

Los Angeles World Airports

RECOMMENDATION OF THE EXECUTIVE DIRECTOR

LAX PLAN COMPLIANCE REVIEW

Date: July 13, 2017

**Project Name: LAX Terminals 2 and 3
Modernization Project**

Case No.: 001-017LAXSP

**Location: Los Angeles International Airport
(LAX)**

Council District: 11th

Project Description: See Attachment 1

Plan Area: LAX Plan

Plan Land Use: Airport Airside

Zone: LAX-A

CEQA: Environmental Impact Report (EIR)

CEQA No.: ENV-2016-3391-EIR

State Clearinghouse Number: 2016081034

City Clerk Number: EIR-17-002-AD

SUBJECT: LAX Terminals 2 and 3 Modernization LAX Plan Compliance Review

LAX Specific Plan Section 7 (Ordinance No. 176,345 as amended by Ordinance No. 179,148, Ordinance No. 182,542, Ordinance No. 184,348, and Ordinance No. *pending*) 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 Terminals 2 and 3 Modernization Project (hereafter referred interchangeably as Proposed Project), including background information, a project description, recommendation of approval, purpose and need, the requisite findings of fact, and the requisite reports received.

Since the LAX Plan Compliance Review for this project took place, the LAX Plan and LAX Specific Plan have been amended and approved by City Council and are currently awaiting adoption. The LAX Plan Compliance Review process and procedures have been changed and amended. However, since the amendments have not yet been adopted, this project will continue to follow the compliance review process outlined in the currently adopted LAX Plan and LAX Specific Plan. Wherever feasible and appropriate, this compliance review will also acknowledge compliance and make findings in accordance with the newly amended Plans. 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:

Both Terminal 2 (T2) and Terminal 3 (T3) were originally constructed in 1961 as part of the original Central Terminal Area (CTA). T2 was demolished and completely reconstructed in place in 1988. The original T3 1961 'satellite' (the oval building at the end of the existing concourse) was modified around 1970 and other portions of T3 were completed in several stages between 1980 and 1987. There has been no substantial exterior modernization or addition of building space at T2 or T3 since the late 1980s. In addition, the building systems (including heating, ventilation, air conditioning systems, plumbing, electrical, passenger boarding bridges and their support systems) associated with T2 and T3 have not been significantly upgraded, and are therefore, inefficient and at or beyond their useful lives.

Project Summary:

LAWA proposes improvements to existing T2 and T3 at LAX. The Proposed Project consists of several components:

- T2 Concourse Upgrades: Additional floor area and reconfiguring gates;
- T3 Concourse Upgrades: Reconstruction and additional concourse area, new control center, and reconfiguring gates;
- Upgrades to passenger ticketing and baggage process facilities associated with T2 and T3; reconstruction and additional floor area to T2.5 and T3.5 ticketing buildings;
- Safety and security improvements, including a new secure connector between T2 and T3;
- Apron improvements: Relocation of fuel pits, resurfacing/restriping apron area;
- Reconfiguration of passenger gate positions and aircraft-parking layout (increasing the total passenger gates at T2 and T3 from 23 up to 27 gates); and
- Sustainability improvements (i.e., energy efficient building systems).

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

Project Location:

The project site is located at LAX within the CTA. Within the CTA, there are nine passenger terminals with the upper-level associated with departures and the lower level for arrivals. The approximately 41-acre project site is in the north and northeast portion of the CTA on the northern side of World Way, west of Sepulveda Boulevard, east of Pershing Drive, south of Westchester Parkway and north of Imperial Highway.

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 the Proposed Project, are set forth in the LAX Plan and the LAX Specific Plan. The LAX Plan, part of the Land Use Element of the City of Los Angeles General Plan, is the City's Community Plan for the LAX Area. The LAX Plan was adopted concurrently with the LAX Master Plan Program in 2004 and amended in 2013, 2016 and recently amended in June 2017.

The Proposed Project was reviewed for LAX Plan Consistency with both the currently adopted and newly amended LAX Plan. The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of LAX in an orderly and flexible manner within the context of the City and the 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 technologies, economic trends, and functional needs.

The LAX Specific Plan was adopted at the same time as the LAX Plan in 2004 and has been amended four times: 2007, 2013, 2016 and 2017. The last amendment was approved by City Council in June 2017 and is currently awaiting adoption. 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 and implemented. Proposed facilities associated with the LAX Terminals 2 and 3 Modernization Project would be consistent with the goals and policies of both the currently adopted and newly amended versions of both the LAX Plan and Specific Plan.

The LAX Plan, the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates the project site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX A Zone: Airport Airside Sub-Area. The Proposed Project improvements are consistent with the LAX Plan land use designation and with the allowable uses under the LAX Specific Plan.

The land use setting around the project site is generally characterized by LAX landside and airside uses, such as terminal buildings and gates, runways, taxiways, and aircraft apron areas to the north, east, and west; and the CTA, specifically roads, surface parking lots and parking structures, to the south.

