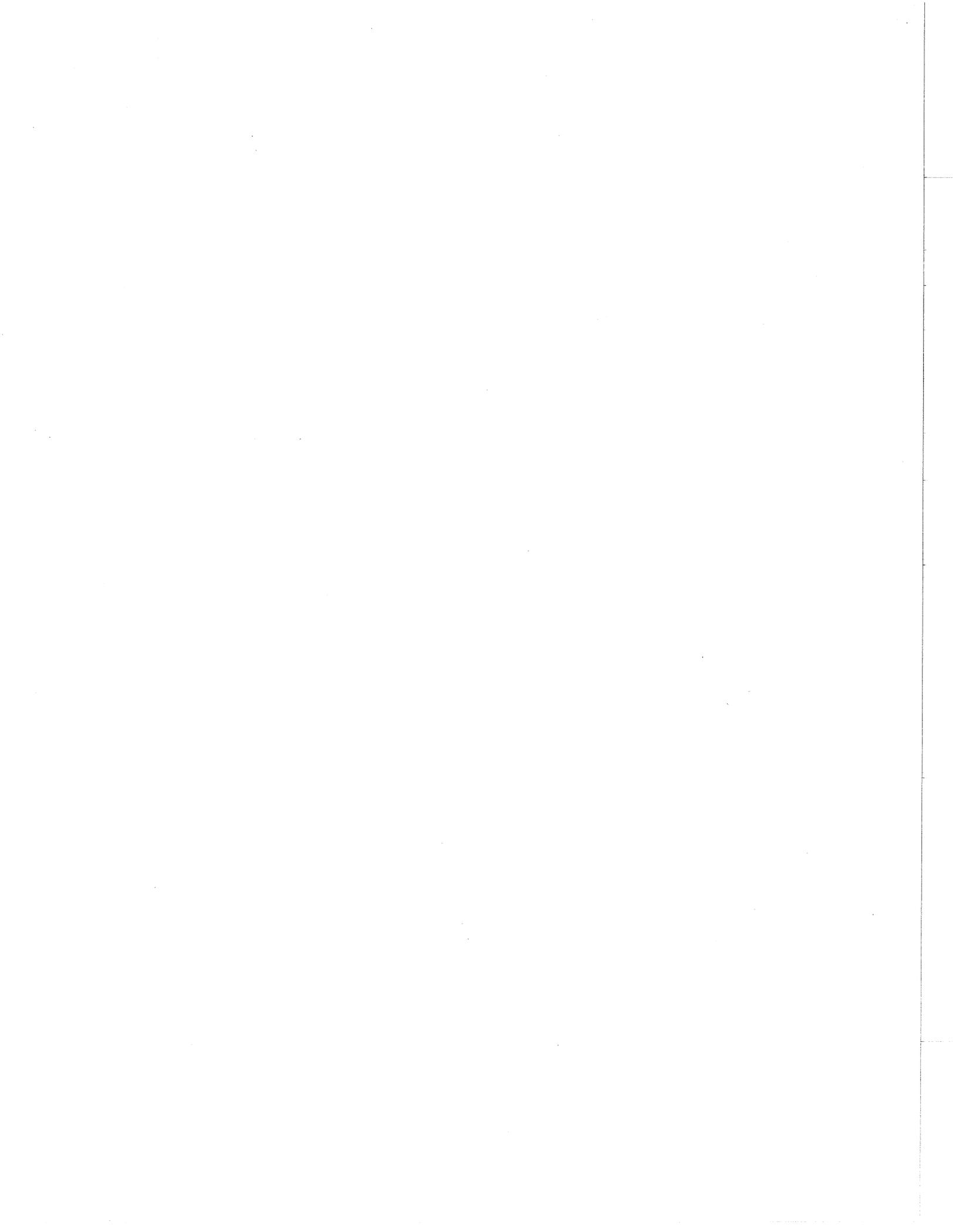
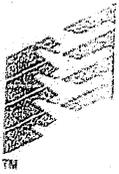


ATTACHMENT 8
TRANSMITTAL LETTERS REQUESTING
COMMENTS





July 20, 2016

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

LAX
LA/Departments
Van Nuys
City of Los Angeles
Eric Garcetti
Mayor
Board of Airport
Commissioners
Sean D. Burton
President
Valeria C. Velasco
Vice President
Jeffery J. Daar
Gabriel L. Eshghian
Beatrice C. Hsu
Nolan V. Rollins
Dr. Cynthia A. Telles
Deborah Flint
Chief Executive Officer

Re: Transmittal for Review
Los Angeles International Airport (LAX) Terminal 1.5 Project
Executive Director's Review – Case #001-016LAXSP

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) Terminal 1.5 Project 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. The Los Angeles Ordinance #184348, as amended by Ordinance #179, 148; 182542 establishes a response time by your Department of (15) working days from the date the documents are received by your Department. As such, we request a written response from your Department by Thursday, August 11, 2016.

Comments can be submitted online at <http://www.lawa.org/ourLAX/Comments.aspx> , via e-mail at 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 . Thank you for your cooperation and assistance in this matter, we look forward to hearing from you.



Mrs. Martinez-Sidhom
Page 2
July 20, 2016

Sincerely,



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

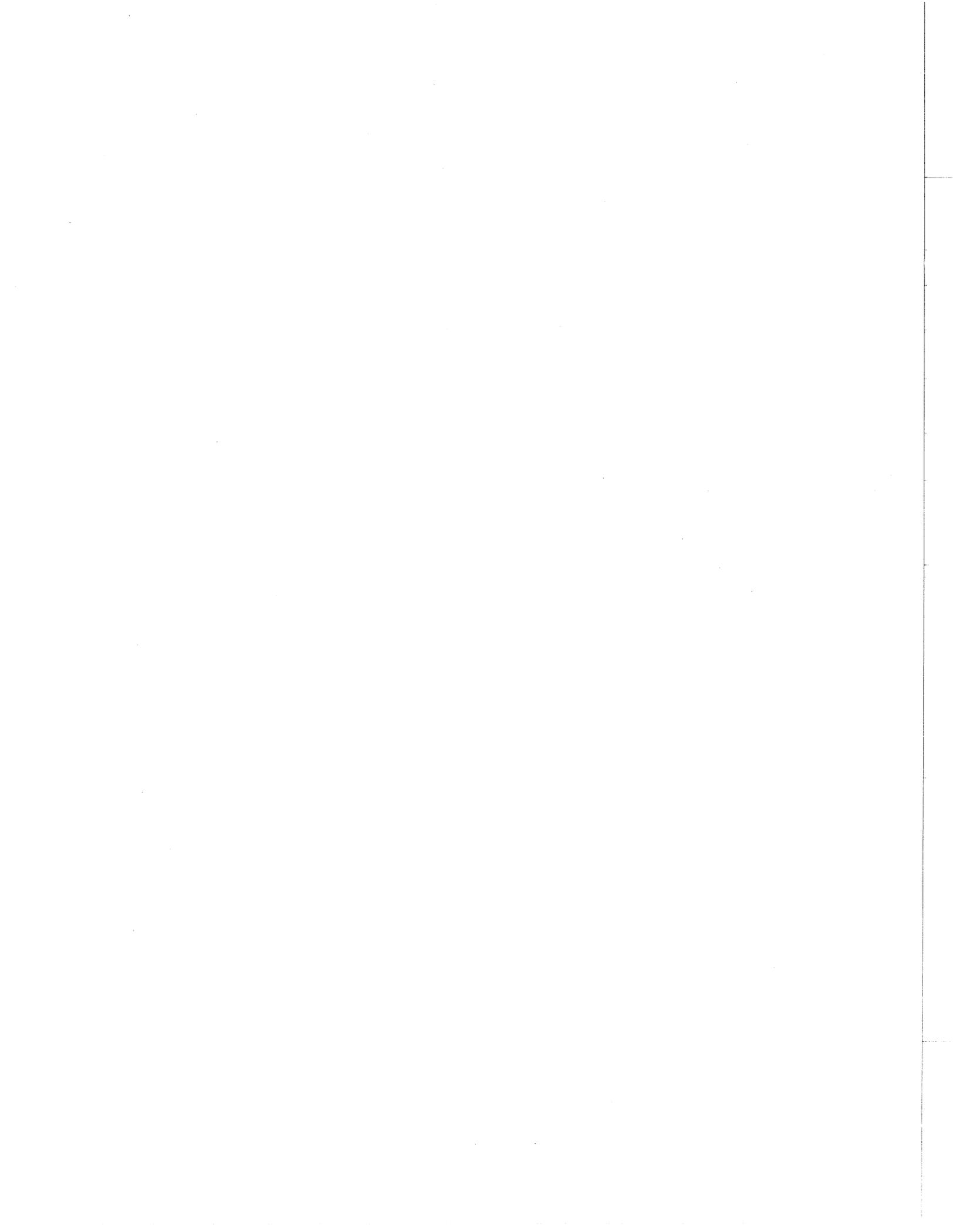
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Attachments (3)

cc: Lisa Trifiletti

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

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Map 2	Specific Plan Sub-Areas Map
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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.

