

LAX LANDSIDE ACCESS MODERNIZATION PROGRAM FINDINGS

1.1 PROJECT LOCATION

The Project site, which encompasses approximately 860 acres, is located within and adjacent to Los Angeles International Airport (LAX), which is located within the City of Los Angeles. LAX is situated at the southwestern edge of the City of Los Angeles, and is bounded on the north by the City of Los Angeles communities of Westchester and Playa del Rey; on the south by the City of El Segundo; on the southeast by the unincorporated community of Del Aire and City of Hawthorne; and on the east by the City of Inglewood and the unincorporated community of Lennox.

The Project area is primarily located within the LAX Plan boundaries, although some portions are located within the Westchester–Playa del Rey Community Plan area. The Project is also located in the Airport Landside Subarea of the LAX Specific Plan.

1.2 PROPOSED PROJECT

The proposed Project includes amendments to the LAX Plan, the LAX Specific Plan, and zoning changes for the purpose of implementing the proposed LAX Landside Access Modernization Program (LAMP). Amendments to the LAX Plan included the addition of approximately 23 acres and removal of approximately 8 acres from the LAX Plan, the addition of approximately 41 acres and removal of approximately 8 acres from the LAX Specific Plan, and the rezoning of approximately 30 acres of land zoned C2, M2, and R3 to LAX, and the re zoning of approximately 8 acres of land zoned LAX to C2.

The proposed Project includes several individual components that collectively would improve access to and from LAX. These components include an Automated People Mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), pedestrian walkway connections to the passenger terminals within the Central Terminal Area (CTA), and roadway improvements.

1.3 BACKGROUND

The City of Los Angeles General Plan includes a Framework Element, 35 community plans serving as the Land Use Element, and the following topical elements: Air Quality, Conservation, Housing, Noise, Open Space, Service Systems/Public Recreation, Safety, Mobility Plan 2035 (Transportation Element), and Plan for a Healthy Los Angeles.

The Framework Element for the General Plan (“Framework Element”) provides guidance regarding policy issues for the entire City, including the Project site. The Framework Element also sets forth a

Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The LAX Plan, part of the Land Use Element of the City of Los Angeles General Plan, is the City's Plan for the LAX Area. The LAX Plan was adopted concurrently with the LAX Master Plan Program in 2004 and amended in 2013. The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the Airport in an orderly and flexible manner within the context of the City and region. It provides goals, objectives, policies, and programs that establish a framework for the development of facilities promoting the movement and processing of passengers and cargo within a safe and secure environment. The LAX Plan is intended to allow the Airport to respond to emerging new technologies, economic trends, and functional needs.

Like the LAX Plan, the Westchester–Playa del Rey Community Plan is also part of the Land Use Element of the City of Los Angeles General Plan. It was updated in 2004 and governs both the Westchester and Playa del Rey communities located just north of the airport.

The Mobility Plan 2035 serves as the Transportation Element of the General Plan and includes maps of Citywide roadways and bicycle networks. The Mobility Plan 2035 was recently adopted in 2015 and it is structured around five main objectives: improved safety; enhanced quality of infrastructure; access for all; collaboration, communication, and choice; and environmental and community health. The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users.

The Noise Element of the Los Angeles General Plan references the City's noise standards, which are contained in Los Angeles Municipal Code Section 111 et seq. In addition to addressing issues such as airport-related noise, the Noise Element addresses noise sources and noise mitigation strategies and regulations, including new fixed rail systems. The Noise Element states goals, objectives, and policies related to noise management within the City.

The LAX Specific Plan was adopted at the same time as the LAX Plan in 2004 and has been amended three times: 2007, 2013, and 2016. It establishes the development standards consistent with the LAX Plan for the airport. It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and principals are implemented. The LAX Specific Plan is divided into three subareas: Airport Airside, Airport Landside, and LAX Northside. Currently, one subarea within the LAX Specific Plan, the LAX Northside, has design guidelines for implementation of projects within that subarea. Similarly, design guidelines for the Airport Landside subarea of the LAX Specific Plan are also being proposed.

1.4 REQUESTED ACTIONS

Approve and recommend the adoption of the requested General Plan Amendments, Specific Plan Amendments and Zone Change to revise the zoning of property owned by Los Angeles World Airports (LAWA) or intended to be acquired by LAWA as part of the LAMP.

General Plan Amendments being requested include:

- Amendments to the Land Use Element
- Amendments to the Mobility Plan 2035

Amendments to the Land Use Element: Changes would include amendments to the LAX Plan and Westchester-Playa del Rey Community Plan to conform these plans to the new proposed boundaries. In addition, the LAX Plan would be modified to reflect updated information.

Amendments to the Mobility Plan 2035: Amendments to the Mobility Plan includes updates to maps of the Citywide roadways and bicycle networks.

LAX Specific Plan Amendments being requested include amendments to the LAX Specific Plan to conform the boundaries, descriptions, and regulations as well as text changes to update the plan.

Properties identified in **Table 1** are currently zoned R3-1, M2-1, C2-1, and C2-2 and will be rezoned to LAX zone. These properties are either currently owned by LAWA or intended to be acquired by LAWA as part of the LAX LAMP.

Properties identified in **Table 2** are currently zoned LAX and are to be rezoned to C2. These properties are not owned by LAWA nor intended to be acquired by LAWA as part of the LAX LAMP.

