

Welcome



PUBLIC WORKSHOP

LAX Landside Access Modernization Program
Draft Environmental Impact Report

Saturday, October 15, 2016

9:30 a.m. to 12:30 p.m.

Senior Center at Westchester Recreation Center

8740 Lincoln Boulevard

Los Angeles, CA 90045

Welcome



PUBLIC WORKSHOP

LAX Landside Access Modernization Program
Draft Environmental Impact Report

Wednesday, October 19, 2016

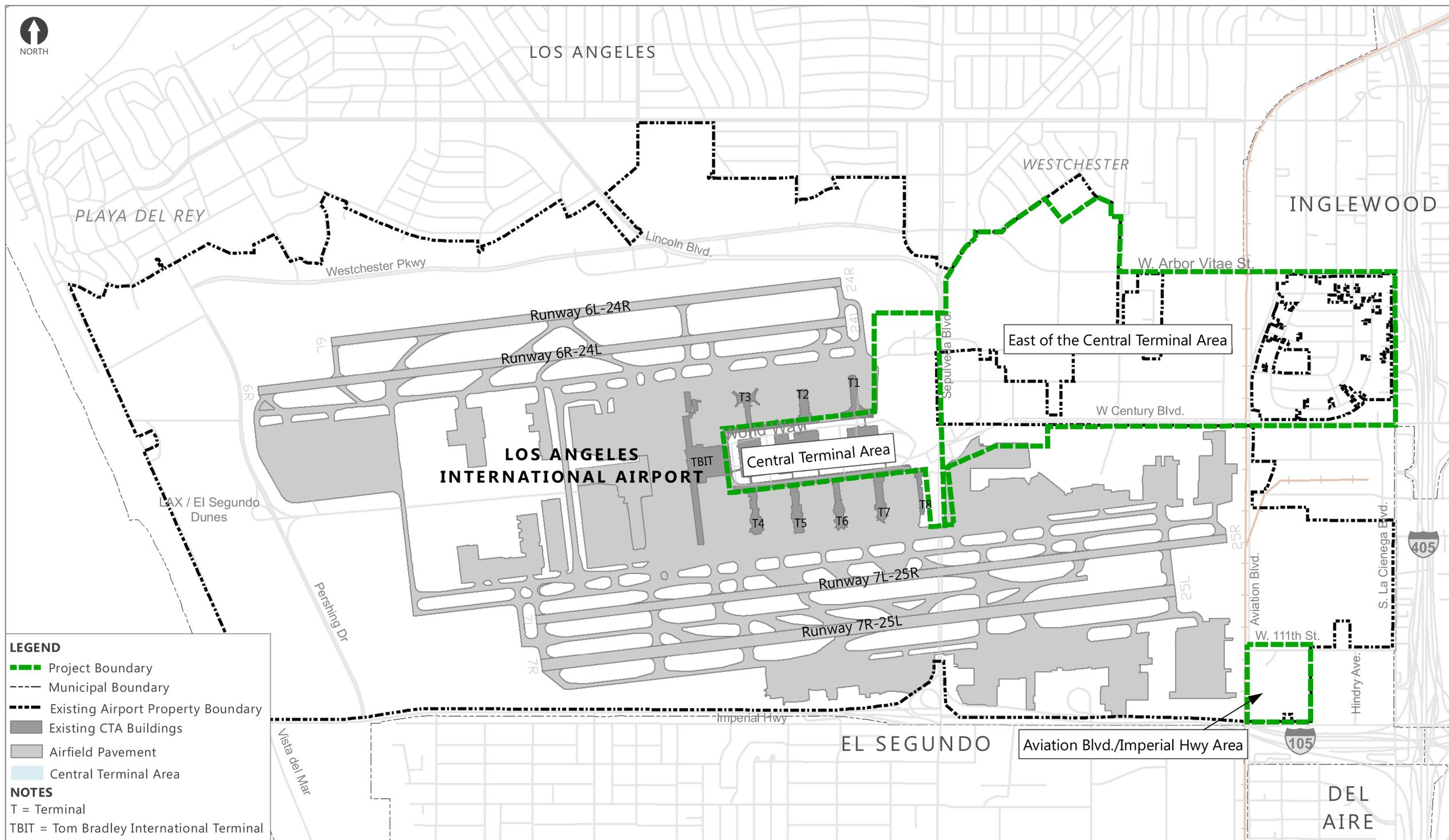
6:00 p.m. to 8:30 p.m.

Flight Path Learning Center Museum

6661 W. Imperial Highway

Los Angeles, CA 90045

Project Location



Los Angeles International Airport (LAX)



LAX – 1960's



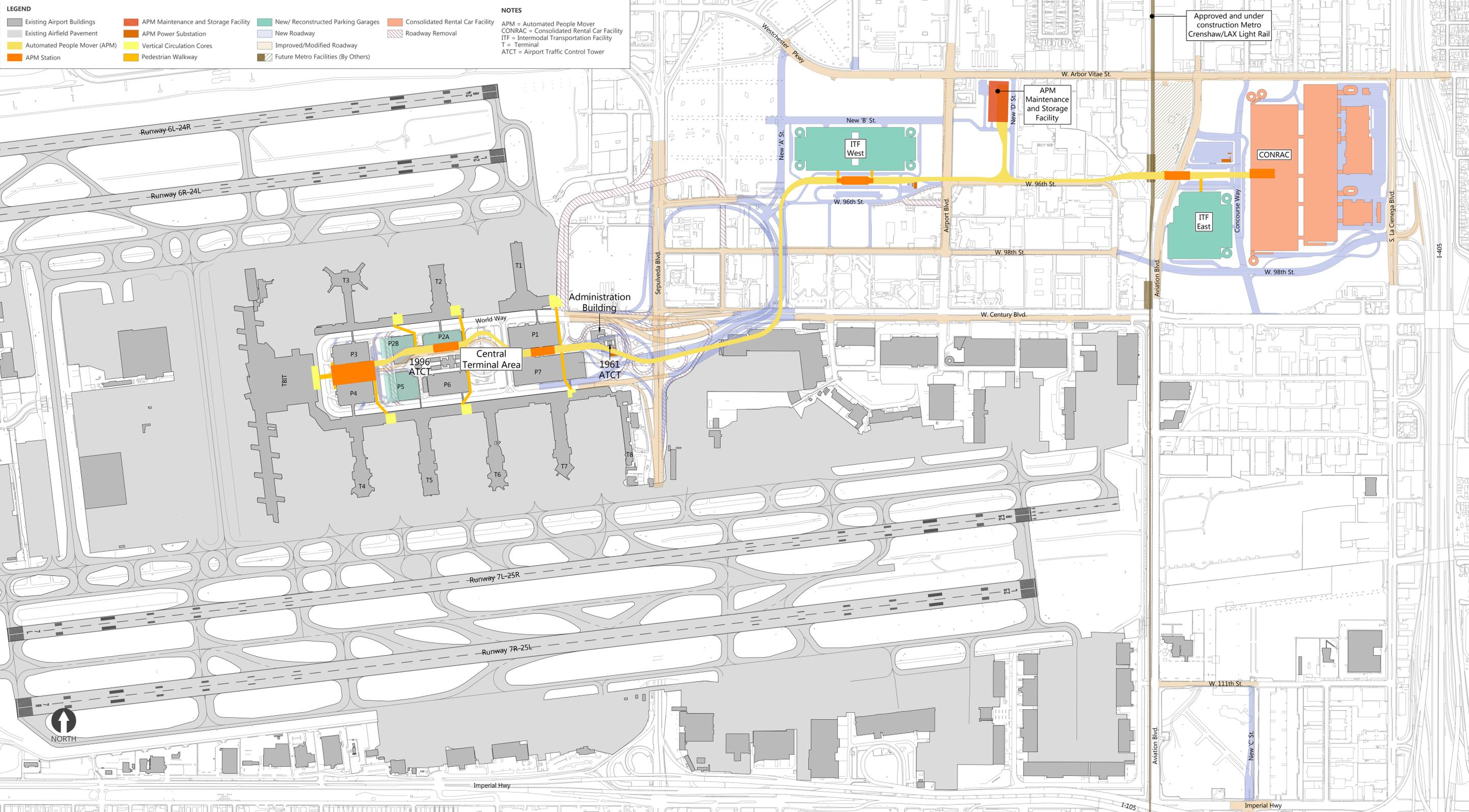
LAX – Today



LAX – Today

- LAX is the largest commercial service airport in southern California
- 3rd busiest airport in the United States with approximately 75 million passengers in 2015
- LAX is the world's busiest origin and destination airport
- Over 6,000 vehicles an hour enter LAX during peak periods

Project Overview



- LEGEND**
- Existing Airport Buildings
 - Existing Airfield Pavement
 - Automated People Mover (APM)
 - APM Station
 - New/ Reconstructed Parking Garages
 - New Roadway
 - Improved/Modified Roadway
 - Future Metro Facilities (By Others)
 - APM Maintenance and Storage Facility
 - APM Power Substation
 - Vertical Circulation Cores
 - Pedestrian Walkway
 - Consolidated Rental Car Facility
 - Roadway Removal

NOTES

APM = Automated People Mover
 CONRAC = Consolidated Rental Car Facility
 ITF = Intermodal Transportation Facility
 T = Terminal
 ATCT = Airport Traffic Control Tower

Project Purpose & Objectives



- ✈ **UNDERLYING PURPOSES OF PROPOSED PROJECT:**
Improve access to LAX and relieve congestion on Airport and surrounding roadways.

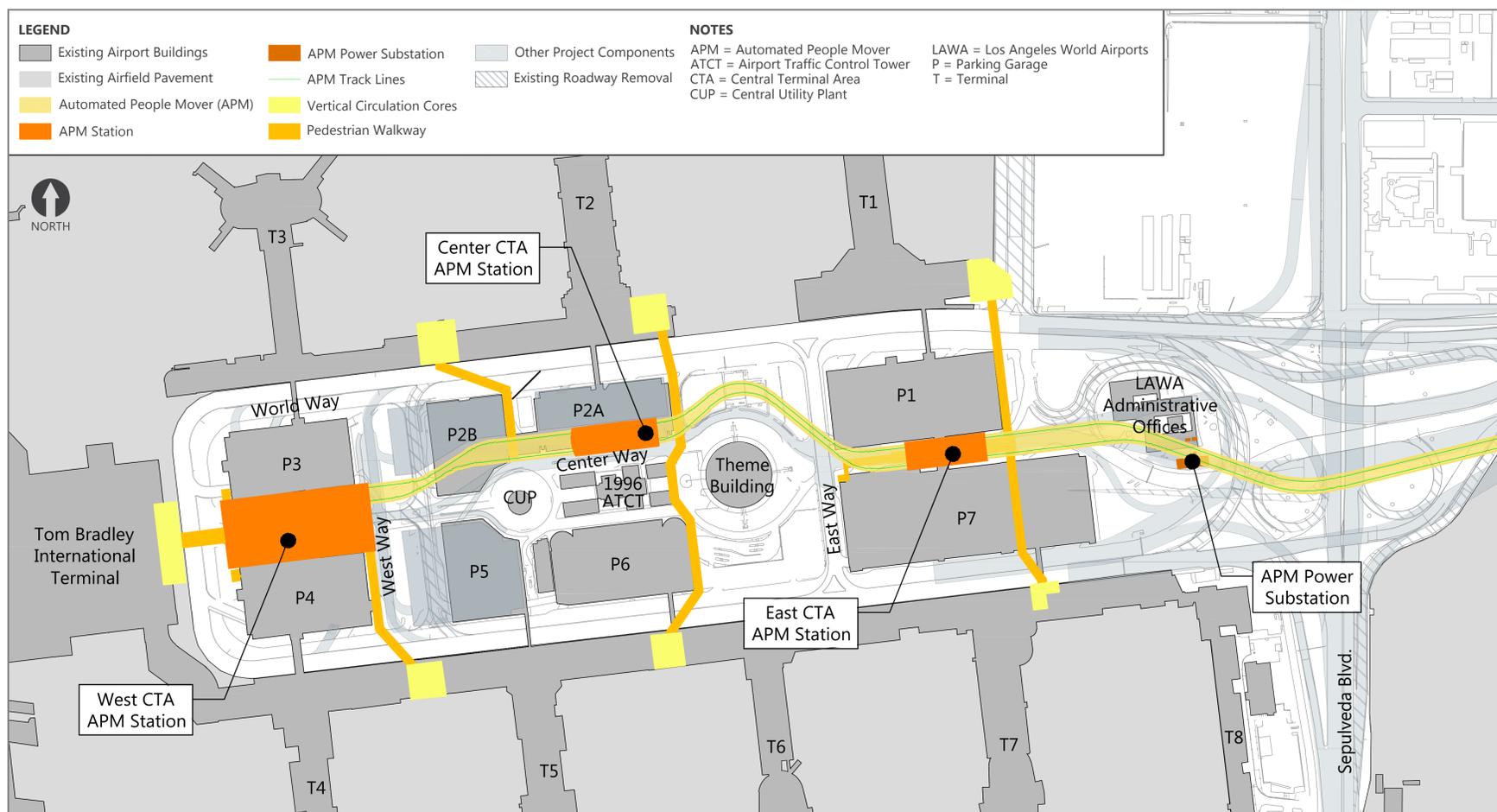
LAX LANDSIDE ACCESS MODERNIZATION PROGRAM PROJECT OBJECTIVES

- **Enhance passenger experience**
New access options for all travel modes; direct connections to transit; and convenient parking
- **More efficient access to rental cars and non-CTA parking facilities**
- **Relieve congestion at LAX and on surrounding street system**
Flexible transportation system with alternatives for passengers, employees, and airport-related vendors
- **Promote sustainability**
Improving efficiency and operation of the surface transportation system in which LAX operates
- **Integrated design of LAX Landside Access Modernization Program facilities with existing facilities**
- **Maintain airport operations during construction**
- **Ensure highest and best use of any surplus property in compliance with FAA grant obligations**

Automated People Mover (APM)

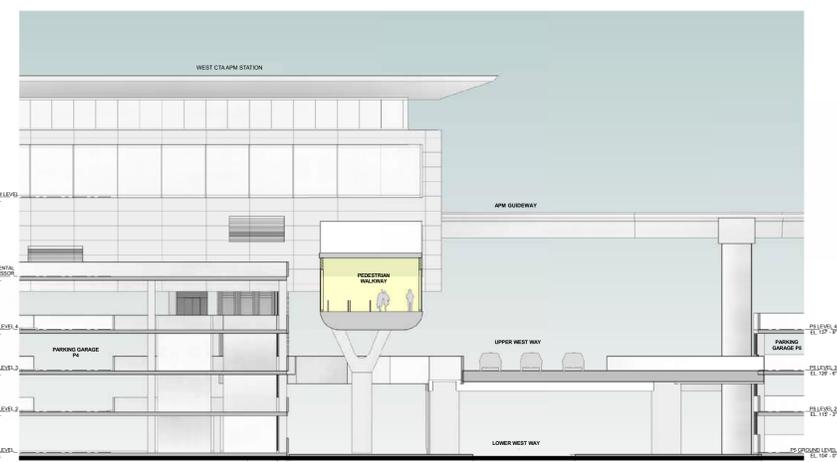


Central Terminal Area

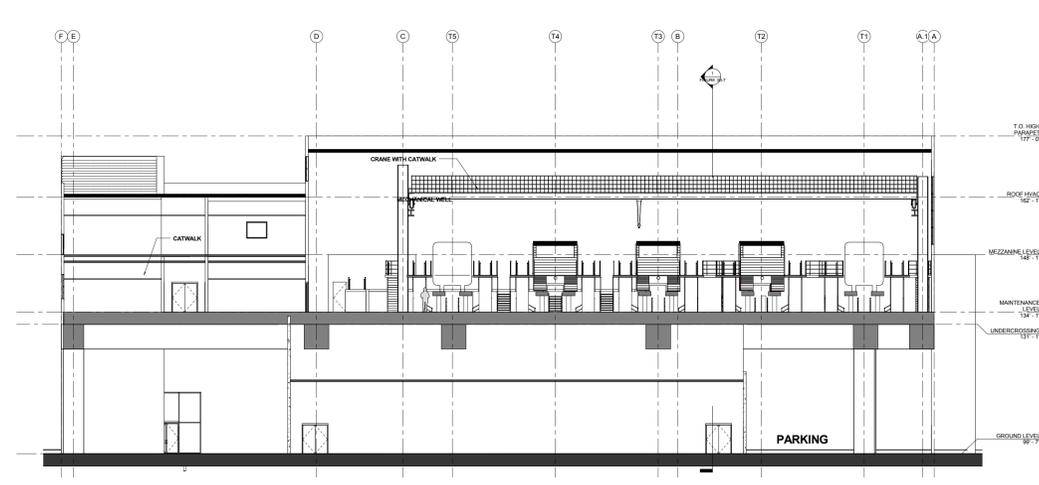
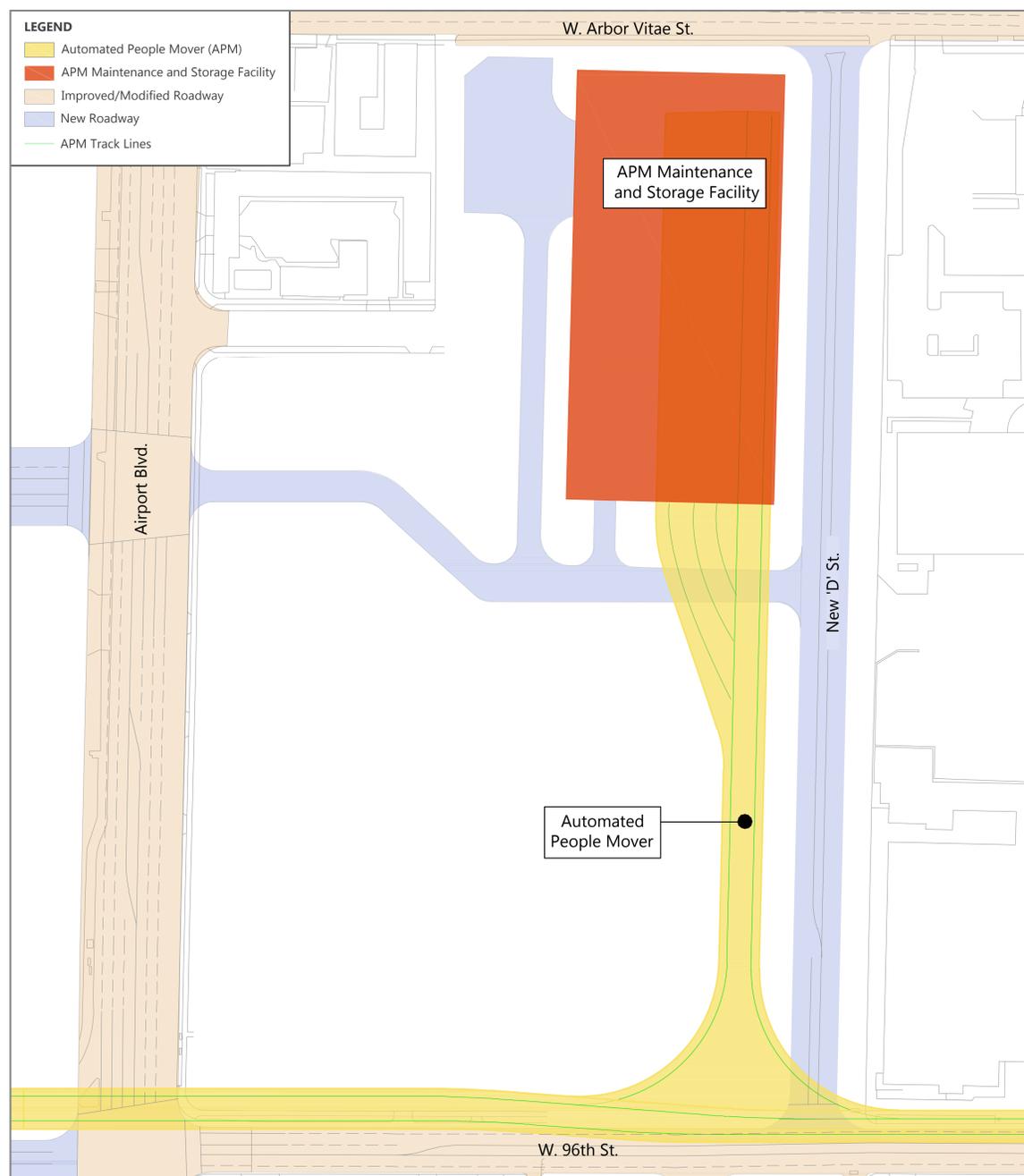


Three stations serving all terminals with pedestrian walkways:

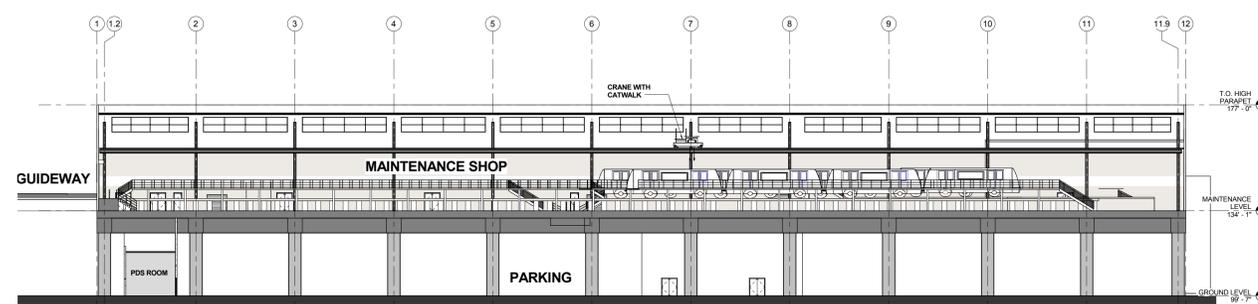
- West CTA APM Station – TBIT, T4, T5
- Center CTA APM Station – T2, T3, T6
- East CTA APM Station – T1, T7, T8
- Approximately 70 feet above grade



APM Maintenance and Storage Facility



East-West Section View



North-South Section View

- Facility to clean, repair, and wash APM cars
- Contains operating system for the APM system
- Five APM tracks for vehicle maintenance, storage, and washing station
- Would be staffed 24 hours a day