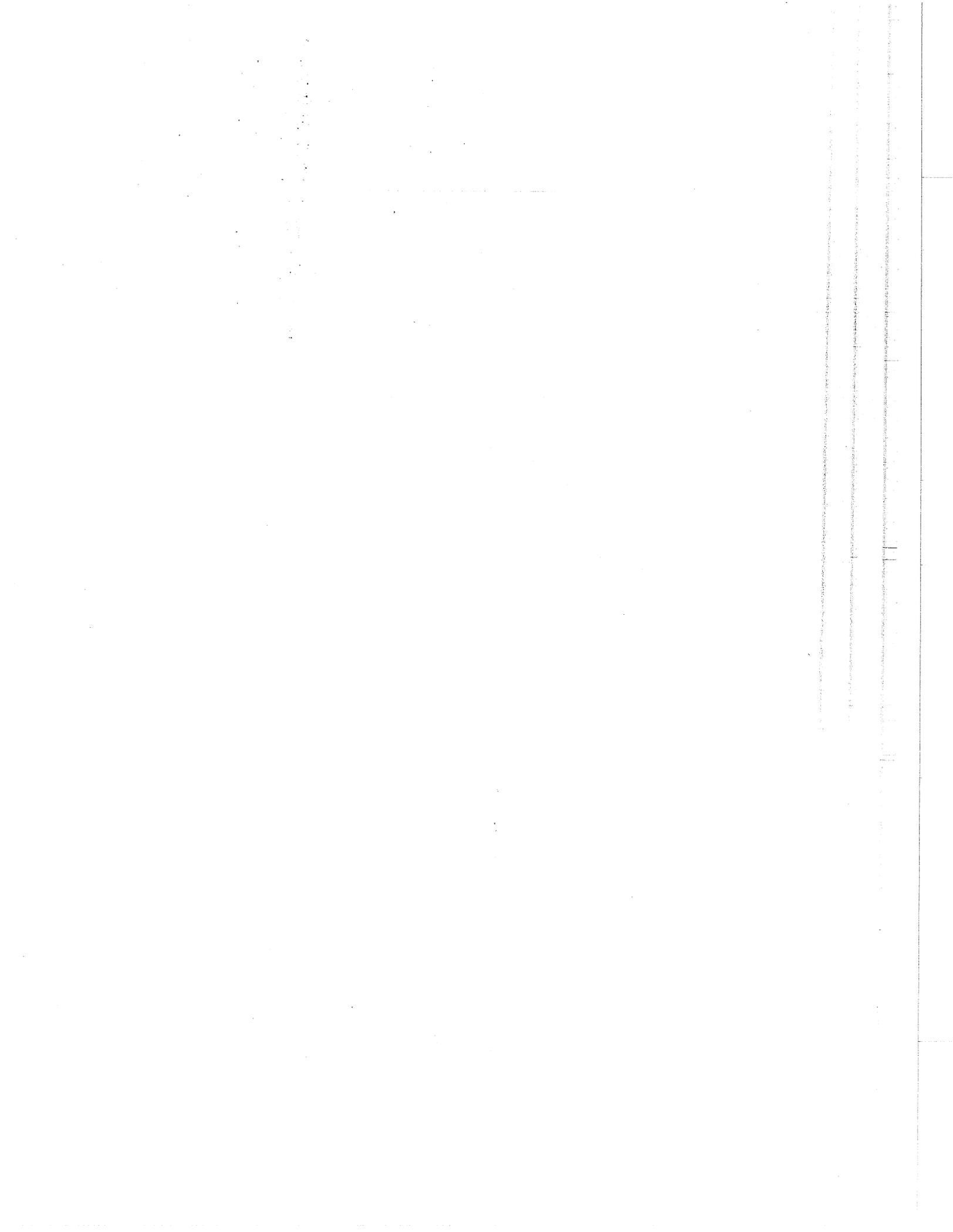
(b) The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.

(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 Terminal 1.5 Project

Project Description

Proposed Project

The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, 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 in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space.

Project Location

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.

Project Description

Terminal 1.5 would be a new five-level building located between existing Terminals 1 and 2 with a small basement area. Specific improvements and square footage estimates associated with each level of the proposed 417,575 square-foot, five-level Terminal 1.5 facility are described below and provided in Table 1, respectively:

Basement: The basement would include space for building systems support and storage for airlines, concessions, and maintenance.

Arrivals Level (Level 1): The Arrivals Level would include baggage claim, associated baggage system, building systems and customer service support spaces, vertical circulation (escalators and elevators) connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Departures Level (Level 2): The Departures Level would include ticketing/passenger check-in, building systems and customer service support spaces, vertical circulation connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Concourse Level (Level 3): The Concourse Level would include a Security Screening Checkpoint (SSCP), Transportation Security Administration (TSA) support space, vertical circulation connecting all levels, and a secure connector between Terminal 1 and Terminal 2.

Office Level (Level 4): The Office Level would include office space and building systems support spaces.

Office Level (Level 5): The Office Level would include office space and building systems support spaces.

**Table 1
Proposed Terminal 1.5 Building Square Footage**

Level	Terminal 2 - Existing Building Area Demolition	Terminal 2 - Existing Area Rebuilt as Part of Terminal 1.5	Terminal 1 - Non-Enclosed Space Demolition ¹	New Building Area to be Added	Total Terminal 1.5 Building Area
0 Basement	0	0	0	45,395	45,395
1 Arrivals	-15,626	15,626	0	88,374	104,000
2 Departures (Ticketing)	-12,183	12,183	[4,200] ¹	36,142	48,925
3 Concourse	-7,622	7,622	0	65,663	73,285
4 Office	0	0	0	73,285	73,285
5 Office	0	0	0	73,285	73,285
Total	-35,431	35,431	[4,200]¹	382,144	417,575

Note:

¹ This area is non-enclosed space, which is not included in the total building area.

The height of the Terminal 1.5 building would be approximately 100 feet tall, which is approximately 10 to 15 feet taller than the highest point of Terminal 2, as measured from the arrivals level grade. All new facilities would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy and water consumption. The proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover.

The LAX Terminal 1.5 project site extends to the space currently occupied by the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Square footages associated with demolition of these portions of Terminal 1 and Terminal 2 are provided in Table 1. The area and functions in Terminal 1 and 2 that would be demolished would be replaced as part of the Terminal 1.5 facility. The westernmost exterior wall of Terminal 1 would be demolished so that Terminal 1.5 could be built directly adjacent, and in order for the building floor to be physically connected at all levels. Minor ancillary interior work would be conducted in both Terminal 1 and Terminal 2 to accommodate Terminal 1.5. Construction of the Terminal 1.5 facility would also require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service.

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. There

would be no other changes to existing operations in Terminal 1 and Terminal 2. The new Terminal 1.5 facility would provide terminal space that would supplement the facilities in Terminals 1 and 2. The additional passenger and baggage processing space in Terminal 1.5 would improve passenger quality of service and provide additional space for compliance with federal security requirements. Specifically, the proposed project would provide additional space to help meet existing TSA SSCP requirements for passenger security screening. The proposed project would also provide flexible space for future changes in both passenger and baggage security screening functions to improve safety and security. Terminal 1.5 would also provide a secure connector between Terminal 1 and Terminal 2, which would allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal; as a result, passengers moving between Terminals 1, 1.5, and 2 would only have to go through security once.

As indicated previously, the paved open area on the project site is currently bound to the north by a retaining wall, with the airfield (specifically, the apron between Terminal 1 and Terminal 2) beyond. As part of the LAX Terminal 1.5 Project, the retaining wall would be relocated/rebuilt north of its current location, which would require the modification/replacement of some apron/aircraft paving.

