and Airport Landside facilities to other Airport Landside and Airport Airside facilities, as appropriate.	Yes
P2	Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.	Yes
P3	Provide facilities that encourage transit ridership.	Yes
P4	Consolidate rental car facilities.	Yes
P5	Develop safe and efficient curbside check-in facilities.	No
P6	Provide convenient short- and long-term parking facilities.	Yes
P7	Provide dedicated employee parking facilities.	No
P8	Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.	Yes
P9	Relieve traffic congestion in the CTA and on area surface streets and roads.	Yes
P10	Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.	Yes
P11	Connect to transit, encouraging transit ridership to LAX.	Yes
P12	Create new mobility options for passengers including pick-up and drop-off areas outside of	Yes

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
	the CTA.	
P13	Provide passengers a fast and reliable new way to get to their flights.	Yes
P14	Reduce vehicle emissions and improve air quality.	Yes
3.5	**Economic Benefits**	**Yes**
P1	Sustain jobs and economic output provided to the local, regional, and state economies.	Yes
P2	Modernize, upgrade, and improve LAX in order to sustain the airport's economic benefits.	Yes
P3	Provide for an efficient arrangement of on-airport cargo facilities.	No
P4	Locate those on-airport uses that are dependent on secondary, ancillary commercial uses, adjacent to such uses.	No
3.6	**Noise**	**Yes**
P1	Maintain and enhance applicable elements of the current Aircraft Noise Abatement Program that pertain to aircraft noise.	No
P2	Update facilities, gates, and runways, to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.	No
P3	Minimize the impacts of aircraft and airport noise through runway orientation.	No
P4	Move nighttime noise-creating activities to the interior of the airfield and away from noise-sensitive areas situated north and south of the airport.	No
P5	Continue use of tug and tow procedures in the Imperial Terminal Area.	No
P6	Use over-ocean procedures during nighttime, when weather permits.	No
P7	Conduct departures to the west along the runway heading until reaching the coastline.	No
P8	Continue to implement LAX's Airport Noise Mitigation Program to mitigate noise impacts to incompatible land uses (residences, schools, hospitals, churches, and libraries).	Yes
P9	Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.	Yes
P10	Require new uses to adhere to applicable state airport land use compatibility regulations.	Yes
P11	Encourage the conversion of incompatible land uses to uses that are compatible with the airport.	Yes
P12	Support the construction and use of a ground run-up enclosure (GRE) to minimize aircraft engine testing noise.	No
P13	Continue to restrict high-powered engine run-up testing during the hours of 2300-0600, unless performed in a GRE.	No
3.7	**Air Quality**	**Yes**
P1	Modify runways and taxiways to reduce airfield delays and congestion in order to lessen air emissions through reduced idle time.	No
P2	Expand and revise the Air Quality Mitigation Program in order to implement and coordinate methods to reduce air pollutant emissions.	No
P3	Establish and implement source controls to reduce construction-related air emissions for on-road and non-road mobile sources and stationary engines.	Yes
P4	Provide facilities that encourage transit ridership.	Yes
P5	Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.	Yes
P6	Encourage and facilitate the conversion of ground support equipment to extremely low emission technology, such as electric power or fuel cells.	No
P7	Develop Intelligent Transportation Systems applications for highway and roadway improvements to minimize traffic and parking congestion and to provide passengers with information that allows them to make informed choices regarding ground access options to	Yes

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
	and from LAX and other regional airports.	
P8	Reduce emissions from all operations including stationary and mobile sources.	Yes
3.8	**Hazardous Waste**	**Yes**
P1	Implement a program for handling of contaminated materials encountered during construction.	Yes
3.9	**Design**	**Yes**
P1	Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.	Yes
P2	Relate Airport Landside facilities to the existing airport infrastructure in a clear, well-organized, functional, and compatible manner.	Yes
P3	Update and/or integrate existing design plans into a comprehensive set of design guidelines for airport facilities.	Yes
P4	Develop and incorporate signage guidelines that provide guidance and establish controls for signage that are appropriate to an airport.	No

Safety

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.

Policy and Program #8: Prohibit uses within FAA designated runway safety areas, including, but not limited to, Runway Safety Areas (RSA) and Runway Protection Zones (RPZ) that create safety hazards.

Policy and Program #9: Prohibit uses that would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.