APM Examples



✈ Common characteristics for APMs around the country are:

- Designed for airport passengers
- Automated and grade separated
- 24-hour service
- Very short wait times at station (3 minutes or less)
- Free for airport users
- Designed to last 30+ years



PHX

Source: Kim Stevens



MIA

Source: Moris Moreno



DFW

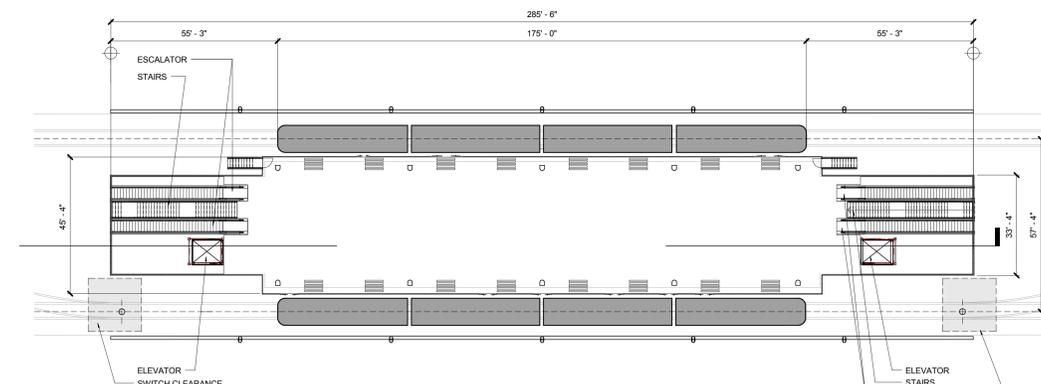
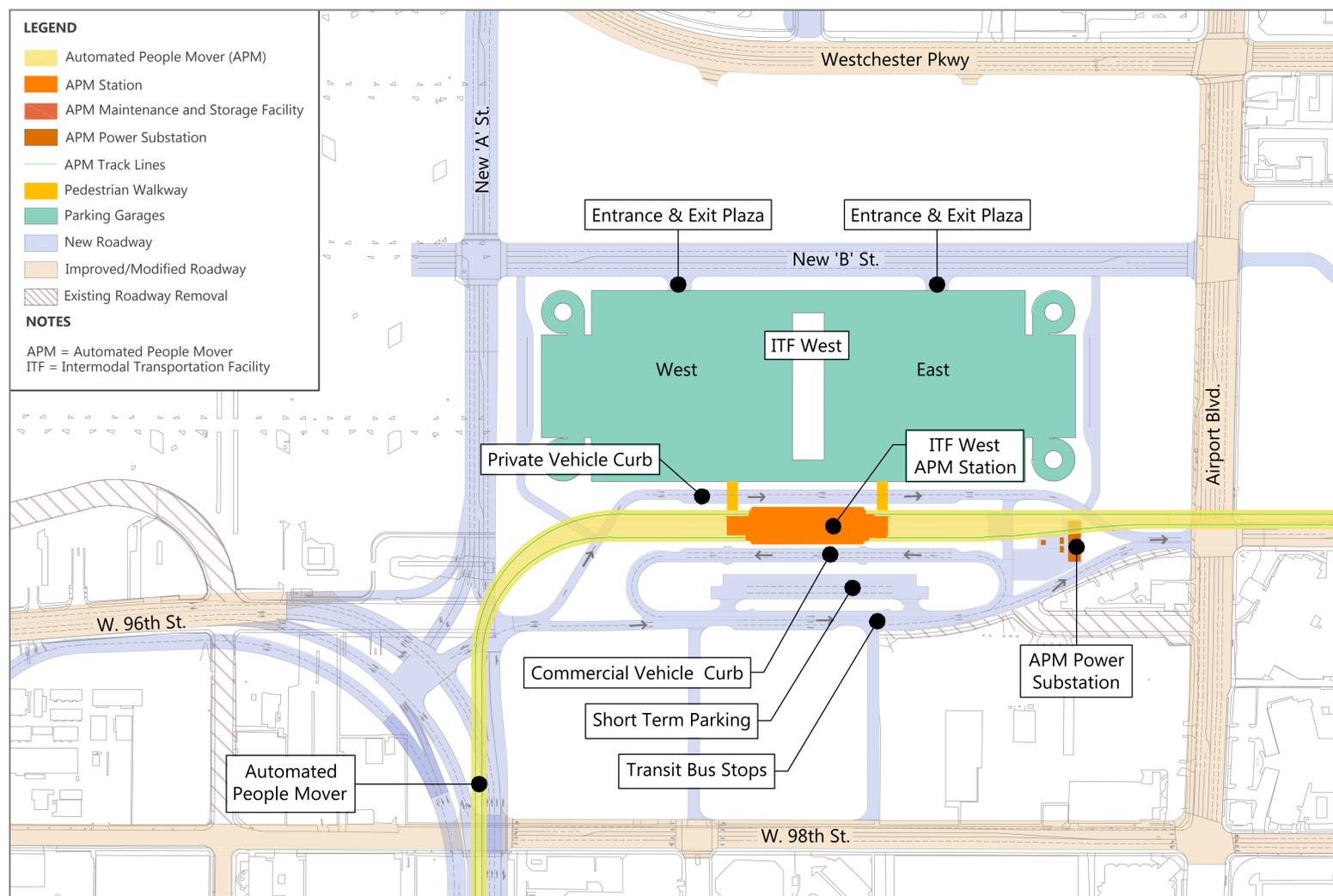
Source: www.dfwairport.com



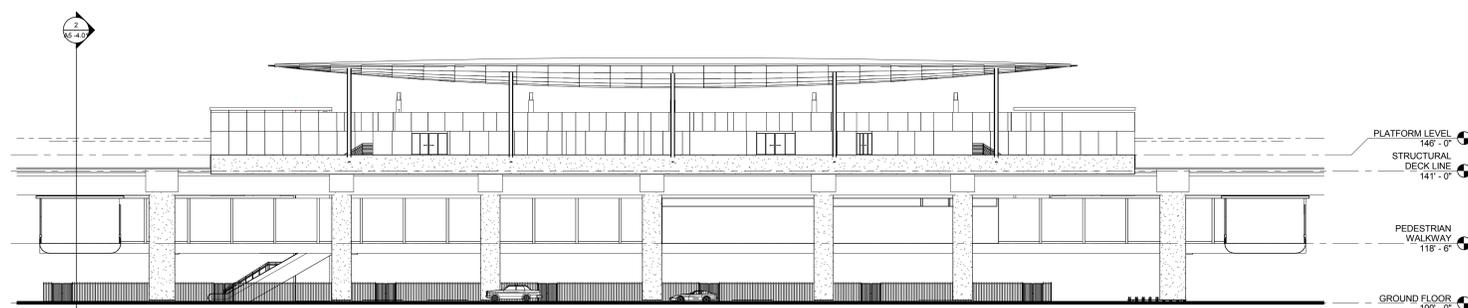
JFK

Source: DearEdward 2011

Intermodal Transportation Facility West



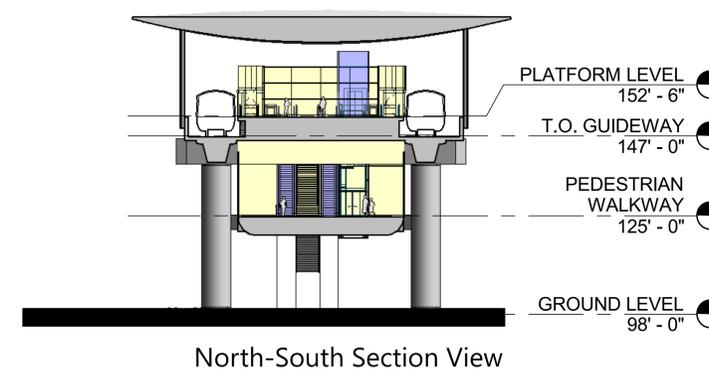
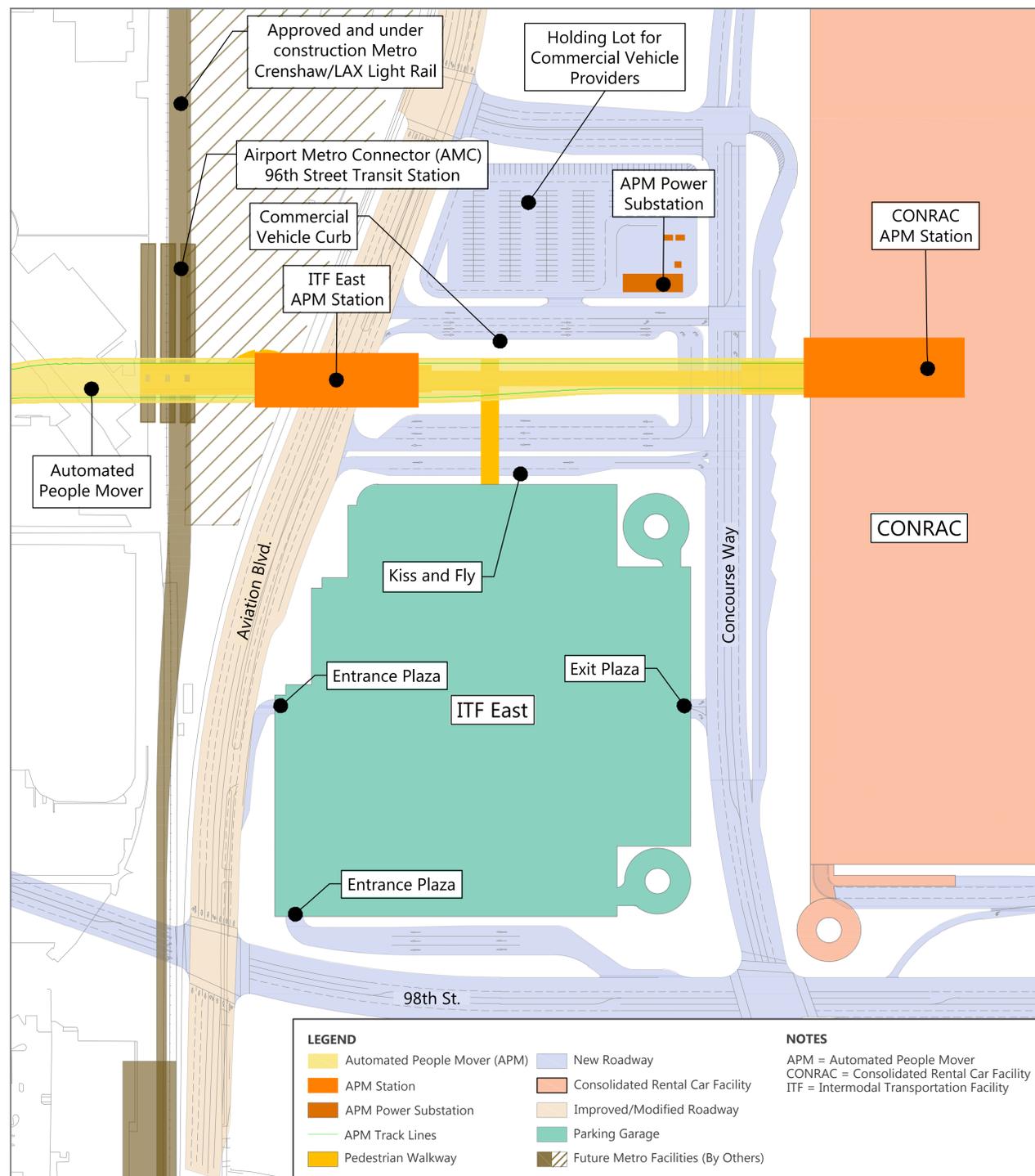
Platform Level Floor Plan



North View

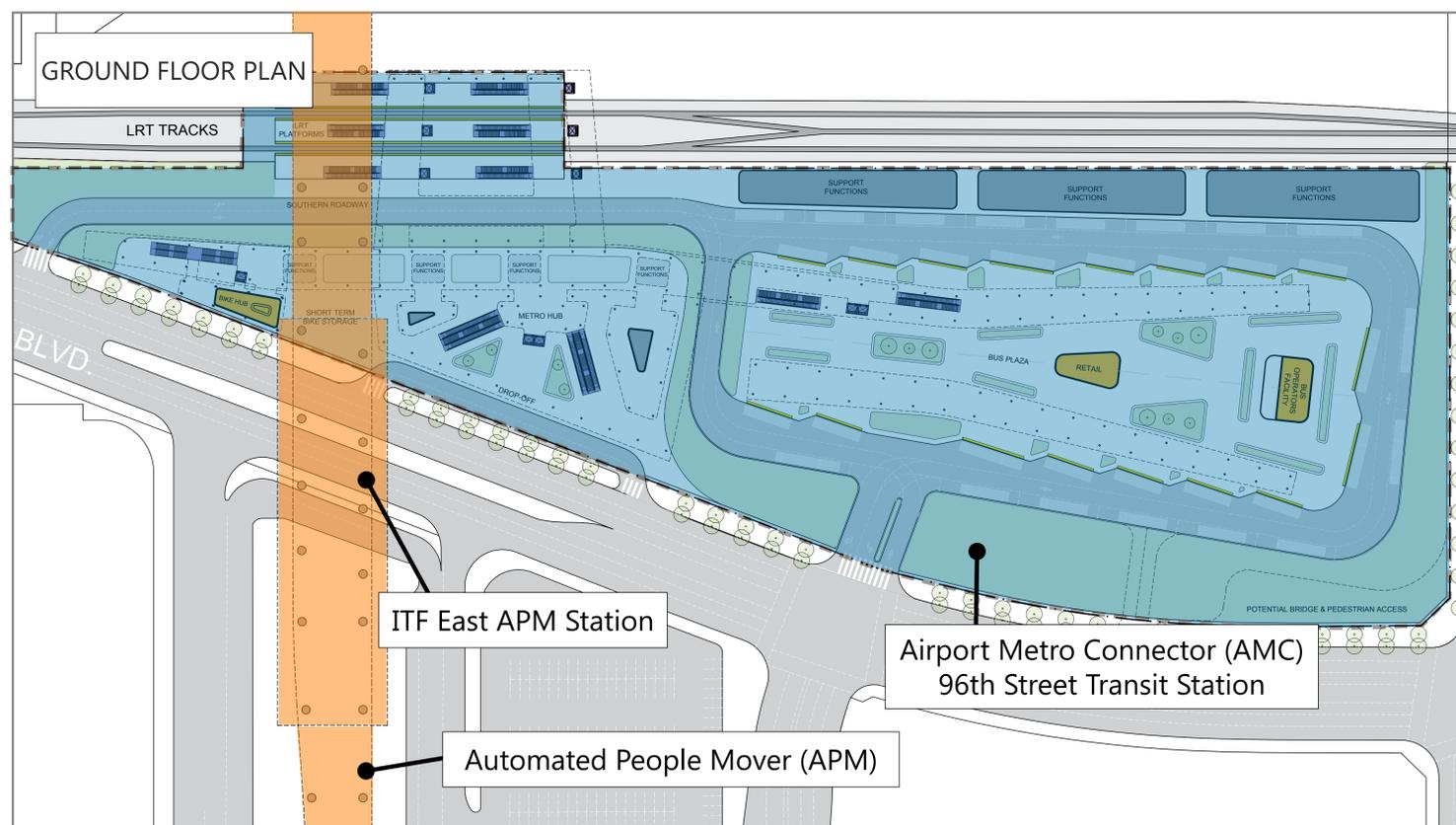
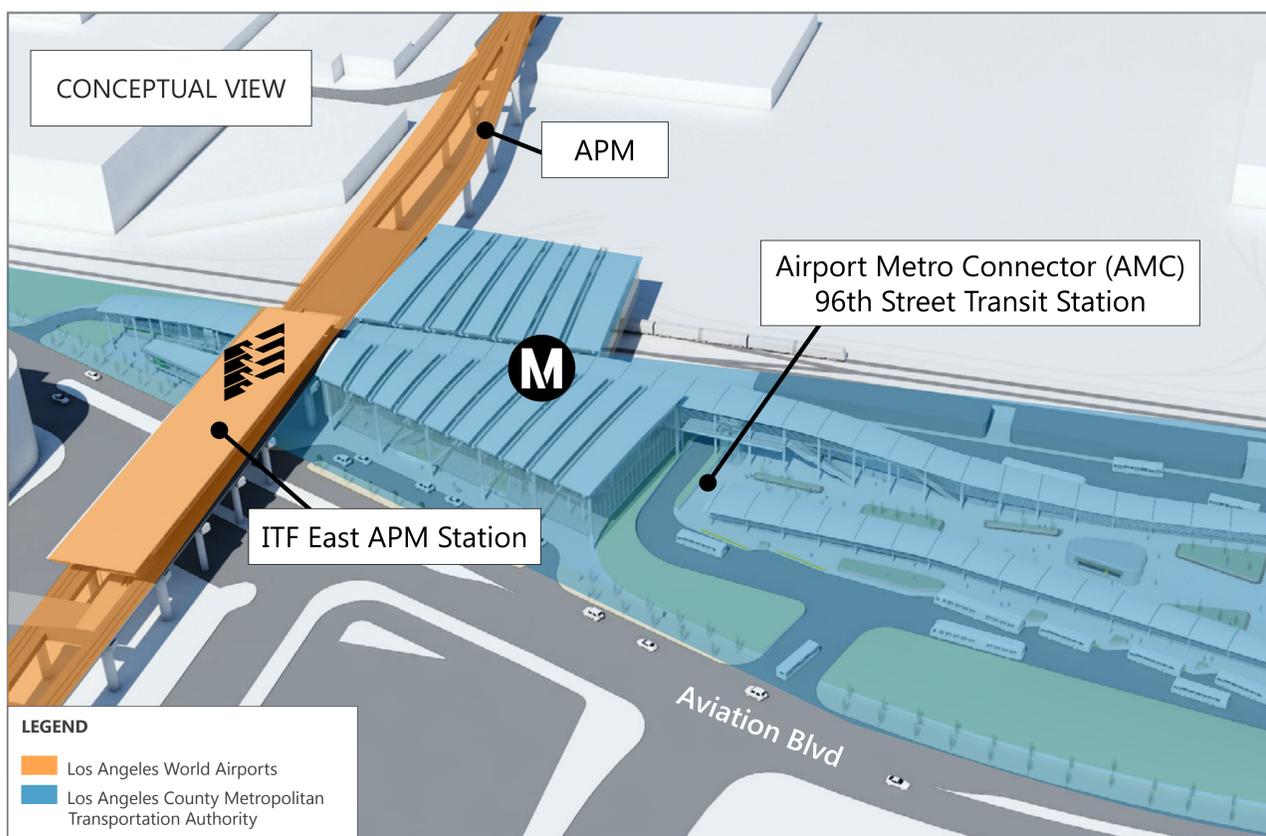
- ITF West APM Station
- 2 Adjacent Public Parking Garages
- Commercial vehicle curb
- Internal circulation roads

Intermodal Transportation Facility East

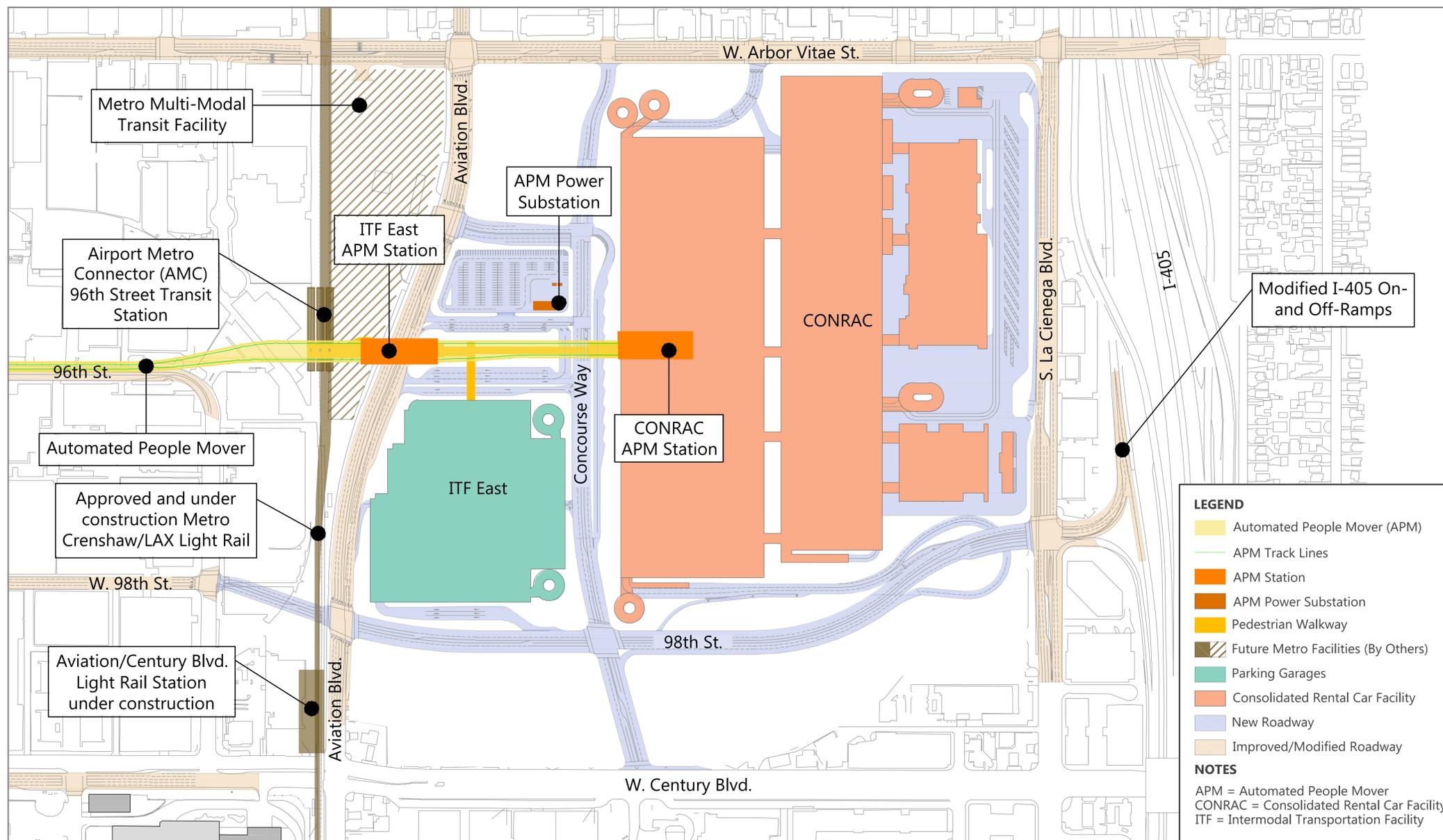


- ITF East APM Station
- Connection to Metro AMC 96th Street Transit Station
- Public Parking Garage
- Commercial vehicle curb
- Internal circulation roads