II. PURPOSE AND NEED

Purpose and Need:

The underlying purposes of improvements to the facilities at T2 and T3 are to provide improved security, passenger experience, operations, convenience, and quality of service. The specific objectives of the Proposed Project are to:

- Meet Transportation Security Administration (TSA) and U.S. Customs and Border Protection (CBP) requirements for security and customs screening and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security;
- Modernize and revitalize existing T2 and T3 in order to improve passenger level of service and amenities with the terminals and improve building systems, as has been previously done for other terminals within the CTA;
- Coordinate improvements to the aircraft apron area (e.g., aircraft parking positions, passenger boarding bridge locations, aircraft fueling system hydrant locations, ground support equipment parking locations) at T2 and T3 to be compatible with the proposed changes to the T2 and T3 buildings and anticipated airline fleets and uses;
- Enhance the interior and exterior of the terminals to benefit the overall appearance of the CTA;
- Provide a secure connector between T2 and T3 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal, and only go through security once; and
- Provide for improvements within each terminal (T2 and T3) that are common to the functions and operations of both terminals and therefore can be shared between terminals, which, in turn, would improve operational efficiency and flexibility, as well as enhance the quality of customer service by reducing redundancies in passenger and baggage processing by providing facilities that support multiple terminals, when feasible.

III. FINDINGS OF FACT

With the amendment of the LAX Plan in June 2017, the language for the Findings underwent minor changes. Findings (1) and (2) outlines the language in the currently adopted LAX Plan and Findings (1A) and (2A) outlines the language in the amended LAX Plan.

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

LAX Specific Plan (As Currently Adopted)

(1). The Proposed Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Plan (The Proposed Project also complies with all applicable provisions of the LAX Specific Plan).

LAX Specific Plan (As Amended June 2017)

(1A). The Proposed Project complies with the LAX Plan, any design guidelines and standards required by the LAX Plan, and all applicable provisions of the LAX Specific Plan (The Proposed Project also complies with all applicable provisions of the LAX Specific Plan).

Applicable Objectives and Policies:

Compliance with the Vision of the LAX Plan: The LAX Terminals 2 and 3 Modernization Project complies with the proposed use and vision of the LAX Plan, as set forth in Section 1 of that Plan at the time of initial proposal. The Proposed Project contributes to the modernization of the airport in an orderly and flexible manner within the context of the established framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. Within the context of the regional framework, the Proposed Project responds to emerging new technologies, economic trends and functional needs.

Compliance with applicable Goals and Objectives of the LAX Plan: As currently adopted, the LAX Plan identified six goals and 21 supporting objectives to expand on the intent of the LAX Plan vision and provide further direction for the development of the airport. It also identifies specific policies and programs that will be used to implement these goals and objectives. Goals 1 thru 5, along with select objectives, of the LAX Plan are deemed applicable to the various elements of the Proposed Project and are outlined in Table 1. One goal was changed, Goal 4, and one objective was added, Objective 4, during the amendment to the LAX Plan in June 2017. The updated goal and new objective are outlined in Table 2. The Proposed Project complies with the following goals and objectives of the LAX Plan as summarized in Tables 1 and 2.

**Table 1: LAX Plan – Goals and Objectives
(Currently Adopted)**

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 superior facilities, services, and operations to meet the position 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>i.e.</i> , employees, public service personnel, etc.).	Yes

GOAL/ OBJECTIVE	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
Objective 3	Provide and upgrade needed facilities to accommodate current and next-generation larger aircraft associated with international and long-haul domestic travel.	Yes
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.	Yes
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 intrusions 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
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.	No
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.	Yes
Goal 6	Improve ground access to LAX.	N/A
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.	N/A
Objective 2	Re-direct regional airport traffic from the local roadway system, including working in partnership with other governmental agencies to encourage: access improvements on interstate and state highways; improvements in transit connectivity to LAX; and reduction of airport trips through implementation of the regional satellite terminal	N/A

GOAL/ OBJECTIVE	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
	FlyAway full service transportation centers.	
Objective 3	Establish and encourage the development of regional satellite FlyAway full service transportation centers where passengers can receive ticketing, bag check and transportation services to and from regional airports.	N/A
Objective 4	Encourage improved safety and mobility improvements on the International freeway system, such as I-405, I-10, I-105, etc., adjacent to regional airports.	N/A

