



## Los Angeles World Airports

### RECOMMENDATION OF THE EXECUTIVE DIRECTOR

#### LAX PLAN COMPLIANCE REVIEW

Date: November 23, 2016

Project Name: **Los Angeles International  
Airport (LAX) Terminal 1.5  
Project**

Case No.: **001-016LAXSP**

Location: **100 World Way, Los Angeles**

Council District: **11<sup>th</sup>**

Project Description: **See Attachment 1**

Plan Area: **LAX Plan**

Plan Land Use: **Airport Airside**

Zone: **LAX-A**

CEQA: **Mitigated Negative Declaration**

City Clerk Number: **NG-16-275-AD**

**SUBJECT: LAX Plan Compliance Review of the Terminal 1.5 Project**

LAX Specific Plan Section 7 (Ordinance No. 176,345 as amended by Ordinance No. 179,148, Ordinance No. 182,542, and Ordinance No. 184,348) mandates that the Executive Director make a recommendation regarding LAX Plan Compliance for all projects (as defined in the LAX Specific Plan) to the Board of Airport Commissioners (BOAC) and the City Council prior to construction and issuance of any grading permit, building permit, use of land permit, or initiation of construction of a 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 Terminal 1.5 Project (hereafter referred to as the proposed project), and includes a proposed project description, recommendation of approval, purpose and need, findings of fact, and the requisite reports received. The Executive Director has reviewed the proposed project for LAX Plan Compliance based on (a) a written description of the proposed project; (b) the Final Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the proposed project; (c) the most recent annual traffic generation report; and (d) the most recent annual aviation activity analysis.

#### **I. PROPOSED PROJECT DESCRIPTION:**

**Project Summary:** The proposed project would include construction of a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX to improve passenger quality of service and provide additional space to help meet federal security requirements. The proposed project would include passenger and baggage screening, ticketing, and baggage claim facilities; a secure connection between existing Terminals 1 and 2; and office and support space. In addition, the proposed project

would provide an additional passenger processing facility to encourage more active utilization of the existing curb between Terminals 1 and 2.

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

**Project Location:** LAX encompasses approximately 3,650 acres and is situated at the western edge of the City of Los Angeles. The project site is located within the Central Terminal Area (CTA) of LAX. LAX is situated within the City of Los Angeles, an incorporated city within Los Angeles County. The project site is in the northern portion of the CTA, west of Sepulveda Boulevard and Sky Way, north of World Way, east of the Tom Bradley International Terminal, and south of the LAX north airfield complex. To the north of LAX is the community of Westchester (part of the City of Los Angeles), to the south is the City of El Segundo, to the east are the City of Inglewood and the unincorporated Los Angeles County community of Lennox, and to the west is the Pacific Ocean.

The proposed project is located entirely within the LAX Plan area and the LAX Specific Plan area of the City of Los Angeles. The LAX Plan, which is part of the General Plan of the City of Los Angeles, designates the land use for the project site as "Airport Airside." The LAX Specific Plan, which establishes zoning and development regulations and standards consistent with the LAX Plan, designates the zoning for the project site as Airport Airside Sub-Area (LAX-A Zone).

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

## **II. RECOMMENDATION:**

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

- A. That BOAC and the City Council grant the request for LAX Plan Compliance approval for the proposed project based on the following findings:
  1. The proposed project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan; and
  2. The proposed project has been adequately analyzed in compliance with the California Environmental Quality Act (CEQA), and the applicable measures contained in the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) or identified in any subsequent environmental review have been incorporated into the proposed project to the extent feasible.
- B. That BOAC make the above prescribed findings and recommend to City Council that it approve the request for LAX Plan Compliance.

## **III. PROJECT OBJECTIVES**

**Project Objectives:** LAWA's focus on addressing aging infrastructure, accommodating new technologies, and improving passenger levels of service by reconfiguring and rehabilitating existing facilities has prompted the development of Terminal 1.5.