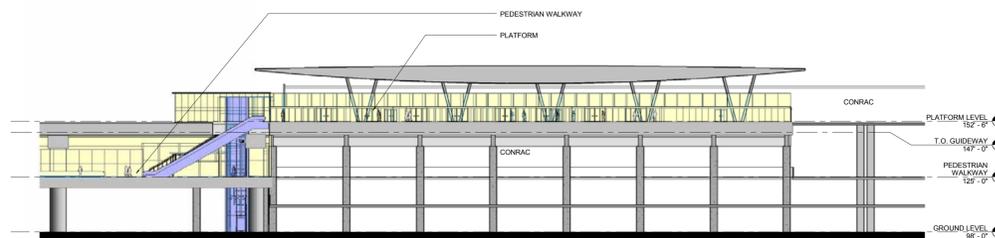
AMC 96th Street Transit Station/ITF East Connection



Consolidated Rental Car Facility (CONRAC)



- CONRAC APM Station
- Customer Service Building
- Rental Car Ready/Return Parking Area
- Quick Turnaround Area (QTA)
- QTA Support Facilities
- Idle Storage
- Employee and Public Parking
- Bus Plaza
- Eliminate over 3,200 shuttle trips a day

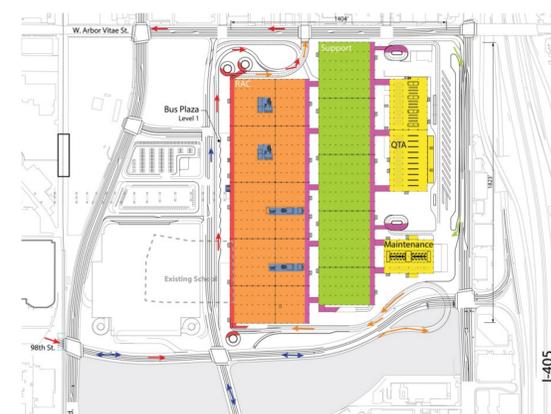


East-West Section View

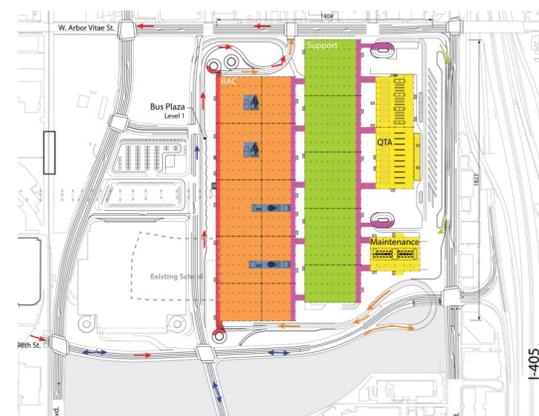
Consolidated Rental Car Facility (CONRAC)



Site Plan



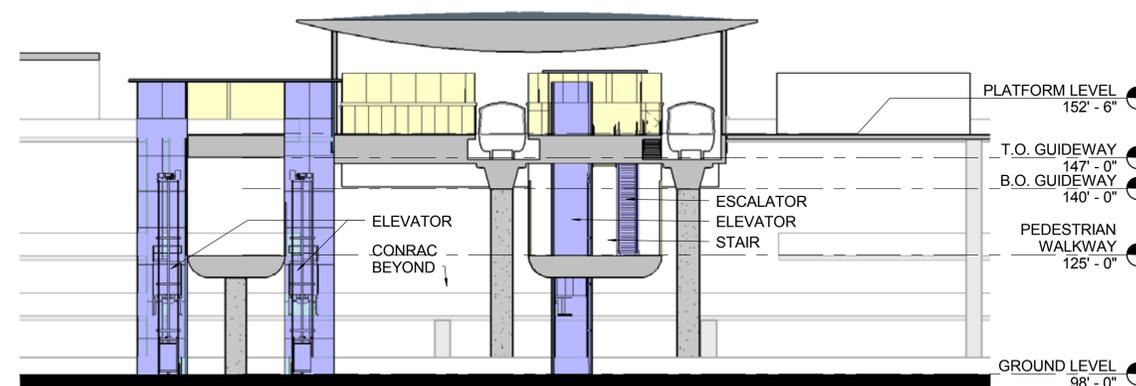
Level 2 Floor Plan



Level 3 Floor Plan



Overall/Level 4 Plan



North - South Section View

CONRAC Example



Clearly marked access to vehicles from the Customer Service Building
(Phoenix Sky Harbor International Airport)



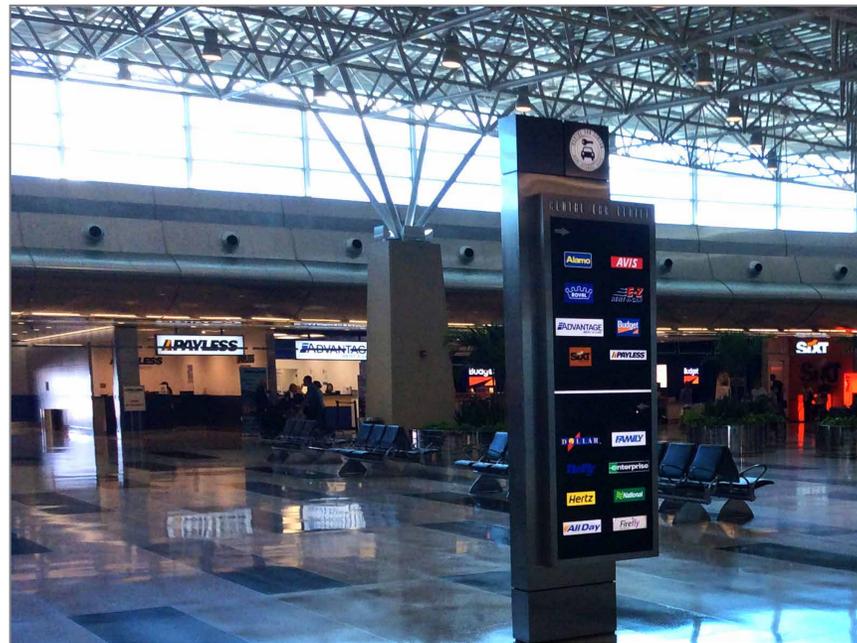
Vertical conveyances to level marked by rental car brand
(Phoenix Sky Harbor International Airport)



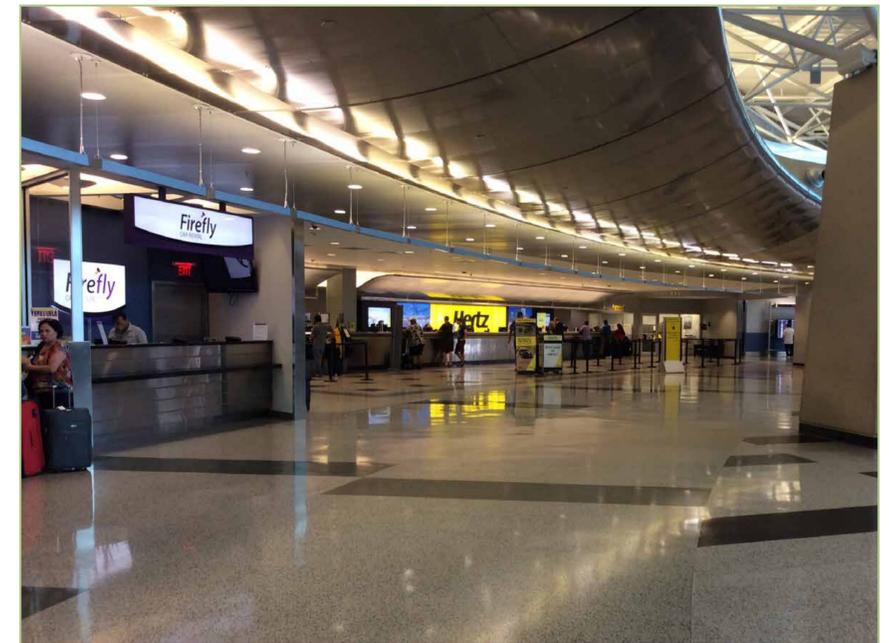
Vehicle ready/return area
(Phoenix Sky Harbor International Airport)



Idle storage
(Orlando International Airport)



Customer Service Building
(Miami International Airport)

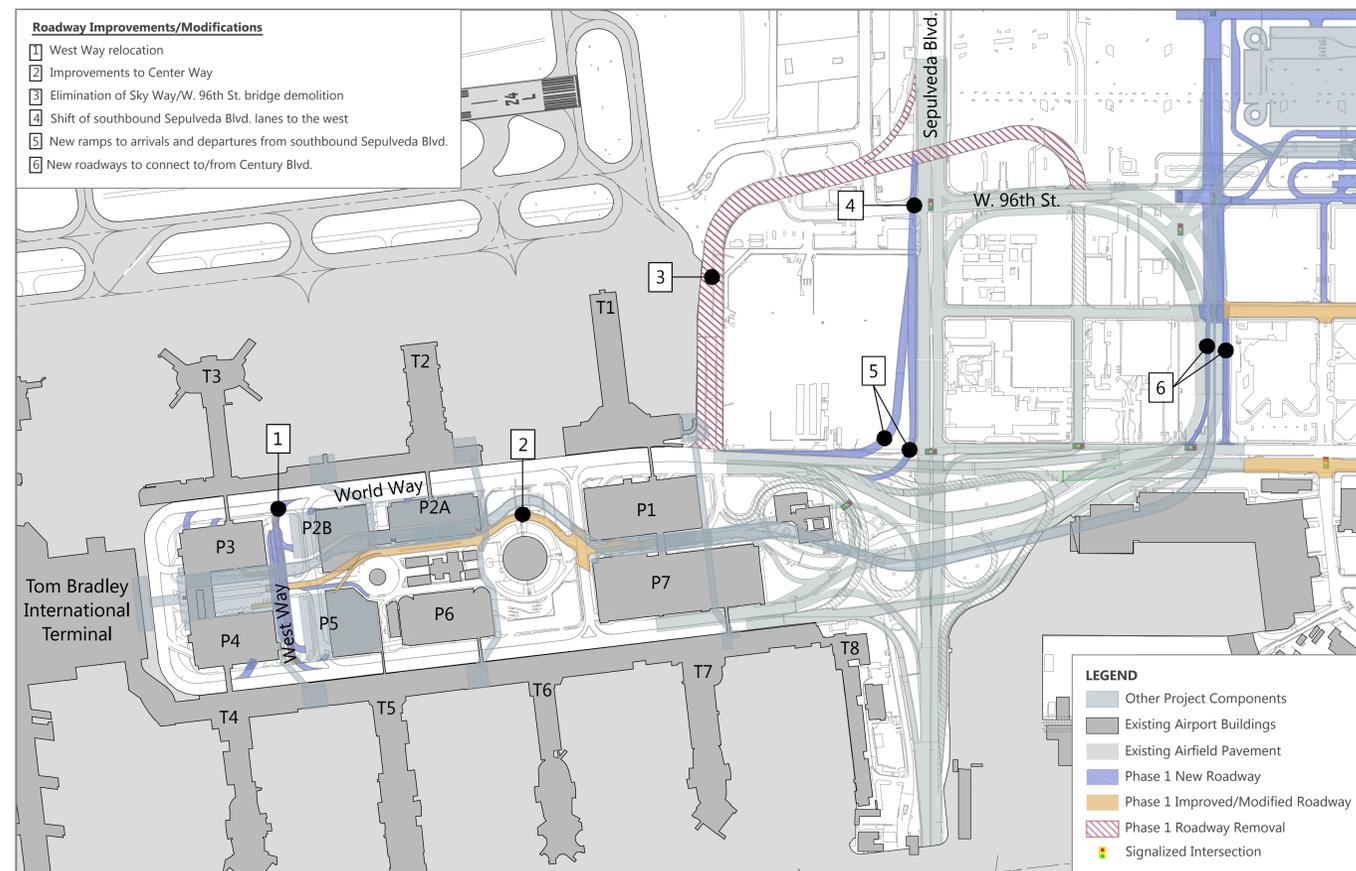


Customer Service Building
(Miami International Airport)

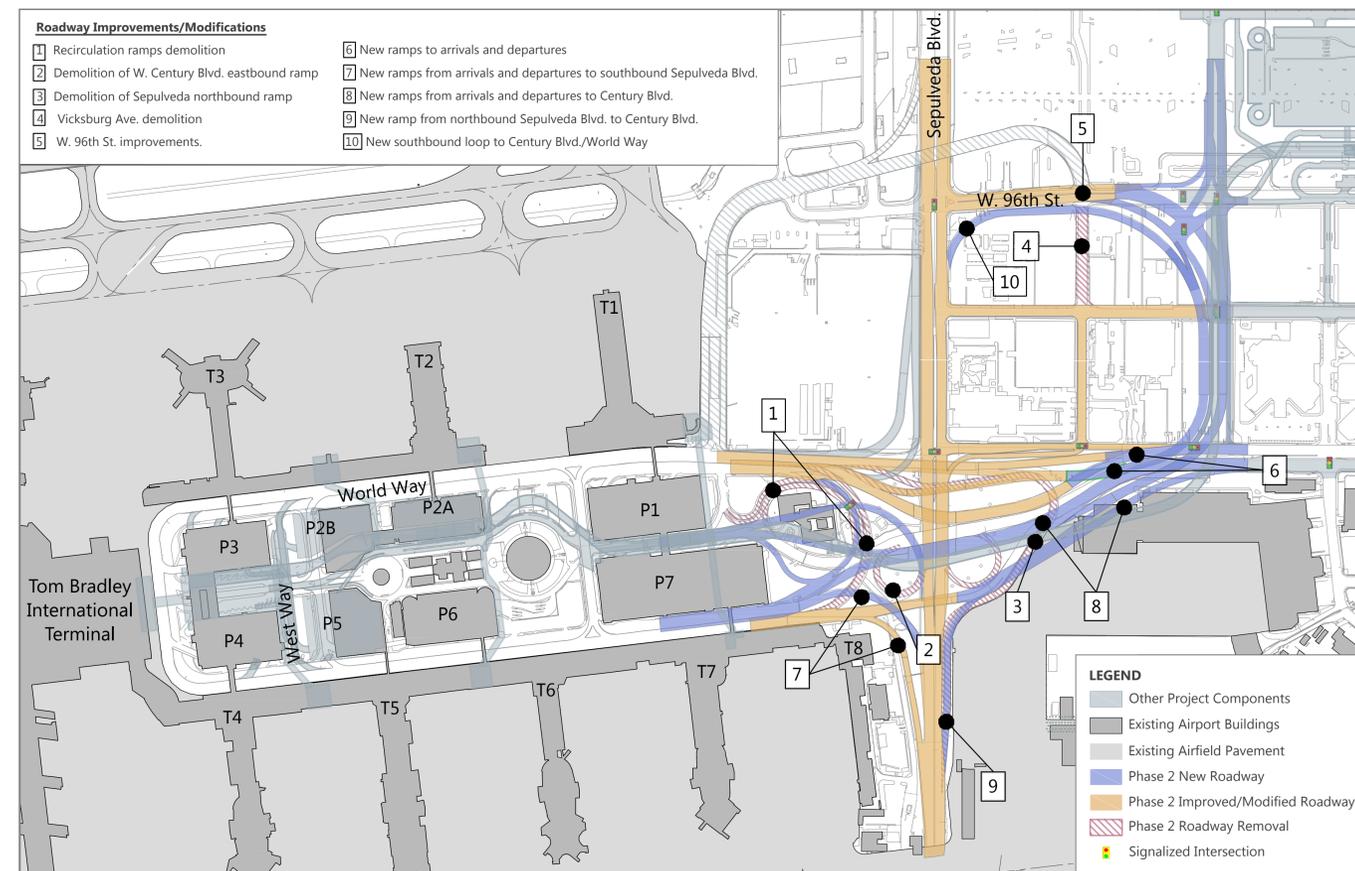
Roadway Improvements: Central Terminal Area