LAX Plan – Goals and Objectives **(Currently Adopted)**

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

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

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

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

The Proposed Project would be consistent with this goal and would meet objectives by providing new upgraded facilities designed to accommodate aircraft that currently are based out of at LAX. Both Terminals 2 and 3 were originally constructed in 1961, with Terminal 2 completely reconstructed in place in 1988. Other than minor modifications over the years, there has been no substantial exterior modernization or addition of building space at Terminals 2 or 3 since the late 1980s. In addition, the building systems (including heating, ventilation, air conditioning systems, plumbing, electrical, passenger boarding bridges and their support systems) associated with Terminals 2 and 3 have not been significantly upgraded, are inefficient, and are at or beyond their useful lives. The modernization includes upgrading the T2 concourse, demolition and reconstruction of the T3 concourse, increasing square footage for both terminals, a new operation control center, reconstruction of the passenger and baggage processing facilities (ticketing buildings – T2.5 and T3.5) associated with T2 and T3, including new facilities, ticketing and baggage claim, new secured connector. Implementation of the Proposed Project would continue to advance and transform LAX to ensure that LAX remains a world class airport. The Proposed Project would improve security and safety, update inefficient building and operating systems, update Terminals 2 and 3 to be compatible with current and anticipated airline fleets and uses, and add new contemporary amenities, all of which would enhance the travel experience for passengers at LAX, and in particular, within the northern portion of the CTA. The proposed modernization would deliver world class terminal facilities with concessions, holdrooms, and passenger services.

The intent of the Proposed Project is to modernize and revitalize the existing T2 and T3 facilities at LAX. Upon completion of modernizing T2 and T3, functions to improve safety and security will be enhanced to meet TSA and CBP requirements for security and customs screening as well as provide flexible space for next generation passenger and baggage screening.

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

Objective #2: Promote safe air navigation.

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

The structural improvements of the concourse and associated improvements including a new control center or FAA supplemental airport traffic control tower will strive to reach the highest standards of air traffic safety as well as passenger security. The Proposed Project includes replacement/resurfacing, restriping, and relocation of aircraft fuel pits and system hydrant locations. Improvements to the aircraft apron areas also include reconfiguration of passenger boarding bridge locations, ground support equipment parking locations, and reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being additional passenger gate positions (increasing the total gates at T2 and T3 from 23 to 27 passenger gate positions within the existing linear frontage that is currently available to accommodate aircraft parking) to be compatible with proposed changes to the T2 and T3 buildings and anticipated airline fleet and uses. These improvements would enhance safety and efficiency compared to baseline conditions and promote safe air navigation with apron related improvements.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved security, passenger experience, convenience, operations, and quality of service through renovations of aging terminal facilities and apron area. After implementation of the Proposed Project, T2 and T3 would meet TSA and CBP requirements for security and customs screening functions to improve safety and security, as well as provide a secure connector between T2 and T3 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal, and only go through security once.

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.).

Construction activity associated with the Proposed Project would directly and indirectly foster economic growth over the multi-year construction period in terms of spending by workers and the provision of goods and services in support of construction; however, the construction employment would be temporary and transitory in nature, drawing from primarily from an existing local labor pool (i.e., construction workers already living in the greater Los Angeles area transitioning from one construction project to another). Operation of the Proposed Project would not induce economic growth beyond that projected to occur with natural growth in activity levels at LAX that will occur irrespective of the project. Additionally, increased employment within the Los Angeles area, inclusive of LAX, is accounted for in the employment projections of the Southern California Association of Governments, as is described in more detail in Chapter 4, Environmental Impact Analysis, of the Draft EIR.

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.

Applicable commitments and mitigation measures identified as a standard control measure and Project specific mitigation would be implemented as part of the Proposed Project. The LAWA standard control measures/mitigation measures proposed to be implemented as part of the Proposed Project are identified in the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project.

The Proposed Project responds to the development framework set forth for LAX Specific Plan with incorporation of certain refinements reflected in the engineering, design, and construction specifications. 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. 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 Terminals 2 and 3 Modernization Project to implement sustainability measures that would also reduce criteria pollutant emissions.

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

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

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

The Proposed Project would be consistent with the land use designations within applicable on-Airport Land Use Plans including the LAX Plan, LAX Specific Plan, and Airport Layout Plan (as amended). Applicable commitments and mitigation measures identified as a standard control measure and Project specific mitigation would be implemented as part of the Proposed Project to reduce impacts to the surrounding communities and environment. The Proposed Project would improve operational efficiency and flexibility, as well as enhance quality of customer service by reducing redundancies in passenger and baggage processing by providing facilities that support multiple terminals, when feasible thereby maximizing the traveling public's benefit via airport development.

The Proposed Project's EIR was made available on the LAWA website providing opportunity for review and comment. Agencies, organizations and other interested parties in proximity to the project were notified of the Proposed Project through mailings along with notification in the Los Angeles Times, Daily Breeze and Argonaut newspapers. Comments and suggestions could be submitted via the LAWA website: <http://www.lawa.org/ourLAX/Comments.aspx>. Comments were received by the public during the comment period. LAWA's Stakeholder Liaison's Office (SLO) also conducted separate notifications for the Proposed Project and to stakeholders who have registered online at www.ourlax.org to further complement this outreach effort.