Specific objectives of the proposed project are to:

- Improve passenger quality of service in Terminals 1 and 2
- Provide additional space to help meet Transportation Security Administration (TSA) Security Screening checkpoints (SSCP) requirements and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security
- Provide a secure connector between Terminal 1 and Terminal 2 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
- Provide non-secure connections at the arrivals and ticketing levels to allow for an uninterrupted link between the ticketing and baggage claim lobbies of both Terminal 1 and Terminal 2 buildings, furthering improving the passenger experience

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

**Operational Efficiency:** Given current passenger levels and aircraft activity, there is a need to provide additional support to existing operations and to improve the customer experience. The proposed project would provide a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX to improve passenger quality of service and provide additional space to help meet federal security requirements. The proposed project would also provide a secure connector between Terminal 1 and Terminal 2 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, as well as non-secure connections at the arrivals and ticketing levels to allow for an uninterrupted link between the ticketing and baggage claim lobbies of both Terminal 1 and Terminal 2 buildings, further improving the passenger experience. In addition, construction of the proposed project would encourage more active utilization of the existing curb between Terminals 1 and 2, which would reduce the vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods, thereby enhancing vehicular flow past Terminal 1 and through the CTA. The proposed project would not increase overall passenger capacity at LAX.

The improvements associated with the proposed project would require removal of Gate 10 in Terminal 1; aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. The redistribution of aircraft operations from Gate 10 to nearby gates would not result in any material changes to overall aircraft operations at LAX or to the distribution of flights between runways.

Without the proposed project, there would be constraints on the ability of existing facilities to provide a high quality passenger experience for existing and future



passengers at Terminals 1 and 2. The existing facilities within Terminals 1 and 2 are currently used 24 hours a day, seven days a week, and 365 days a year by the tenant airlines/companies for ticketing, baggage check-in and security screening, and airline operations; by TSA for passenger security screening; by concessionaires to provide passenger amenities; and by travelers.

**Economic Benefits:** An important function of LAX is to sustain and support economic growth in the region. The proposed project would generate short-term construction jobs and improve and modernize terminal facilities at the airport to better accommodate existing and future passengers and sustain the airport's economic benefits to the region. The proposed project would marginally increase long-term employment opportunities at LAX through new concessions and passenger-serving jobs within the proposed Terminal 1.5 facility. As such, the proposed project would provide economic benefits to the region through short-term employment and, to a lesser extent, through long-term employment.

**Environment:** LAWA, as the lead agency for the proposed project, has reviewed the proposed project consistent with all relevant CEQA requirements. See Final Initial Study/Mitigated Negative Declaration (IS/MND) (**Attachment 3**).

#### **IV. FINDINGS OF FACT**

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

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

#### **Compliance with Land Use Designation:**

The LAX Plan land use designation for the project site is Airport Airside. The LAX Specific Plan zoning designation for the project site is LAX – A Zone Airport Airside Sub-Area. The proposed project is consistent with these designations. The project site and surrounding areas have historically been used for airport-related activities; therefore the proposed project is compatible with airport development.

#### **Compliance with Applicable Goals, Objectives and Policies:**

Compliance with Purpose and Vision of LAX Plan: 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. The City of Los Angeles envisions a regional system of airports that accommodates passenger demand and the economic demand for the movement of goods. Within the context of this regional framework, the City also envisions the evolution of LAX into a modern, safe, and secure airport of the 21st century, continuing to serve as the region's principal international gateway within a more regional Southern California aviation system. The proposed project is part of LAWA's ongoing LAX modernization program and would provide a new passenger processing facility to improve passenger quality of service and provide additional space to help meet federal security requirements. As such, the proposed project complies with the vision of the LAX Plan, as set forth in Section 1 of the LAX Plan.

Compliance with Goals, Objectives and Policies of LAX Plan: The LAX Plan identifies six goals and 20 supporting objectives that 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 organized into nine topics that implement these goals and objectives. The proposed project complies with the following applicable goals, objectives, policies, and programs of the LAX Plan, as explained below.