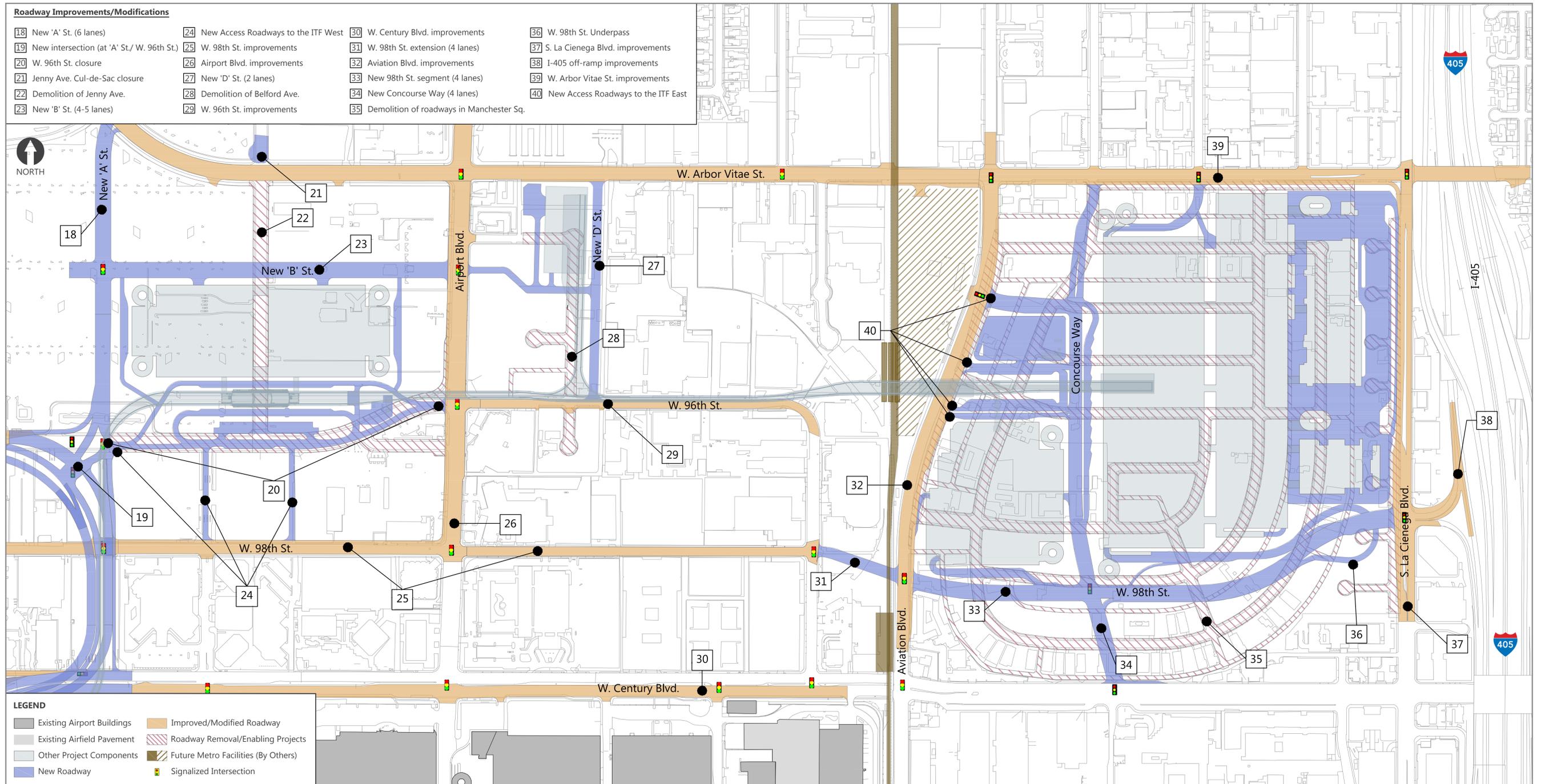
Phase 1



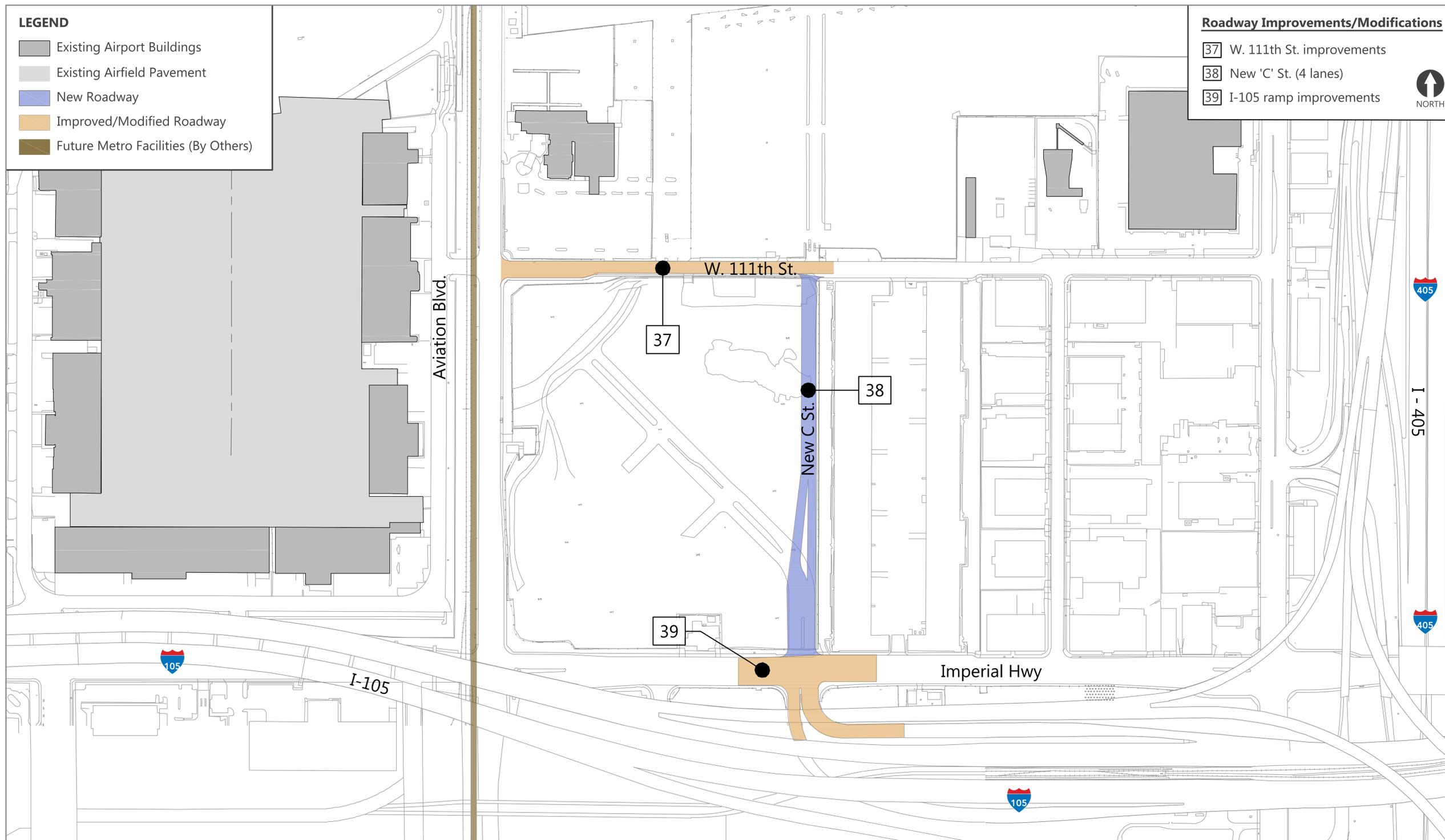
Phase 2



Roadway Improvements: East of Central Terminal Area



Roadway Improvements – Imperial Highway/111th Street



Enabling Projects



Facilities to be Removed

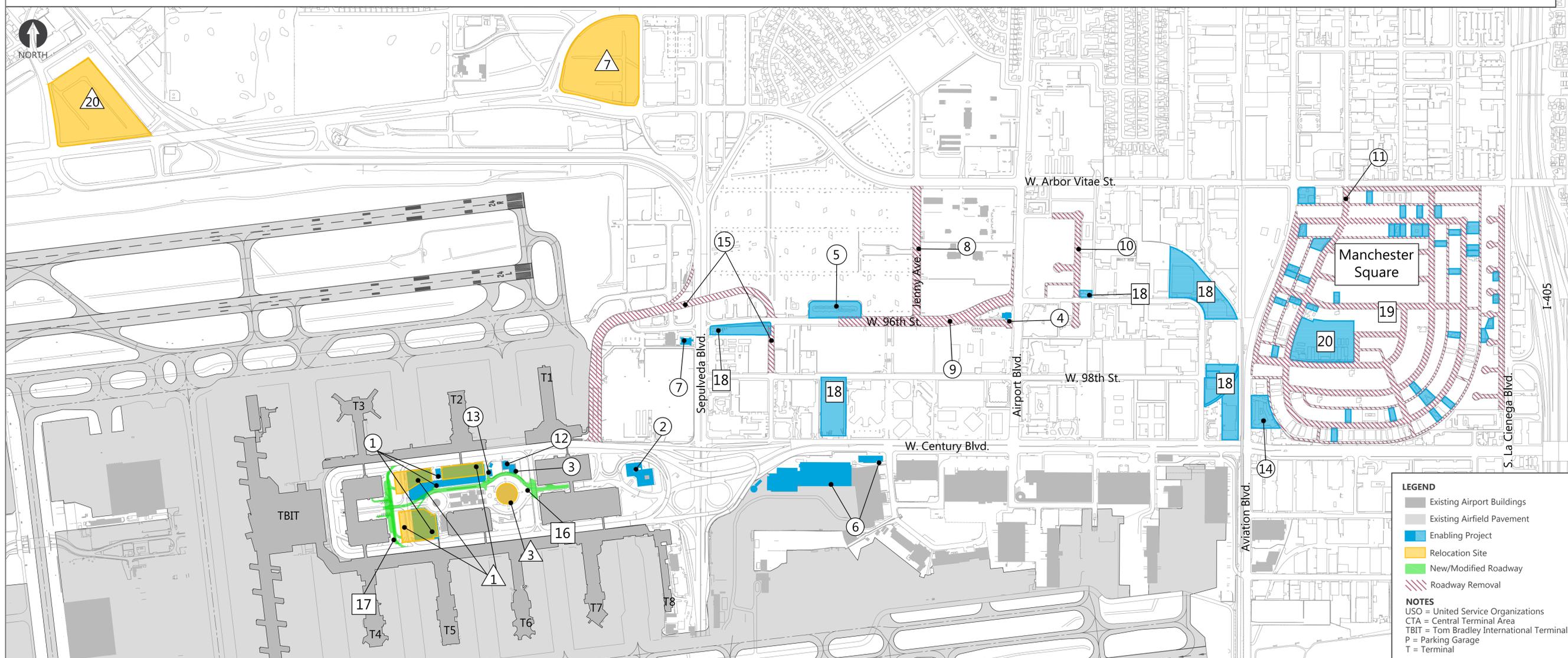
- | | | |
|--|--|--|
| ① Parking garages P2A, P2B, and P5 | ⑥ Hangar Complex | ⑪ Manchester Square secondary roadways |
| ② Clifton Moore Administration Building (Admin East) | ⑦ Reliant Medical Center | ⑫ Drug Enforcement Administration Building |
| ③ Bob Hope Hollywood USO | ⑧ Jenny Ave. | ⑬ Operations Trailers |
| ④ Restaurant building | ⑨ 96th Street between Vicksburg Ave. and Airport Blvd. | ⑭ Travelodge |
| ⑤ LAX City Bus Center | ⑩ Belford Area secondary roadways | ⑮ SkyWay / 96th Street Bridge and Vicksburg Avenue |

Facility Relocation Sites

- ① Replacement garages in CTA
- ③ Bob Hope Hollywood USO (multiple potential locations)
- ⑦ Reliant Medical Center (potential)
- ⑫ Stella Middle Charter Academy and Bright Star Secondary Charter Academy

Other Enabling Projects

- ⑬ Improvements to portions of Center Way within the CTA
- ⑭ West Way Relocation
- ⑮ Land acquisition
- ⑯ Completion of the Manchester Square acquisition program
- ⑰ Stella Middle Charter Academy and Bright Star Secondary Charter Academy



CEQA Process



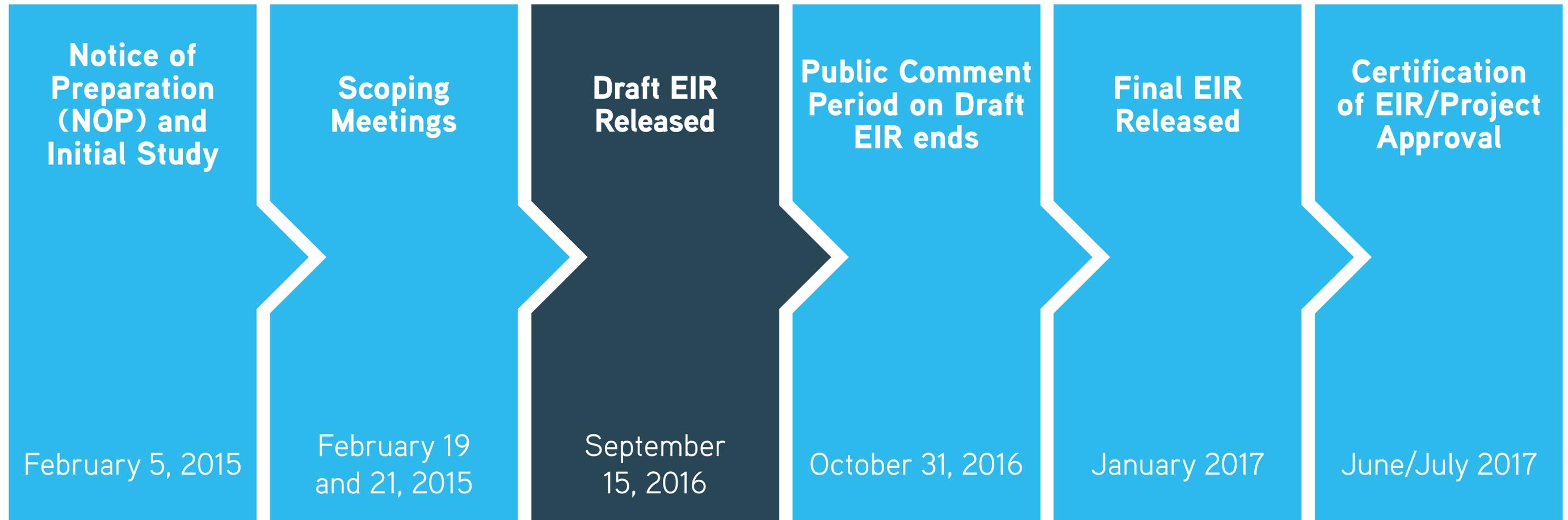
CEQA OVERVIEW

- Purpose is to inform decision-makers, agencies, organizations, and the public of the environmental effects of a project
- Applies to discretionary projects
- Identifies potential effects on the environment
- Identifies ways to avoid or reduce potential effects through mitigation measures or alternatives

WORKSHOP OBJECTIVES

- Provide information about the LAX Landside Access Modernization Program
- Provide information on the Environmental Impact Report (EIR) process and findings
- Identify significant effects discussed in the Draft EIR
- Collect community comments on the information and analyses presented in the Draft EIR

Environmental Process (CEQA)



A separate National Environmental Policy Act (NEPA) process will be conducted by the Federal Aviation Administration (FAA).

- Draft EA – anticipated 2nd Quarter 2017
- Final EA – anticipated 4th Quarter 2017

Draft EIR Impact Determinations Phase 1 and Phase 2 Project



Initial Study Findings

NOT SIGNIFICANT (NO FURTHER ANALYSIS)

- Agricultural and Forestry Resources
- Geology and Soils
- Mineral Resources
- Recreation

Draft EIR Findings

LESS THAN SIGNIFICANT

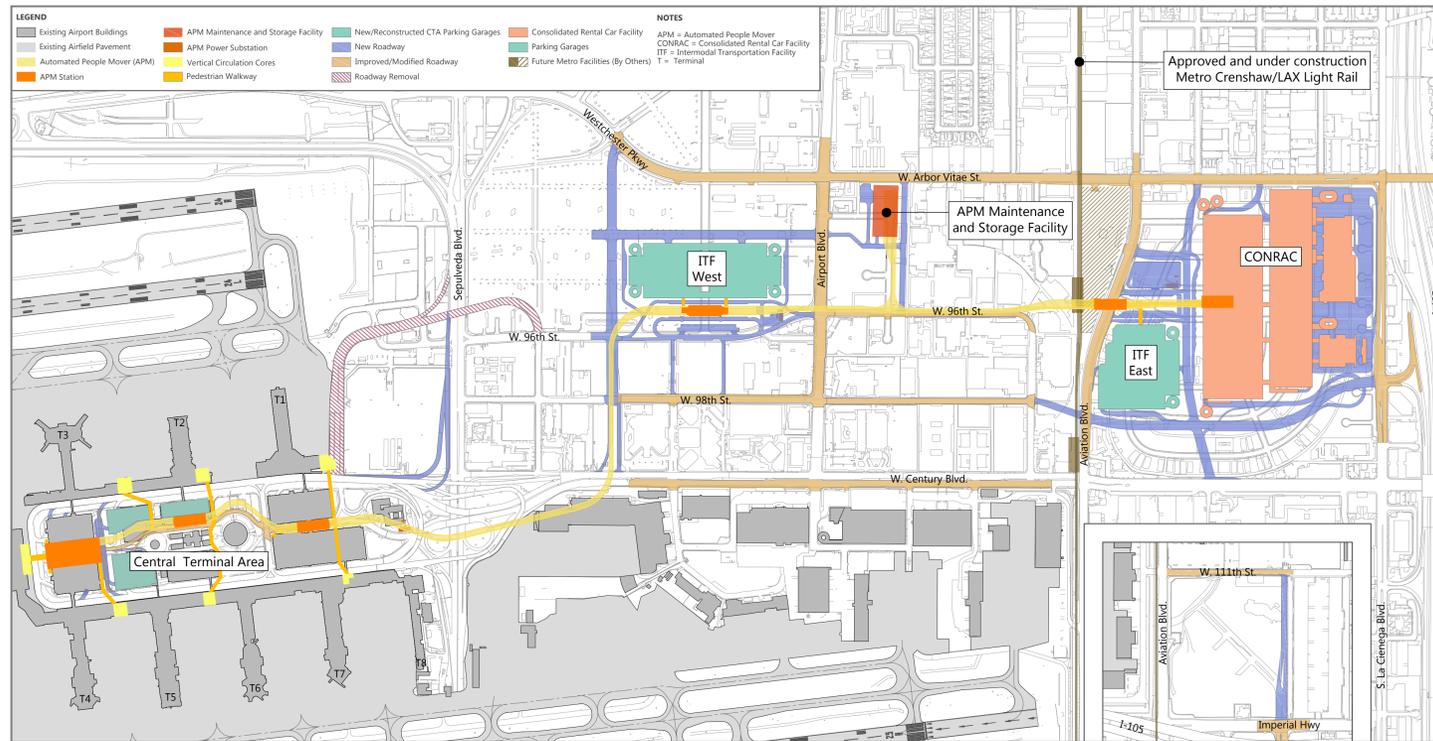
- Aesthetics
 - Shading
 - Light and Glare
- Cultural Resources (Human Remains)
- Greenhouse Gas Emissions (No Net Increase)
- Land Use and Planning
- Population and Housing
- Transportation/Traffic
 - On-Airport Traffic
- Utilities and Service Systems

SIGNIFICANT AND UNAVOIDABLE

- Aesthetics (Visual Character)
- Air Quality
 - Construction (VOC, NO_x, PM₁₀)
 - Operations (PM₁₀)
- Cultural Resources (Historic)
- Greenhouse Gas Emissions (Plan Consistency)

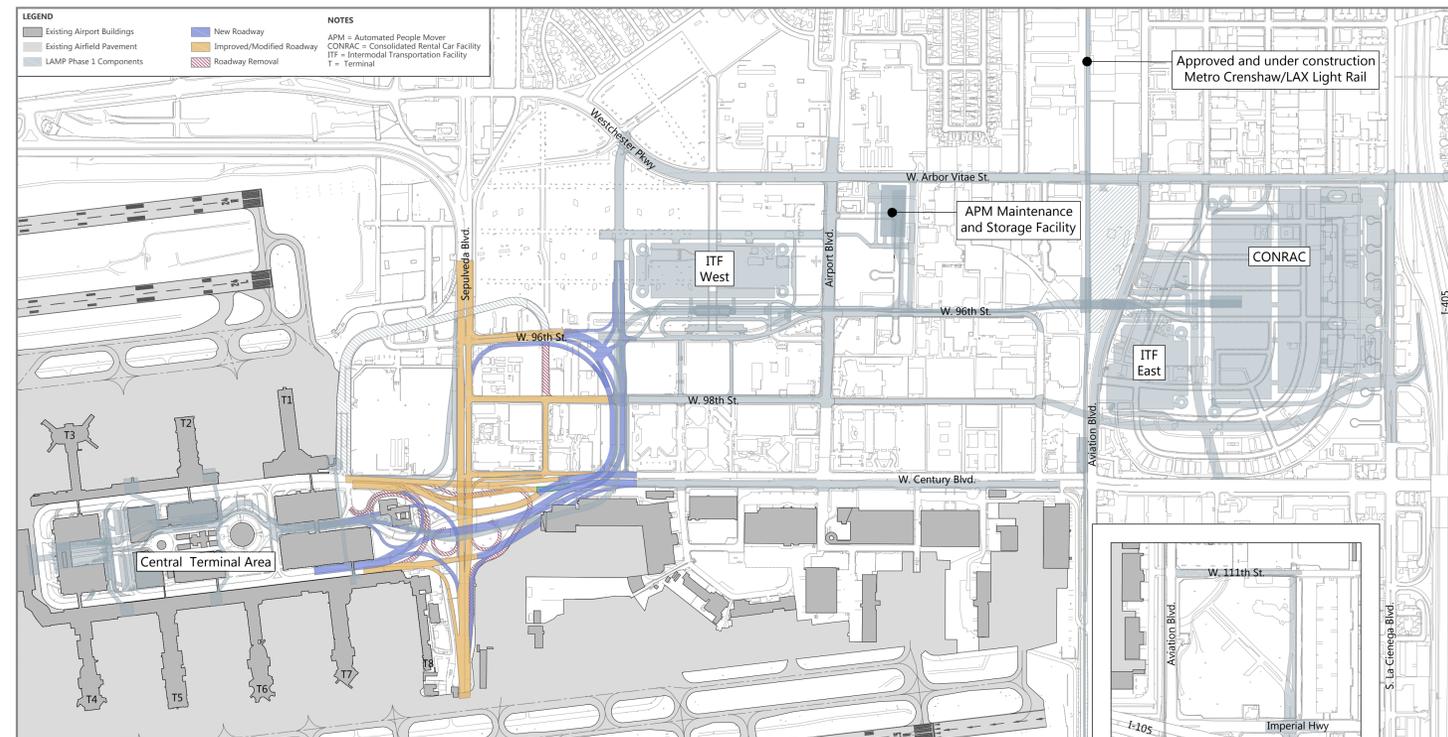
LESS THAN SIGNIFICANT (WITH MITIGATION)

- Air Quality
 - Construction (NO₂)
- Human Health Risk
- Biological Resources
- Cultural Resources
 - Archaeological
 - Paleontological
- Hazards and Hazardous Materials
- Hydrology, Water Quality, and Groundwater
- Noise
- Public Services
 - Fire Protection
 - Law Enforcement
- Public Services (Schools)
- Transportation/Traffic
 - Off-Airport Traffic (One Intersection)
 - Construction Traffic



Phase 1 (2024)

Phase 2 (2035) Project



Draft EIR Impact Determinations Phase 2 (Program) - Potential Future Related Development



Initial Study Findings

NOT SIGNIFICANT (NO FURTHER ANALYSIS)

- Agricultural and Forestry Resources
- Geology and Soils
- Mineral Resources
- Recreation

Draft EIR Findings

LESS THAN SIGNIFICANT

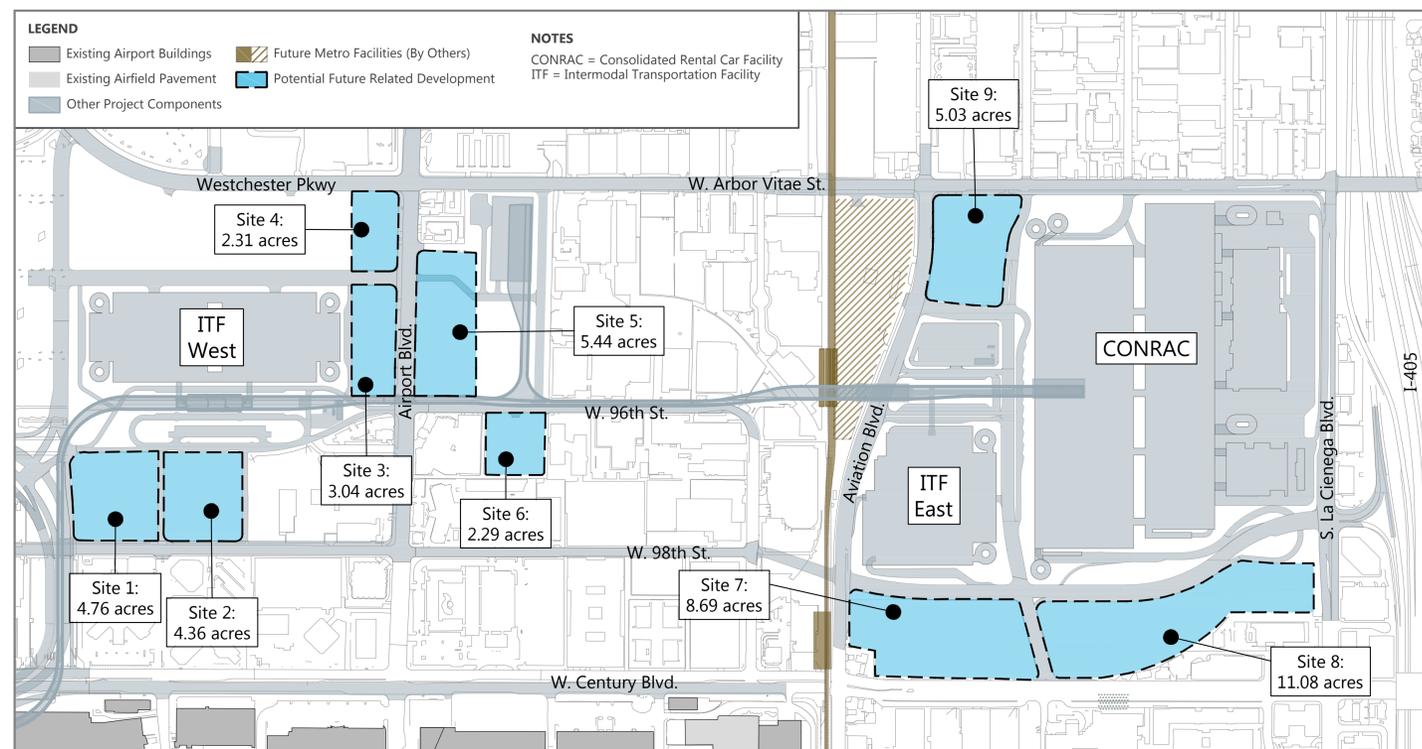
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SIGNIFICANT AND UNAVOIDABLE

- Air Quality
 - Operations (VOC, NO_x, PM₁₀)
- Greenhouse Gas Emissions
- Transportation/Traffic
 - Off-Airport Traffic
 - Construction Traffic



Aesthetics and Cultural Resources



Resource	Construction	Project	Program	Cumulative
Aesthetics: Visual Character	Less than Significant	Significant	Less than Significant	Significant
Cultural: Historic Resources	Less than Significant	Significant	Less than Significant	Significant