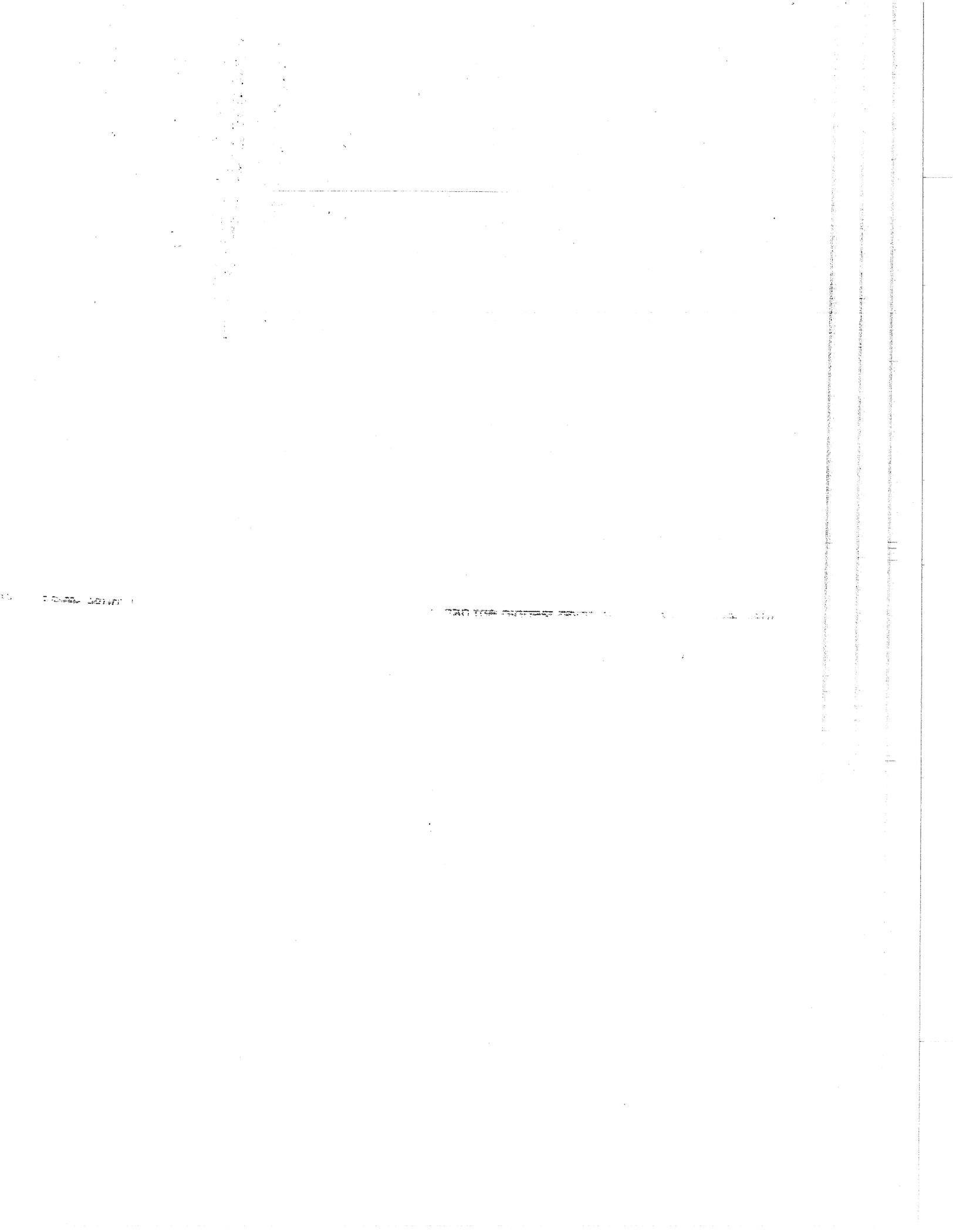
The proposed LAX Terminal 1.5 Project would not result in any physical changes to existing Terminal 1 and Terminal 2 access or curbs. Exterior doors at Terminals 1 and 2 would remain as they exist today.

Approximately 400 linear feet of curb currently exists at the Terminal 1.5 site. While the curb is currently used, the proposed project would provide an additional passenger processing facility with separate entrances to encourage more active utilization of the existing curb between Terminals 1 and 2.

The proposed LAX Terminal 1.5 Project would not increase overall passenger capacity at LAX. As identified above, the improvements associated with the proposed project would require removal of Gate 10; 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.

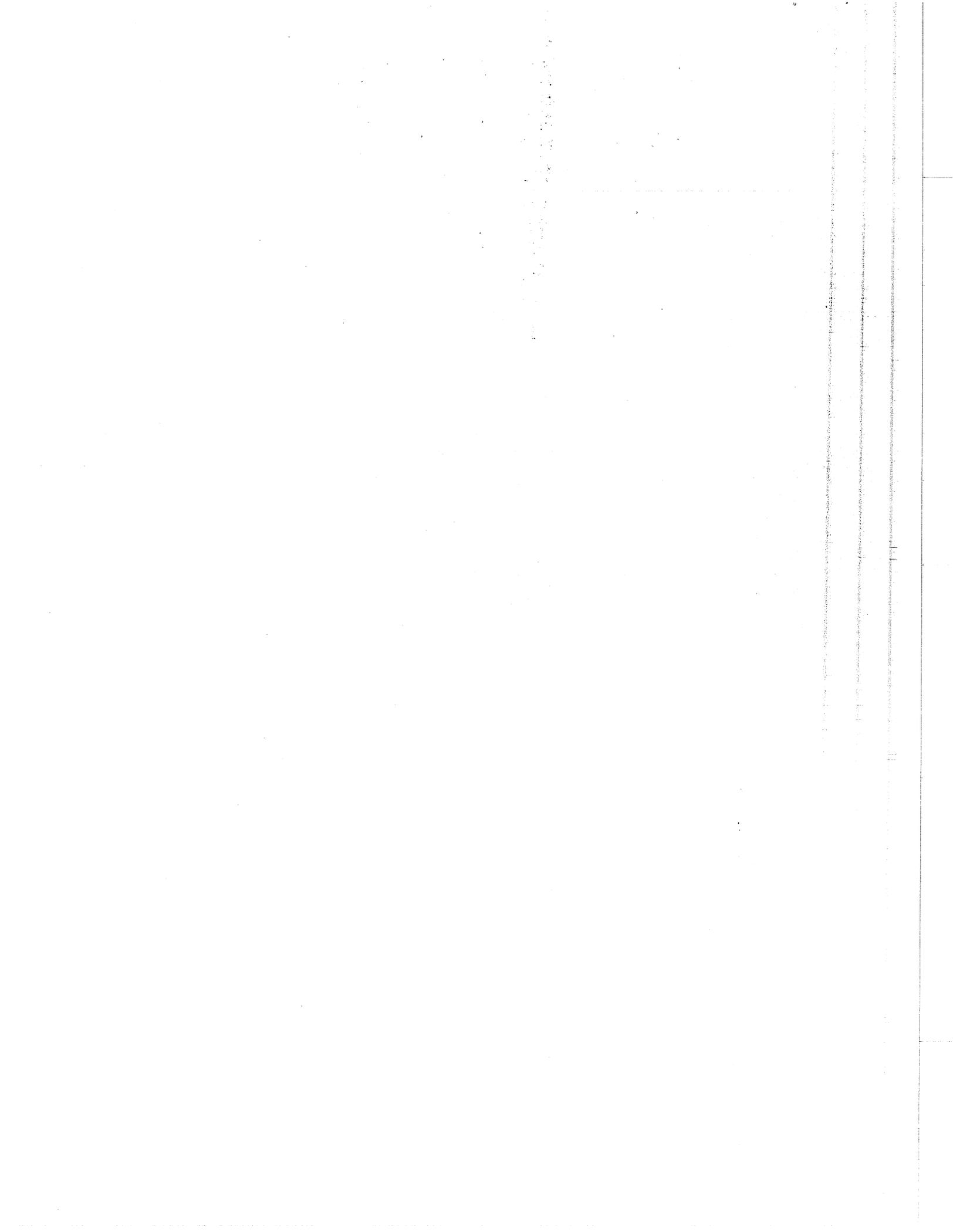
Project Objectives:

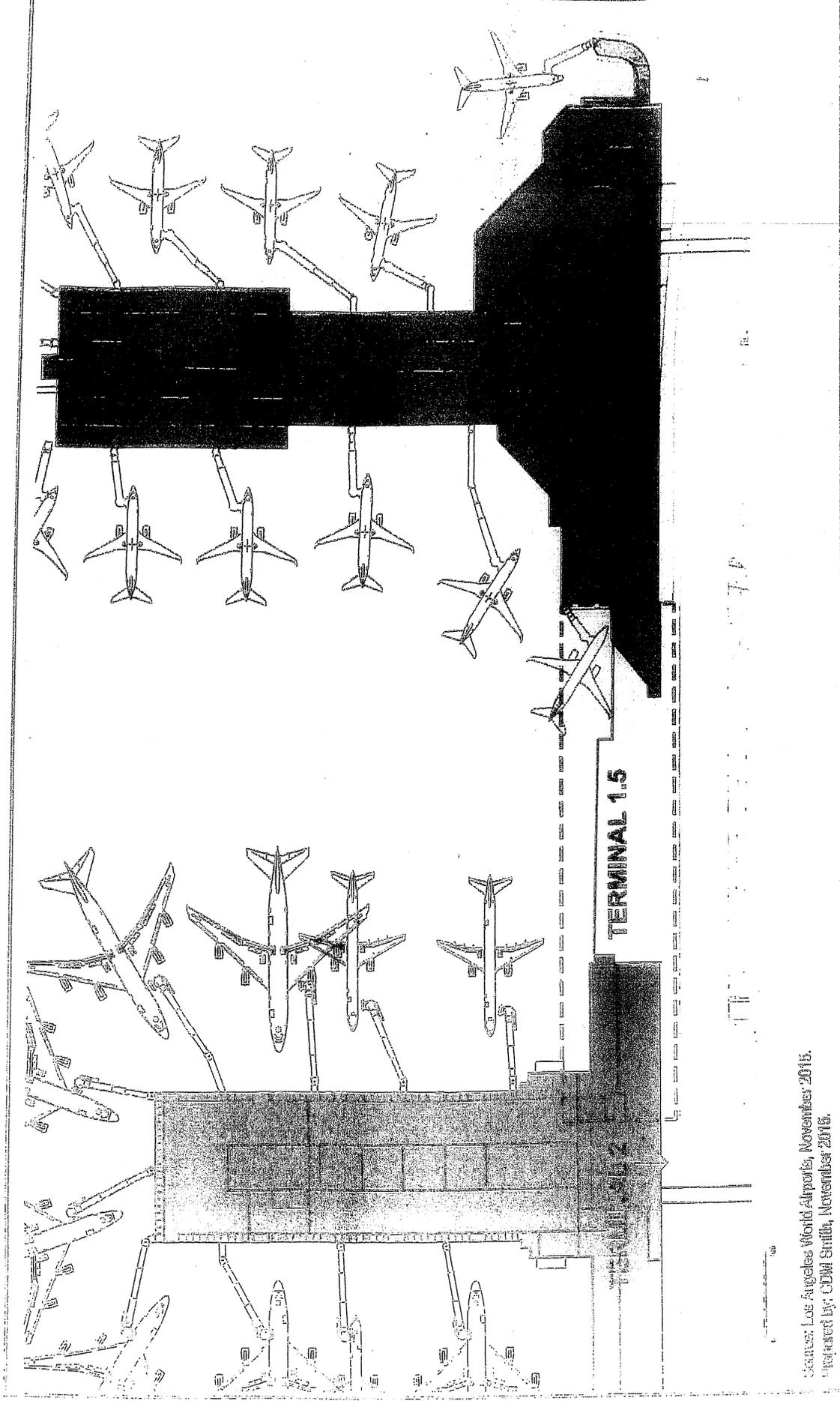
- o Improve passenger quality of service in Terminals 1 and 2
- o Provide additional space to help meet Transportation Security Administration (TSA) requirements for Security Screening checkpoints (SSCP) and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security
- o 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
- o 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



ATTACHMENT 3

SITE PLAN

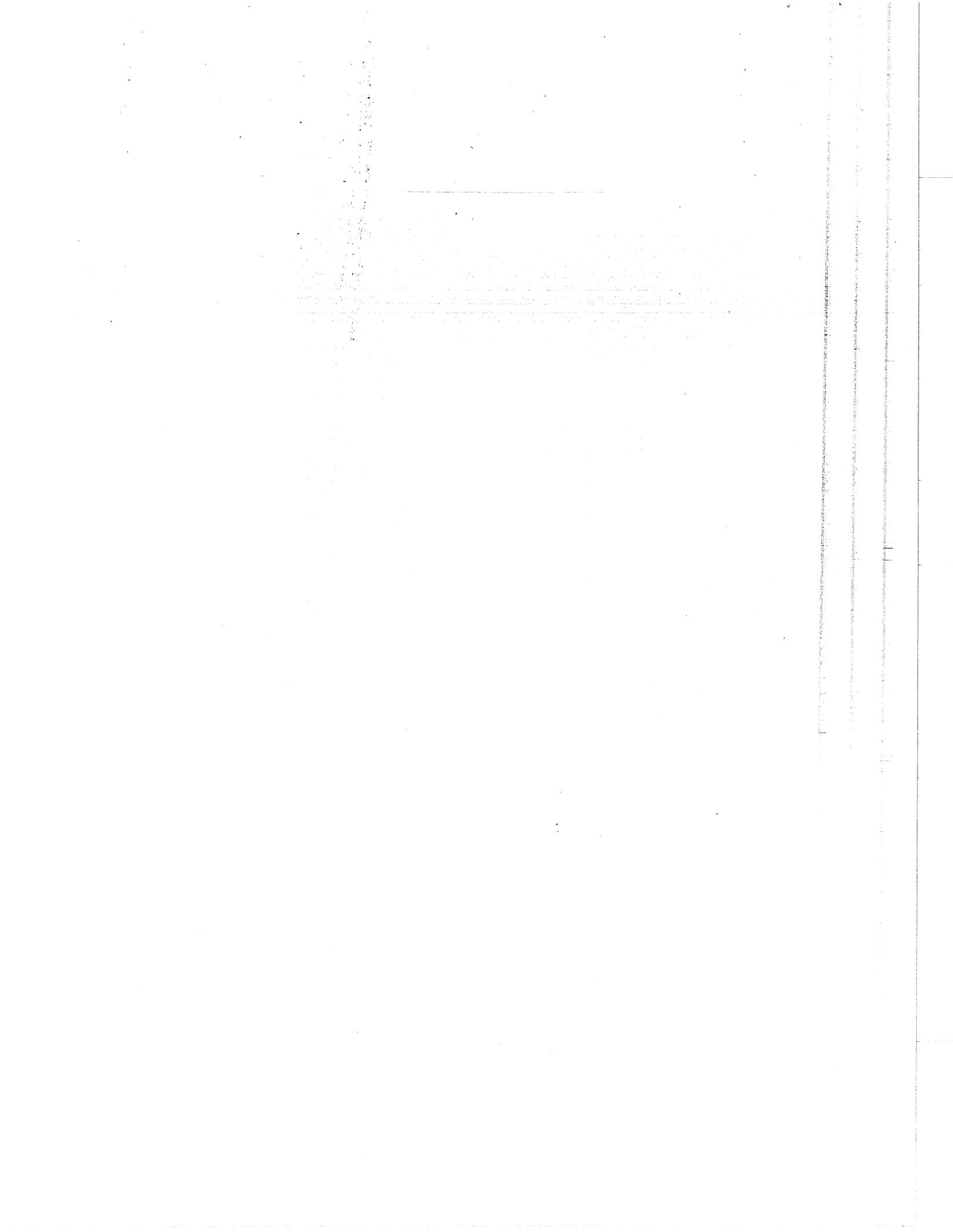




Sources: Los Angeles World Airports, November 2015.
 Prepared by: CDWJ Smith, November 2016.