Policy and Program #10: Prohibit uses that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

Five LAFD fire stations currently serve the LAX LAMP Project site – Fire Stations 5, 51, 67, 80, and 95. LAFD has been consulted, and indicated that Fire Station 95 is currently equipped with a truck containing a 100-foot ladder and have appropriate trained personnel to operate the 100-foot ladder during emergency incidents. In the event of a mechanical failure along the APM guideway, LAFD would be the first responder. The height of the elevated guideway (which ranges between 50 and 70 feet above grade) could pose accessibility constraints depending on the location of the incident, and subsequently affect LAFD's response to reach the APM guideway. LAFD would access the APM with a 100-foot ladder equipped by Fire Station 95.

LAFD has indicated through consultation during preparation of the Draft EIR that the construction of a parallel pedestrian platform alongside the APM guideway would ease LAFD's ability to respond to passengers on the guideway. The APM guideway, as proposed, would be constructed in compliance with the California Public Utility Commission (CPUC) requirements to provide an emergency walkway along the entire guideway to provide egress for passengers and emergency personnel in the event of an emergency. This CPUC-mandated emergency walkway would serve the same purpose as a parallel pedestrian platform requested by LAFD.

The proposed LAX LAMP Project components and future phases would be required to comply with the fire and building code requirements, such as the inclusion of safety features including fire

hydrants, fire sprinklers, and fire extinguishers. Incorporation of these required fire safety features would reduce demand on fire protection and emergency services.

Implementation of the LAX LAMP Project roadway improvements would reduce traffic congestion and the demand for curb-fronts, which would reduce potential for automobile accidents and automobile/pedestrian conflicts, and other automobile-related emergency response incidents at the Airport. Further, the improved traffic flow associated with the proposed LAX LAMP Project would improve response times for LAFD over time. The proposed roadway improvements would not restrict emergency access, increase response times, or extend station responses distances. Additionally, the proposed LAX LAMP Project and future phases have been sited to be clear of FAA designated runway safety areas and would be designed in a manner that would not be an attractant to wildlife that pose a hazard to aircraft operations. The APM electrical and operating system would be required to not interfere with aircraft systems or FAA navigation systems.

Security

Policy and Program #3: 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 #4: Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.

Policy and Program #5: Provide flexibility in facility design to allow for the incorporation of new technologies in security.

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 LAX LAMP Project 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. As the LAX LAMP Project would introduce new uses to the site, including the APM system, ITFs, and a CONRAC, it would result in an increase of occupied area; thus, the Proposed Project and future phases could increase demand for policing activities and result in an increase in vehicle-related incidents (e.g., auto thefts and auto break-ins). Additional law enforcement personnel may be required to patrol the areas particularly outside of the CTA, such as the West and East ITFs and CONRAC. The Proposed Project would incorporate various planned security features, including but not limited to security fencing, surveillance cameras, security lighting, and emergency phones/call boxes, to reduce demand on LAWAPD and need for law enforcement response. Implementation of the proposed roadway improvements would reduce traffic congestion and the demand for curb fronts throughout the Project area. The improved traffic flow associated with the Proposed Project would improve response times for emergency response agencies over time.

In addition, LAWAPD has indicated through consultation during preparation of the Draft EIR that a satellite office within proximity to the CONRAC and ITF East may be desirable to maintain its ability to meet the mandated 5-minute maximum response time for areas east of S. Sepulveda Boulevard. At this time, LAWA has not included a satellite office in the Proposed Project description; however, there is sufficient room in either the CONRAC or ITF East for a satellite office, if it is determined in the future, based on the ongoing consultation with LAWAPD and LAPD that a satellite office should be provided in this area.

Land Use: Airport Airside

Policy and Program #3: 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.

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.

The majority of the Project site is in an area designated in the LAX Plan as Airport Landside, with portions designated as Airport Airside, the Belford Special Study Area, and the newly designated Airport Landside Support Subarea. The Project components have not been located adjacent to residential neighborhoods. The former residential neighborhoods of Manchester Square and Belford were identified as incompatible land uses and have been undergoing voluntary acquisition through LAWA's Aircraft Noise Mitigation Program (ANMP) such that the residential uses could be removed and repurposed for compatible uses. Additionally, the Proposed Project must comply with the LAX Design Guidelines. These Design Guidelines promote land use compatibility between the Airport and surrounding uses, such as residential, and address landscaping, lighting, and setbacks.

Land Use: Airport Landside

Policy and Program #1: Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.

Policy and Program #2: Develop a connection between Airport Landside facilities and nearby Metropolitan Transportation Authority (Metro) facilities.

Policy and Program #3: Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.