The proposed Project would also require the subdivision of parcels, creation of two new tract maps (Tract Maps 74322 and 74326), vacation of roads, and/or other reconfiguration of parcels.

Table 1: Parcels to be Rezoned to LAX Zone

ASSESSORS PARCEL NUMBER (APN)	STREET ADDRESS	EXISTING ZONING
4124025049	9600 S. Sepulveda Boulevard & 6250 –6286 W. 96th Street	C2-2
4124027029	6155 W. 98th Street	C2-2
4124027031	6200 W. 96th Street	C2-2
4124027032	6206 W. 96th Street	C2-2
4124027900	6175 W. 98th Street & 9750 S. Vicksburg Avenue	C2-2
4124027906	6145 W. 98th Street	C2-2
4124030901/4124030902	6053 W. Century Boulevard	C2-2
4125022900	9300 S. Belford; 5819 W. 93rd Street	R3-1
4125022902	5832 W. Arbor Vitae	R3-1
4125022904	5826 W. Arbor Vitae	R3-1
4125022905	9306 S. Belford Avenue	R3-1
4125022906	9406 S. Belford Avenue	R3-1
4125022907	5838 W. Arbor Vitae	R3-1
4125022908	5844 W. Arbor Vitae	R3-1
4125022909	9400 S. Belford Avenue	R3-1
4125022910	5841 & 5847 W. 93rd Street	R3-1
4125022911	5820 W. Arbor Vitae	R3-1
4125022912	5812–5818 W. Arbor Vitae	R3-1
4125022913	5850–5858 W. Arbor Vitae	R3-1
4125022914	5833–5839 W. 93rd Street	R3-1
4125022915	5823–5829 S. Belford Avenue	R3-1
4125022916	9312–9324 S. Belford Avenue	R3-1
4125023007	9520 S. Belford Avenue	R3-1
4125023900	9418–9422 S. Belford Avenue	R3-1
4125023906	9625–9629 S. Belford Avenue	R3-1
4125023908	9500–9504 S. Belford Avenue	R3-1
4125023909	9508–9512 S. Belford Avenue	R3-1
4125023913	9605–9611 S. Belford Avenue	R3-1
4125023915	9426–9436 S. Belford Avenue	R3-1
4125023916	9606 S. Belford Avenue	R3-1
4125023917	9514 S. Belford Avenue	R3-1

ASSESSORS PARCEL NUMBER (APN)	STREET ADDRESS	EXISTING ZONING
4125023918	5814 W. 96th Street; 9600 S. Belford Ave	R3-1
4125023919	9624–9628 S. Belford Avenue	R3-1
4125023920	9612 & 9614 S. Belford Avenue	R3-1
4125023921	9618–9622 S. Belford Avenue	R3-1
4125023926	5830 W. 96th Street & 9601 S. Belford Avenue	R3-1
4125023927	9630–9635 S. Belford Avenue	R3-1
4125023928	9619–9623 S. Belford Avenue	R3-1
4125023929	9412–9416 S Belford Avenue	R3-1
4125023930	9613 S. Belford Avenue	R3-1
4128002015	9200 Aviation Boulevard	C2-1
4129037037	5343, 5353, 5401, & 5525 W. Imperial Highway; 5324 & 5380 W. 111th Street	M2-1

Table 2: Parcels to be Zoned C2

ASSESSORS PARCEL NUMBER	STREET ADDRESS	EXISTING ZONING	ACREAGE
4124029031	9717, 9725 & 9775 S Airport Boulevard and 5901 W 98 th Street	LAX	3.40
4124029030	5945, & 5959 W 98 th Street	LAX	1.41
4124029028	5965 W 98 th Street	LAX	1.21
4124029012	5972 W 96th Street	LAX	0.15
4124029026	5900 W 96TH Place	LAX	0.21
4124029011	5906 & 5910 W 96TH Place	LAX	0.14
4124029024	5912 W 96TH Place	LAX	0.15
4124029023	5918 W 96TH Place	LAX	0.14
4124029010	5922 W 96TH Place	LAX	0.14
4124029009	5928 W 96TH Place	LAX	0.14
4124029039	5932 W 96TH Place	LAX	0.14
4124029038	5938 W 96TH Place	LAX	0.16
4124029037	5942 W 96TH Street	LAX	0.19
4124029036	5948 W 96TH Street	LAX	0.17
4124029035	5952 W 96TH Street	LAX	0.16
4124029034	5958 W 96TH Street	LAX	0.15
4124029033	5962 W 96TH Street	LAX	0.14
4124029032	5966 W 96TH Street	LAX	0.14
Total Acreage to be rezoned from LAX:			8.34

1.5 CITY CHARTER FINDINGS

1.5.1 CITY CHARTER SECTION 556 – CONFORMANCE WITH THE GENERAL PLAN

Los Angeles City Charter Section 556 and Los Angeles Municipal Code (LAMC) Section 12.32(C)(7) require that prior to adopting a land use ordinance, the City Council finds that the ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.

The proposed General Plan Amendment and LAX Specific Plan amendment comply with the Los Angeles City Charter Section 556 in that they are in substantial conformance with the purposes, intent, and provisions of the General Plan and all of its elements. The Proposed Program is consistent with and

helps to further accomplish the goals, objectives, and policies contained in portions of the General Plan, including the General Plan Framework Element.