LAX Terminal 1.5 Project

Site Plan





Los Angeles
World Airports

July 20, 2016

Gary Lee Moore, PE, ENV SP
City Engineer
Department of Public Works, Bureau of Engineering
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

LAX
LA/Ontario
Van Nuys
City of Los Angeles

Eric Garcetti
Mayor

Board of Airport
Commissioners

Sean O. Burton
President

Valeño C. Velasco
Vice President

Jeffery J. Darr
Gabriel L. Eshaghan
Beatrice C. Hsu
Nolan V. Rollins
Dr. Cynthia A. Telles

Deborah Flint
Chief Executive Officer

Re: Transmittal for Review
Los Angeles International Airport (LAX) Terminal 1.5 Project
Executive Director's Review – Case #001-016LAXSP

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2. Project Description
3. Site Plan

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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. Thank you for your cooperation and assistance in this matter, we look forward to hearing from you.

Sincerely,



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

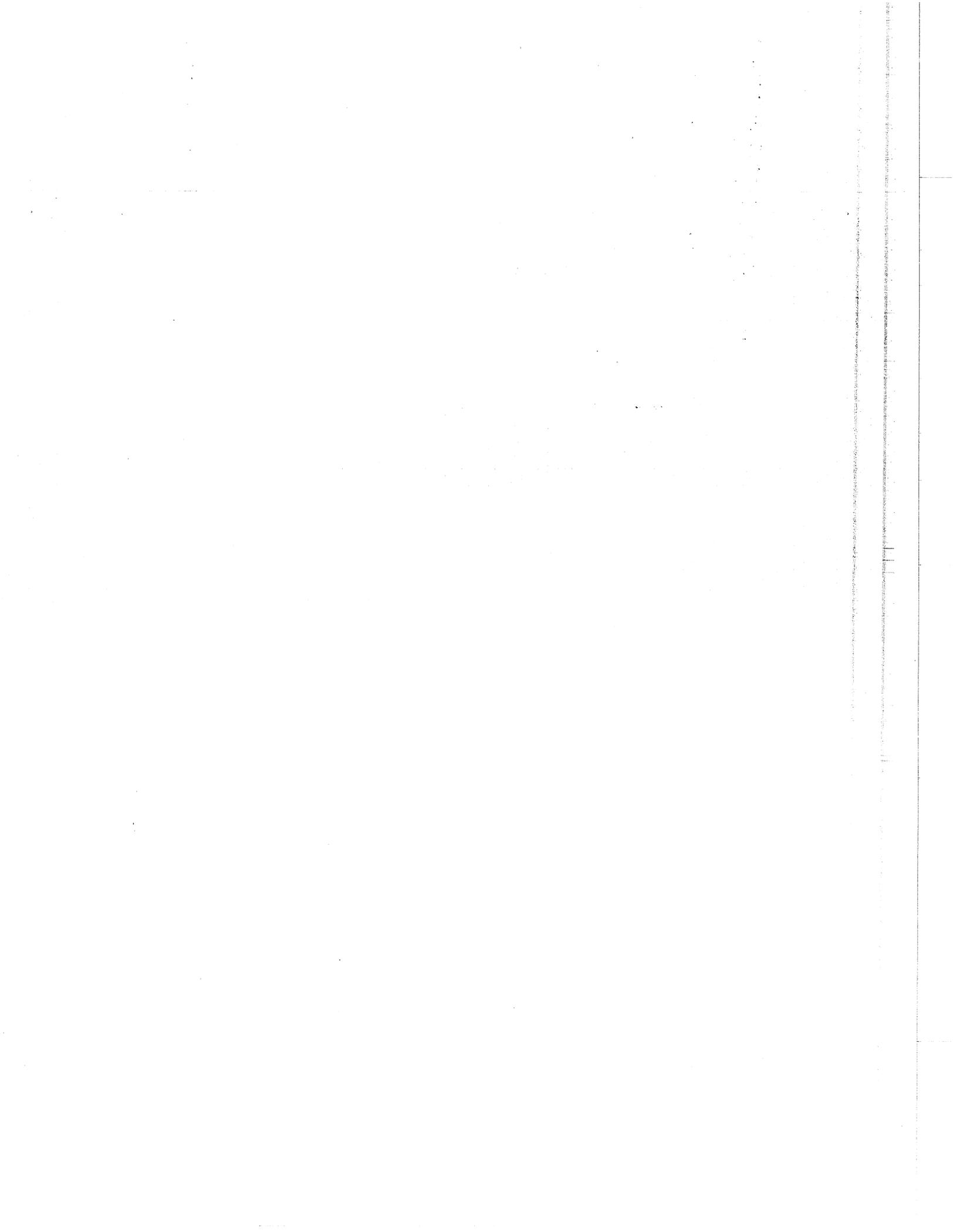
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Attachments (3)

cc: Lisa Trifiletti

DOCID213

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

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

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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.

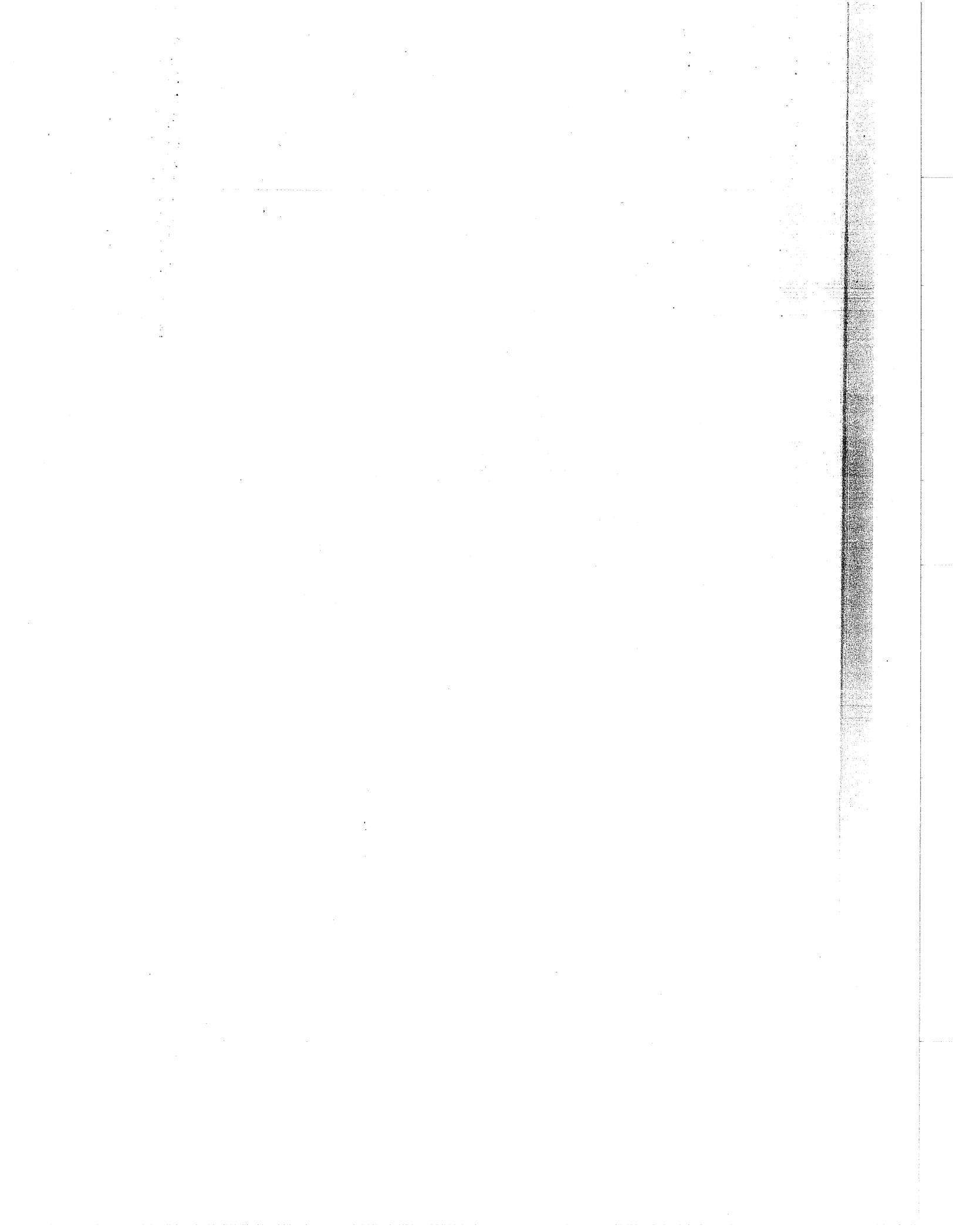
(b) The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.