Table 2: LAX Plan – Goals and Objectives
(As Amended June 2017)

GOAL/ OBJECTIVE	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
Goal 4	Recognize the responsibility to minimize effects on the physical environment.	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

LAX Plan – Goal and Objective
(As Amended June 2017)

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

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 2017 LAX Plan has one new objective (Objective #4) under the existing Goal #4 that addresses sustainable practices. As indicated previously, 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. 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 Terminals 2 and 3 Modernization Project to implement sustainability measures.

LAX Plan Policies and Programs: The following policies and programs have been developed to implement the LAX Plan goals and objectives to guide airport development and are applicable to the LAX Terminals 2 and 3 Modernization Project. 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 Proposed Project are identified in Table 3 for the adopted LAX Plan and Table 4 for the applicable policies and programs as amended in June 2017.

Table 3: LAX Plan – Policies and Programs
(Currently Adopted)

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 the runways.	No
P3	Construct 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

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
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
P10	Prohibit uses that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	Yes
P11	Support the completion of Runway Status Lights (RWSL) on all runway entrances to ensure the full safety benefit of the successful RWSL system.	No
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.	Yes
P2	Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.	Yes
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.	Yes
P2	Limit airport capacity by restricting the number of gates (including remote gates) to no more than 153 at Master Plan build out.	Yes
P3	Expand and improve employee parking.	No
P4	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
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	N/A
P1	Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.	N/A
P2	Develop a connection between Airport Landside facilities and nearby Metropolitan Transit Authority (MTA) facilities.	N/A
P3	Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit	N/A

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
	systems.	
P4	Develop direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.	N/A
P5	Provide adequate employee parking and short-term and long-term visitor parking facilities.	N/A
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.	N/A
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.	N/A
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.	N/A
3.2.3	Land Use – LAX Northside	N/A
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.	N/A
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.	N/A
P3	Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside.	N/A
3.2.4	Land Use – Open Space	N/A
P1	Protect existing state-designated sensitive habitat areas.	N/A
P2	Provide sites for habitat restoration or replacement by native habitat.	N/A
3.3.1	Conservation – Biotic Communities	N/A
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	Energy Resources	Yes
P1	Design and provide new facilities to meet or exceed energy prescriptive standards required under Title 24.	Yes
P2	Enhance and expand current waste reduction programs to promote recycling at terminals and enhance recycling procurement practices.	Yes
3.4	Circulation and Access	Yes
P1	Develop direct links from each major Airport Airside and Airport Landside facility to other Airport Landside and Airport Airside facilities, as appropriate.	No
P2	Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.	No
P3	Develop and construct at least eight FlyAway service terminals in regional locations that serve LAWA and encourage development of other FlyAway services for other airports in the region.	No
P4	Provide facilities that encourage transit ridership.	No

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
P5	Consolidate rental car facilities.	No
P6	Develop safe and efficient curbside check-in facilities.	Yes
P7	Provide convenient short- and long-term parking facilities.	No
P8	Develop a connection point between the airport and MTA facilities.	No
P9	Provide dedicated employee parking facilities.	No
3.5	Economic Benefit	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.	Yes
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	Update and expand LAX's Airport Noise Mitigation Program to mitigate noise impacts to land uses that would be rendered incompatible (residences, schools, hospitals, churches, and libraries).	No
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.	No
P11	Encourage the recycling of incompatible land uses to uses that are compatible with the airport.	No
P12	Establish the Belford areas as a special study area in order to identify appropriate future uses.	No
P13	Support the construction and use of a run-up enclosure to minimize aircraft engine testing noise.	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.	Yes
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	Develop and construct at least eight FlyAway service terminals in regional locations that serve	No

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
	LAWA in order to provide direct access via clean-fueled transport and encourage development of other FlyAway services for other airports in the region.	
P5	Provide facilities that encourage transit ridership.	No
P6	Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.	No
P7	Encourage and facilitate the conversion of ground support equipment to extremely low emission technology, such as electric power or fuel cells.	No
P8	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 and from LAX and other regional airports.	No
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.	No
P3	Update and/or integrate the following existing design plans: LAX Street Frontage and Landscape Development Plan (June 1994); LAX Cargo Facilities Design Guidelines (April 1998); LAX Northside Design Plan and Development Guidelines (1989); Design and Construction Handbook (May 2012)-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

LAX Plan – Policies and Programs (Currently Adopted)

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.

The City of Los Angeles Fire Department (LAFD) provides fire protection services to the project site. Four LAFD fire stations are located on airport property (Fire Station Nos.

80, 51, 5, and 95). The project site is currently developed and used for airport uses, and the boundary of the Proposed Project would not extend beyond the current airport boundary. The Proposed Project would comply with all applicable city, state, and federal codes and ordinances, including LAFD and Los Angeles Building and Safety requirements.