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

Policy and Program #5: Provide adequate employee parking and short-term and long-term visitor parking facilities.

Policy and Program #6: 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.

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 the CTA and ground transportation facilities to the east including Intermodal Transportation Facilities, the Consolidated Rental Car Facility and the Automated People Mover system connecting these facilities to the CTA. Aircraft are not permitted under power in this area. Examples of allowed uses include ground transportation facilities, 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. Airport administration and tower control facilities are also located in the CTA. Passenger support facilities and accommodations are allowed.

The proposed ITFs, APM, and CONRAC as *part of the LAX LAMP Project would be consistent with uses allowed by the Airport Landside land use designations, as proposed to be amended.*

The LAX LAMP Project provides additional, adequate public parking facilities for visitors and employees, and provides multiple locations for passenger pick-up and drop-off. The APM system would allow for a seamless connection between Metro and Airport Landside facilities, as well as with other Airport Airside and Airport Landside facilities. The ITFs would also facilitate passenger connections to bus lines and other shuttles.

The road improvement components of the LAX LAMP Project would create efficient connections between I-405 and the Airport Landside facilities, reduce traffic in the CTA and area surface streets, and also reduce vehicle emissions. In addition, the Proposed Project components have not been located adjacent to residential neighborhoods. The former residential neighborhoods of Manchester Square and Belford were identified as incompatible and have been acquired by LAWA such that the residential uses could be removed and repurposed for compatible uses.

Land Use: Airport Landside Support

Policy and Program #1: Allow development of a limited range of appropriate commercial uses, including retail commercial uses meeting the needs of passengers, hotel guests, and employees in the area, on land not needed for ground transportation facilities.

The Airport Landside Support Subarea will support the regional ground transportation network and allow for the development of commercial uses meeting the needs of passengers, visitors and employees of LAX, guests of hotels, and employees of businesses in or around the Specific Plan area.

Land use designations (see Section 2.8 of the LAMP Draft EIR) and Design Guidelines (see Appendix B of the Draft EIR) have been developed to guide the potential future related development in the Airport Landside Support Subarea. Areas along W. Century Boulevard and Airport Boulevard would be developed consistent with commercial uses by providing services to meet the needs of Airport passengers and visitors, as well as guests of the nearby hotels. Such future development could include: theaters; health and fitness centers; layover facilities; galleries or museums; or community uses. The portion of the Belford area south of W. 96th Street and the area between W. 96th Street and W. Arbor Vitae Street would be available to provide Airport-related support uses or commercial development. These parcels are projected to accommodate up to 900,000 sq. ft. of commercial development. The potential future related development would be consistent with uses allowed by the Airport Landside Support land use designation.

Sustainability

Policy and Program #1: Design new facilities to meet or exceed energy prescriptive standards required under Title 24.
Policy and Program #2: Reduce energy usage and increase usage of green power at all airport facilities and in all operations.
Policy and Program #3: Increase recycling and source reduction efforts at all facilities and for all operations.
Policy and Program #4: Increase water conservation in all airport facilities and for all operations.
Policy and Program #5: Increase use of environmentally and socially responsible products.
Policy and Program #6: Incorporate sustainable planning, design, and construction practices into all airport projects.

As indicated earlier, 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 LAX LAMP Project and future phases 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 buildings proposed for the LAX LAMP Project and future phases 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 LAX LAMP Project and future phases 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, LAWA would implement Mitigation Measure MM-GHG (LAMP)-1, Incorporate Solar Energy into LAX Landside Access Modernization Program Facilities, as part of the Proposed Project, which commits installation of a minimum of 5.70 megawatts solar power generation in AC output capacity.

Further, the very objectives of the Proposed Project are to "Enhance the passenger experience by providing new access options, including direct connection to transit; provide easier and more efficient access to rental cars; relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport and other employees, and airport-related vendors; promote the sustainability of LAX by improving the efficiency and operation of the surface transportation system in which LAX operates; and maintain airport operations during construction."

Circulation and Access

Policy and Program #1:	Develop direct links from each major Airport Airside and Airport Landside facilities to other Airport Landside and Airport Airside facilities, as appropriate.
Policy and Program #2:	Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.
Policy and Program #3:	Provide facilities that encourage transit ridership.
Policy and Program #4:	Consolidate rental car facilities.
Policy and Program #6:	Provide convenient short- and long-term parking facilities.
Policy and Program #8:	Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.
Policy and Program #9:	Relieve traffic congestion in the CTA and on area surface streets and roads.
Policy and Program #10:	Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.
Policy and Program #11:	Connect to transit, encouraging transit ridership to LAX.
Policy and Program #12:	Create new mobility options for passengers including pick-up and drop-off areas outside of the CTA.
Policy and Program #13:	Provide passengers a fast and reliable new way to get to their flights.
Policy and Program #14:	Reduce vehicle emissions and improve air quality.