The General Plan Framework Element establishes the standards, goals, policies, objectives, programs, terms, definitions, and direction to guide the update of citywide elements and the community plans. The Framework Element is a special purpose element of the City of Los Angeles General Plan that establishes the vision for the future of the City of Los Angeles and the direction by which the citywide elements and the community plans shall be comprehensively updated in harmony with that vision. The Framework Element establishes development policy at a citywide level and within a citywide context, so that both the benefits and challenges of growth are shared.

1.5.2 FINDINGS

The proposed General Plan Amendments and Zone Changes comply with Charter Section 556 in that the recommended amendments and zone changes do reflect the land use patterns, trends and uses in the immediate area and do further the intent, purposes and objectives of the City's General Plan, specifically the Framework Element, the Land Use Element, the Mobility Plan 2035, and the Noise Element.

1.5.2.1 GENERAL PLAN FINDINGS

Framework Element

The LAX Landside Access Modernization Program is consistent with the applicable goals, objectives and policies contained in the Framework Element for the General Plan. Many of the goals, objectives, and policies of the General Plan Framework are not applicable to the proposed Project because they address commercial and neighborhood development. Further, some of the primary objectives stated in the Framework Element call for the City to accommodate land use decisions that support existing and future business needs of the City; facilitate a reduction in vehicular trips, vehicle miles traveled, and air pollution; and plan for the provision of adequate supporting transportation and utility infrastructure.

The proposed Project supports and accommodates the business and transportation needs of Los Angeles. In addition, the proposed ground transportation components are intended to reduce traffic congestion within the CTA, thus reducing vehicle miles traveled and related air pollution. As such, the proposed Project is consistent with the goals, objectives, and policies contained in the Framework Element for the General Plan.

Land Use

The proposed amendments are consistent with the following Land Use Objectives, and Policies:

The Land Use chapter of the General Plan Framework Element designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The General Plan Framework Element's Long-Range Land Use Diagram identifies the corridor along the north side of Century Boulevard as a Regional Center. The remainder of the Study Area were not given a specific designation in the General Plan Framework Element. A

Regional Center is defined as a focal point of regional commerce, identity, and activity that contains a diversity of uses.

- Land Use Objective 3.10

Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

- Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center." Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The LAX Landside Access Modernization Program proposes numerous ground access improvements, including a consolidated rental car facility, two ITFs, and an APM which would link these uses to the CTA and to the future Metro LAX/Crenshaw Light Rail Transit Station near 96th Street and Aviation Boulevard. These ground access improvements would be located within the designated LAX/Century Boulevard Regional Center. By contributing to a hub of regional bus and rail transit both day and night, the ground access improvements proposed would directly support development of the Regional Center concept.

The LAX Landside Access Modernization Program is, therefore, consistent with Land Use Objective 3.10 and Policy 3.10.1 of the Framework Element.

Economic Development

The proposed amendments are consistent with the following Economic Development Policies:

- Policy 7.2.13: Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.
- Policy 7.3.4: Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.

These two policies recognize the crucial role that LAX plays as a major driver of the local and regional economy. 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. According to the LAX Landside Access Modernization Program EIR (Project EIR), the Project would provide up to 2,500 construction jobs and a net increase of roughly 100 permanent LAX jobs, all of which supports the economic and employment growth of the region.

These policies also provide for environmentally sound operations and expansion. This is consistent with the LAX Landside Access Modernization Program as the proposed ground transportation components are intended to reduce traffic congestion within the CTA, thus reducing vehicle miles traveled and related air pollution. Further, in compliance with CEQA, numerous applicable commitments and

mitigation measures contained in the Project EIR have been incorporated into the project to the extent feasible.

The LAX Landside Access Modernization Program is, therefore, consistent with the Economic Development policies of the Framework Element.

Land Use Element – LAX Plan

The LAX Plan comprises four general areas: Airport Airside, Airport Landside, LAX Northside, and Open Space. In addition, the Belford Special Study Area, located east of Airport Boulevard and south of W. Arbor Vitae Street, is designated for Medium Residential and Regional Center Commercial land use; the LAX Plan states that this area is subject to additional study prior to any new development.

Implementation of the proposed Project would require amendments to the Airport Landside area of the LAX Plan to include descriptions of the proposed transportation facilities.

The proposed LAX Plan amendment includes an additional land use designation within the plan area, Airport Landside Support. The purpose of the Airport Landside Support Subarea is to support the Airport regional ground transportation network and to 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. The permitted uses for this Airport Landside Support Subarea is to include all of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14, including, but not limited to: retail uses and restaurants; establishments for the sale and service of alcoholic beverages for on-site and off-site consumption shall be allowed as permitted by and pursuant to any applicable procedures set forth in the LAMC; entertainment uses; hotels; offices; and construction staging and laydown area.

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. Parcels within the Belford Area that were formerly occupied by residential development and are currently zoned R3-1 Residential would be rezoned to LAX Zone. Amendments would include changes to the text of the LAX Plan, updates to the associated plan areas, and changes to the designation of the Belford Special Study Area to Airport Landside and Airport Landside Support.

The proposed amendments are consistent with the following LAX Plan Goals and Policies:

- Goal 1: Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.
- Goal 4: Recognize the responsibility to minimize effects on the physical environment.
- Goal 6: Improve ground access to LAX

These goals are consistent with the LAX Landside Access Modernization Program as the Project includes ground access improvements that would support the role of LAX and other uses in the vicinity by improving multi-modal connections. The proposed ground transportation components are also intended to reduce traffic congestion within the CTA, thus reducing vehicle miles traveled and related air pollution. Further, in compliance with CEQA, numerous applicable commitments and mitigation

measures contained in the Project EIR have been incorporated into the project to the extent feasible. The LAX Landside Access Modernization Program is, therefore, consistent with Goals 1, 4, and 6 of the LAX Plan.

