



Los Angeles  
World Airports

December 28, 2016

Ms. Brenda Martinez-Sidhom  
Stakeholder Liaison's Office  
1 World Way  
Los Angeles, CA 90045

**LAX**

**Van Nuys**

**City of Los Angeles**

Eric Garcetti  
Mayor

**Board of Airport  
Commissioners**

Sean O. Burton  
President

Valeria C. Velasco  
Vice President

Jeffery J. Daar  
Gabriel L. Eshaghian  
Beatrice C. Hsu  
Nolan V. Rollins  
Dr. Cynthia A. Telles

Deborah Flint  
Chief Executive Officer

Re: Transmittal for Review  
Los Angeles International Airport (LAX) Landside Access Modernization  
Program  
Executive Director's Review – Case #002-016LAXSP

Dear Ms. Martinez-Sidhom:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan, the Los Angeles International Airport (LAX) Landside Access Modernization Program requires your review and comment. We are hereby transmitting for your review the following:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of project approval to our Board of Airport Commissioners and City Council. A written response from your office is requested by Thursday, February 02, 2017.

Comments can be submitted online at <http://www.lawa.org/ourLAX/Comments.aspx> , via e-mail at [aespiritu@lawa.org](mailto:aespiritu@lawa.org) or mailed:

Los Angeles World Airport  
Attention: Angelica Espiritu  
P.O. Box 92216  
Los Angeles, CA 90009-2216

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Angelica Espiritu of my staff at (424) 646-6495 or at [aespiritu@lawa.org](mailto:aespiritu@lawa.org) . Thank you for your cooperation and assistance in this matter, we look forward to hearing from you.



Ms. Brenda Martinez-Sidhom  
December 28, 2016  
Page 2 of 2

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Quintanilla', with a stylized flourish at the end.

Evelyn Quintanilla  
Chief of Airport Planning  
Environmental Programs Group  
Entitlement and Environmental Clearance Section

EQ:AE:oc

Attachments (3)

cc: Samantha Bricker  
Deputy Executive Director  
Project Development and Coordination

DOCID211

**ATTACHMENT 1**  
**SPECIFIC PLAN SECTION**

# **LOS ANGELES INTERNATIONAL AIRPORT (LAX)**

## **Specific Plan**

**Ordinance No. 176,345**  
**Effective January 20, 2005**

As amended by Ordinance Nos. 179,148; 182542; and  
**184348**

### **TABLE OF CONTENTS**

Section 1.	Establishment of the LAX Specific Plan
Section 2.	Purposes
Section 3.	Relationship to the Los Angeles Municipal Code and other Ordinances
Section 4.	Application of Specific Plan to Development in Specific Plan Area
Section 5.	Definitions
Section 6.	Safety of Airport Operations
Section 7.	LAX Plan Compliance Review
Section 8.	Land Use
Section 9.	Airport Airside Sub-Area
Section 10.	Airport Landside Sub-Area
Section 11.	LAX Northside Sub-Area
Section 12.	Transportation Regulations
Section 13.	Parking Regulations
Section 14.	Sign Regulations
Section 15.	Severability
Section 16.	Certification and Signature Page
Map 1	Specific Plan Boundary Map
Map 2	Specific Plan Sub-Areas Map
Map 3	LAX Northside Sub-Area Map



17. Underground stormwater infiltration systems and facilities in order to comply with State or Federal mandatory environmental requirements or compliance.

**Run-up Enclosure.** Specialty facility used to test aircraft engines and disperse sound to reduce noise impacts on surrounding areas.

**Runway.** A defined rectangular area on the airport used to prepare for the takeoff or landing of aircraft along its length.

**Specific Plan Area.** That area within the heavy dashed lines on Map 1 in this Specific Plan.

**Taxiway.** A specially designated and prepared surface on an airport, including a taxilane, for aircraft to taxi to and from runways, hangars, and aircraft parking positions.

**Trip.** A vehicle trip will be administratively defined by agreement between the General Manager of LADOT and LAWA to include the entrance or exit of a vehicle from airport or airport-related property.