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

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

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

*The proposed project would be consistent with this goal and would meet objectives by providing a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX. The new facilities would improve passenger quality of service and provide additional space to help meet federal security requirements. As such, the proposed project would enhance and support the efficient operation of processing passengers at LAX and ensure that LAX remains competitive as a world class airport and the international gateway to the Southern California region, particularly with respect to the guest air travel experience and security requirements.*

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

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

*As noted above, given current passenger levels and aircraft activity, there is a need to provide additional support to existing operations and to improve the customer experience. The proposed project would provide a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX to improve passenger quality of service and provide additional space to help meet federal security requirements. Specifically, the proposed project would provide additional space to help meet TSA SSCP requirements and provide flexible space for next generation passenger and baggage security screening functions to improve security. In addition, the proposed project would provide a secure connector between Terminal 1 and Terminal 2 to allow passengers to connect between the two terminals without having to exit to the non-secure side of the terminal. This would eliminate the need for passengers to go through security another time, which would improve the efficiency of available airport security screening processes.*

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.

*The proposed project would be consistent with this goal and would meet the objective by providing a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX. The new facilities would improve passenger quality of service and the overall passenger experience, and would provide additional space to help meet federal security requirements. As such, the proposed project would enhance and support efficient operations at LAX and ensure that LAX remains competitive as a world class airport, particularly with respect to guest air travel experience, thereby supporting LAX's role in the economy to the benefit of local, regional, and state economies.*

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

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

*As discussed in detail in the Final IS/MND, all impacts related to air quality would be less than significant; therefore, no mitigation measures are required. Nevertheless, LAWA would implement standard control measures (LAX-AQ-1, Construction-Related Air Quality Standard Control Measures) which would serve to reduce construction-related air emissions associated with the proposed project.*

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

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

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

*The proposed project would be consistent with the land use designations within applicable on-Airport Land Use Plans including the LAX Plan and LAX Specific Plan. In addition, construction would be managed to minimize negative impacts to surrounding residential land uses. As identified in Figure 5 of the Final IS/MND, construction staging areas and haul routes are not located in proximity to residential uses. Moreover, the proposed project would incorporate standard control measures to minimize construction-related traffic and air pollutant emissions that may affect surrounding residential uses. As identified in Attachment B, Section XVI of the Final IS/MND, LAWA's Construction and Logistics Management (CALM) Team would require the construction contractor to prepare a construction traffic management plan (CTMP) that complies with all standard control measures set forth in the Final IS/MND and MMRP. Specifically, the CTMP would address all construction-related traffic, including haul routes, construction deliveries, and other components of construction traffic that would otherwise have an input on surrounding residential land uses.*

*The proposed project would provide a new passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX. In addition, the new passenger processing facility would encourage more active utilization of the existing curb between Terminals 1 and 2, which would reduce the vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods, thereby enhancing vehicular flow past*



*Terminal 1 and through the CTA. Relieving vehicular congestion east of the CTA would have a beneficial effect on adjacent land uses to the east of the airport on Century Boulevard.*

**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 proposed 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 related to security, land use, conservation, circulation and access, economic benefits, noise, air quality, and hazardous waste.

**Security**

Deterrence and prevention of terrorist attacks, as well as any other activity that poses a danger to passengers, visitors and staff at LAX, is essential to the modernization of LAX. The LAX Plan enables Los Angeles World Airports to meet current and future security needs and incorporate future technologies as they are developed.

The following security policies and programs are relevant and applicable to the proposed project:

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

*The proposed project would provide additional space to help meet TSA requirements for SSCPs and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security. The Concourse Level (Level 3) of the new Terminal 1.5 facility would include an SSCP, TSA support space, and a secure connector (i.e., enclosed/controlled corridor) between Terminal 1 and Terminal 2. The new secure connector between Terminal 1 and Terminal 2 would 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. These facilities would enhance security at LAX, and would assist LAWA and TSA in deterring and preventing threatening activity.*

*The Los Angeles World Airports Police Division (LAWA PD) and the City of Los Angeles Police Department LAX Detail (LAPD LAX Detail) have been, and will continue to be, consulted during the planning, design and review phases of the proposed new facility for compliance with all building codes and safety regulations to ensure the security of the airport, airline passengers, and the surrounding community. LAWA staff has also reviewed and analyzed recommendations from infrastructure experts regarding methods to mitigate the potential impact from improvised explosive devices associated with terrorist activities and has incorporated various security measures into the design of the proposed terminal facility.*

## **Land Use**

### **Airport Airside**

The Airport Airside area includes aspects of passenger and cargo movement, including passenger handling facilities.