The LAX Plan sets forth the following policies:

- Policy P1: Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges
- Policy P2: Develop a connection between Airport Landside facilities and nearby Metropolitan Transit Authority (Metro) facilities.
- Policy P3: Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.
- Policy P4: Develop direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.
- Policy P5: Provide adequate employee parking and short-term and long-term visitor parking facilities.
- Policy P6: Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from adjacent residential neighborhoods as feasible.
- Policy P7: Provide and maintain landscaped buffer areas along the southern boundary of Airport 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
- Policy P8: 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.

The majority of the Project site is in an area designated in the LAX Plan as Airport Landside, with portions designated as Airport Airside and 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 voluntarily acquired by LAWA through its 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. The LAX Landside Access Modernization Program is consistent with Policies P1 through P8 of the LAX Plan.

The proposed ITFs, APM, and CONRAC would be consistent with the corresponding Airport Landside land use designation and conforms with the LAX Plan policies in that the Project increases parking and develops a 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 Project further support the Plan policies and the amended policies in that it 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. Given these reasons, the proposed Project is consistent with the goals and policies contained in the LAX Plan.

For the purpose of conformity with the LAX Plan and the Specific Plan, the following Section, 3.2.3, Airport Landside Support, and policies are provided in the proposed LAX Plan Amendment:

The Airport Landside Support subarea will support the Airport 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.

The allowable uses within Airport Landside Support subarea include but are not limited to retail, restaurants, entertainment, hotels, and offices.

- Policy P1: Allow development of a limited range of appropriate commercial uses, including retail and commercial uses meeting the needs of passengers, hotel guests and employees in the area, on land not needed for ground transportation facilities.

While there are no specific plans for development of the future related development parcels located in the Airport Landside Support Subarea at this time, the development of these parcels could accommodate up to 900,000 sq. ft. of commercial development. Land use designations and design guidelines have been developed to guide the future development of these parcels. 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 and the local community. For these reasons, the proposed Project is consistent with this policy contained in the LAX Plan Amendment as the potential future related development envisioned for the Landside Support Subarea would primarily serve LAX travelers. However, the potential uses that could be developed in those locations would also serve the local community.

Section 3.4, Circulation and Access, of the proposed LAX Plan amendment provides the following new policies:

- Policy 8: Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.
- Policy 9: Relieve traffic congestion in the CTA and on area surface streets and roads.
- Policy 10: Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.
- Policy 11: Connect to transit, encouraging transit ridership to LAX.
- Policy 12: Create new mobility options for passengers including pick-up and drop-off areas outside of the CTA.
- Policy 13: Provide passengers a fast and reliable new way to get to their flights.
- Policy 14: Reduce vehicle emissions and improve air quality.

The very objectives of the 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.” These Project objectives are consistent and aligned with the policies contained in the LAX Plan Amendment.

Land Use Element – Westchester-Playa del Rey Community Plan

The portion of the Project area that is not property owned by Los Angeles World Airports (LAWA) lies within the Westchester–Playa del Rey Community Plan. The Westchester–Playa del Rey Community Plan is the City’s Community Plan for both the Westchester and Playa del Rey communities.

The proposed Project would require the transfer of certain properties currently included in the Westchester–Playa del Rey Community Plan to the LAX Plan and certain properties from the LAX Plan to the Westchester–Playa del Rey Community Plan; as such, the Project would require amendments including the associated Land Use Designations to the Westchester–Playa del Rey Community Plan, and maps would be updated to adjust the community boundaries to be consistent with the General Plan amendment, the LAX Plan amendment, and the LAX Specific Plan amendment. The locations of these parcels are shown on **Figure 1, Westchester-Playa del Rey Community Plan Proposed Changes**.

The proposed amendments are consistent with the following Westchester-Playa del Rey Community Plan goals, objectives, policies and programs:

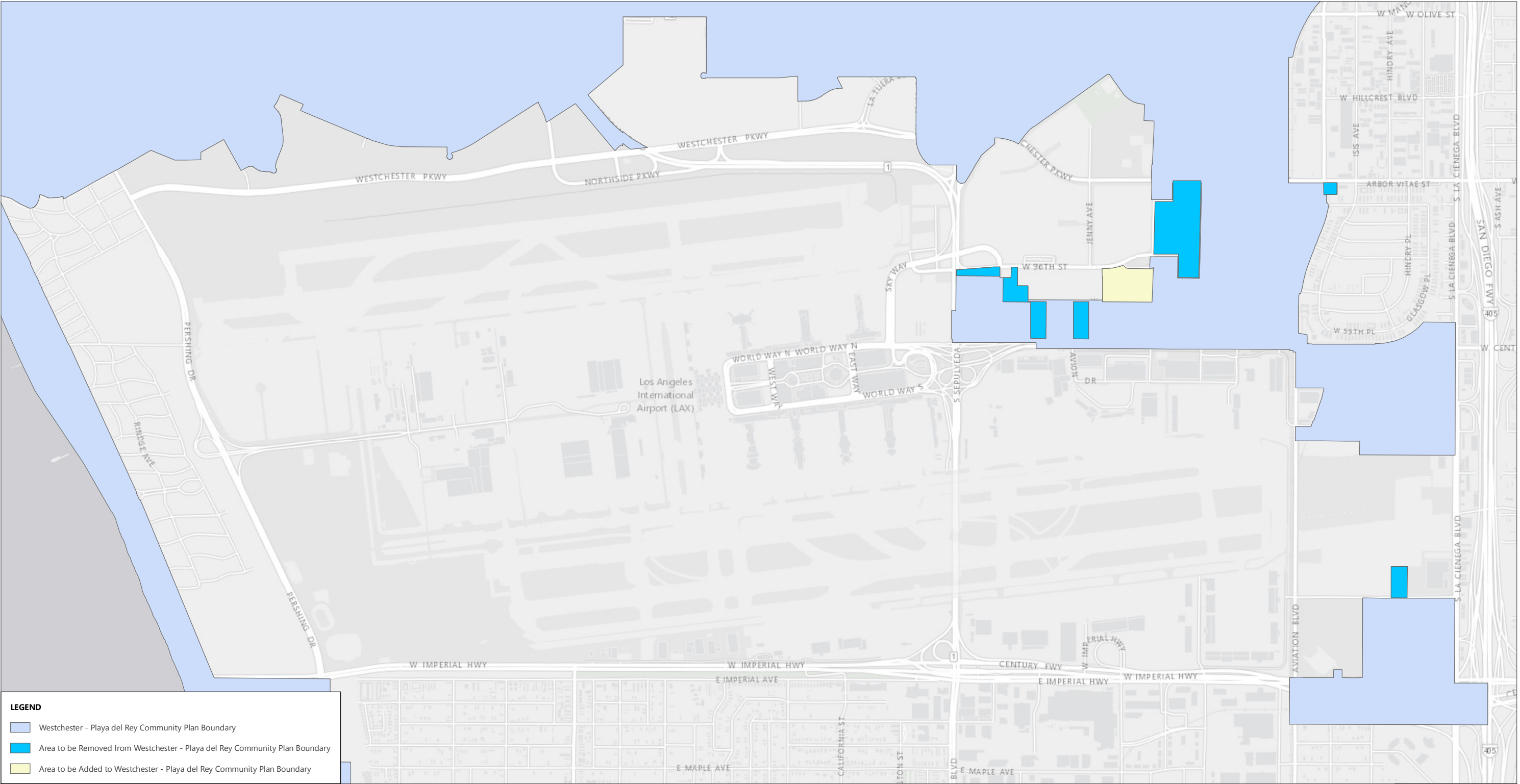


FIGURE 1

- Policy 20-3.3 Improve linkage with the Century Corridor, remote parking facilities, etc., to minimize traffic congestion and improve access to area businesses and amenities.
- Objective 20-4: Operate the Los Angeles International Airport in a manner that results in economic and other benefits for the Westchester–Playa del Rey community.
- Policy 20-4.1: Coordinate the development and operation of LAX with the local community to create economic opportunities where feasible.
- Policy 20-2.1: Encourage attractive and effective buffers such as transitional land use, landscaping, open space, etc. between LAX and the Westchester–Playa del Rey community.

Two of the Project’s goals, which address the surrounding communities, are intended to encourage additional employment opportunities and economic activity that benefits the communities located around LAX and the City of Los Angeles. and to design, develop, and grow a Choice Mobility program to provide increased home-to-work transportation options for LAX employees residing in designated Disadvantaged Communities.¹

According to the LAX Landside Access Modernization Program EIR, the Project would provide up to 2,500 construction jobs and a net increase of roughly 100 permanent LAX jobs, all of which supports the economic and employment growth of the region, and, which is consistent with the Westchester–Playa del Rey Community Plan’s goals and objectives designed for increasing economic opportunities in these communities.

The Project additionally incorporates into the design of the Project safe and efficient bike paths and bike lanes that could be utilized by LAX employees and others residing in the Westchester and Playa del Rey communities, which creates a reduction of Vehicle Miles Travelled (VMT) and air pollution. The Project looks to improve linkage with the Century Boulevard Corridor and remote parking facilities, as called for in the Westchester–Playa del Rey Community Plan’s Policy 20.3-3.

Further, as stated in the Westchester–Playa del Rey Community Plan program, the current Westchester land acquisition project in the Manchester Square and Airport Boulevard/Belford Areas is intended to mitigate noise in the residential areas that are within the designated aircraft noise impact areas adjoining LAX, thereby addressing Policy 20-2.1.

Given these reasons, the LAX Landside Access Modernization Program is consistent with the goals, objectives and policies contained in the Westchester–Playa del Rey Community Plan.

¹ Senate Bill 535 (De Leon, Chapter 830, Statutes of 2012) requires the California Environmental Protection Agency to identify disadvantaged communities for investment opportunities for at least 25 percent of proceeds from the sale of greenhouse gas emission allowances in California’s cap-and trade program. The law requires at least 25 percent of the proceeds to benefit disadvantaged communities and at least 10 percent of the proceeds to be invested in projects located in disadvantaged communities. The communities must be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

- (a) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- (b) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

1.5.2.2 Transportation Element – Mobility Plan 2035

The Mobility Plan 2035, adopted in 2015, is the transportation blueprint for the City of Los Angeles. The Mobility Plan is structured around five main objectives:

- improved safety
- enhanced quality of infrastructure
- access for all
- collaboration, communication, and choice
- and environmental and community health

The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users. Most of the policies contained within the Mobility Plan relate to roadway design and envision a balanced, multimodal transportation system. As such, the Mobility Plan includes specified pedestrian, bicycle, transit, and vehicle enhancements and design standards through the City.