(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 Terminal 1.5 Project

Project Description

Proposed Project

The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, 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 in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space.

Project Location

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.

Project Description

Terminal 1.5 would be a new five-level building located between existing Terminals 1 and 2 with a small basement area. Specific improvements and square footage estimates associated with each level of the proposed 417,575 square-foot, five-level Terminal 1.5 facility are described below and provided in Table 1, respectively:

Basement: The basement would include space for building systems support and storage for airlines, concessions, and maintenance.

Arrivals Level (Level 1): The Arrivals Level would include baggage claim, associated baggage system, building systems and customer service support spaces, vertical circulation (escalators and elevators) connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Departures Level (Level 2): The Departures Level would include ticketing/passenger check-in, building systems and customer service support spaces, vertical circulation connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Concourse Level (Level 3): The Concourse Level would include a Security Screening Checkpoint (SSCP), Transportation Security Administration (TSA) support space, vertical circulation connecting all levels, and a secure connector between Terminal 1 and Terminal 2.

Office Level (Level 4): The Office Level would include office space and building systems support spaces.

Office Level (Level 5): The Office Level would include office space and building systems support spaces.

**Table 1
Proposed Terminal 1.5 Building Square Footage**

Level	Terminal 2 - Existing Building Area Demolition	Terminal 2 - Existing Area Rebuilt as Part of Terminal 1.5	Terminal 1 - Non-Enclosed Space Demolition ¹	New Building Area to be Added	Total Terminal 1.5 Building Area
0 Basement	0	0	0	45,395	45,395
1 Arrivals	-15,626	15,626	0	88,374	104,000
2 Departures (Terminal)	-12,183	12,183	[4,200] ¹	36,142	48,325
3 Concourse	-7,622	7,622	0	65,663	73,285
4 Office	0	0	0	73,285	73,285
5 Office	0	0	0	73,285	73,285
Total	-35,431	35,431	[4,200]¹	382,144	417,576

Note:

¹ This area is non-enclosed space, which is not included in the total building area.

The height of the Terminal 1.5 building would be approximately 100 feet tall, which is approximately 10 to 15 feet taller than the highest point of Terminal 2, as measured from the arrivals level grade. All new facilities would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy and water consumption. The proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover.

The LAX Terminal 1.5 project site extends to the space currently occupied by the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Square footages associated with demolition of these portions of Terminal 1 and Terminal 2 are provided in Table 1. The area and functions in Terminal 1 and 2 that would be demolished would be replaced as part of the Terminal 1.5 facility. The westernmost exterior wall of Terminal 1 would be demolished so that

Terminal 1.5 could be built directly adjacent, and in order for the building floor to be physically connected at all levels. Minor ancillary interior work would be conducted in both Terminal 1 and Terminal 2 to accommodate Terminal 1.5. Construction of the Terminal 1.5 facility would also require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service.

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. There

would be no other changes to existing operations in Terminal 1 and Terminal 2. The new Terminal 1.5 facility would provide terminal space that would supplement the facilities in Terminals 1 and 2. The additional passenger and baggage processing space in Terminal 1.5 would improve passenger quality of service and provide additional space for compliance with federal security requirements. Specifically, the proposed project would provide additional space to help meet existing TSA SSCP requirements for passenger security screening. The proposed project would also provide flexible space for future changes in both passenger and baggage security screening functions to improve safety and security. Terminal 1.5 would also provide a secure connector between Terminal 1 and Terminal 2, which would allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal; as a result, passengers moving between Terminals 1, 1.5, and 2 would only have to go through security once.

As indicated previously, the paved open area on the project site is currently bound to the north by a retaining wall, with the airfield (specifically, the apron between Terminal 1 and Terminal 2) beyond. As part of the LAX Terminal 1.5 Project, the retaining wall would be relocated/rebuilt north of its current location, which would require the modification/replacement of some apron/aircraft paving.

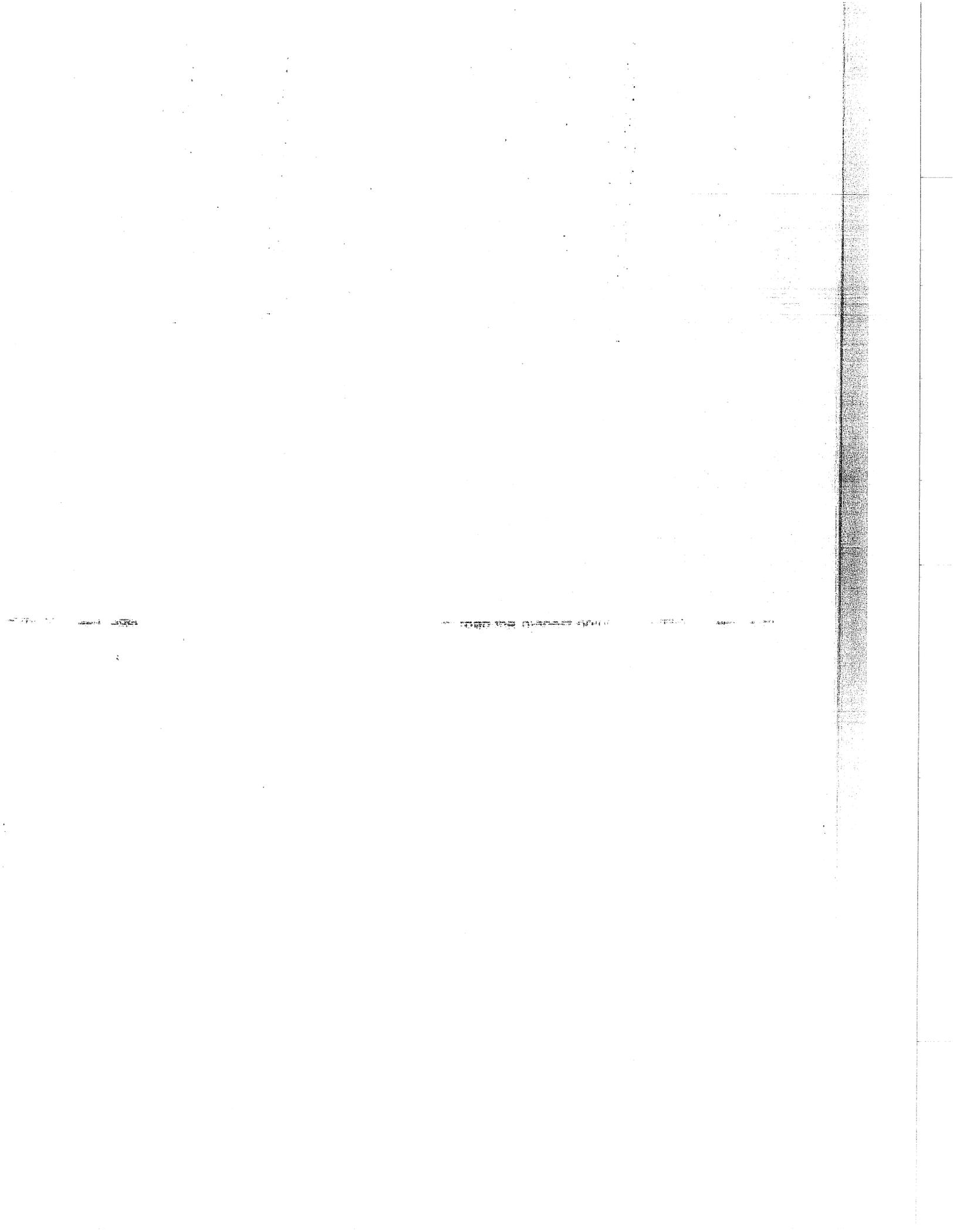
The proposed LAX Terminal 1.5 Project would not result in any physical changes to existing Terminal 1 and Terminal 2 access or curbs. Exterior doors at Terminals 1 and 2 would remain as they exist today.

Approximately 400 linear feet of curb currently exists at the Terminal 1.5 site. While the curb is currently used, the proposed project would provide an additional passenger processing facility with separate entrances to encourage more active utilization of the existing curb between Terminals 1 and 2.

The proposed LAX Terminal 1.5 Project would not increase overall passenger capacity at LAX. As identified above, the improvements associated with the proposed project would require removal of Gate 10; 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.