**Sec. 6. SAFETY OF AIRPORT OPERATIONS.** Notwithstanding any other provision of this Specific Plan, no use, development or activity within the Specific Plan Area may compromise the safety of airport flight operations in any way. Final authority for determining whether airport flight operation safety is compromised rests solely with the U.S. Department of Transportation and the FAA.

#### **Sec. 7. LAX PLAN COMPLIANCE REVIEW.**

**A. General.** The provisions of Subsections B, C, D, E and H of LAMC Section 11.5.7 do not apply to any Projects proposed for construction within the Specific Plan Area.

**B. Prohibition.** No grading permit, building permit, or use of land permit shall be issued, and no construction shall occur, on any Project within the LAX Northside, Airport Airside and Airport Landside Sub-Areas unless the City Council grants an LAX Plan Compliance approval pursuant to the procedures set forth in this section.

**C. Recommendation by Executive Director.** The Executive Director shall have the authority to recommend approval, approval with conditions, modification or denial of a request for an LAX Plan Compliance determination. This recommendation shall be made to BOAC and the City Council pursuant to the procedures set forth in this section after consideration of the traffic generation report and aviation activity analysis required in Subsection G 1, below, and following consultation with the LAX Master Plan Stakeholder Liaison.

**D. Findings.** The Executive Director shall recommend to BOAC that the proposed Project be granted an LAX Plan Compliance approval upon written findings that the Project satisfies each of the following requirements:

- 1. LAX Plan Consistency.** That the Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of this Specific Plan; and
- 2. Environmental Compliance.** That the Project has been adequately analyzed in compliance with CEQA, and the applicable master plan commitments and mitigation measures contained in the MMRP (as may be modified by BOAC in accordance with CEQA) or identified in any subsequent environmental review have been incorporated into the Project to the extent feasible.

**E. Rights Granted Under LAX Plan Compliance.** The issuance of an LAX Plan Compliance approval indicates compliance with the LAX Plan and this Specific Plan, but does not in any way indicate compliance with other applicable provisions of LAMC Chapter I (Planning and Zoning Code), nor with Chapter IX (Building Code).

**F. Procedures.**

**1.** The Executive Director shall review a Project for LAX Plan Compliance based upon the following information:

- (a)** A written description of the Project, including location, size, proposed use, and any other pertinent information;
- (b)** A completed initial environmental study, including a traffic study, where appropriate, or other analysis;
- (c)** The most recent annual traffic generation report as required in Subsection G 1 below; and
- (d)** The most recent annual aviation activity analysis as required in Subsection G 1, below, except for projects located within the LAX Northside.

**2. Executive Director's Review.**

- (a)** Upon receipt of a request for review, the Executive Director shall transmit a copy of the written description of the Project and appropriate documents to the LADOT General Manager, the City Engineer, the Councilmember of the district in which the Specific Plan Area is located and the LAX Master Plan Stakeholder Liaison, and post notice of the application on the LAWA website. The LADOT General Manager and



the City Engineer shall submit any written comments concerning parking, driveways, access, circulation, and infrastructure improvements to the Executive Director within 15 working days from the date the documents were received, unless the LADOT General Manager and the Executive Director agree more time is necessary. For Projects within the LAX Northside Sub-Area, the Director of Planning shall make a written determination approving or disapproving an LAX Plan Compliance within 75 days from the date the documents are received. If the Director of Planning disapproves an LAX Plan Compliance for a Project, the Project shall be required to seek an amendment or exception to the Specific Plan pursuant to LAMC Sections 11.5.6 and/or 11.5.7 F and G, as appropriate. The Executive Director shall ensure that LAWA communicates with the LAX Master Plan Stakeholder Liaison. The Executive Director shall consider the comments and concerns of the stakeholders as early in the process as reasonable.