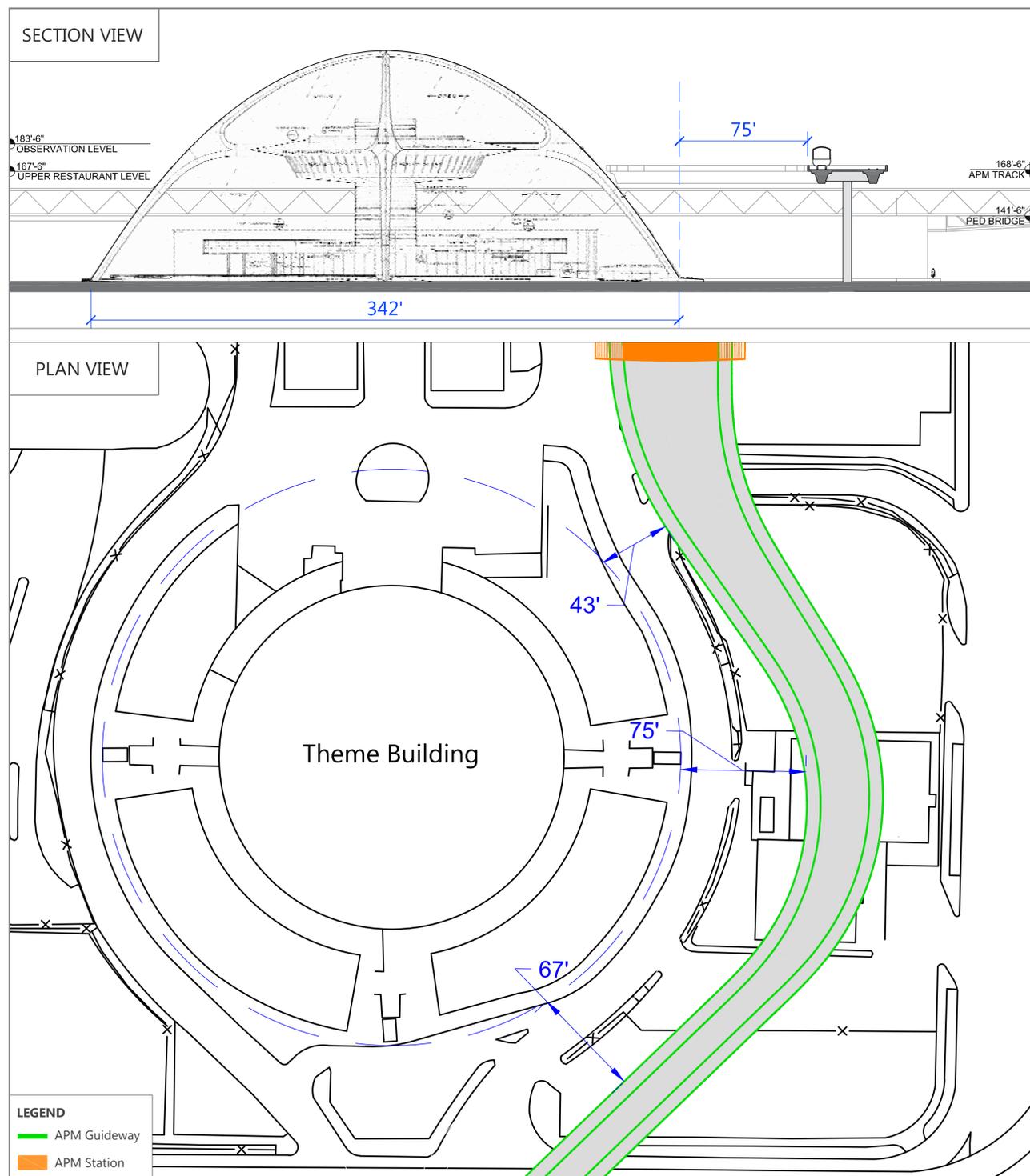


View of the Theme Building and New Airport Traffic Control Tower from the Roof of Terminal 1 (looking southwest)



1961 Airport Traffic Control Tower as viewed from W. Century Boulevard (looking west)

Aesthetics and Cultural Resources



MITIGATION MEASURES

- Application of Design Features to Protect Aesthetic Context of Theme Building
- Preservation of Historic Resources: Theme Building and Setting
- Protection of 1961 Airport Traffic Control Tower
- Conformance with LAWA's Archaeological Treatment Plan
- Archaeological Resources Construction Personnel Briefing
- Conformance with LAWA's Paleontological Management Treatment Plan
- Paleontological Resources Construction Personnel Briefing

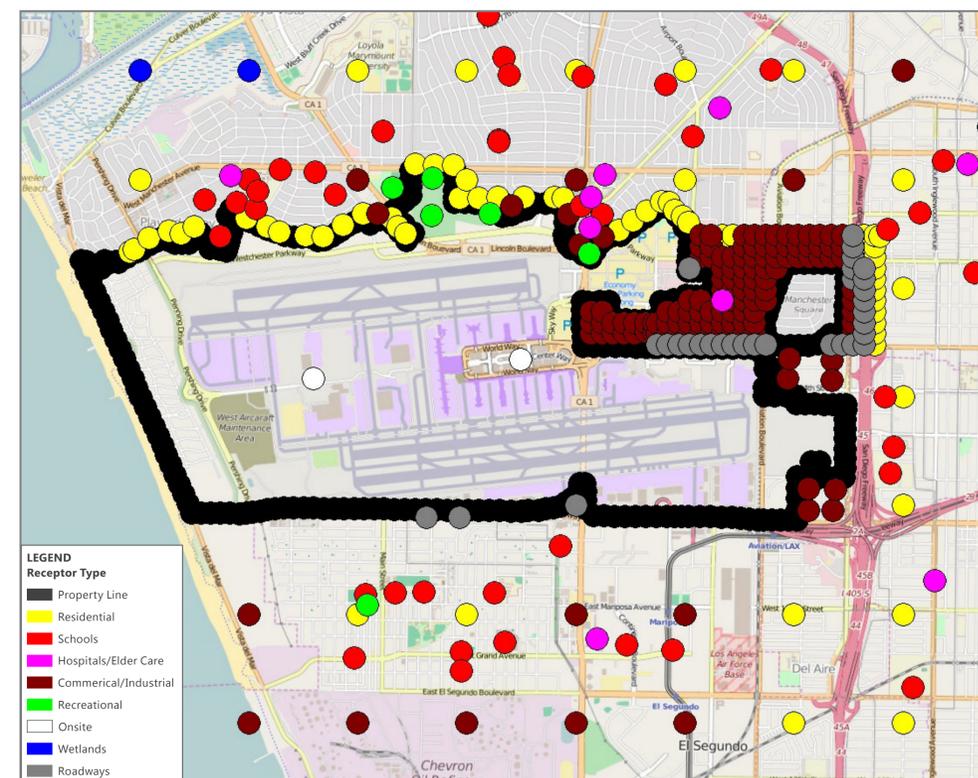


LAX DESIGN GUIDELINES

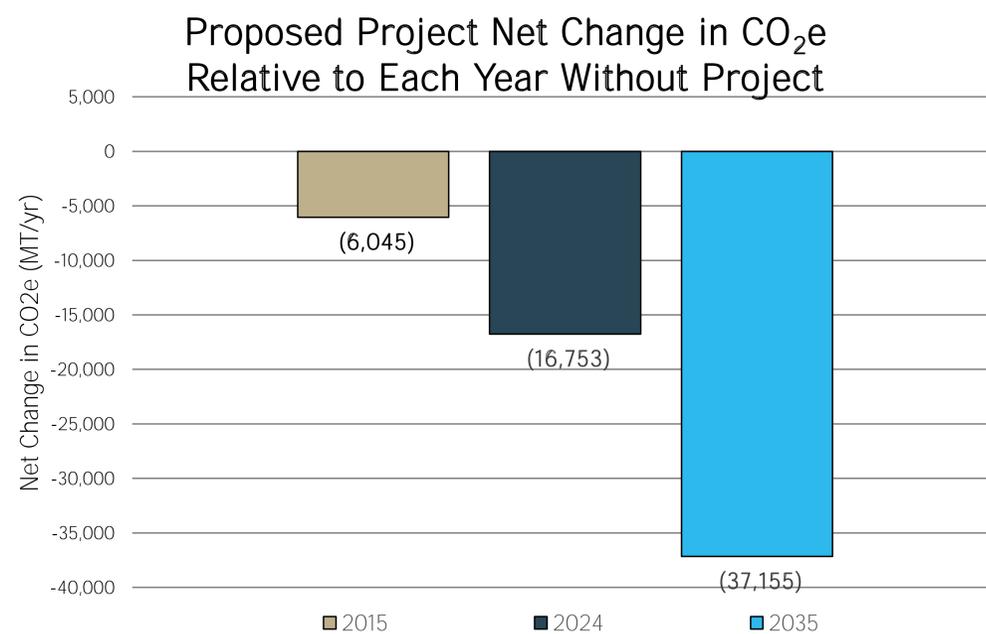
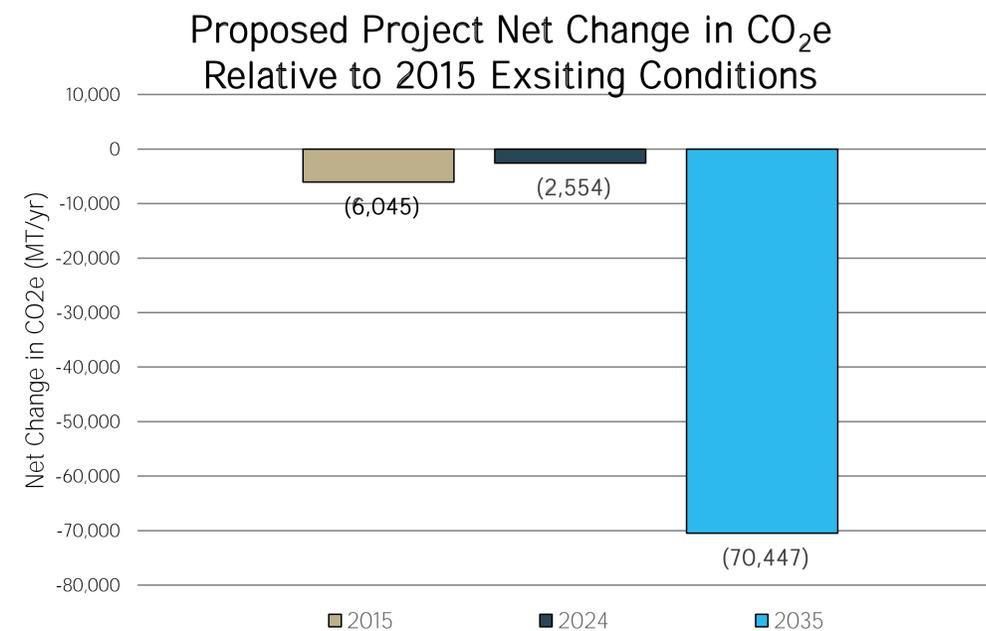
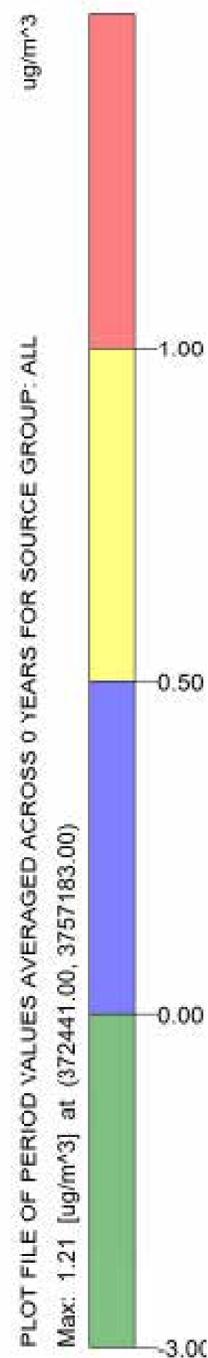
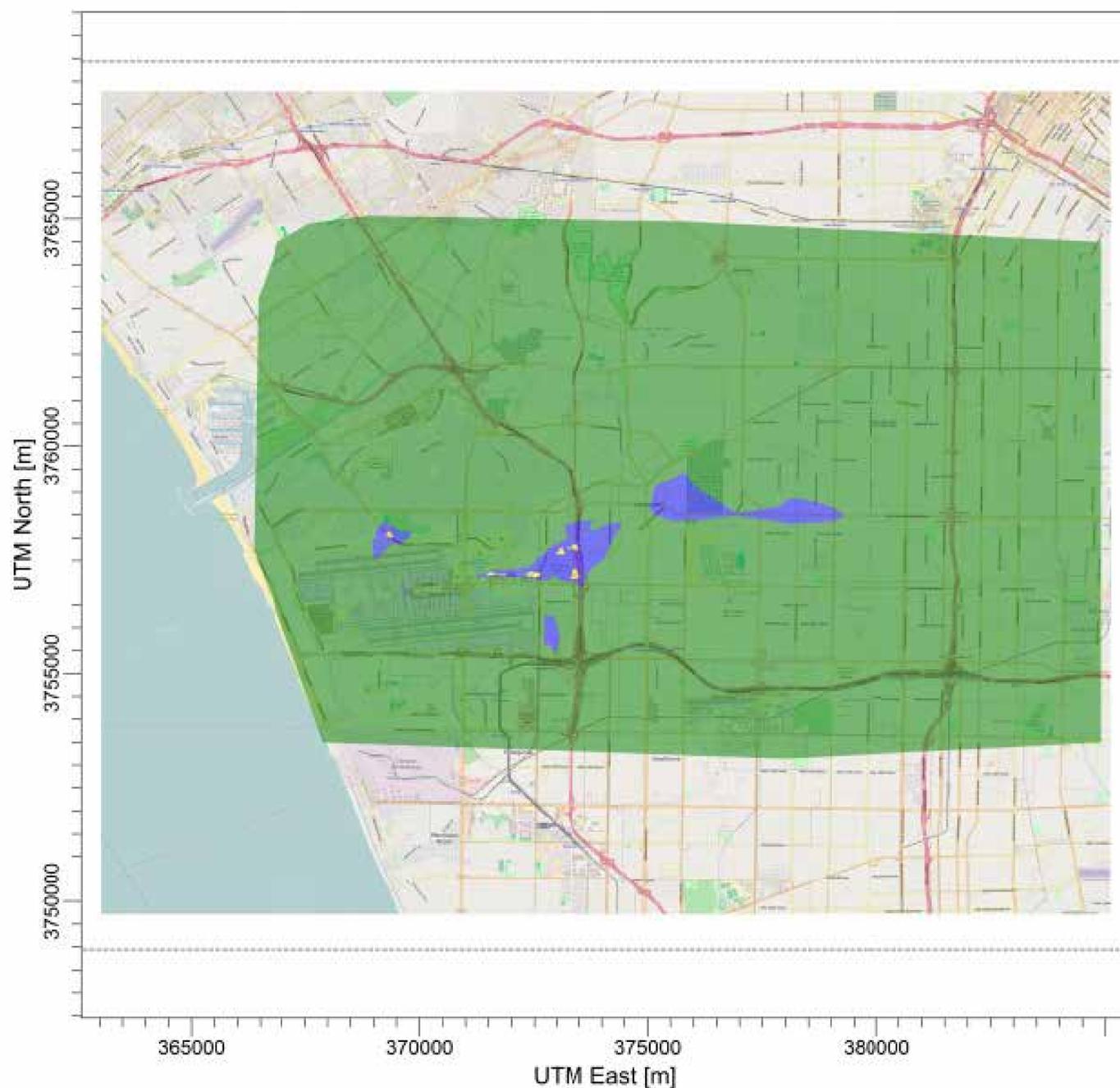
Air Quality, Greenhouse Gases and Human Health Risk



- Coordinated analysis methodology with SCAQMD
- All Criteria Pollutants (VOC, NO_x, CO, PM_{2.5}, PM₁₀), Human Health Risk, and Green House Gas emissions analyzed
- **Air Quality**
 - Phase 1 and Phase 2 (Project)
 - **Significant Impacts** during construction for VOC, NO_x, PM₁₀
 - **No Significant Impacts** identified for Project Phase 1 and Phase 2 Operations, **except for** PM₁₀ emissions driven by fugitive operational/traffic road dust
 - Phase 2 (Program) Potential Future Related Development:
 - LAWA does not have current definitive plans for development
 - Will conduct project-level EIR and analyze construction when details are known
 - Significant air quality impacts for Program Operations and Construction
- **No Human Health Risk** significant impact triggered by LAMP Project or Program
- **No net increase in Green House Gas** emissions, except for Phase 2 (Program) Potential Future Related Development
- Greenhouse Gas Emissions consistency with State and Regional Plans considered to be **significant impact**



Air Quality and Greenhouse Gases



AQ Mitigation Measures: Clean Construction



On-Road Emissions Reduction

- 2010 Haul Truck Model Year commitment
- Minimizing worker vehicle emissions (e.g., on-site lunch trucks, off-peak commute)

On-Site Construction Equipment Emissions Reduction

- Clean Equipment and Best Available Emission Control Devices on diesel equipment
- Ultra-low sulfur diesel required
- Idling restrictions on diesel equipment
- Utilize specific combination of electric and portable diesel/gasoline generators
- Proper maintenance of construction equipment required
- Tampering of construction equipment prohibited

Fugitive Dust Control

- Rule 403 compliance (e.g., watering 3 times daily)
- Sign posted with dust complaint contact information
- Require corrective action on dust complaints within 24 hours
- Paving construction access roads at least 100 feet onto the site required
- Laying building pads soon after grading