The following Airport Airside land use policy and program is relevant and applicable to the proposed project:

**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 is located entirely within the LAX Plan area and the LAX Specific Plan area of the City of Los Angeles. The LAX Plan, which is part of the General Plan of the City of Los Angeles, designates the land use for project site as "Airport Airside." The LAX Specific Plan, which establishes zoning and development regulations and standards consistent with the LAX Plan, designates the zoning for the project site as Airport Airside (LAX-A Zone).*

*The proposed project site is located in the CTA, well removed from the communities near LAX. The nearest residential uses are located approximately 4,120 feet to the north in Westchester. As a result, operation and development of the proposed terminal facility would not have significant impacts on residential uses due to noise, light spillover, odor, vibration, or other consequences.*

## **Conservation**

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

The following conservation policies and programs are relevant and applicable to the proposed project:

**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 discussed in Section 5.0 of Attachment A of the Final IS/MND (project description), the proposed project would be designed and constructed in accordance with the Los Angeles Green Building Code (LAGBC), which is based on the California Green Building Code (CALGreen), and would achieve LAGBC Tier-1 conformance through environmentally-sensitive features and standard control measures. The LAGBC is a code-requirement that is part of Title 24, and is enforced by the Los Angeles Department of Building and Safety (LADBS). Heating and cooling of the new Terminal 1.5 building would be provided by LAWA's state-of-the-art Central Utility Plant, which incorporates a number of efficiencies that conserve energy and reduce pollutant emissions. In order to comply with CALGreen Tier 1 standards, the terminal would include efficient lighting fixtures and controls with occupancy sensors to reduce energy consumption during off-peak hours, and the terminal's heating, ventilation, and air conditioning controls would be designed to reset temperatures to maximum efficiency without sacrificing occupant comfort. Where possible, coated glass that minimizes heat gain would be used on exterior walls, and building materials and furnishings would be made of recycled content, and would consist of low-emitting paints, adhesives, carpets, and sealants, where feasible. Compliance with CALGreen Tier 1 standards would reduce energy consumption associated with the proposed project. The proposed project would be designed to incorporate recycled building materials to the maximum extent possible and the construction contractor would be required to recycle construction and demolition debris. Recycling programs would also be employed during operations. Recyclable materials would be collected in the terminal, and tenants operating in the terminal, including concessionaires and restaurant management companies, would be required to have their own recycling and waste reduction programs.*

### **Circulation and Access**

The LAX Plan envisions a ground transportation system that connects LAX to the regional ground transportation network and the regional airport system as well as provides for sufficient parking facilities. Integrated intra-airport transportation systems will also be established to link the various Airport Landside interfaces.

The following circulation and access policies and programs are relevant and applicable to the proposed project:

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

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

*The proposed project would provide a new curb-side passenger processing facility to supplement the existing processing for Terminals 1 and 2 at LAX. The proposed project would include passenger and baggage screening, ticketing, and baggage claim facilities. In addition, the facility would provide a direct link, in the form of a secure connection, between existing Terminals 1 and 2 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. The proposed project would increase the efficient use of the existing curb between Terminals 1 and 2, which would reduce the vehicle congestion that currently occurs in front and east of Terminal 1 during peak periods, thereby*

*enhancing vehicular flow past Terminal 1 and through the CTA. As such, the proposed project would have a potentially beneficial impact regarding roadway safety and efficiency in the CTA.*