The Proposed Project 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 improvements would not restrict emergency access, increase response times, or extend station responses distances. In accordance with LAWA practice, access routes in the vicinity of the project site would be kept clear and unobstructed at all times in accordance with FAA, State Fire Marshal and Los Angeles Fire code regulations and therefore will not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Releases of any hazardous materials are subject to a complex set of regulatory and reporting requirements, including notification to the LAFD and the state Office of Emergency Services (OES). Remediation of contamination is subject to stringent oversight by federal, state, county, and city agencies, depending on the nature of contamination. In addition to the applicable laws and regulations including LAFD contamination oversight, the technical specifications for construction projects at LAX include provisions specific to "Removal and Disposal of Petroleum Hydrocarbon-Impacted Soils" that delineate procedures and requirements relative to the identification, evaluation, management, and treatment/disposal of soils impacted by jet fuels and other hydrocarbons.

Additionally, the Proposed Project would be clear of FAA designated runway safety areas designed in a manner that would not be an attractant to wildlife that pose a hazard to aircraft operations. The electrical and operating system associated with the Proposed Project would be required to not interfere with aircraft systems or FAA navigation systems.

Security

- Policy and Program #1: 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.
- Policy and Program #2: Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.
- Policy and Program #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.

Both the Los Angeles World Airport Police Division (LAWA PD) and the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail) provide police protection services to LAX, including the Proposed Project site. Demand for on-Airport police protection services is typically determined by increases in aircraft activity and employees. The Proposed Project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could otherwise occur in the absence of the Proposed Project nor would it substantially increase long-term employment that would result in need for additional police protection. Consultation with the Los Angeles Police Department, other law enforcement agencies and security experts will occur during the facility planning and design phase to ensure input is provided on the security related activities associated with the Proposed Project that would affect the airport, airline passengers, and the surrounding community.

Land Use

Airport Airside

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

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

Policy and Program #4: Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from them as feasible.

The Proposed Project site is located within the northern portion of the CTA of the airport. Both Terminals 2 and 3 are located in the central area of the airfield and in the CTA, generally removed from communities near LAX. The former and existing LAX Plan, the City of Los Angeles General Plan Land Use Element that governs uses on LAX, designates the site as Airport Airside. The corresponding LAX Specific Plan designates this area as LAX A Zone: Airport Airside Sub-Area. The Proposed Projects improvements are consistent with the LAX Plan land use designation and with allowable uses under the former and existing LAX Specific Plan. The land use setting around the project is generally characterized by LAX landside and airside uses, such as terminal buildings and gates, runways, taxiways, and aircraft apron areas to the north, east, and west; and the CTA, specifically roads, surface parking lots, and parking structures, to the south.

The LAX Terminals 2 and 3 Modernization Project would provide modern facilities meeting current building standards. However, the Proposed Project would not have

effect aircraft operations at LAX, and would remain in compliance with the provisions of the 2006 Stipulated Settlement, which restricts the number of gates to no more than 153 at LAX Master Plan build-out.

Energy Resources

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

Policy and Program #2: Enhance and expand current waste reduction programs to promote recycling at terminals and enhance recycling procurement practices.

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 Project to implement a number of measures that would promote energy and resource efficiency, including: exceeding the California Energy Code requirements (based on the 2008 Energy Efficiency Standards) by 15 percent; use of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 30 percent; providing readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling; and use of low-emitting adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, caulks, and other materials. Development of the new buildings for the Proposed Project would also 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 addition, the Proposed Project would incorporate energy reducing U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver level of sustainability measures, which would reduce these demands substantially compared with the existing facility.

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

The existing traffic setting is generally categorized by on- and off-airport traffic. Traffic is primarily a mix of private vehicles, buses, shuttles, taxis, limousines, LAWA vehicles, airline and airport employees, tenants, deliveries, and support services that operate within the CTA and on the local airport area roadway network, including Century Boulevard, Sepulveda Boulevard, Aviation Boulevard, Lincoln Boulevard, Westchester Parkway, Imperial Highway, I-405, and I-105. Traffic levels and operating conditions on- and off-airport vary throughout the day, week and time of year, ranging from good to poor.

One component of the Proposed Project would include a new secure connector (enclosed/controlled passenger corridor) between T2 and T3 developing a direct link between airport airside facilities. In addition, development of safe and efficient curbside

check-in facilities would be incorporated into the design. The Proposed Project would not result in any changes to existing T2 and T3 access or curbs. Curbs would continue to be used for passenger drop-off/pick-up and curbside baggage drop-off, although the exterior door locations (entrance/exit) would be shifted to accommodate the new design.

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.

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

The Proposed Project would directly and indirectly foster economic growth over the multi-year construction period in terms of spending by workers and the provision of goods and services in support of construction; however, the construction employment would be temporary and transitory in nature, drawing from primarily from an existing local labor pool (i.e., construction workers already living in the greater Los Angeles area transitioning from one construction project to another). Additionally, increased employment within the Los Angeles area, inclusive of LAX, is accounted for in the employment projections of the Southern California Association of Governments.