Independent Third Party Monitor

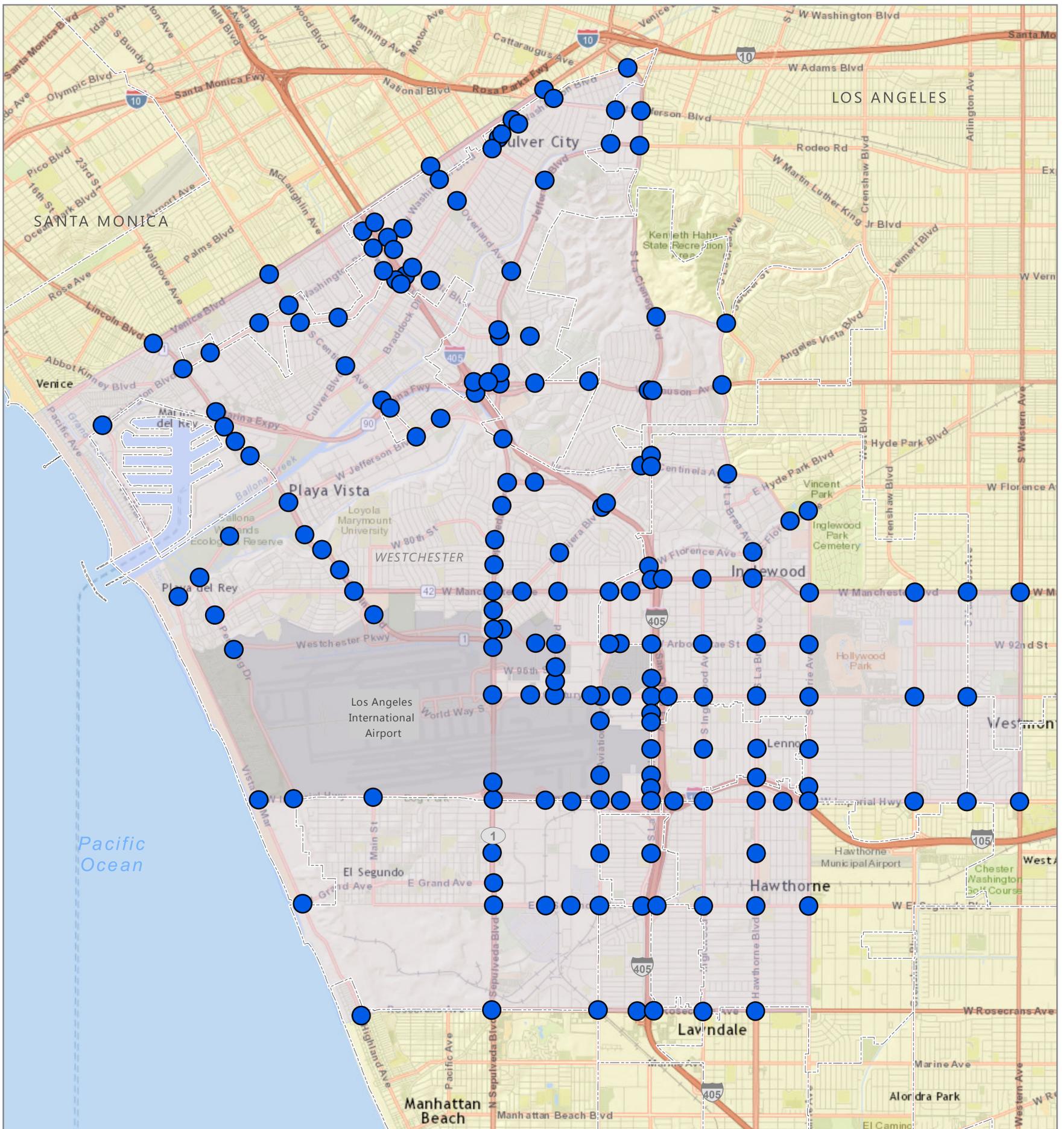


Off-Airport Traffic

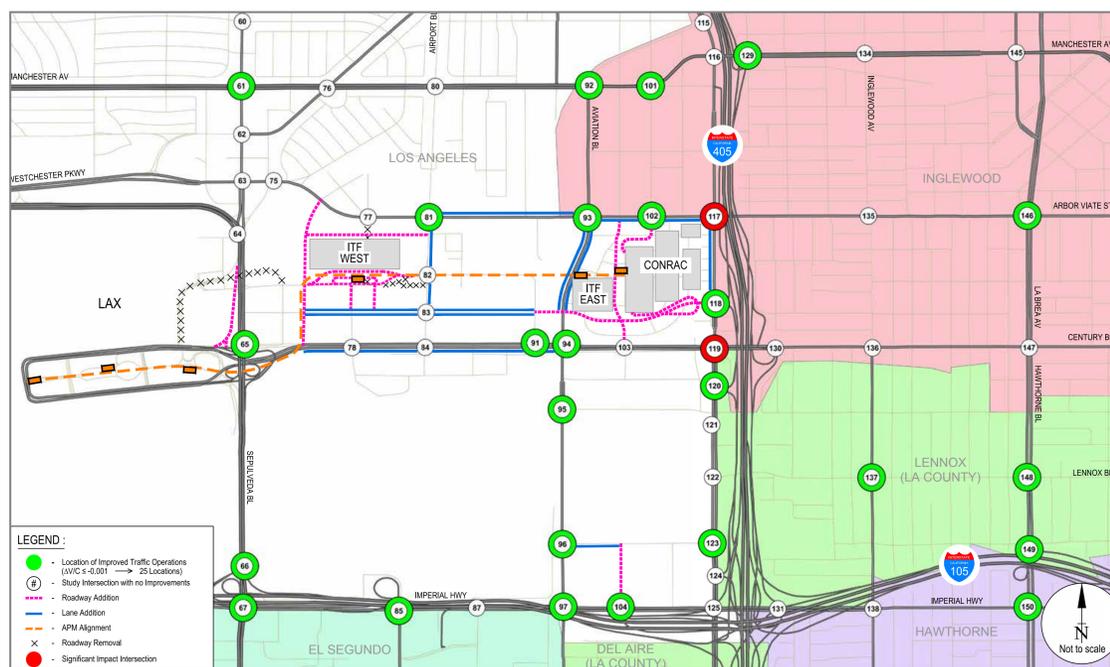


Study Area

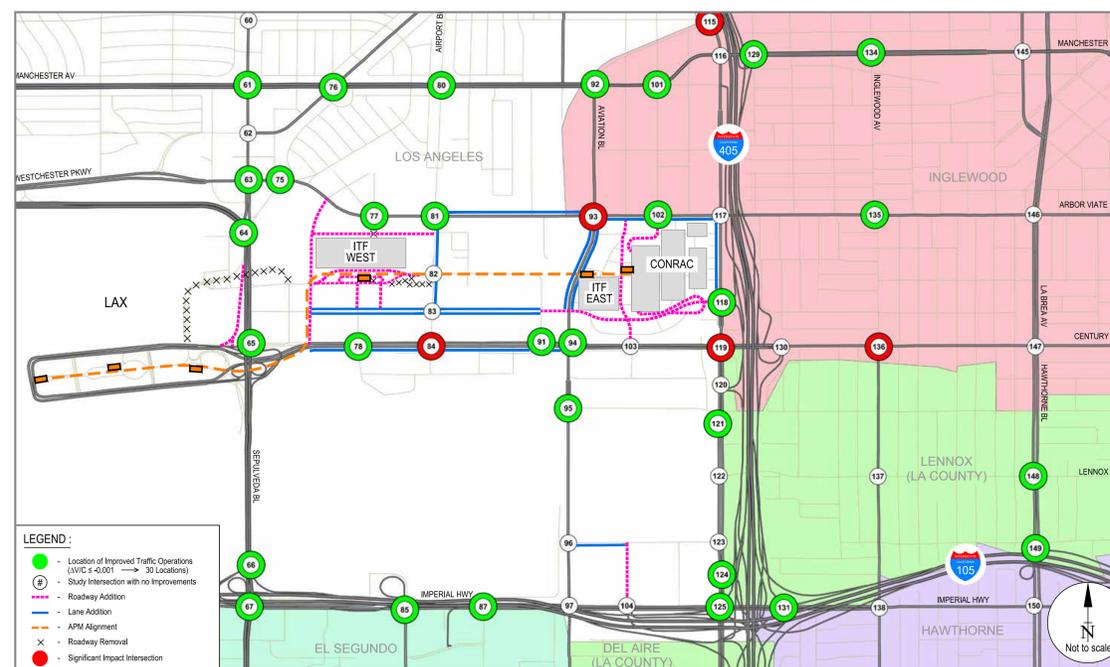
- 8 jurisdictions
- 183 intersections
- 23 freeway segments
- 26 ramp terminals



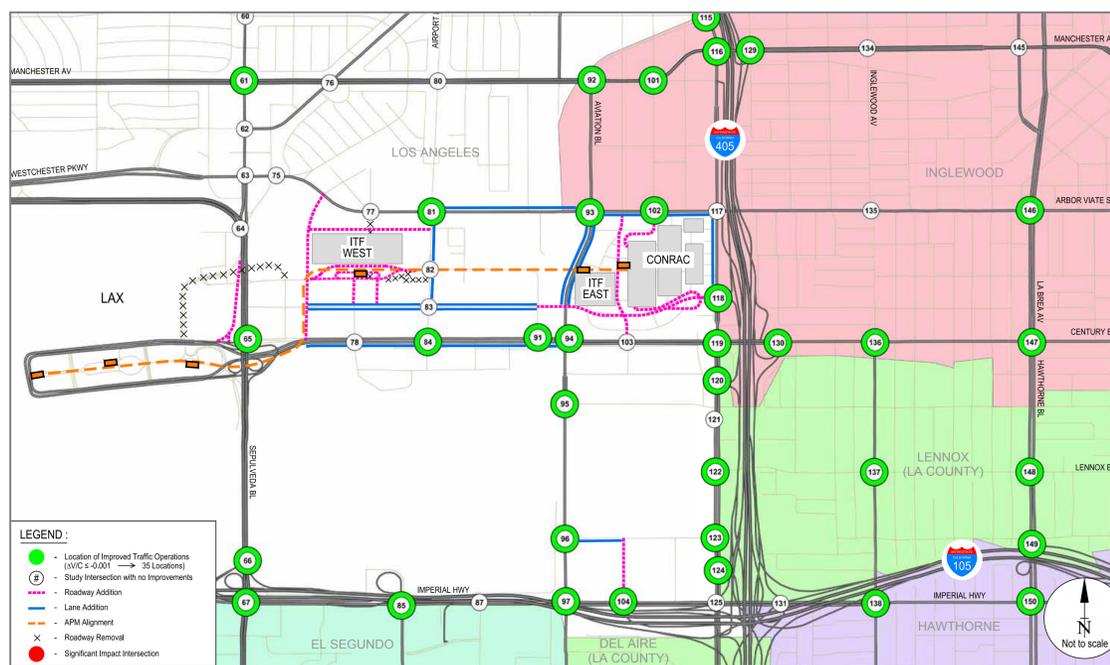
Traffic Results 2024



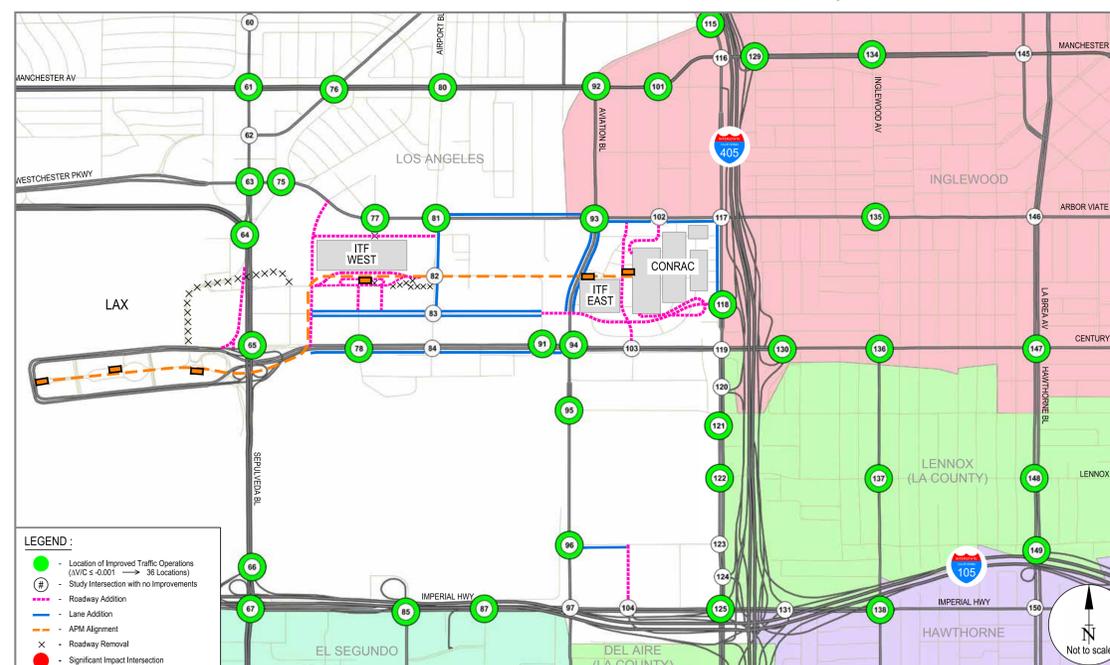
2024 – A.M. Peak with Project



2024 – P.M. Peak with Project

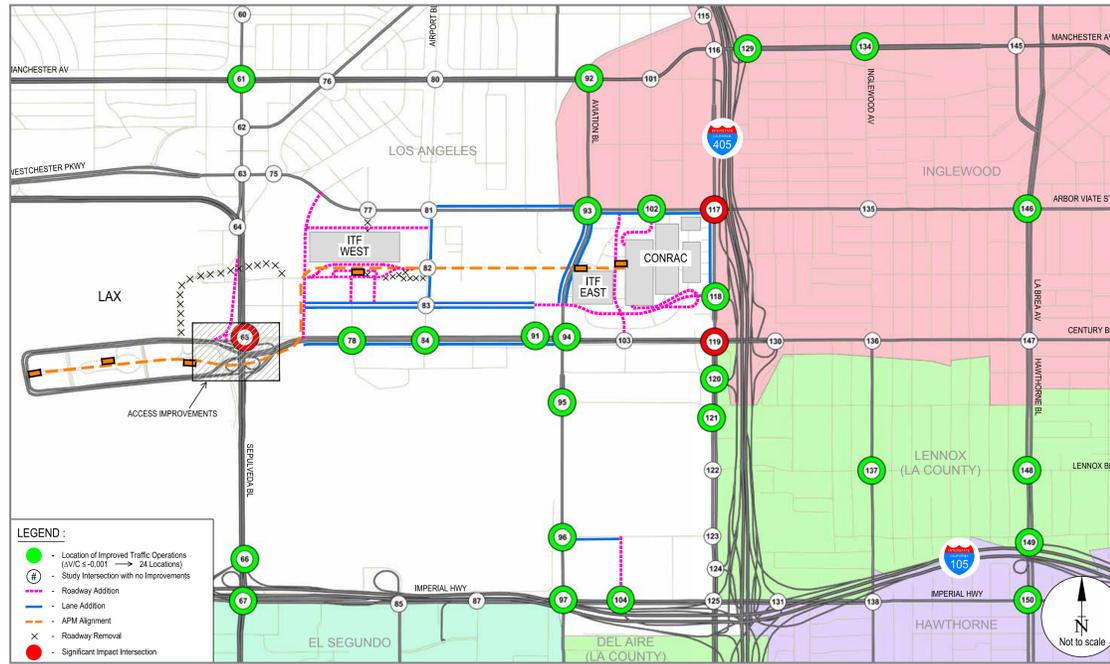


2024 – A.M. Peak with Project and Mitigation

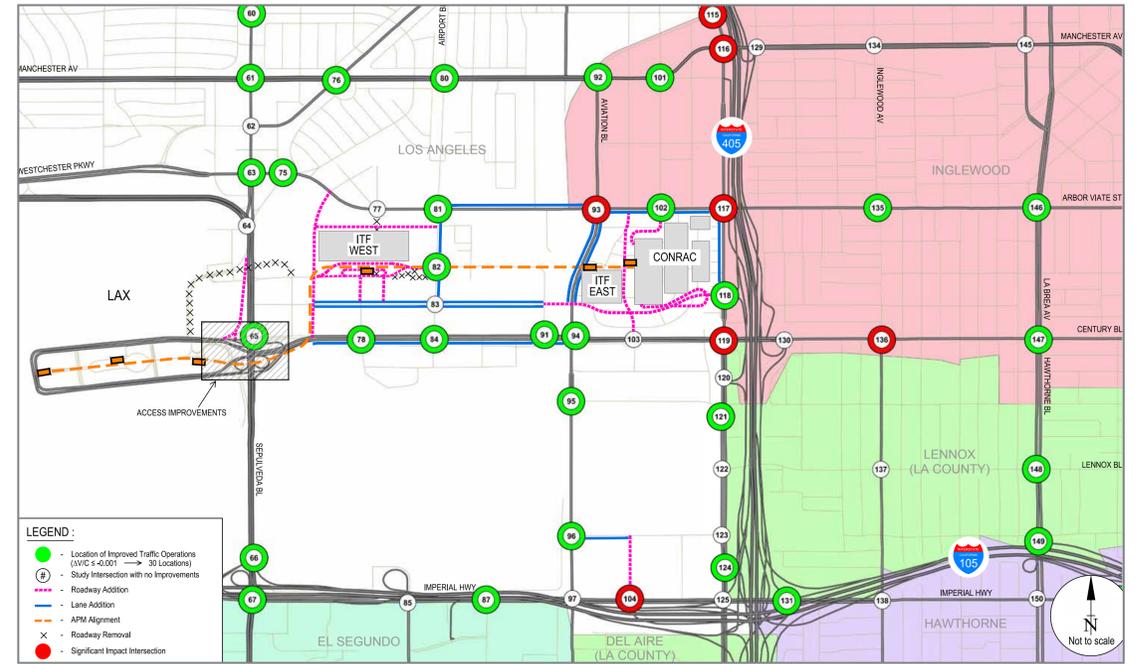


2024 – P.M. Peak with Project and Mitigation

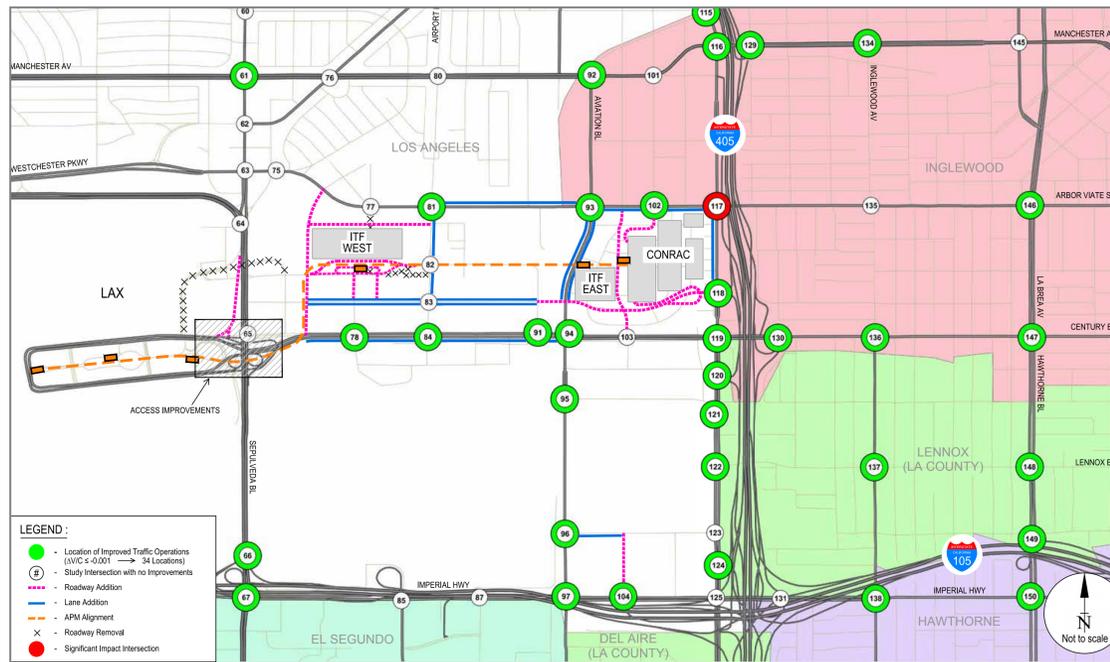
Traffic Results 2035



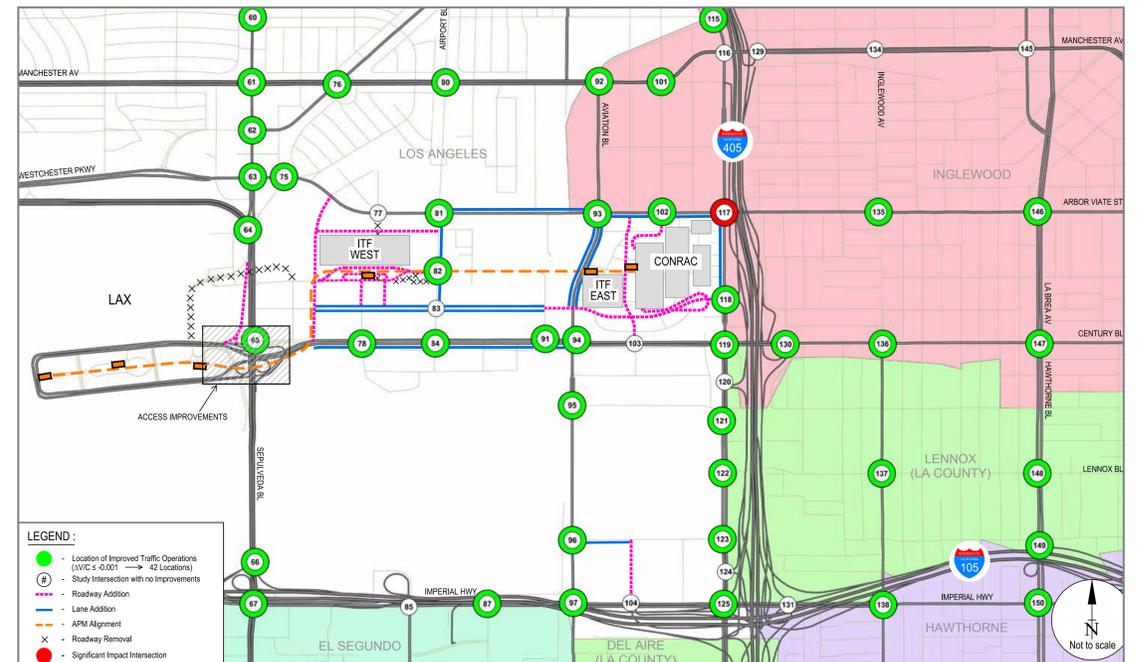
2035 – A.M. Peak with Project



2035 – P.M. Peak with Project



2035 – A.M. Peak with Project and Mitigation



2035 – P.M. Peak with Project and Mitigation

Proposed Traffic Mitigation

- **Travel Demand Management (TDM) Program**

- Home-to-work transportation alternatives
- Enhanced rideshare/carpool/vanpool program
- Incentives transit pass program
- Bicycle access program
- Coordination with adjacent TMAs

- **Intelligent Transportation System (ITS) Improvements along five corridors**

- La Cienega Boulevard
- Century Boulevard
- Sepulveda Boulevard
- I-105 corridor including El Segundo Boulevard & Imperial Highway
- I-405 corridor including Sepulveda Boulevard & La Cienega Boulevard



- **Physical Intersection Improvements at twelve intersections**

- Sepulveda Boulevard & Century Boulevard
- Aviation Boulevard & Arbor Vitae Street
- I-105 Freeway Ramps (east of Aviation Boulevard) & Imperial Highway
- I-405 NB Ramps & Imperial Highway
- La Cienega Boulevard & Arbor Vitae Street
- La Cienega Boulevard & Century Boulevard
- La Cienega Boulevard & I-405 SB on-off ramps south of Century Boulevard
- La Cienega Boulevard & 104th Street
- La Cienega Boulevard & Lennox Boulevard
- La Cienega Boulevard & 111th Street
- La Cienega Boulevard & I-405 SB on-off ramps north of Imperial Highway
- Century/La Brea-Hawthorne

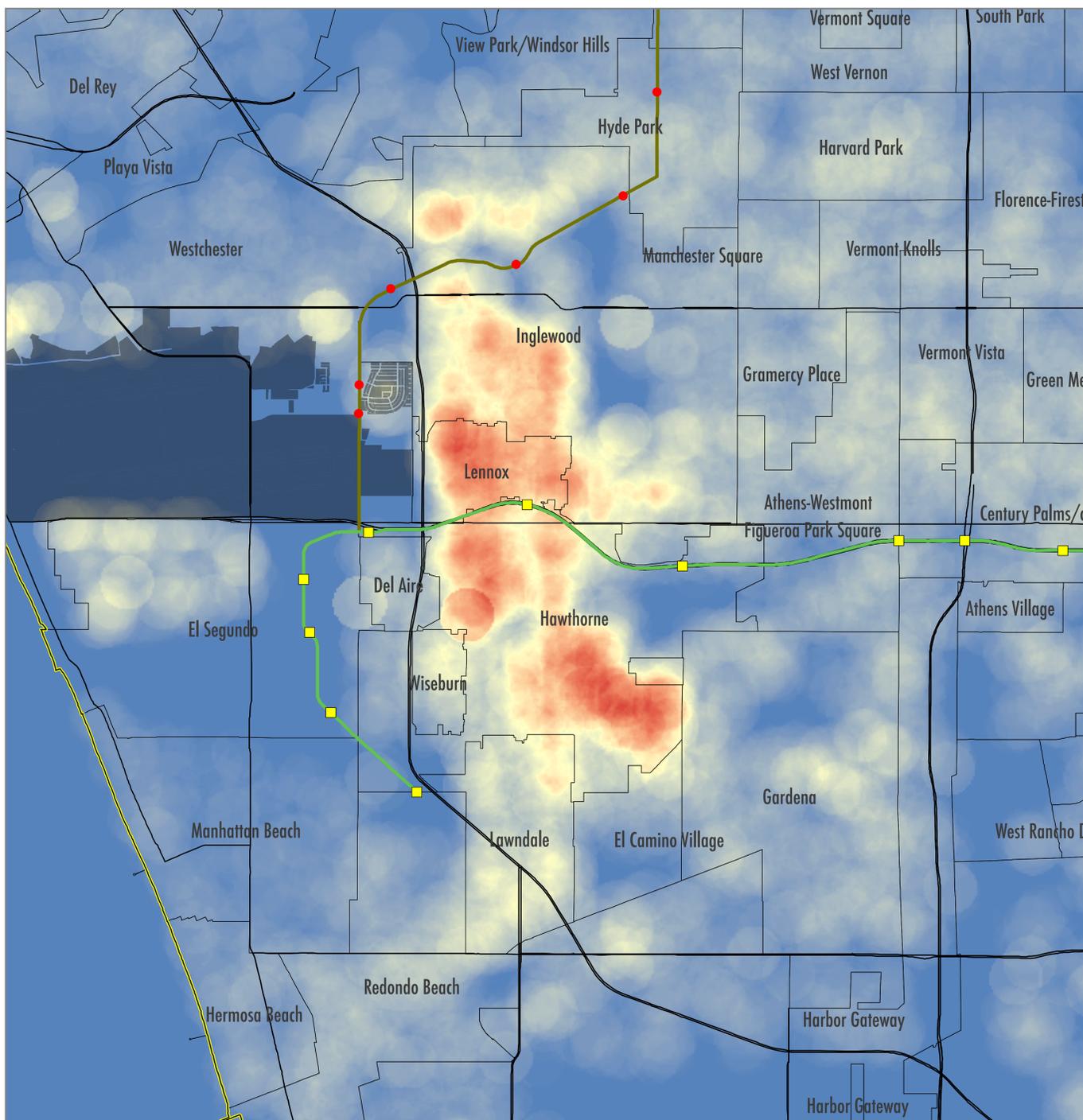
- **I-405 NB auxiliary lane and third northbound lane on La Cienega Boulevard**