*During construction, the CALM Team would help monitor and coordinate construction logistics for the proposed project in the interest of avoiding conflicts between ongoing airport operations and construction activities. The CALM Team would coordinate the placement of variable message signs to alert vehicles of construction-related activities, as well as construction deliveries, construction employee shift hours and parking locations, lane striping changes and traffic signal modifications, and shuttle systems for employee access, if required. These measures would promote circulation and access in the CTA during construction.*

### **Economic Benefits**

Jobs and commerce are direct economic benefits attributable to LAX. As an international port for cargo and freight, LAX provides a foundation for businesses that depend on cargo operations and logistics. In this regard, LAX is a vital component of the local, regional, and state economy. Failure to modernize LAX would impede the ability to meet airport users' future needs and could threaten the airport's position as one of the nation's premiere airports, thereby limiting the region's future economic vitality.

The following economic benefits policies and programs are relevant and applicable to the proposed project:

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.

*As the international gateway to the western United States, LAX has long been a major supporter of the Southern California economy through employment and generation of taxes and other revenue, and by facilitating the efficient movement of people, goods, and services. The proposed project would generate short-term construction jobs and improve and modernize terminal facilities at the airport to better accommodate the increasing number of annual passengers and sustain the airport's economic benefits. The proposed project would marginally increase long-term employment opportunities at LAX through new concessions and passenger-serving jobs within the proposed Terminal 1.5 facility.*

### **Noise**

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

The following noise policy and program is relevant and applicable to the proposed project:

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

*The proposed project involves the development of a new passenger processing facility between Terminals 1 and 2. The project site is within a public airport in an urban environment that operates 24 hours a day, seven days a week, and 365 days a year, with many existing sources of noise, including aviation noise and traffic noise. Implementation of the proposed project would not result in an increase in activity at LAX, or an increase in aircraft operations. Therefore, 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. Further, noise associated with automobile traffic during airport operations would not materially change with implementation of the proposed project. The proposed project site is located in the CTA, well removed from the communities near LAX. The nearest residential uses are located approximately 4,120 feet to the north in Westchester. As a result operation of the proposed new terminal facility would not have significant impacts on sensitive land uses due to noise or vibration.*

#### **Air Quality**

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

The following air quality policies and programs are relevant and applicable to the proposed project:

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

Policy and Program #6: Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.

*As demonstrated in the Final Initial Study, implementation of the proposed project would not result in any significant impacts to air quality. Table 3 of the Final Initial Study shows that construction emissions of criteria pollutants would be below the South Coast Air Quality Management District's (SCAQMD) thresholds for all pollutants. Nevertheless, as discussed in the Final Initial Study, LAWA is committed to implementing standard control measures (LAX-AQ-1, Construction-Related Air Quality Standard Control Measures) which would serve to reduce construction-related emissions associated with the proposed project. The standard control measures in LAX-AQ-1 that would be applied to the proposed project include numerous source controls to reduce construction-related air emissions for on-road and non-road mobile sources and stationary engines.*



*In addition, the proposed project would provide an additional passenger processing facility to encourage more active utilization of the existing curb between Terminals 1 and 2, which would reduce the vehicle congestion (and associated automobile idling times and air pollutant emissions) that currently occurs in front and east of Terminal 1 during peak periods, thereby enhancing vehicular flow past Terminal 1 and through the CTA.*

### **Hazardous Waste**

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

The following hazardous waste policy and program is relevant and applicable to the proposed project:

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

*The proposed project would not result in any material changes in the use of hazardous materials at the project site. Construction and operation of the proposed project would involve some use of hazardous materials, including vehicle fuels, oils, transmission fluids, cleaning solvents, and architectural coatings. These types of materials are not acutely hazardous, and storage, handling, and disposal of these materials are strictly regulated. Compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur. See Attachment B, Section VIII of the Final IS/MND for details, which are summarized below.*