The LAX LAMP Project is designed to reduce the number of commercial and private vehicles within the airport CTA, resulting in improved traffic flows on CTA and surrounding roadways. By implementing the LAX LAMP Project, LAWA seeks to provide more travel time certainty, reduce traffic congestion and improve air quality in and around the Airport. The APM system would provide passengers several different options on how to access/depart LAX airport facilities thus

reducing traffic congestion around the airport. The APM system would connect the passenger terminals in the CTA with the other main components of the Proposed Project located east of the CTA, including the CONRAC and new public parking facilities for employees and visitors at each of the ITFs. Furthermore, the APM would allow for a seamless connection to Metro regional rail and bus system, including the Airport Metro Connector (AMC) transit station located at 96th Street and Aviation Boulevard. The Metro AMC Station, which includes a new bus facility, would improve bus circulation within the Airport area by reducing passenger vehicle traffic that would otherwise occur without the Proposed Project. This feature will improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Roadway modifications in the vicinity of the ITFs are planned primarily to ease access to the APM for vehicles traveling to and from areas north, east, and south of the airport and/or the freeway system. To reduce congestion and address the potential for conflicts between pedestrians and the various transportation modes, the ITFs would provide areas where airport shuttles and private vehicles can separately and efficiently transfer airport users to the APM system. Direct and safe approaches for pedestrians would be provided from all adjacent streets to an interconnected pathway system within the ITF areas.

As previously stated, the very objectives of the Proposed Project are to "Enhance the passenger experience by providing new access options, including direct connection to transit; provide easier and more efficient access to rental cars; relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport and other employees, and airport-related vendors; promote the sustainability of LAX by improving the efficiency and operation of the surface transportation system in which LAX operates; and maintain airport operations during construction."

Construction of the potential future related development 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 sites, haul/delivery trips, and miscellaneous construction-related travel. These construction trips, as well as operational trips could result in traffic impacts on the local roadway system, many of which would be mitigated; however, the proposed project as a whole would be consistent with the LAX Plan policy to relieve traffic congestion in the CTA and on area surface streets and roads.

Economic Benefits

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.

LAX is a major employer on both a local level and a regional level. In addition to being a major provider of permanent positions at the airport, LAX is also a major provider of construction jobs, particularly over the last several years through the economic recession. Two of the Proposed Project's goals, which address the surrounding communities, are intended to sustain jobs and economic output that benefit the communities located around LAX and the City of Los Angeles, including designing, developing, and growing a Transportation Demand Management program to provide increased home-to-work transportation options for LAX employees residing in designated Disadvantaged Communities. The LAX LAMP would provide up to 2,500 construction jobs and roughly 100 permanent LAX jobs.

The LAX LAMP Project would support the ongoing modernization of LAX by improving the landside transportation system serving LAX and improving the passenger and visitor experience. LAWA proposes to implement the LAX LAMP including future phases to continue to advance and

transform LAX's access system and ensure that LAWA, as the principal airport and international gateway to the region, continues to provide world class service for travelers and other airport users. The LAX LAMP Project seeks to improve access options and the travel experience for passengers and shift the location where different modes of traffic operate within the CTA and on the surrounding street network. By implementing the LAX LAMP Project, LAWA seeks to provide more travel time certainty, reduce traffic congestion and improve air quality in and around the Airport. In addition, the APM system will provide a direct connection to Metro's proposed AMC 96th Street Transit Station, to provide passengers, employees, and visitors with direct access to the regional public transportation system.

Noise

Policy and Program #8:	Continue to implement LAX's Airport Noise Mitigation Program to mitigate noise impacts to incompatible land uses (residences, schools, hospitals, churches, and libraries).
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.
Policy and Program #11:	Encourage the conversion of incompatible land uses to uses that are compatible with the airport.

LAWA has an existing voluntary relocation program underway to mitigate aircraft noise impacts on area residences as part of LAWA's Aircraft Noise Mitigation Program (ANMP). As of June 2016, LAWA has acquired all parcels identified with the exception of 6 single-family dwelling units and 31 multi-family dwelling units in the Manchester Square area and one property in the Belford area. Should the land acquisition under the existing ANMP Relocation Plan for Manchester Square not be completed by the time the Proposed Project is approved and advanced into implementation, the City of Los Angeles and LAWA would begin to explore the most appropriate and practical measures (e.g., voluntary acquisition, leasing, and/or eminent domain) to ensure that the designated areas are vacated consistent with the Proposed Project's construction sequencing plan.