- **Fair Share contribution along Caltrans' facilities**

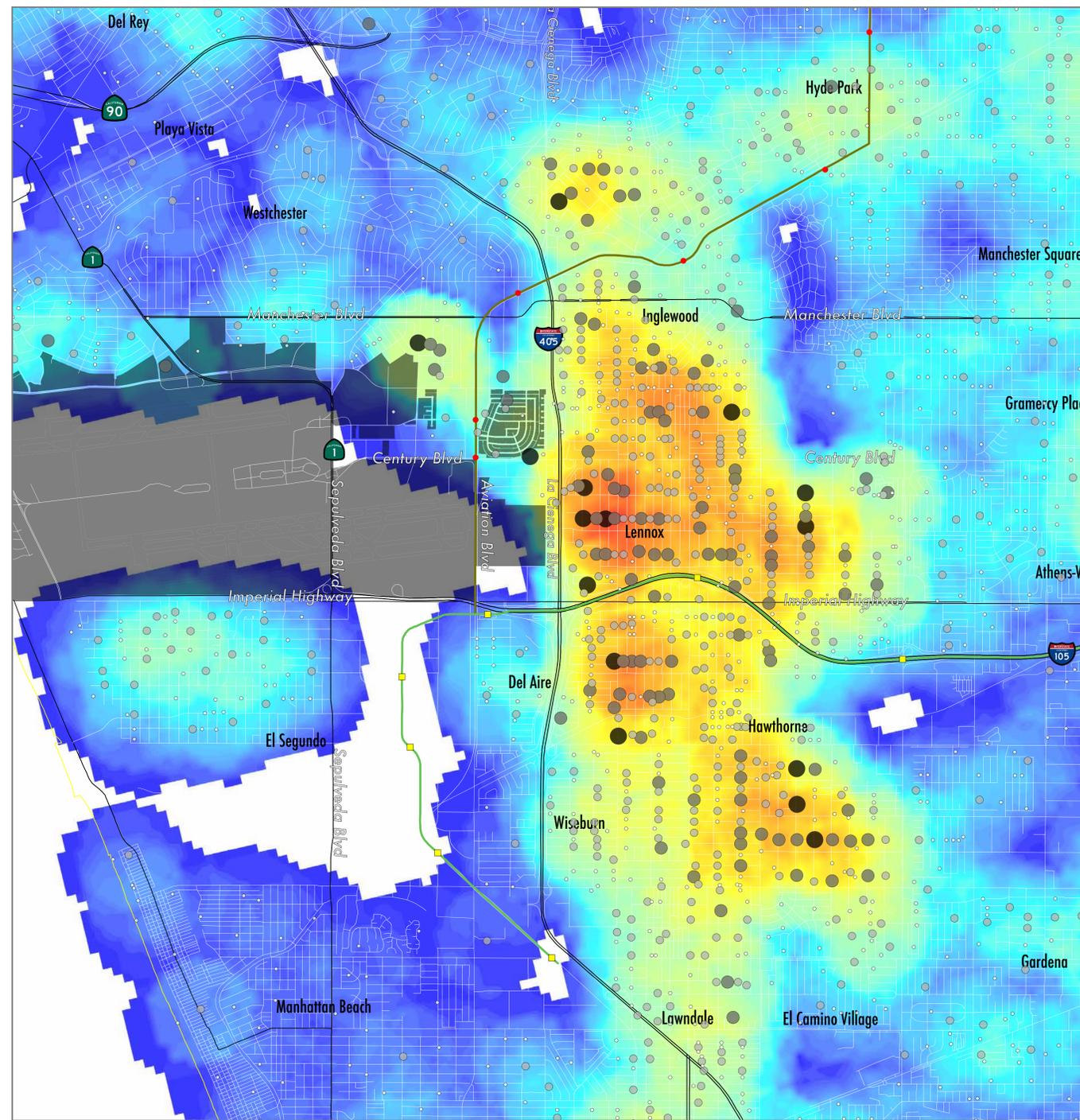
Employee Heat Maps



LAX Employees



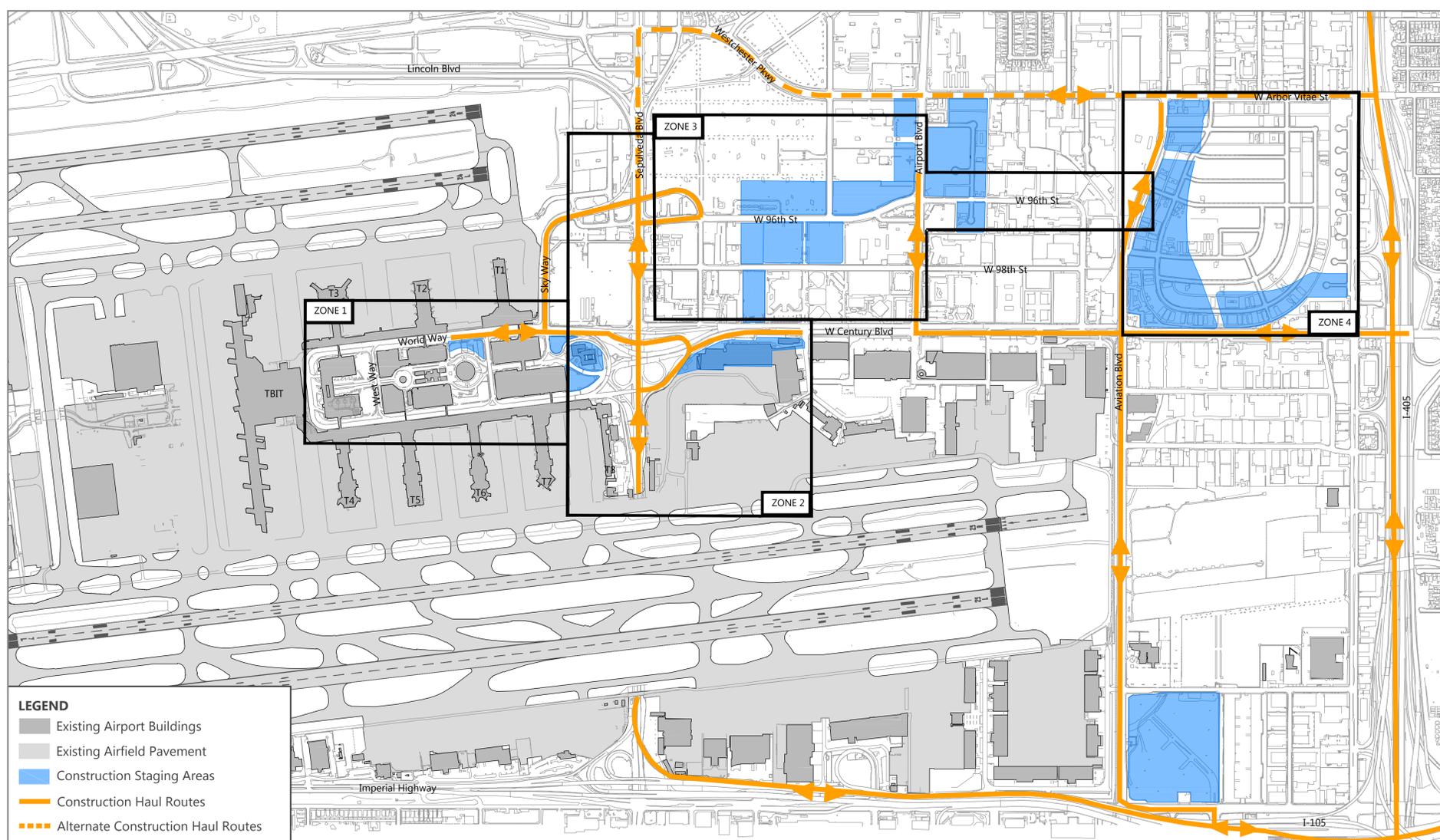
Gateway to LA Business District Employees



Construction Traffic Management



- **CONSTRUCTION TRAFFIC PROJECT TASK FORCE.** LAWA would establish a Project Task Force to coordinate deliveries, monitor traffic conditions, advise motorists about detours and congested areas, and monitor and enforce delivery times and routes.
- **Maintenance of traffic**
- **Worksite traffic control plans**
- **Roadway closure restrictions**



Construction Haul Routes and Staging Areas

Hydrology, Water Quality & Groundwater

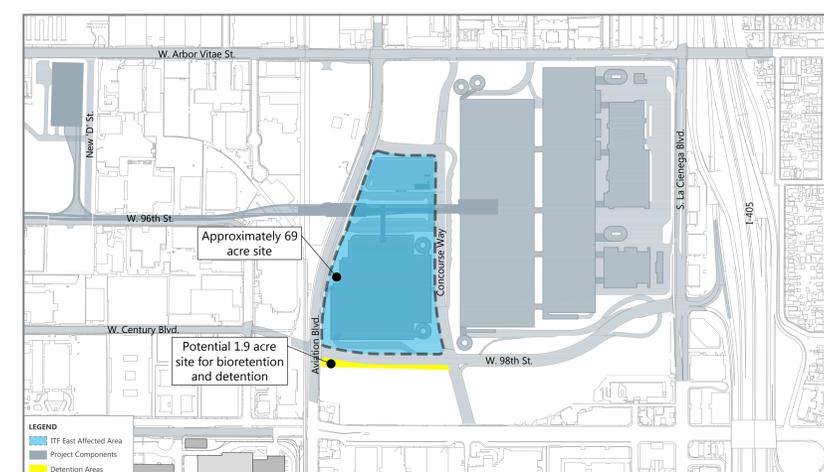
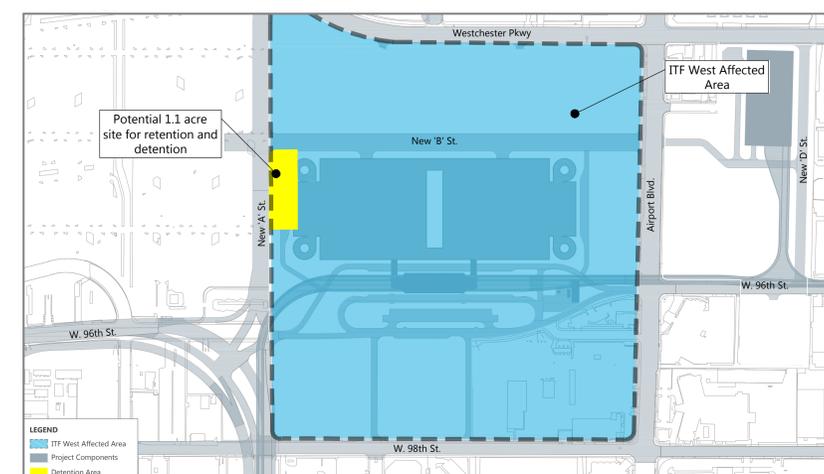
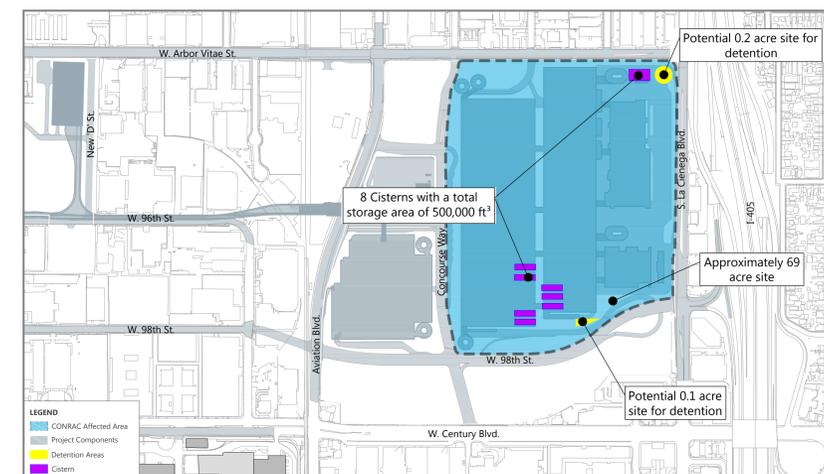


Project-Specific Stormwater Pollution Prevention Plans

- Soil stabilization (erosion control) techniques such as seeding and planting, mulching, and check dams
- Sediment control methods such as detention basins, silt fences, and dust control
- Contractor training programs
- Waste management practices such as providing designated storage areas and containers for specific waste for regular collection
- Roadway cleaning/tracking control practices
- Vehicle and equipment cleaning and maintenance practices
- Fueling practices

Stormwater Control

- CONRAC - On-site cisterns will be supplemented for additional 40,000 ft³ of detention in the north and 31,000 ft³ of detention in the south
- ITF East - Combined retention and detention to retain 70,000 ft³ of runoff for water quality treatment and detain 130,000 ft³ to meet developed drainage requirements (total of 1.9 acres)
- ITF West - Combined retention and detention will be provided to retain 45,000 ft³ of runoff and detain 50,000 ft³ (total of 1.1 acres)
- APM MSF - A 0.2-acre site for combined retention and detention to retain 7,000 ft³ of runoff and detain 16,000 ft³
- Roadways and APM Guideway - Roadways: approximately 2.5 acres of swales to retain 130,000 ft³ of runoff. APM Guideway: approximately 1 acre of surface-level bioretention features to treat 54,000 ft³ of runoff



Sustainability Measures



The LAX Landside Access Modernization Program will:

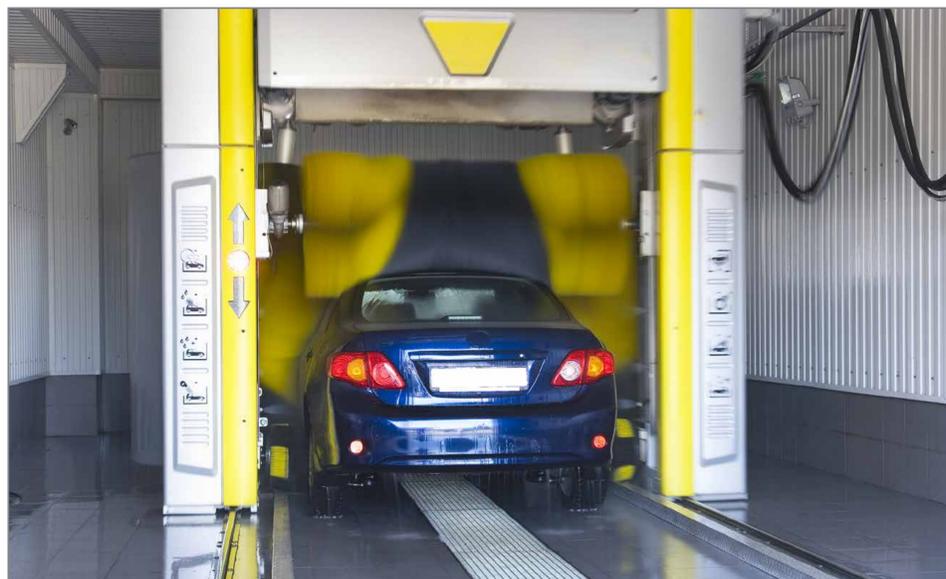
- Exceed Los Angeles Green Building Standard Code Tier 1 and Tier 2
- Exceed 2008 energy efficiency standards in CA Energy Code Title 24 by 15%
- Reduce potable water use requirement in CA Building Standard Code by 30%
- Include Low Impact Development compliance
- Provide minimum of 7MW solar power



CONRAC Sustainability Measures



- Goal to achieve LEED® Silver
- Provide infrastructure for electric vehicle charging stations at up to 10% of visitor, public, and employee parking spaces
- Xeriscaping or “purple pipe” recycled water
- Reverse osmosis reject water for car wash rinse
- Indoor air quality:
 - No added formaldehyde materials
 - MERV 13 filters



Other Sustainability Highlights



APM Guideway/Stations

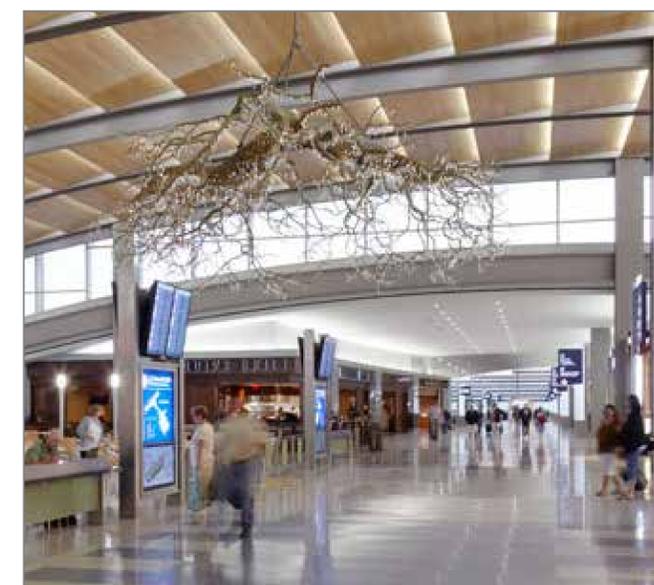
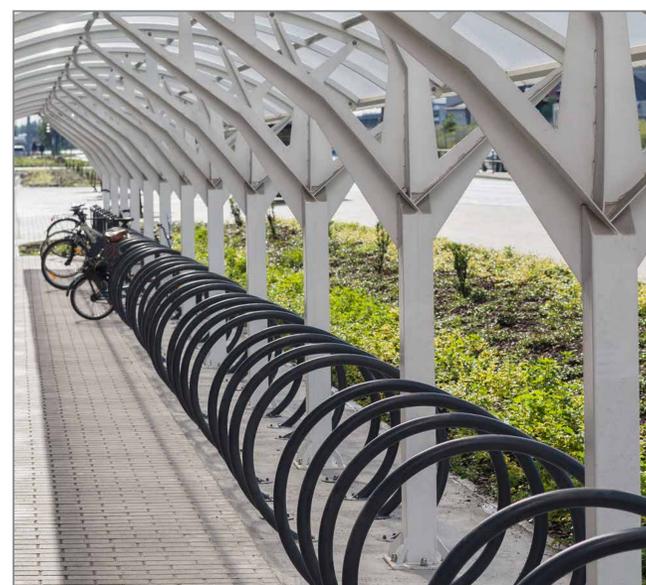
- Construct using locally sourced, bio-based, and recycled content products
- Natural daylight and naturally ventilated
- Water conserving fixtures and fittings

APM MSF

- Water efficiency and conservation for employee locker rooms and APM train washing operations
- Reduce heat island impacts by using cool roof materials
- Reduce hardscape areas

ITFs

- Bicycle parking and changing/shower facilities (ITF West)
- Preferred parking for low-emitting and fuel-efficient vehicles
- Provide infrastructure for electric vehicle charging stations at up to 10% of parking spaces
- On-site solar (as applicable)



Entitlements



Department of City Planning

- General Plan Amendment
 - LAX Plan Amendment
 - Westchester – Playa del Rey Community Plan Amendment
 - Mobility Plan 2035 Amendment
- Specific Plan Amendment
- Zone Changes
- Tentative Tract Maps