The proposed Project would require amendments to the Citywide General Plan Circulation System Maps for the proposed changes to roadway classifications and amendments to the Bicycle Network Maps.

The proposed amendments are consistent with the following policies contained in the Safety First Chapter of the Mobility Plan:

- Policy 1.1: Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.
- Policy 1.2: Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.
- Policy 1.3: Safe Routes to Schools: Prioritize the safety of school children on all streets regardless of highway classifications.
- Policy 1.4: Design Safe Speeds: Design streets to Targeted Operating Speeds as defined in the Complete Streets Design Guide.

The LAX Design Guidelines, roadway, bike, and pedestrian improvements proposed as part of the Project are consistent with the Safety First Chapter of the Mobility Plan. The Project would comply with Section 3.4.2 and Objective 3.3 of the LAX Design Guidelines. Section 3.4.2, as related to Site Access and Circulation, specifies that roadway improvements be designed to minimize potential conflict between all users. Objective 3.3 of the LAX Design Guidelines, section for Roadways and Streetscapes, states that 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.”

Further, the Project incorporates many design features which address safety. For example, roadway modifications in the vicinity of the ITF East and ITF West are planned primarily to ease access to the APM for vehicles traveling to and from areas east of the airport and/or the freeway system. In an effort to

reduce congestion and address the potential for conflicts between pedestrians and the various transportation modes, the ITF East and West would provide areas where airport shuttles and private vehicles can separately and efficiently transfer airport users to the APM system. To the extent possible, sidewalks would be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping. For these reasons, The LAX Landside Access Modernization Program is consistent with Policies 1.1, 1.2, 1.3, and 1.4 of the Safety First Chapter of the Mobility Plan.

Additional policies in the Safety First Chapter of the Mobility Plan include:

- Policy 1.5: Railroad Crossings: Reduce conflicts and improve safety at railroad crossings through design, planning, and operation.
- Policy 1.6: Multi-Modal Detour Facilities: Design detour facilities to provide safe passage for all modes of travel during times of construction.

The LAX Landside Access Modernization Program features grade separation between roadways, the APM and the Metro line in order to avoid conflict between the various modes of transportation. Additionally, during project construction, a construction traffic management control plan would be implemented that would specify detour facilities to provide safe passage for all modes of travel during times of construction. The LAX Landside Access Modernization Program is, therefore, consistent with Policies 1.5 and 1.6 of the Safety First Chapter of the Mobility Plan.

Other applicable policies in the Safety First Chapter of the Mobility Plan include:

- Policy 1.7: Regularly Maintained Streets: Enhance roadway safety by maintaining the street, alley, tunnel, and bridge system in good to excellent condition.
- Policy 1.8: Goods Movement Safety: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

The proposed Project would improve ground access to and from LAX, which would improve traffic movement and reduce congestion for all vehicles in the vicinity, which would also improve goods movement. The proposed roadways would be integrated into the existing Los Angeles and LAWA maintained street network. The LAX Landside Access Modernization Program is, therefore, consistent with Policies 1.7 and 1.8 of the Safety First Chapter of the Mobility Plan.

The proposed amendments are consistent with the following the policies contained in the World Class Infrastructure and Access for All Angelenos Chapters of the Mobility Plan:

- Policy 2.3: Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.
- Policy 2.5: Transit Network: Improve the performance and reliability of existing and future bus service.
- Policy 2.6: Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.
- Policy 2.9: Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.
- Policy 2.10: Loading Areas: Facilitate the provision of adequate on and off-street loading areas
- Policy 2.12: Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.
- Policy 3.5: Multi-Modal Features: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.
- Policy 3.6: Regional Transportation & Union Station: Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.
- Policy 3.7: Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.
- Policy 3.8: Bicycle Parking: Provide bicyclists with convenient, secure and well maintained bicycle parking 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. Pedestrian paths would be highly visible, well-lit areas to enhance the safety of pedestrians. Street furniture, lighting fixtures, signposts, newspaper stands, trash receptacles, and other elements, would be located alongside each pedestrian accessible route. The Project would further comply with Section 3.4.2 of the LAX Design Guidelines, as related to Site Access and Circulation, which establishes guidelines for roadway design and specifies projects are to “Prioritize pedestrian connections for site access to minimize conflicts and increase safety.”

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 Project. This feature will improve transit access and service to major regional destinations, job centers, and inter-

modal facilities. The Project further would comply with the Roadways and Streetscapes section of the LAX Design Guidelines which presents a balanced approach to multi-modal street design.

The Project is consistent with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the Mobility Plan and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard. As a priority, a Class I bike path will be incorporated on Aviation Boulevard, as practical and feasible, per the standards identified in the Mobility Plan 2035, and generally extending from the Inglewood City limits (W. Arbor Vitae Street) to the north to Century Boulevard to the south. The Project will provide maximum feasible incorporation of other bike paths and bike lanes into the design of the Project, with a fundamental emphasis on ensuring safe and efficient bicycle and vehicular circulation. Signage will be incorporated into the bicycle plans to direct users to existing and proposed facilities, and to reduce bicycle traffic on non-designated roadways/paths. In addition, bicycle access and parking facilities will be provided at the ITFs and major parking lots. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.