Noise

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

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

Noise control is one of the most important environmental considerations in airport planning. LAX has a long history of addressing aircraft noise impacts through noise source control and noise mitigation for certain land uses (residences, schools, hospitals, churches, and libraries) that are rendered incompatible due to airport noise impacts. Also, LAX enjoys the unique advantage of being located adjacent to the Pacific Ocean, benefiting from the ability to conduct operations over the ocean, greatly reducing take-off noise impacts on residential communities. The Proposed Project is for the modernization of the existing T2 and T3; therefore, renovation and improvements

associated with the Proposed Project would remain in the same location in the CTA. The Proposed Project does not entail changes to the existing T2 or T3 access and curbside conditions. As such, no notable changes in overall curbside vehicular activity and associated vehicle noise levels are anticipated to occur as a result of the project. Implementation of the proposed project is not anticipated to result in changes in air traffic procedures for airspace route and runway assignment, including during noise-sensitive hours, or routing of aircraft between the runways and their parking positions. FAA air traffic control would continue to allocate runway assignment in order to balance runway use and maximize the efficiency of the airport. Operation of the Proposed Project would not generate any additional noise, nor would it increase the number of daily flights arriving and departing from LAX or the ambient growth in aviation activity at LAX that is projected to occur in the future.

Construction of the Proposed Project would occur in an area generally removed from the communities near LAX. The nearest noise sensitive land uses are the Hyatt Hotel on Century Boulevard approximately 2,000 feet to the east, and residential development approximately 3,200 feet to the north in Westchester. Construction activities are considered to have a significant impact relative to construction noise if construction activities lasting more than ten days in a three-month period would exceed baseline ambient exterior noise levels by 5 dBA or more at a noise-sensitive use per City of Los Angeles, L.A CEQA Thresholds Guide, 2006. The noise level from construction activity within the project site would not exceed the existing daytime or nighttime ambient noise level at either noise-sensitive use and, in fact, would be lower than existing ambient noise levels. Therefore, noise from construction equipment would not expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

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.

Operation of the Proposed Project would not result in changes to air traffic patterns or an increase in airport operations as a result of the LAX Terminals 2 and 3 Modernization Project. Implementation of the Proposed Project is not anticipated to result in a change to air traffic procedures for airspace route and runway assignment or routing of aircraft between the runways and their parking position. FAA air traffic control would continue to allocate runway assignment in order to balance runway use and maximize efficiency of the airport. Based on the above, air pollutant emissions associated with operation of the Proposed Project would be less than significant and operation of the Proposed Project would not: (1) conflict with or obstruct implementation of the applicable SCAQMD plans; (2) violate any air quality standard or contribute substantially to an existing or projected air quality violation; (3) result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (PM10, PM2.5, and O₃ precursors [Nox and VOC]) under an applicable federal or state ambient air quality (including releasing emissions which exceed quantitative thresholds for ozone precursors); and/or (4) expose sensitive receptors to substantial pollutant concentrations.

Construction equipment used for the Proposed Project would be required to comply with federal and state fuel efficiency standards. In addition, Standard Control Measures LAX-AQ-1 (Construction-Related Air Quality Control Measures) and AQ (T2/T3)-1 (Preferential Use of Renewable Diesel Fuel), intended to reduce significant construction-related air quality impacts, are also applicable to fuel consumption of construction of construction equipment and the reduction of reliance on fossil fuels. Therefore, the Proposed Project would not result in wasteful, inefficient, or unnecessary energy use associated construction activities.

LAWA has implemented a wide range of actions designed to reduce temporary, construction-related air pollutant emissions from its ongoing construction program and has established aggressive construction emissions reduction measures, particularly with regard to requiring construction equipment and heavy duty trucks to be newer models that have low-emission engines or be equipped with emissions control devices. To achieve this commitment, LAWA has developed standard control measures which would be applied to the Proposed Project as mitigation measures.

Hazardous Waste

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

Hazardous materials generated and used at LAX include substances such as motor oil, cleaning solvents, and wastes from spills and leaks. Use and disposal of hazardous materials at LAX complies with regulations and procedures for handling and storage of hazardous materials, including adhering to local, state, and federal standards.

The Proposed Project would result in grading of the project site, the demolition of existing buildings, introduction of new structures, and various apron improvements. As such, excavation activities may result in encountering previously unidentified soil and/or perched groundwater contamination during construction activities. However, construction activities 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 #3: Update and/or integrate the following existing design plans: LAX Street Frontage and Landscape Development Plan (June 1994); LAX Cargo Facilities Design Guidelines (April 1998); LAX Northside Design Plan and Development Guidelines (1989); Design and Construction Handbook (May 2012).

The Proposed Project is the modernization and revitalization of existing T2 and T3 at LAX. The land use setting around the project site is generally characterized by LAX

landside and airside uses, such as terminal buildings and gates, runways, taxiways, and aircraft apron areas to the north, east, and west; and the CTA specifically roads, surface parking lots, and parking structures to the south. The Proposed Project appropriately relate to airport facilities that are adjacent community land uses to the scale and level of activity of those uses.