Bureau of Engineering

- Tract maps
- Easements

Department of Building and Safety

- Haul Route Permits

Plan Amendments



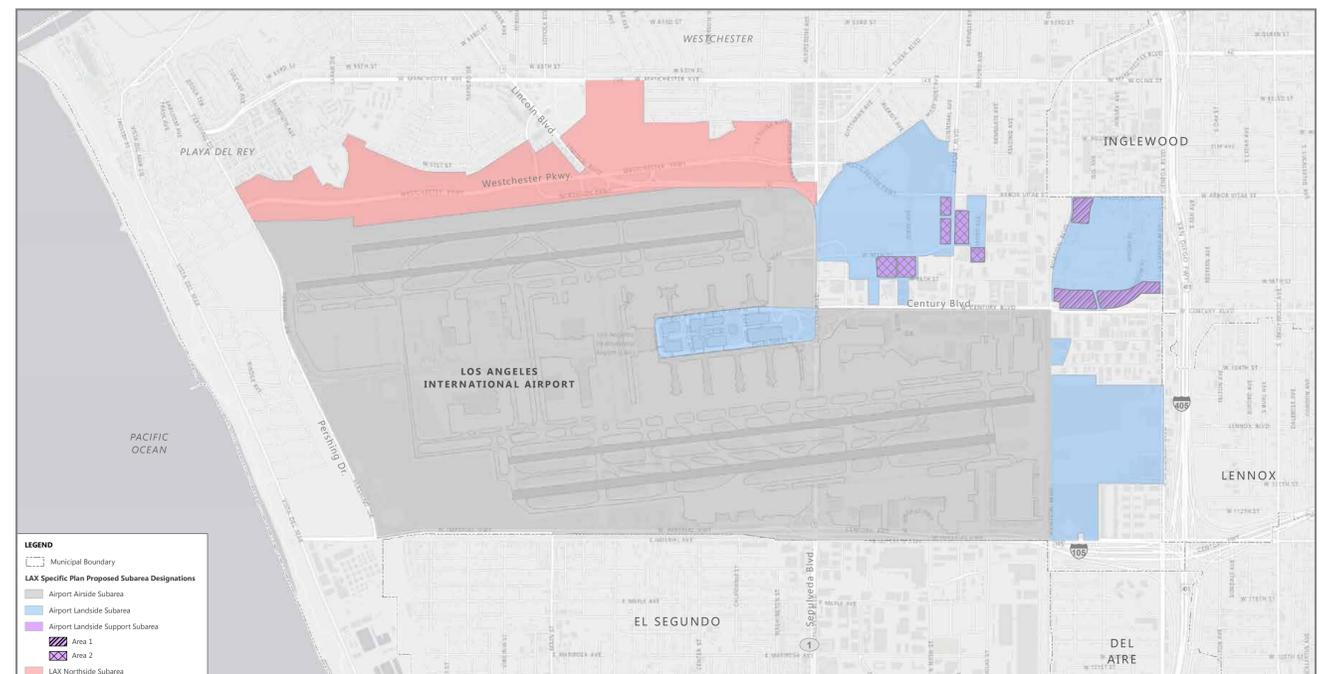
LAX PLAN AMENDMENT



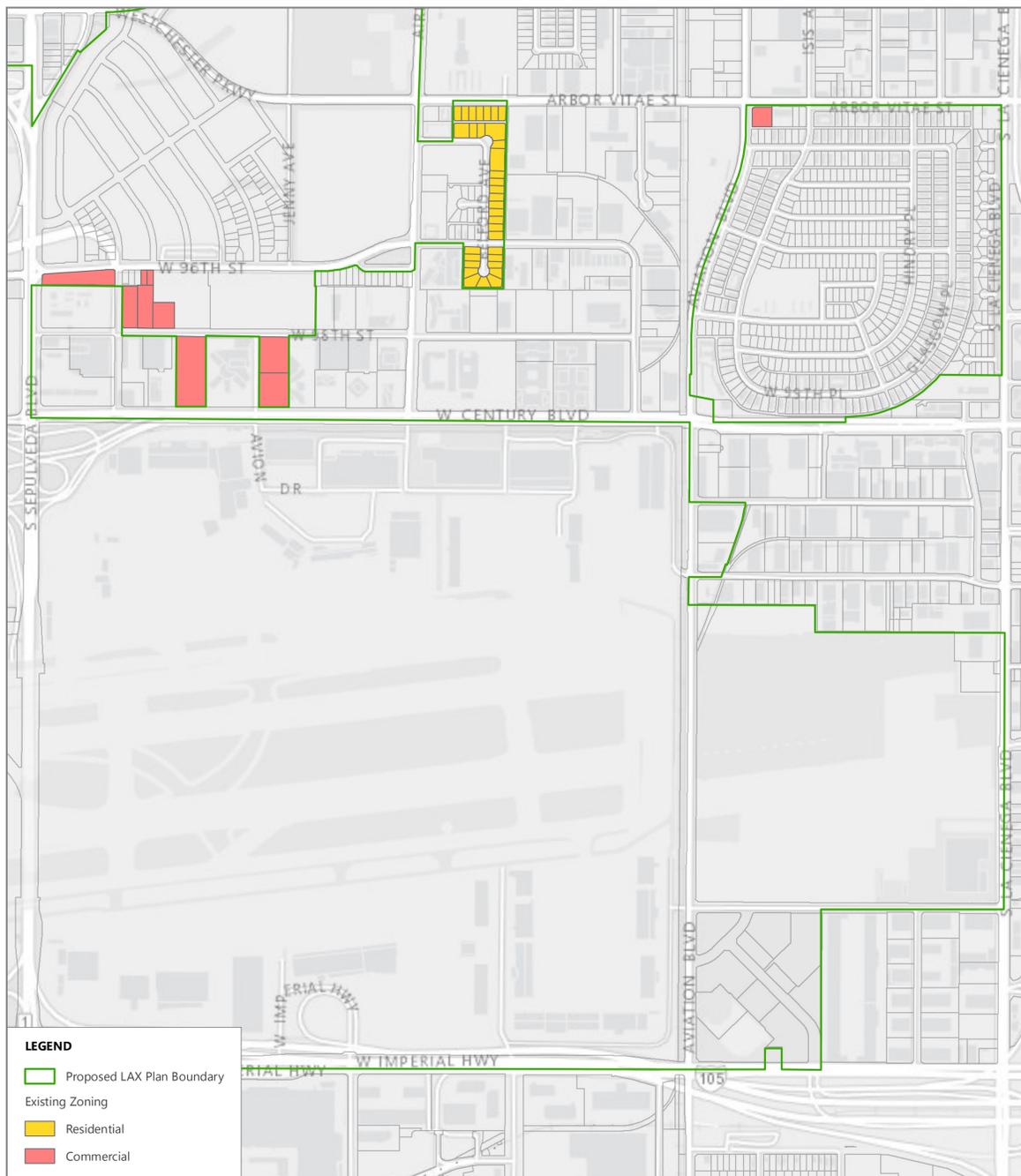
- Vision Specific Plan Amendment Study discussion
- Goals and objectives to reflect the proposed Project
- New Airport Landside Support Area
- Policies to reflect the proposed Project and other programs
- Removing text regarding projects that are no longer relevant

- Facilitate implementation of the programs and policies in the plan
- Addition of an Airport Landside Support Subarea
- Reorganization of text for consistency and clarity
- Removal of the parking regulations specific to the LAX Master Plan
- Clarification of which parcels within the LAX Specific Plan are subject to the trip cap
- LAX Design Guidelines

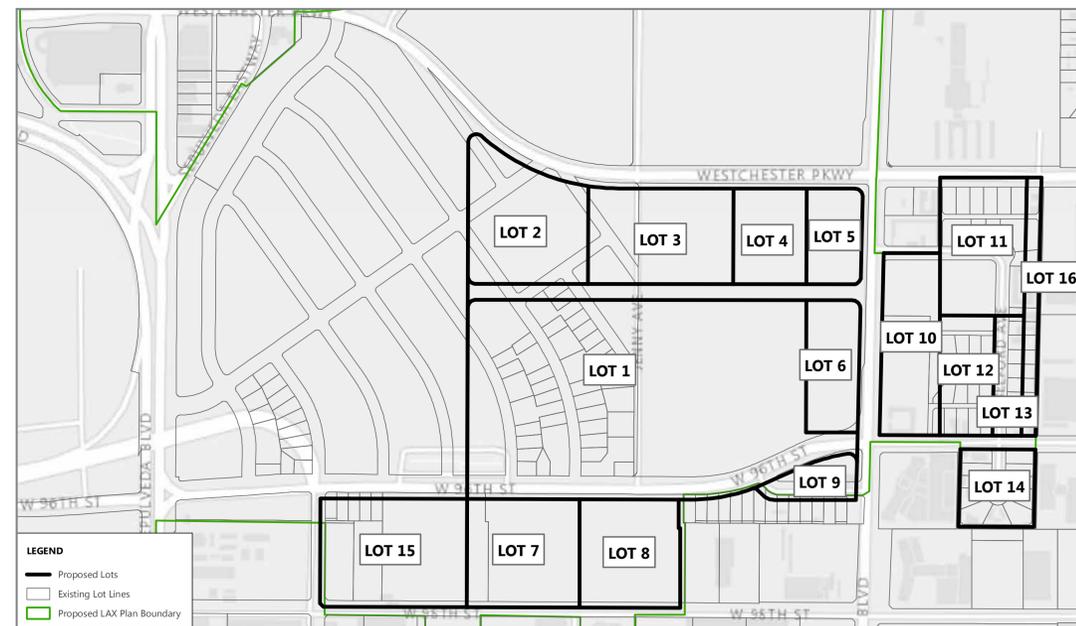
SPECIFIC PLAN AMENDMENT



Subdivisions and Zone Changes



ZONE CHANGES



ITF WEST TRACT MAP

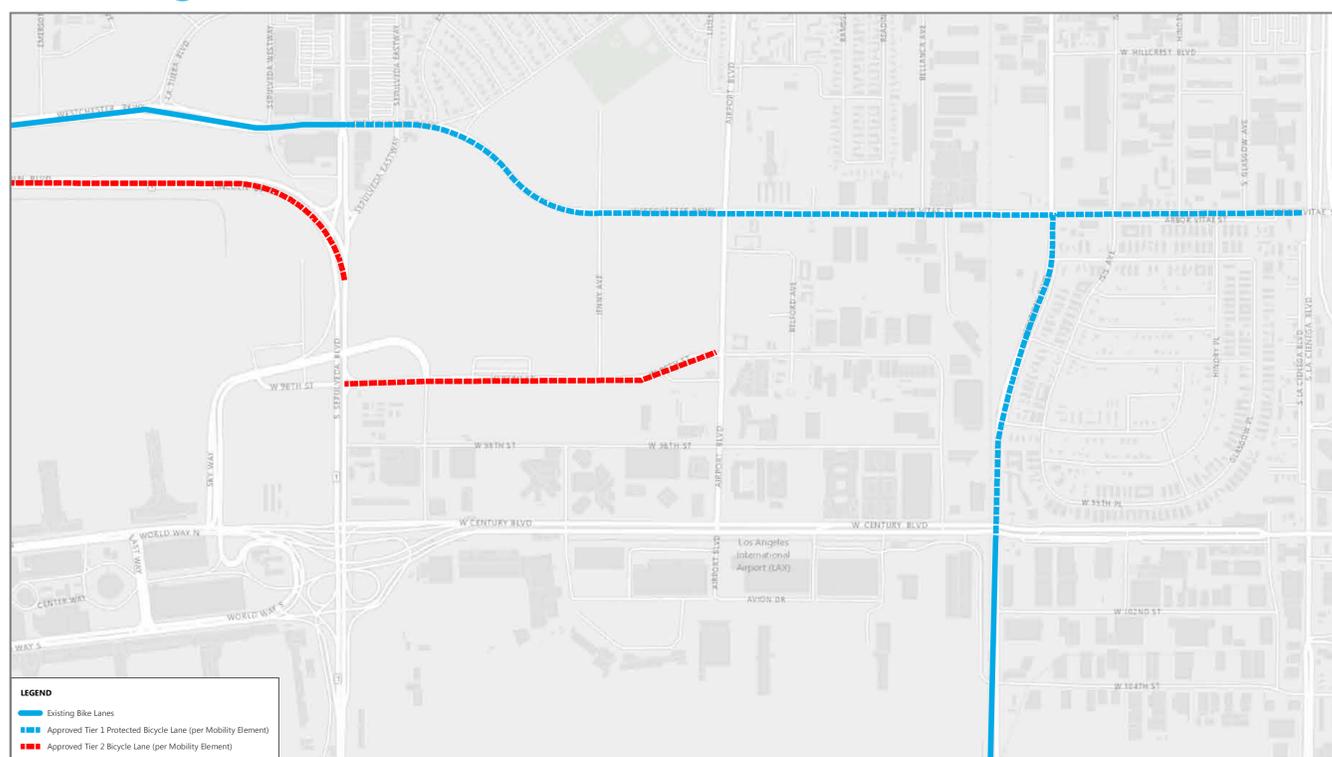


CONRAC TRACT MAP

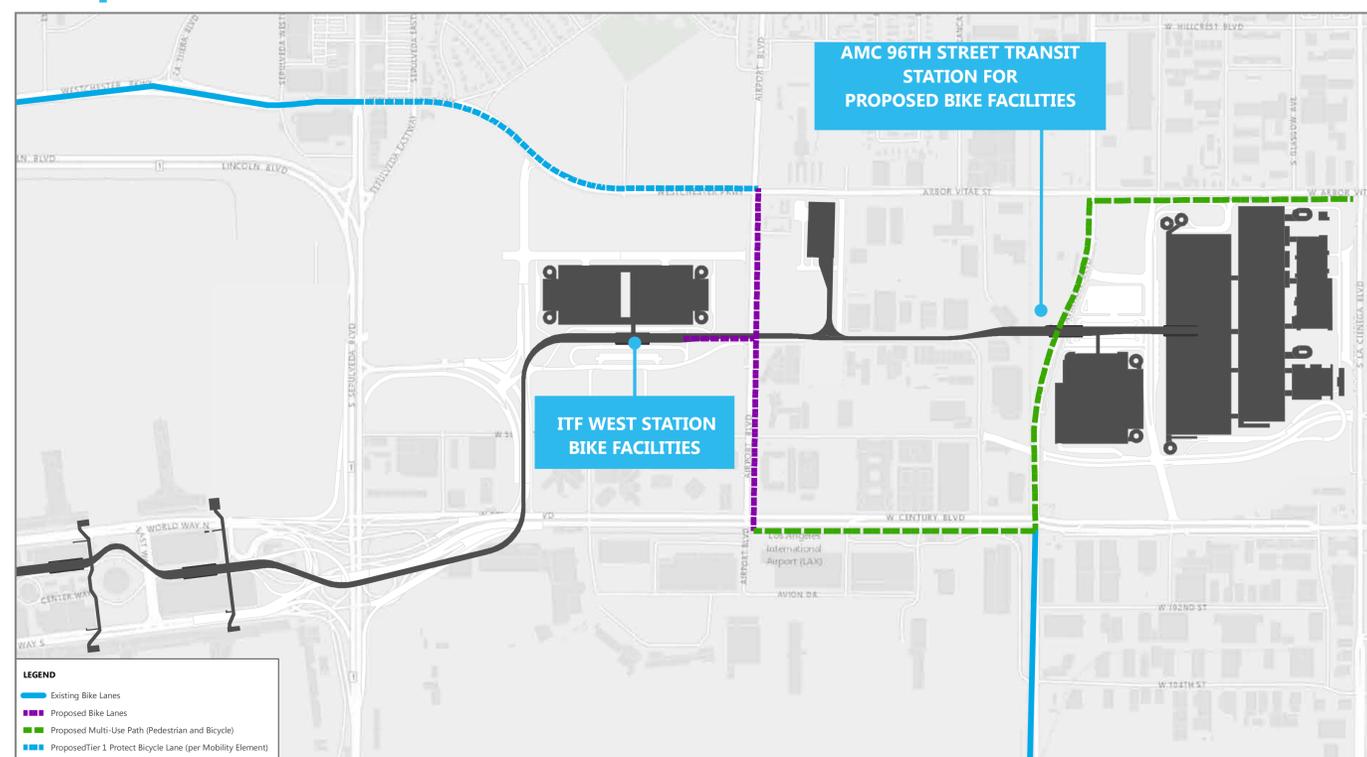
Mobility Plan Amendment



Existing Bike Plan



Proposed Bike Plan



- Requires amendments to the Citywide General Plan Circulation System
- Reclassification of some roadway segments
- Bicycle Plan changes

LAX Design Guidelines



Establish LAWA's comprehensive vision for the passenger experience at LAX. They are intended to integrate the design of new and existing facilities to integrate the design of new and existing facilities that honors LAX's history and mid-century modern architecture. The Design Guidelines cover:

- Architecture and Urban Design
- Streetscape, Landscape, and Public Realm
- Sustainability
- Planning and Implementation Process



LAX Landside Access Modernization Program Elements

- **Columns**
 - Placement
 - Number
 - Design
 - Materials/Color
- **Station**
 - Design
 - Materials/Color
- **Pedestrian Walkways**
 - Design
 - Materials/Color
- **Guideway**
 - Thickness
 - Design
 - Materials/Color

Public Comments

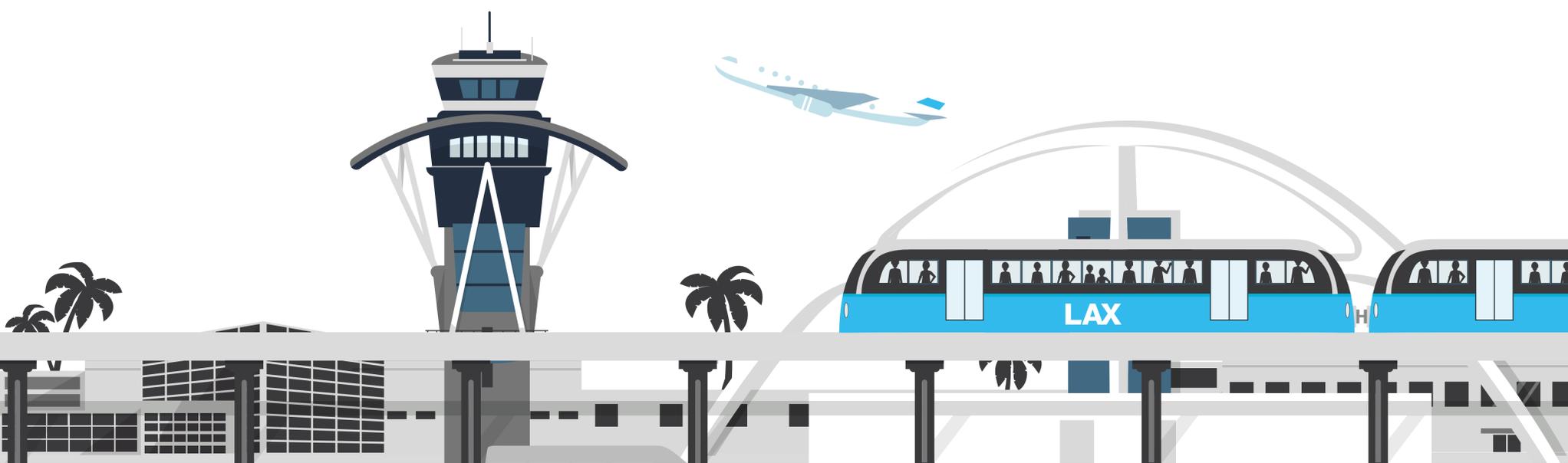
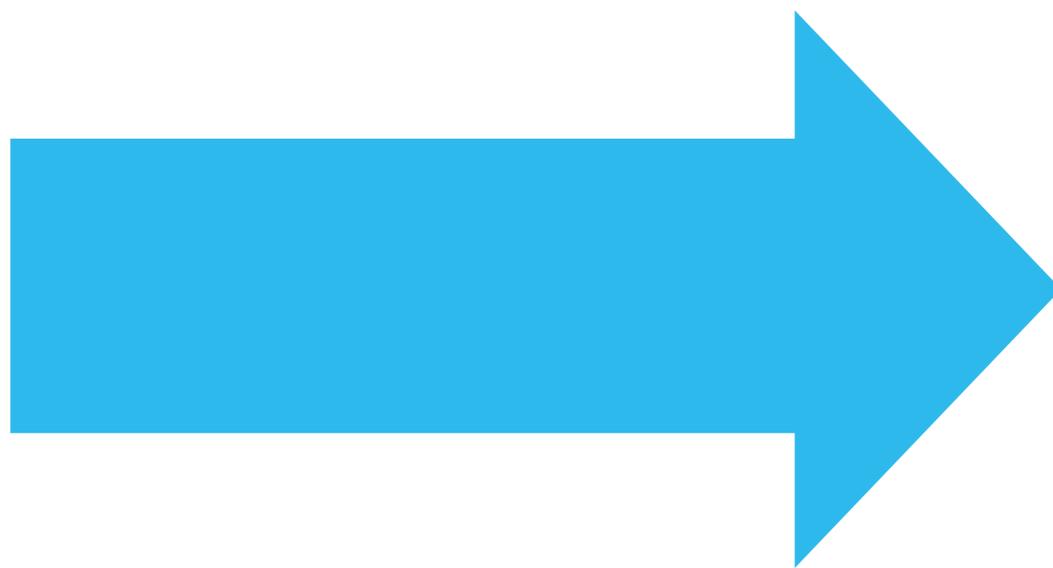


- Comments can be handwritten and submitted at this Public Workshop
- Comments can be typed in on the laptops provided and submitted at this Public Workshop
- Comments can be mailed to:
 - Evelyn Quintanilla
 - Chief of Airport Planning
 - Los Angeles World Airports
 - P.O. Box 92216
 - Los Angeles, CA 90009-2216
- For additional information and/or to submit comments, visit <http://www.lawa.org/ourLAX/Comments.aspx>
- Comments must be received by 5:00 p.m., Pacific Time, ~~Monday, October 31, 2016~~ extended to **TUESDAY, NOVEMBER 15, 2016**



PUBLIC WORKSHOP

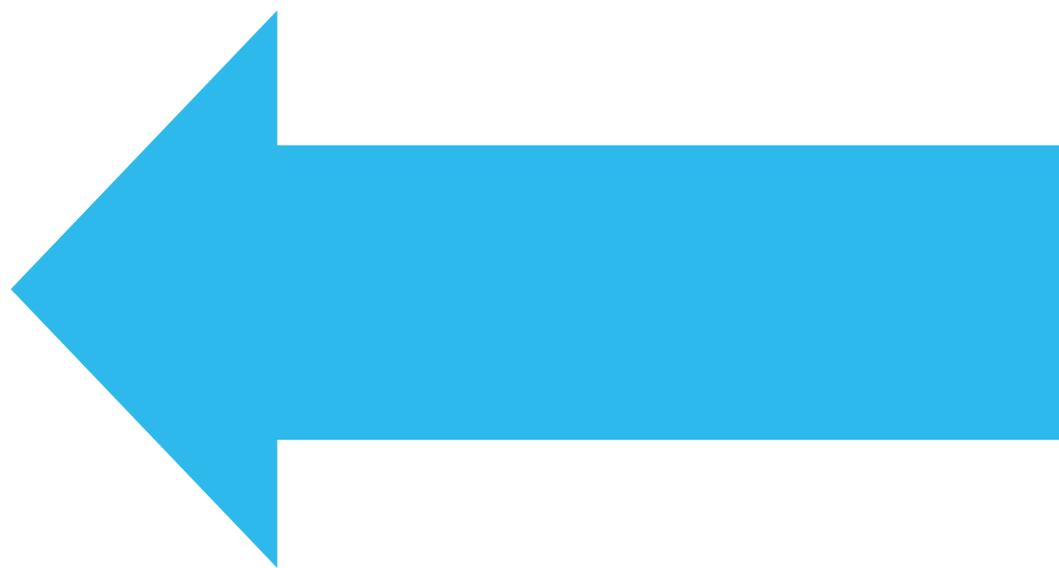
LAX Landside Access
Modernization Program





PUBLIC WORKSHOP

LAX Landside Access
Modernization Program





PUBLIC WORKSHOP

LAX Landside Access
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