For the reasons stated above, the LAX Landside Access Modernization Program is consistent with the policies contained in the World Class Infrastructure and Access for All Angelenos Chapters of the Mobility Plan.

The proposed amendments are consistent with the following policies contained in the Access for All Angelenos Chapter and the Clean Environment & Healthy Communities Chapter of the Mobility Plan:

- Policy 4.8: Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.
- Policy 5.1: Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.
- Policy 5.2: Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

As part of the Project mitigation program, the Project would implement a Transit Demand Management (TDM) plan that includes a set of strategies that will provide Project employees, residents, and patrons alternative transportation connection choices that result in reduced vehicular traffic on the street and freeway system, particularly during the most congested time periods of the day. Complementing these strategies, the Project is designed to functionally integrate with the existing bus and rail transit facilities in the vicinity of the Project Site.

The transportation components of the Project are intended to reduce traffic congestion within the CTA, thus reducing vehicle miles traveled (VMT) and related air pollution. Further, the Project additionally incorporates into the design of the Project safe and efficient bike paths and bike lanes that could be utilized by LAX employees and others residing in the Westchester and Playa del Rey communities, which creates a reduction of VMTs and air pollution. The Project would comply with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the Mobility Plan and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard.

For the reasons outlined above, the LAX Landside Access Modernization Program is consistent with the policies contained in the Access for All Angelenos Chapter and the Clean Environmental & Healthy Communities Chapter of the Mobility Plan.

1.5.2.3 Noise Element

The Noise Element of the Los Angeles General Plan references the City's noise standards, which are contained in Los Angeles Municipal Code Section 111 et seq. In addition to addressing issues such as airport-related noise, the Noise Element addresses noise sources and noise mitigation strategies and regulations, including new fixed rail systems. The Noise Element states goals, objectives, and policies related to noise management within the City.

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.

The proposed amendments are consistent with the following Noise Element goals, objectives, policies and programs:

- Objective 1 (Airports and Harbor): Reduce airport and harbor related noise impacts.
- Policy 1.1: Incompatibility of airports declared by Los Angeles County to be “noise problem airports”.
- Objective 2: (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.
- Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.
- Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.
- Policy 3.1 Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The LAX Landside Access Modernization Program is consistent with the above objectives and policies contained in the Noise Element for the General Plan. With the ANMP Relocation Plan for Manchester Square, the Project uses would be consistent with surrounding airport uses and the LAX Plan. 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 (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 Project as detailed in the Project EIR. As such, the proposed Project is consistent with the objectives and policies contained in the Noise Element for the General Plan.

1.5.3 SPECIFIC PLAN AMENDMENT FINDINGS

1.5.3.1 City Charter Section 558 – Specific Plan Amendment Would Serve the Public Necessity, Convenience and General Welfare of the City of Los Angeles.

Los Angeles City Charter Section 558 require that the City Council finds that the proposed amendments to the LAX Specific Plan are justified in terms of public necessity, convenience, general welfare, and good zoning practice.

The LAX Specific Plan establishes the development standards consistent with the LAX Plan for the airport. It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and principals are implemented. The LAX Specific Plan is divided into three subareas: Airport Airside, Airport Landside, and LAX Northside. Currently, one subarea within the LAX Specific Plan, the LAX Northside, has design guidelines for implementation of projects within that subarea. Similarly, design guidelines for the Airport Landside subarea of the LAX Specific Plan are also being proposed.

The proposed Project would require amendments to the LAX Specific Plan to update the text of the plan to reflect the proposed Project and to facilitate implementation of the programs and policies in the LAX Plan. More specifically, the amendments to the Airport Landside Subarea of the LAX Specific Plan

include descriptions of the proposed transportation facilities. The amended LAX Specific Plan further includes a fourth subarea within the plan area, the Airport Landside Support Subarea.

Airport Airside

Permitted uses in the Airport Airside subarea include but are not limited to airline clubs, retail use, and restaurants; surface and structured parking lots; aircraft under power; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; runways, taxiways, aircraft parking aprons, and service roads; passenger-handling facilities; and other ancillary airport facilities.

Airport Landside

Permitted uses in the Airport Landside subarea include but are not limited to airline clubs, retail use, and restaurants; rental car operations; surface and structured parking lots; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding areas; helicopter operations; navigational aids; passenger-handling facilities; service roads; and the APM system, ITFs, and related facilities.

Airport Landside Support Subarea

The purpose of the Airport Landside Support Subarea is to support the Airport regional ground transportation network and to 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. Permitted uses in the Airport Landside Support subarea include but are not limited to: retail uses and restaurants; entertainment uses; hotels and offices.

The LAX Landside Access Modernization Program would adhere to the development standards and permitted uses of the LAX Specific Plan, which are consistent with the LAX Plan.

The Project is in conformity with public necessity, convenience, general welfare, and good zoning practice because it is in compliance with all applicable Federal Aviation Administration laws and regulations, provides for the development of land uses that will serve as a buffer, contains Project design features to support the general welfare, and provides uses in conformity with good zoning.

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. One of the Project's many goals is to "Generate additional employment opportunities and economic activity that benefit the communities located around LAX and the City of Los Angeles." According to the LAX Landside Access Modernization Program EIR, the Project would provide up to 2,500 construction jobs and a net increase of roughly 100 permanent LAX jobs, all of which supports the economic and employment growth of the region.