*Some hazardous building materials, such as asbestos-containing floor tiles and/or mastic and lead-based paint, may be removed during demolition of the eastern portion of Terminal 2 ticketing building. In accordance with LAWA standard practices for development projects at LAX, prior to the issuance of any permit for the demolition or alteration of any existing structure(s), LAWA would either (1) provide a letter to the Los Angeles Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACMs) are present in the building, or (2) if ACMs are found to be present, abate the ACM in compliance with SCAQMD Rule 1403 as well as all other applicable state and federal rules and regulations. In addition, prior to issuance of any permit for the demolition or alteration of any existing structure(s), a lead-based paint survey would be performed following protocols of the Los Angeles Department of Building and Safety designed to detect all lead-based paint. Should lead-based paint materials be identified, standard handling and disposal practices would be implemented pursuant to Occupational Safety and Health Act (OSHA) and California Occupational Safety and Health Act (CalOSHA) regulations to limit worker and environmental risks. Compliance with existing federal, state and local regulations and routine precautions would reduce the potential for hazards to the public or the environment through the routine disposal or accidental release of hazardous building materials.*

*The proposed project would involve excavation in the area of an abandoned 4,000-gallon diesel fuel tank located near Gate 10 (formerly Gate "2") at Terminal 1. As part of*

*the proposed project, the abandoned tank would be removed and disposed of in accordance with all applicable state and local regulations. Although no contamination associated with the abandoned diesel fuel tank has been identified, due to historical hydrant fueling activities in this area, contaminated soils may be encountered during construction. Releases of hazardous materials are subject to a complex set of regulatory and reporting requirements, including notification to the City of Los Angeles Fire Department (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. The LAFD oversees contamination resulting from leaking USTs. The Los Angeles Regional Water Quality Control Board (LARWQCB) has the authority to require the remediation of sites where groundwater quality may be degraded by hazardous materials or substances releases from USTs or other sources. These agencies require that remediation continue until regulatory requirements are met and closure is granted. In addition, 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.*

(2) THE PROPOSED PROJECT HAS BEEN ADEQUATELY ANALYZED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), AND THE APPLICABLE MEASURES CONTAINED IN THE LAX MASTER PLAN MMRP OR IDENTIFIED IN ANY SUBSEQUENT ENVIRONMENTAL REVIEW HAVE BEEN INCORPORATED INTO THE PROPOSED PROJECT TO THE EXTENT FEASIBLE.

The proposed project has been adequately analyzed in compliance with CEQA. The LAX Master Plan MMRP identified mitigation measures and Master Plan commitments across a full range of environmental topics. Individual projects at LAX have undergone subsequent environmental review, including the development of mitigation measures specific to those projects. The Terminal 1.5 Final IS/MND includes recommended mitigation measures and other measures that would address environmental impacts specific to the Terminal 1.5 Project. These measures incorporate applicable measures contained in the LAX Master Plan MMRP and MMRPs associated with projects subject to subsequent environmental review, to the extent feasible and applicable. The Final IS/MND is provided in **Attachment 3**.

## **V. LAX Specific Plan Compliance**

In accordance with Section 7.F.2 of the LAX Specific Plan, the Executive Director transmitted the required documents to the LADOT General Manager, the City Engineer, Councilman Mike Bonin of Council District 11 and the LAX Master Plan Stakeholder Liaison. Copies of the transmittal letters are attached for reference as **Attachment 9**.

In addition, a Notice of Intent for both the LAX Plan Compliance Review and the Mitigated Negative Declaration was posted on the LAWA website ([www.ourlax.org](http://www.ourlax.org)) on July 21, 2016. Agencies, organizations and other interested parties were notified of the proposed project through mailings along with notification in the Los Angeles Times newspaper. The public comment period for both the LAX Plan Compliance Review and the Mitigated Negative Declaration began on July 21, 2016 and closed on August 10, 2016.

## **LAX Master Plan Stakeholder Liaison Report**

The Stakeholder Liaison's Report was received by LAWA and describes the outreach efforts of the Stakeholder Liaison (SLO). A link was provided on the LAWA website through which comments and suggestions could be submitted. LAWA's SLO also notified stakeholders who have registered online at [www.ourlax.org](http://www.ourlax.org) of the proposed project through the mailer to further complement this outreach effort. The SLO did not receive any comments specifically relating to the Notice of LAX Plan Compliance Review for the proposed project.