**(b)** The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.

**(c)** The Executive Director shall determine whether the environmental clearance for the Project complies with CEQA.

**(d)** If the Executive Director determines that the Project is consistent with the LAX Plan, all applicable provisions of this Specific Plan and with the requirements of CEQA, the Executive Director shall prepare a written report and transmit this report to BOAC for its action on the LAX Plan Compliance request. This written report shall include findings to support the Executive Director's recommendation, the applicable master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, the applicable traffic improvements and right-of-way dedications, and any conditions of approval that shall be imposed on the Project. As a part of this written report, the Executive Director shall summarize the traffic generation report and aviation activity analysis required in Subsection G 1, below, and the results of the consultation with the LAX Master Plan Stakeholder Liaison. The Executive Director shall also attach the reports submitted by the LADOT General Manager and the City Engineer.

**(e)** If the Executive Director determines that the Project is not consistent with the LAX Plan and all applicable provisions of this Specific Plan, the Executive Director may direct staff to reconsider the Project, analyze or redesign the Project, or recommend that BOAC seek an amendment to the LAX Plan and/or an amendment or exception to the Specific Plan pursuant to LAMC Sections 11.5.6 and/or 11.5.7 F and G, as appropriate.

**ATTACHMENT 2**  
**PROJECT DESCRIPTION**



# **Los Angeles International Airport Landside Access Modernization Program**

## **Project Description**

### **Proposed Project**

LAWA proposes to implement the LAX Landside Access Modernization Program to continue to transform LAX into a world-class airport by relieving traffic congestion within the Central Terminal Area (CTA) and on the surrounding street network, improving the travel experience for passengers, and providing connection to the regional Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system. The LAX Landside Access Modernization Program (the Project) consists of several primary components. An Automated People Mover (APM) system with 6 stations would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a Consolidated Rental Car Facility (CONRAC), new public parking facilities and multiple locations for passenger pick up and drop off. To provide the opportunity for passengers to access the Metro regional rail system, the APM system would include a station at the multi-modal/transit facility at 96<sup>th</sup> Street/Aviation Boulevard planned by Metro as a separate and independent project. The LAX Landside Access Modernization Program would reduce traffic volumes and congestion within the CTA as well as on local streets.

### **Project Location**

Modernization Program (LAMP) comprises approximately 860 acres (the "Project Site"). The Project Site is split into three general areas: Central Terminal Area, East of the Central Terminal Area and Aviation Boulevard/Imperial Highway. The Central Terminal Area (CTA) includes areas west of Sepulveda Boulevard, focused around World Way and the passenger terminals at LAX. East of the Central Terminal Area is generally bounded by W. Century Boulevard on the south, Interstate 405 (I-405) on the east, W. Arbor Vitae Street/LAX property boundary on the north, and the CTA on the west. The Aviation Boulevard/Imperial Highway area is bound by Imperial Highway on the south, W. 111th Street on the north, Hindry Avenue on the east, and Aviation Boulevard to the west.

### **Project Components**

Project components associated with the LAX Landside Access Modernization Program include:

- An Automated People Mover (APM) system with six APM stations connecting the Central Terminal Area (CTA) to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405;
- Passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities;
- Modifications to existing passenger terminals and parking garages within the CTA for passenger walkway system connections and vertical circulation to the arrival, departure, and concourse

levels;

- Two intermodal transportation facilities (ITF) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles, meet and greet areas, passenger processing facilities, and other amenities, parking, and access to the APM system;
- A Consolidated Rental Car Facility (CONRAC) that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM;
- Roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and
- Utilities needed to support the LAX Landside Access Modernization Program.

To the extent possible, construction laydown and staging areas would be located adjacent to or within the construction sites for the proposed facilities or at existing LAX construction staging areas.