Design and construction of the Proposed Project would comply with current Los Angeles Building Code and Uniform Building Code requirements to reduce potential risks associated with fault rupture or strong seismic ground shaking. Numerous safeguards are required by law to minimize the potential for, and the effects from, an accident if one were to occur. FAA's Airport Design Standards establish, among other things, land use related guidelines to protect people and property on the ground, including establishment of safety zones that keep areas near runways free of objects that could interfere with aviation activities.

In 2008, LAWA developed Sustainable Airport Planning, Design and Construction Guidelines for Implementation on All Airport Projects (LAWA Guidelines), which were subsequently updated in 2009 and 2010. The LAWA Guidelines were developed to provide a comprehensive set of performance standards focusing on sustainability specifically for Airport projects on a project-level basis. The LAWA Guidelines incorporate a "LAWA-Sustainable Rating System" based on the number of planning and design points and construction points a project achieves, based on the criteria and performance standards defined in the LAWA Guidelines, which is similar to LEED.

**Table 4: LAX Plan – New Policies and Programs
(As Amended June 2017)**

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
3.3.2	Sustainability	Yes
New	Reduce energy usage and increase usage of green power at all airport facilities and in all operations.	Yes
New	Increase recycling and source reduction efforts at all facilities and for all operations.	Yes
New	Increase water conservation in all airport facilities and for all operations.	Yes
New	Increase use of environmentally and socially responsible products.	Yes
New	Incorporate sustainable planning, design, and construction practices into all airport projects.	Yes
New	Integrate sustainable practices into internal policies, business processes, and written agreements.	Yes
New	Promote sustainability awareness to airport employees and the greater community.	Yes
3.4	Circulation and Access	Yes
New	Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.	Yes

POLICIES AND PROGRAMS	DESCRIPTION	APPLICABLE TO PROPOSED PROJECT
New	Relieve traffic congestion in the CTA and on area surface streets and roads.	No
New	Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.	No
New	Connect to transit, encouraging transit ridership to LAX.	No
New	Create new mobility options for passengers including pick-up and drop-off areas outside of the CTA.	No
New	Provide passengers a fast and reliable new way to get to their flights.	No
New	Reduce vehicle emissions and improve air quality.	No

LAX Plan – New Policies and Programs **(As Amended June 2017)**

Sustainability

- Reduce energy usage and increase usage of green power at all airport facilities and in all operations.
- Increase recycling and source reduction efforts at all facilities and for all operations.
- Increase water conservation in all airport facilities and for all operations.
- Increase use of environmentally and socially responsible products.
- Incorporate sustainable planning, design, and construction practices into all airport projects.
- Integrate sustainable practices into internal policies, business processes, and written agreements.
- Promote sustainability awareness to airport employees and the greater community.

LAWA is committed to continuous sustainability performance improvement in future years to achieve the goal of being a global leader in sustainability. As indicated previously under Goal 4 – recognizing the responsibility to minimize effects on the physical environment, and in the Design, Energy and Resources Sections, 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 Project to implement a number of measures that would promote energy and resource efficiency, including: exceeding the California Energy Code requirements (based on the 2008 Energy Efficiency Standards) by 15 percent; use of plumbing fixtures and fixture fittings that will reduce the overall use of potable water within the building by 30 percent; providing readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling; and use of low-emitting adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, caulks, and other materials. Development of the new buildings for the Proposed Project would implement LAWA's plans, policies,

and principles related to energy and resource efficiency and sustainability including the Sustainable Airport Planning Design and Construction Guidelines. In compliance with the LAWA Sustainability Guidelines, the Proposed Project would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code). In addition, the Proposed Project would incorporate energy reducing U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver level of sustainability measures, which would reduce these demands substantially compared with the existing facility.

Circulation and Access

- Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.

Improvements to the facilities at T2 and T3, and their respective ticketing buildings, are intended to provide improved passenger experience, convenience, and quality of service through renovations of aging terminal facilities. Implementation of the Proposed Project is not anticipated to result in a change in the number of passengers accommodated at LAX than what could occur in the absence of the project. The airport would continue to operate as it is currently, and passengers would not change their modes of transportation or their arrival and distribution patterns as a result of the Proposed Project. As such, implementation of the Proposed Project is not anticipated to result in impacts on the CTA roadways system and on the off-airport roadway network in the vicinity of LAX.

Environmental Compliance Findings:

(2) LAX Specific Plan (As Currently Adopted)

That the Proposed Project has been adequately analyzed in compliance with CEQA and the applicable master plan commitments and mitigation measures contained in the Mitigation Monitoring Reporting Program (MMRP) or identified in any subsequent environmental review have been incorporated into the project to the extent feasible.

(2A) LAX Specific Plan (As Amended June 2017)

That the environmental effects of the Proposed Project have been assessed in compliance with CEQA.

The LAX Terminals 2 and 3 Modernization Project has been analyzed in compliance with CEQA. The documentation of the Environmental Impact Report (EIR) is set forth in detail as **Attachment 3**.