As part of LAWA's Aircraft Noise Mitigation Program, portions of the Project site in the Manchester Square area that were once multi-family and single-family dwelling units continue to be acquired to mitigate aircraft noise impacts on area residents and conform to compatible land uses close to airport

operations, thereby addressing the sensitivity of the surrounding community. The proposed amendment would incorporate these properties into the LAX Plan and LAX Specific Plan.

Further, the LAX Landside Access Modernization Program proposed ground transportation components are intended to reduce traffic congestion within the Central Terminal Area (CTA), thus reducing vehicle miles traveled and related air pollution, thereby benefiting the public. Additionally, in compliance with CEQA, numerous applicable commitments and mitigation measures contained in the Project EIR have been incorporated into the project to the extent feasible.

Chapter I of the Los Angeles Municipal Code addresses zoning and planning issues. Article 2, Section 12.19.1 establishes the LAX Zone that applies to those areas within the LAX Specific Plan owned by LAWA. The LAX Zone requires all buildings, structures, and land to be constructed and used in accordance with the LAX Specific Plan. Facilities associated with the proposed Project are consistent with the corresponding LAX Specific Plan designations LAX-A Zone: Airport Airside Subarea and LAX-L Zone: Airport Landside Subarea. Airport Airside Subarea is for the safe and efficient operation of airport airfield activities. Aircraft are permitted to operate under power in this Subarea. The Purpose of the Airport Landside SubArea is to allow for the safe and efficient operation of airport facilities, the primary function of which is to provide access to the airport and process passengers. Aircraft are not permitted to operate under power in this SubArea. The LAX Specific Plan would be amended to include the proposed Project to ensure consistency.

The proposed General Plan amendment and Specific Plan amendments would establish new subareas that would accommodate new uses varying from retail use and restaurants; rental car operations; surface and structured parking lots; airline maintenance and support; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; passenger-handling facilities; service roads; and the APM system, its stations, and related facilities. The proposed Project would generate additional employment opportunities and economic activity that benefits the communities located around LAX and the City of Los Angeles. The Project will provide for retail, restaurant, office, rental car facilities, parking lots, passenger-handling facilities, service road improvements, and more. These uses are consistent with the LAX zone designation.

For the reasons provided in this discussion, the Project will enhance the visitor experience and continue the transformation of LAX into a world-class airport, yet also reduce traffic congestion 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. Further, the Project will reduce traffic and vehicle emissions, and generate additional employment opportunities and economic activity that benefits the communities located around LAX and the City of Los Angeles, and meets the needs of LAWA. Given these benefits to the community and the sensitivity of the surrounding area, the Project is in conformity with public necessity, convenience, general welfare, and good zoning practice.

1.5.3.2 Los Angeles Municipal Code Section 12.32.C.7 – Zone Change and Code Amendment Conformance with the General Plan and Public Necessity, Convenience and General Welfare, and Good Zoning Practice of the City of Los Angeles.

Pursuant to Los Angeles Municipal Code Section 12.32.C.7, a zone change and code amendment shall be approved only after making findings that the action is consistent with the General Plan and is in conformity with public necessity, convenience, general welfare, and good zoning practice.

LAWA requests that certain properties, as identified in Table 1, be rezoned from R3-1, M2-1, C2-1, or C2-2 to LAX zone. The properties to be so rezoned are those not currently zoned LAX that are owned by LAWA or intended to be acquired by LAWA as part of the LAX Landside Access Modernization Program and that fall within the LAX Specific Plan boundaries as amended for the LAX Landside Access Modernization Program. Section 12.19.1 of the Municipal Code defines the LAX zone as applicable to property within the LAX Specific Plan that is owned by LAWA or which LAWA has the right to possess. The permitted uses and dimensional standards within the LAX zone are those contained in the LAX Specific Plan. The properties to be rezoned would be within the LAX Specific Plan. As such, the requested rezoning is necessary to conform zoning with the Specific Plan and is therefore consistent with public necessity, convenience, general welfare, and good zoning practice.

LAWA also requests that certain properties, as identified in Table 2, be rezoned from “LAX” to “C2.” The properties to be so rezoned are not owned by LAWA nor intended to be acquired by LAWA and would no longer fall within the LAX Specific Plan boundaries as a result of the Specific Plan amendment proposed for the LAX Landside Access Modernization Program. Therefore, these properties would not meet the definitional criteria of LAX zone. Amendments to the General Plan requested by LAWA as part of the LAX Landside Access Modernization Program would adjust the boundaries of the LAX Plan and the Westchester–Playa Del Rey Community Plan such that the properties to be rezoned C2 would be within the Westchester–Playa Del Rey Community Plan. To establish consistency between zoning and the General Plan, these properties would need to be rezoned to match the land use designations of the Westchester–Playa Del Rey Community Plan. The C2 zone is consistent with the land use designations of the Westchester–Playa Del Rey Community Plan and with the existing uses of the property. As such, the requested zone change would not materially affect the existing or potential use of the property.

California Government Code Section 65860 states that a city’s zoning shall be consistent with the city’s general plan and that if an amendment to the plan, or any element of the plan, causes there to be inconsistency with zoning, the zoning shall be amended within a reasonable time to establish consistency. The requested zone changes are necessary to comply with the requirements of Government Code Section 65860.