In addition, the Stella Middle Charter Academy and Bright Star Secondary Charter Academy facilities located at 5431 W. 98th Street are also located within Manchester Square. This property is owned by the Los Angeles Unified School District (LAUSD) and would be acquired as part of the Proposed Project; the two charter schools would be relocated.

With completion of the ANMP Relocation Plan for the Belford and Manchester Square Areas and implementation of the Proposed Project, the Proposed Project uses would be consistent with surrounding airport uses, the LAX Plan, and state airport land use compatibility regulations. In addition, the proposed ground transportation components are intended to reduce traffic congestion within the CTA and surrounding areas, thereby reducing traffic-related noise. Implementation of standard control measures that are included in the mitigation and monitoring plan (e.g. construction equipment mufflers, enclosures, and buffers) and project specific mitigation measures (e.g. noise curtains) addressing short-term construction noise would be required as part of the Proposed Project as detailed in the EIR.

Air Quality

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.
Policy and Program #4:	Provide facilities that encourage transit ridership.

Policy and Program #5: Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.

Policy and Program #7: Develop Intelligent Transportation Systems applications for highway and roadway improvements to minimize traffic and parking congestions and to provide passengers with information that allows them to make informed choices regarding ground access options to and from LAX and other regional airports.

Policy and Program #8: Reduce emissions from all operations including stationary and mobile sources.

The LAX LAMP Project proposed ground transportation components are intended to reduce traffic congestion within the CTA and vehicle miles traveled to improve air quality, reduce air emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, meet the National Ambient Air Quality Standards defined under the Federal Clean Air Act, and meet the California Ambient Air Quality Standards defined under the California Clean Air Act. Additionally, in compliance with CEQA, numerous applicable commitments and mitigation measures contained in the EIR have been incorporated into the Proposed Project to the extent feasible.

The Proposed Project's ground transportation components also include an APM connection at the Metro AMC Station, which includes a new bus facility, and would improve bus circulation within the airport area by reducing passenger vehicle traffic that would otherwise occur without the Proposed Project. This feature will improve transit access and service to major regional destinations, job centers, and inter-modal facilities, and reduce vehicle congestion by enhancing alternative forms of transportation, including bicycle and pedestrian connections.

LAWA would implement two Project-specific mitigation measures related to Intelligent Transportation Systems (ITS) as part of the Proposed Project, MM-ST (LAMP)-7, Signal System Corridor Improvements – Intelligent Transportation Systems (ITS), City of Inglewood and MM-ST (LAMP)-8, Signal System Corridor Improvements – Closed Circuit TV (CCTV) Camera and Changeable Message Signs (CMS) Installation. LAWA would also contribute its fair share to Caltrans efforts toward implementation of ITS improvements along the I-105 and I-405 corridors, as specified in mitigation measures MM-ST (LAMP)-23, I-105 Freeway Intelligent Transportation System (ITS) Improvements and MM-ST (LAMP)-24, I-405 Freeway Intelligent Transportation System (ITS) Improvements.

Implementation of standard control measures (e.g. LAX-AQ-1, Construction-Related Air Quality Control Measures and LAX-AQ-2, Transportation-Related Air Quality Control Measures) and Project-specific mitigation measures (e.g. preferential use of renewable diesel fuel) as part of the Proposed Project as detailed in the EIR would reduce air quality impacts. As available, the LAX LAMP Project and potential future related development would utilize Tier 4-final construction equipment and comply with USEPA 2010 on-road emissions standards.

Hazardous Waste

Policy and Program #1: Implement a program for handling of contaminated materials encountered during construction.

The proposed LAX LAMP Project and future phases would result in grading of the Project site, the demolition of existing buildings, introduction of new structures, and the construction of new roadways and various roadway improvements. As such, excavation activities may result in encountering previously unidentified soil and/or perched groundwater contamination during construction activities. However, LAWA would comply with OSHA and Cal/OSHA requirements to

minimize exposure of construction workers to contaminated materials. Compliance with these requirements would ensure that contaminated materials encountered or generated during construction are properly identified, stored, remediated, and disposed of.

Design

Policy and Program #1: Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.