IV. REPORTS RECEIVED

The LAX Specific Plan, in effect at the time of this review was processed, required that the Executive Director consider input from a number of sources. These include the Stakeholder Liaison (SLO) and their 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 and the SLO are attached for reference as **(Attachment 7)**).

LAX Master Plan Stakeholder Liaison Report

Notice of the request for LAX Plan Compliance review was posted in accordance with Section 7.F.2 of the former LAX Specific Plan. Notice of the Proposed Project was posted on the LAWA website. The public comment period for a LAX Plan Compliance Review for the Proposed Project began on January 10, 2017 and closed on February 10, 2017. The Stakeholder Liaison's Report provides a summary on the comments received from stakeholders.

The SLO notified stakeholders through various modes of communication (email and US Mail) of the Proposed Project in addition to publishing the notice online at www.ourlax.org. Stakeholders were given the opportunity to provide comments online at www.ourlax.org, via email at laxstakeholderliaison@lawa.org or by mail. A total of one (1) comment was received from a stakeholder. Although the comment was submitted as part of the LAX Plan Compliance review, the commenter was seeking further clarification on the project and not on the LAX Plan Compliance.

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

Traffic Generation Report

The Annual Traffic Generation Report was prepared pursuant to the former LAX Specific Plan, Section G by the Ground Transportation Section of the Capital Programming and Planning Group (CPPG) at LAWA. It has been used to determine if projects will generate trips beyond a threshold established in the 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.

As required by the former LAX Specific Plan, the monitoring of the airport trips shall be conducted during the airport's peak weekday hour of 11 a.m. to noon and during the month of August – the peak travel month. The LAX Specific Plan required LADOT approval of the annual report before submittal to the Department of City Planning, to the Board of Airport Commissioners, and to the City Council. According to the traffic forecasts in the LAX Master Plan environmental documents, at full build-out of the approved alternative (Alternative D), the total trip generation of all airport-related uses will be 26,011 during the airport peak hour of the projected build-out year. This represents a net increase of 8,236 trips when compared to baseline conditions of 1996 at 17,725. The results from the 2016 survey indicate that LAX-related uses generated 17,217 vehicle trips during the airport peak hour for August 2016. This total is below the projected LAX Master Plan build-out total of 26,011 airport peak hour trips.

The current 2016 Traffic Generation Report for LAX is provided as **Attachment 5** and can be accessed via the following link:

<http://www.lawa.org/uploadedFiles/OurLAX/pdf/Traffic%20Generation%20Report%202016.pdf>

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 2016 version of the LAX Specific Plan per Section 7.G.1.b, Monitoring and Reporting. This report includes the latest analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX. LAWA had an increase of 7.40% in passenger volumes and an increase of 2.98% in cargo volumes compared to the previous year. LAX remains the primary airport for the region.

The current 2016 Aviation Activity Analysis Report aviation activity traffic comparison for LAX is provided as **Attachment 6** and can be accessed via the following link:

<http://www.lawa.org/uploadedFiles/OurLAX/pdf/AviationActivityAnalysis2016.pdf>.

Department of Transportation

In accordance with the 2016 version of the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the Proposed Project to the General Manager of Los Angeles Department of Transportation (LADOT). No comments were received from LADOT on the LAX Plan Compliance.

Department of Public Works - Bureau of Engineering

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the Proposed Project to the City Engineer, Los Angeles Department of Public Works - Bureau of Engineering (BOE). No comments were received from BOE on the LAX Plan Compliance.

V. RECOMMENDATION:

Under the authority granted by 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 Terminals 2 and 3 Modernization Project based on the following findings:

LAX Specific Plan (As Currently Adopted)

(1). The Proposed Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Plan (The Proposed Project also complies with all applicable provisions of the LAX Specific Plan).

LAX Specific Plan (As Amended June 2017)

(1A). The Proposed Project complies with the LAX Plan, any design guidelines and standards required by the LAX Plan, and all applicable provisions of the LAX Specific Plan (The Proposed Project also complies with all applicable provisions of the LAX Specific Plan).

Environmental Compliance Findings:

(2) LAX Specific Plan (As Currently Adopted)

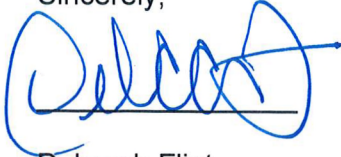
That the Proposed Project has been adequately analyzed in compliance with CEQA and the applicable master plan commitments and mitigation measures contained in the Mitigation Monitoring Reporting Program (MMRP) or identified in any subsequent environmental review have been incorporated into the project to the extent feasible.

(2A) LAX Specific Plan (As Amended June 2017)

That the environmental effects of the Proposed Project have been assessed in compliance with 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:

6/30/17

Reviewed by:



Samantha Bricker
Deputy Executive Director
Environmental Programs Group

Reviewed by:



Evelyn Quintanilla
Chief of Airport Planning II

Prepared by:



Angelica Espiritu
City Planner

Attachments
SB:EQ:ae