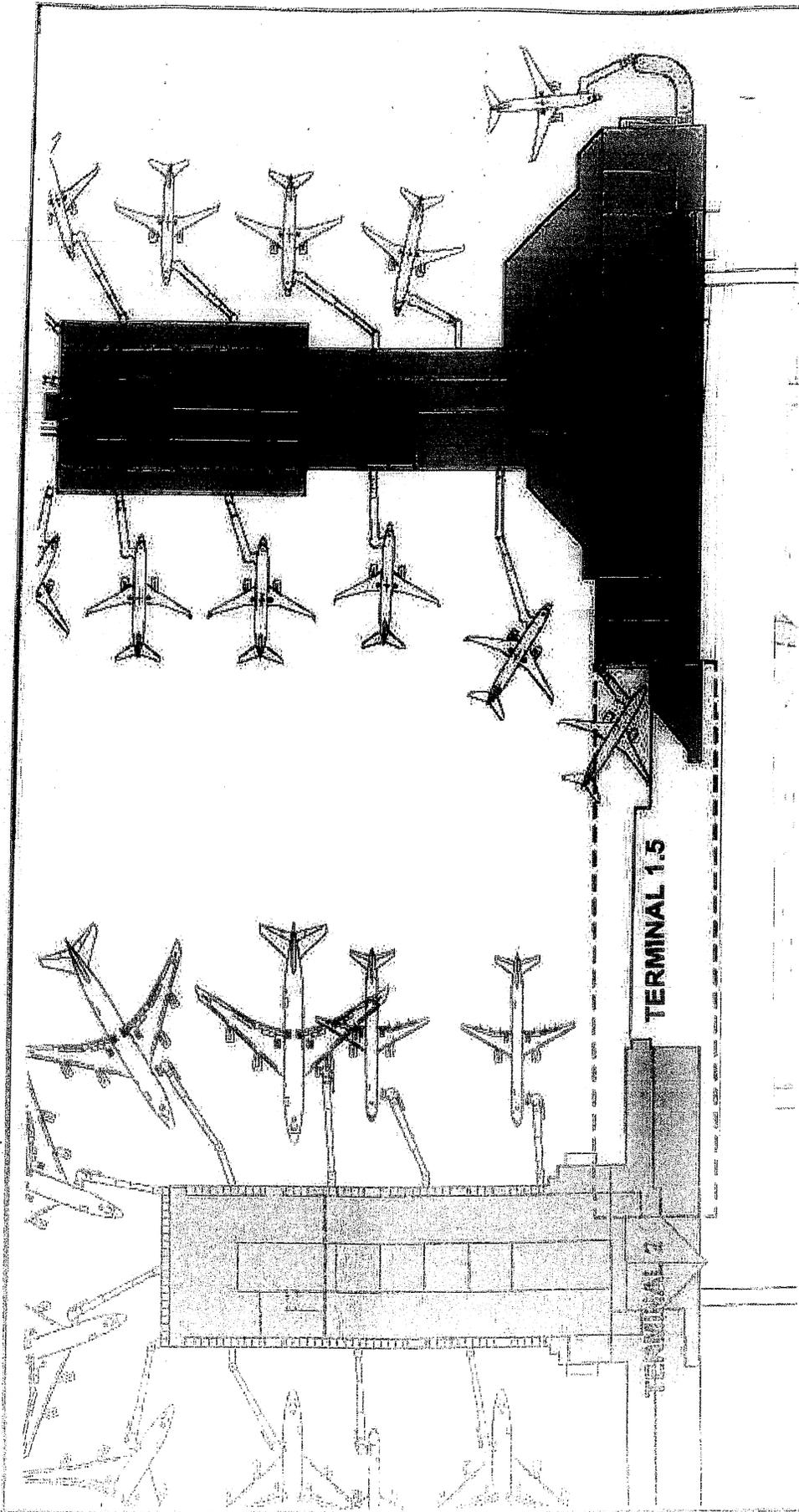
Project Objectives:

- Improve passenger quality of service in Terminals 1 and 2
- Provide additional space to help meet Transportation Security Administration (TSA) requirements for Security Screening checkpoints (SSCP) 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



ATTACHMENT 3

SITE PLAN



Source: Los Angeles World Airports, November 2015.
Prepared by: CH2M Smith, November 2015.

Site Plan

LAX Terminal 1.5 Project



Los Angeles
World Airports

July 20, 2016

Seleta J. Reynolds, General Manager
Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Eric Garcetti
Mayor

Board of Airport
Commissioners

Sean O'Rourke
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) Terminal 1.5 Project
Executive Director's Review – Case #001-016LAXSP**

Dear Ms. Reynolds:

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) Terminal 1.5 Project 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. The Los Angeles Ordinance #184348, as amended by Ordinance #179, 148; 182542 establishes a response time by your Department of (15) working days from the date the documents are received by your Department. As such, we request a written response from your Department by Thursday, August 11, 2016.

Comments can be submitted online at <http://www.lawa.org/ourLAX/Comments.aspx> , via e-mail at 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. Thank you for your cooperation and assistance in this matter, we look forward to hearing from you.

Sincerely,



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

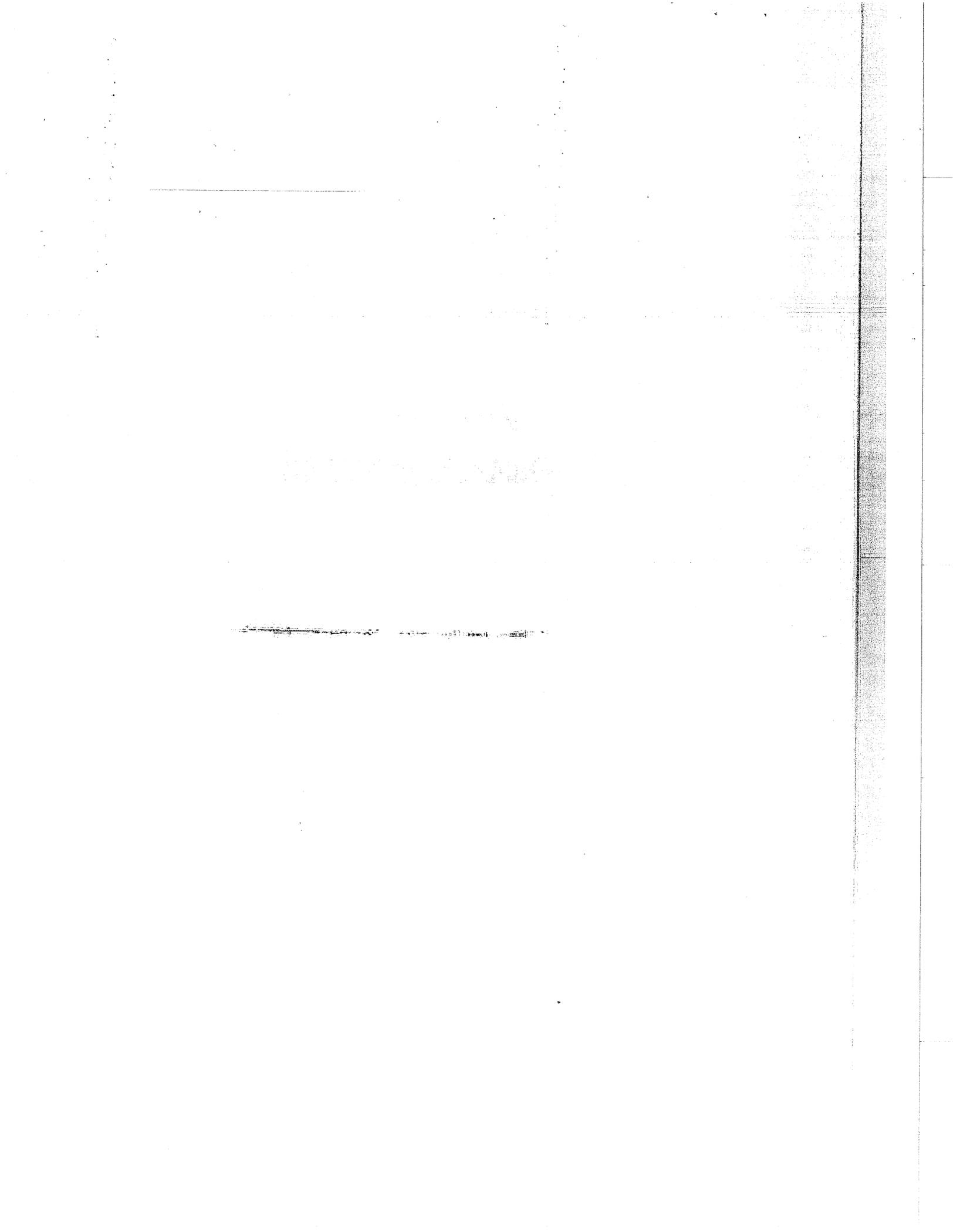
EQ:AE:bms

Attachments (3)

cc: Lisa Trifiletti

DOCID212

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

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

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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.