Policy and Program #2: Relate Airport Landside facilities to the existing airport infrastructure in a clear, well-organized, functional, and compatible manner.

Policy and Program #3: Update and/or integrate existing design plans into a comprehensive set of design guidelines for airport facilities.

The proposed ITFs, APM, and CONRAC as part of the LAX LAMP Project would be consistent with uses allowed by the Airport Landside land use designation. The LAX LAMP Project provides additional public parking facilities for visitors and employees, and provides multiple locations for passenger pick-up and drop-off. The APM system would allow for a seamless connection between Metro and Airport Landside facilities. The ITFs would also facilitate passenger connections to bus lines and other shuttles.

The road improvement components of the LAX LAMP Project would create efficient connections between I-405 and the Airport Landside facilities, reduce traffic in the CTA and area surface streets, and also reduce vehicle emissions. In addition, the Proposed Project components have not been located adjacent to residential neighborhoods. The former residential neighborhoods of Manchester Square and Belford were identified as incompatible and have been acquired by LAWA such that the residential uses could be removed and repurposed for compatible uses.

Land use designations (see Section 2.8 of the LAMP Draft EIR) and Design Guidelines (see Appendix B of the Draft EIR) have been developed to guide the development of the Proposed Project. Areas along W. Century Boulevard and Airport Boulevard would be developed consistent with commercial uses by providing services to meet the needs of airport passengers and visitors, as well as guests of the nearby hotels on W. Century Boulevard. he potential future related development would be consistent with uses allowed by the Airport Landside land use designation.

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

An Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA). The LAX LAMP Project was analyzed on a project-level in the EIR, while the potential future related development within the LAX Landside Support Subarea were analyzed at a programmatic level in the EIR. Potential future related development could occur on parcels that are needed for construction laydown and staging, but for which LAWA has not yet identified any future use. For those LAMP Project 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 potential future related development will be initiated at such time as LAWA determines that they are needed. The documentation of the EIR is set forth in detail in **Attachment 3**.

IV. 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 request letters to these General Managers are attached for reference as (**Attachment 8)**.

LAX Master Plan Stakeholder Liaison Report

The request for LAX Plan Compliance review was prepared in accordance with Section 7.F.2 of the existing LAX Specific Plan. The SLO notified over 3,500 stakeholders through email of the Proposed Project in addition to publishing the notice on the LAWA website at www.ourlax.org. The public comment period for the LAX Plan Compliance Review for the Proposed Project began on January 10, 2017 and closed on February 10, 2017. Stakeholders were given the opportunity to provide comments online at www.ourlax.org via email at laxstakeholderliaison@lawa.org or by mail. The Stakeholder Liaison's Report provides a summary of the comments received from stakeholders, however, no comments were received on 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 existing 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 has been used to determine if projects will generate trips beyond a threshold established in the existing LAX Specific Plan. 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. 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.

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 2015 report states that there was a 6.05% increase in passenger volumes and a 6.47% in cargo volumes compared to the previous year. The current Aviation Activity Analysis Report is pending, but the LAWA aviation activity traffic comparison for LAX data for 2016 can be accessed via the following link: http://www.lawa.org/uploadedfiles/LAX/statistics/tcom-1216.pdf LAWA had an increase of 7.46% in passenger volumes and an increase of 8.25% in cargo volumes compared to the previous year. LAX remains the primary airport for the region.

Department of Transportation

In accordance with the current LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the Proposed Project to the General Manager of DOT. No comments were received from Los Angeles Department of Transportation (LADOT) on the LAX Plan Compliance.

Department of Public Works - Bureau of Engineering

In accordance with the current 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 recommending that the Proposed Project be reviewed by the City of Los Angeles, Department of City Planning for LAX Plan Compliance. In addition, a recommendation was provided for more detailed reference to the LAWA notifications and postings. LAWA has been working closely with the Department of City Planning on the LAMP entitlements. LAWA has addressed comments and will provide a reference to the project webpage link specifically on future correspondence. The correspondence received from the Bureau of Engineering is included as **Attachment 7.**

V. 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 LAX LAMP Project based on the following findings:

   1. That the LAX LAMP Project complies with the LAX Plan as amended, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan as amended; and

   2. That the LAX LAMP Project was analyzed in compliance 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.

Sincerely,

Deborah Flint
~~Chief~~ Executive Officer

Date: 2/23/17

Reviewed by:

Samantha Bricker
Deputy Executive Director
Project Development and Coordination

Prepared by:

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Attachments
SB:eq