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

## **Traffic Generation Report**

The 2015 Annual Traffic Generation Report was prepared pursuant to the LAX Specific Plan, Section G, by the Ground Transportation Section of the Capital Programming, Planning and Engineering Group (CPPE) at LAWA, and is included as **Attachment 5**. It is used to determine if projects will generate trips beyond a threshold established in the LAX Specific Plan. If that threshold is reached, then a Specific Plan Amendment Study will be triggered. The Report identifies the number of trips currently being generated by LAX and the number of trips anticipated to be generated at the completion of the LAX Master Plan.

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

As discussed in Attachment B, Section XVI of the Final IS/MND, the proposed project would not affect the number or type of existing aircraft operations at Terminals 1 and 2. The proposed project does not include any additional passenger gates and would not increase overall passenger capacity at the existing terminal facilities. Therefore, the proposed project would not alter the number of operational trips associated with LAX, and would not add new airport peak-hour trips.

The 2015 Annual Traffic Generation Report shows that current trips at LAX are lower than the vehicles estimated for the base year for the Master Plan. Trips for the peak hour in the LAX Master Plan base year (1996) were 17,725; the current peak hour trip count for 2015 is 16,386. Therefore, the trip generation total for the airport peak-hour does not trigger the preparation of a Specific Plan Amendment Study. As the proposed project would not add any airport peak-hour trips, implementation of the proposed project would not alter this conclusion.

## **Aviation Activity Analysis**

LAWA is required to prepare and submit an annual Aviation Activity Analysis Report to BOAC, the Department of City Planning, LADOT, and the City Council pursuant the LAX Specific Plan per Section 7.G.1.b, Monitoring and Reporting. It is provided as



**Attachment 6.** This report includes the latest analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX.

The report states that, in 2015, LAWA had an increase of 6.05% in passenger volumes and an increase of 6.47% in cargo volumes compared to the previous year. The report concludes that LAX remains the primary airport for the region.


### **Department of Transportation**

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the proposed project to the General Manager of LADOT on July 20, 2016. A written response was not received from LADOT within 15 working days.

### **Department of Public Works - Bureau of Engineering**

In accordance with the LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the proposed project to the City Engineer, Bureau of Engineering on July 20, 2016. A written response was received from the Bureau of Engineering on August 10, 2016. The Bureau's response letter consisted of one comment requesting that LAWA check that adequate sewer capacity is available for the new building. The correspondence received from the Department of Public Works - Bureau of Engineering is included as **Attachment 8**. As discussed in Attachment B, Section XVII.a-b of the Final IS/MND, while new connections would be made to tie the new building to the existing sanitary sewer system, the new building area is located near the center of the CTA where there is already a full complement of existing utility infrastructure at the site. The proposed project improvements would not increase overall passenger capacity at LAX. Operation of the proposed project would marginally increase long-term employment opportunities at LAX. The potential increase in employment is not sufficient to result in any adverse impacts related to wastewater generation and would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. As such, adequate sewer capacity is available for the proposed project.

Sincerely,

  
\_\_\_\_\_  
Debra Flint  
Chief Executive Officer

Date: 11/23/14

Reviewed by:

  
\_\_\_\_\_  
Samantha Bricker

Deputy Executive Director  
Project Development and Coordination

Reviewed by:

  
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Environmental Programs Group

Attachments:

- Attachment 1 – Project Description
- Attachment 2 – Site Plan
- Attachment 3 – Final Initial Study/Mitigated Negative Declaration & MMRP
- Attachment 4 – Stakeholder Liaison's Report
- Attachment 5 – LAX Traffic Generation Report
- Attachment 6 – Aviation Activity Report
- Attachment 7 – LABOE Response Letter
- Attachment 8 – Transmittal Letters

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