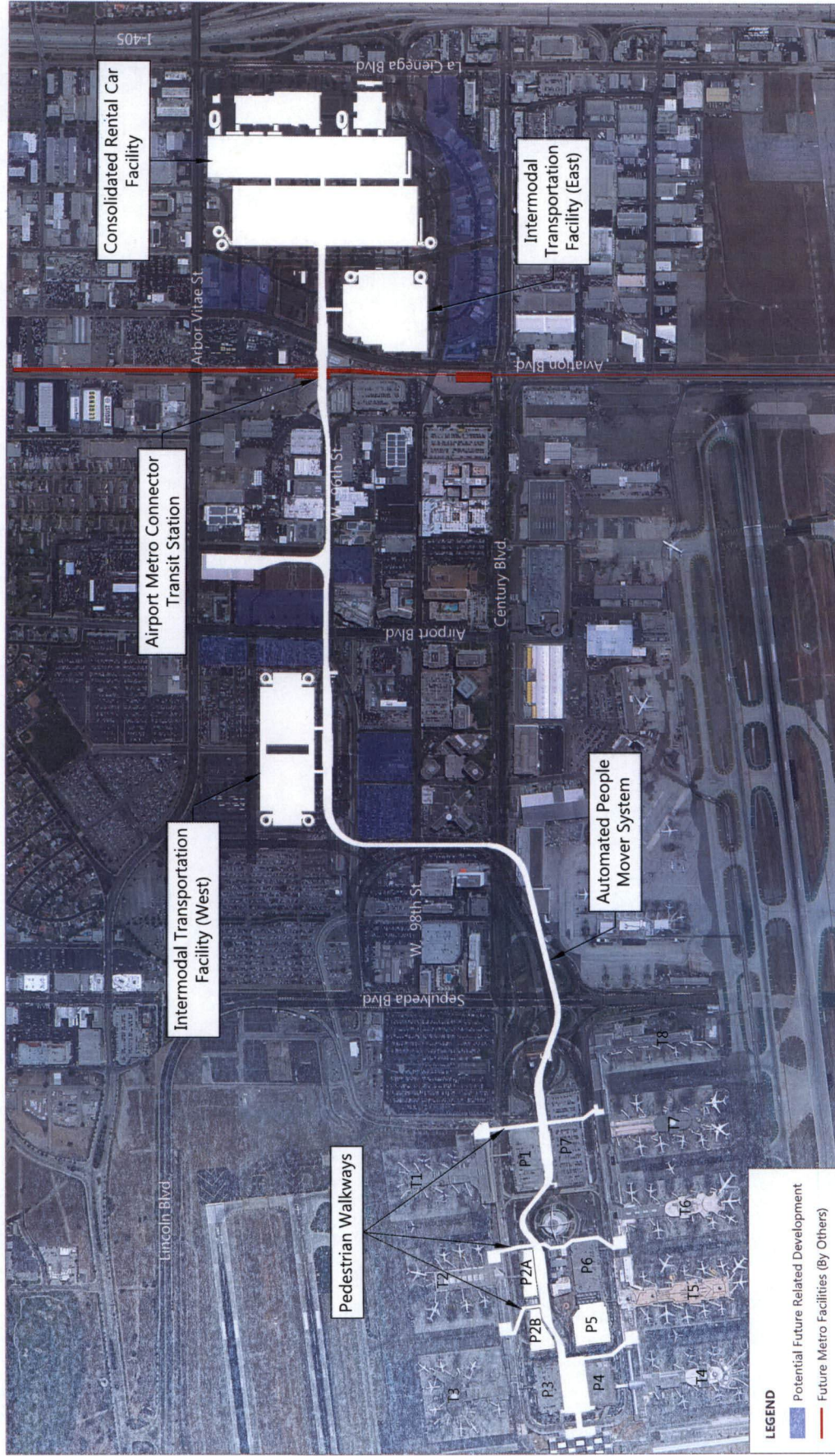
Additionally, amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, the LAX Plan, and the LAX Specific Plan, among others, may be required. The LAX Landside Access Modernization Program reflects LAWA's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375, improve public health, and meet the National Ambient Air Quality Standards defined under the federal Clean Air Act.

Reference documents for the LAX LAMP are available online at: <http://connectinglax.com/>

**ATTACHMENT 3**

**SITE PLAN**





NOTE: Improvements depicted are conceptual only and do not represent engineering design.  
 SOURCE: Los Angeles World Airports, August 2014 (aerial photography for visual reference only, may not be to scale); MapLAX, July 2016.  
 PREPARED BY: Ricondo & Associates, Inc., September 2016.



0 1,300 ft

## LAX Landside Access Modernization Program Site Plan