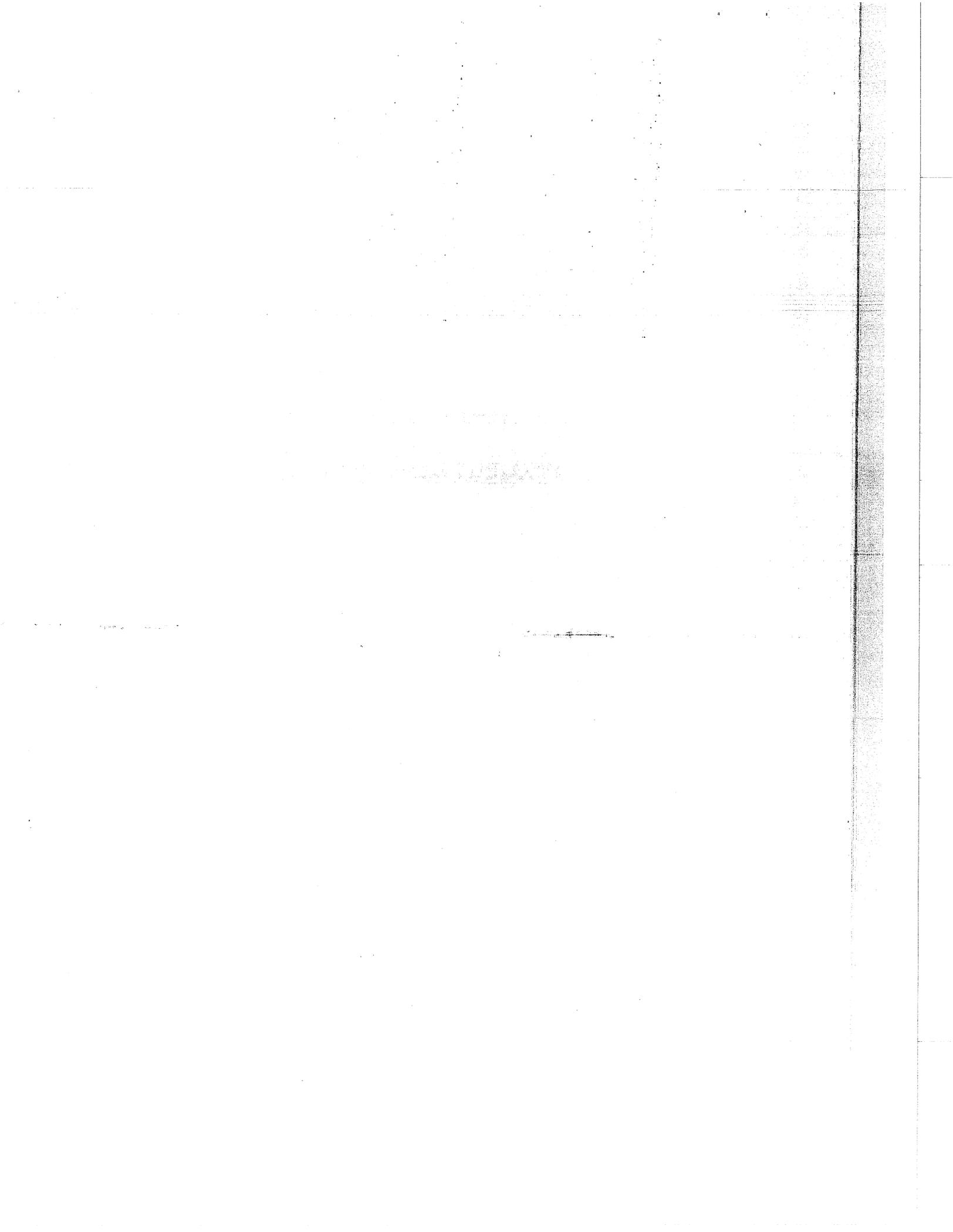
(b) The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.

(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 Terminal 1.5 Project

Project Description

Proposed Project

The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, 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 in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space.

Project Location

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.

Project Description

Terminal 1.5 would be a new five-level building located between existing Terminals 1 and 2 with a small basement area. Specific improvements and square footage estimates associated with each level of the proposed 417,575 square-foot, five-level Terminal 1.5 facility are described below and provided in Table 1, respectively:

Basement: The basement would include space for building systems support and storage for airlines, concessions, and maintenance.

Arrivals Level (Level 1): The Arrivals Level would include baggage claim, associated baggage system, building systems and customer service support spaces, vertical circulation (escalators and elevators) connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Departures Level (Level 2): The Departures Level would include ticketing/passenger check-in, building systems and customer service support spaces, vertical circulation connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Concourse Level (Level 3): The Concourse Level would include a Security Screening Checkpoint (SSCP), Transportation Security Administration (TSA) support space, vertical circulation connecting all levels, and a secure connector between Terminal 1 and Terminal 2.

Office Level (Level 4): The Office Level would include office space and building systems support spaces.

Office Level (Level 5): The Office Level would include office space and building systems support spaces.

**Table 1
Proposed Terminal 1.5 Building Square Footage**

Level	Terminal 2 - Existing Building Area Demolition	Terminal 2 - Existing Area Rebuilt as Part of Terminal 1.5	Terminal 1 - Non- Enclosed Space Demolition ¹	New Building Area to be Added	Total Terminal 1.5 Buildin Area
0 Basement	0	0	0	45,395	45,395
1 Arrivals	-15,626	15,626	0	88,374	104,000
2 Departures (Ticketing)	-12,183	12,183	[4,200] ¹	36,142	48,325
3 Concourse	-7,622	7,622	0	65,663	73,285
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Total	-35,431	35,431	[4,200]¹	382,144	417,575

Note:

¹ This area is non-enclosed space, which is not included in the total building area.

The height of the Terminal 1.5 building would be approximately 100 feet tall, which is approximately 10 to 15 feet taller than the highest point of Terminal 2, as measured from the arrivals level grade. All new facilities would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy and water consumption. The proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover.

The LAX Terminal 1.5 project site extends to the space currently occupied by the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Square footages associated with demolition of these portions of Terminal 1 and Terminal 2 are provided in Table 1. The area and functions in Terminal 1 and 2 that would be demolished would be replaced as part of the Terminal 1.5 facility. The westernmost exterior wall of Terminal 1 would be demolished so that

Terminal 1.5 could be built directly adjacent, and in order for the building floor to be physically connected at all levels. Minor ancillary interior work would be conducted in both Terminal 1 and Terminal 2 to accommodate Terminal 1.5. Construction of the Terminal 1.5 facility would also require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service.

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. There

would be no other changes to existing operations in Terminal 1 and Terminal 2. The new Terminal 1.5 facility would provide terminal space that would supplement the facilities in Terminals 1 and 2. The additional passenger and baggage processing space in Terminal 1.5 would improve passenger quality of service and provide additional space for compliance with federal security requirements. Specifically, the proposed project would provide additional space to help meet existing TSA SSCP requirements for passenger security screening. The proposed project would also provide flexible space for future changes in both passenger and baggage security screening functions to improve safety and security. Terminal 1.5 would also provide a secure connector between Terminal 1 and Terminal 2, which would allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal; as a result, passengers moving between Terminals 1, 1.5, and 2 would only have to go through security once.

As indicated previously, the paved open area on the project site is currently bound to the north by a retaining wall, with the airfield (specifically, the apron between Terminal 1 and Terminal 2) beyond. As part of the LAX Terminal 1.5 Project, the retaining wall would be relocated/rebuilt north of its current location, which would require the modification/replacement of some apron/aircraft paving.

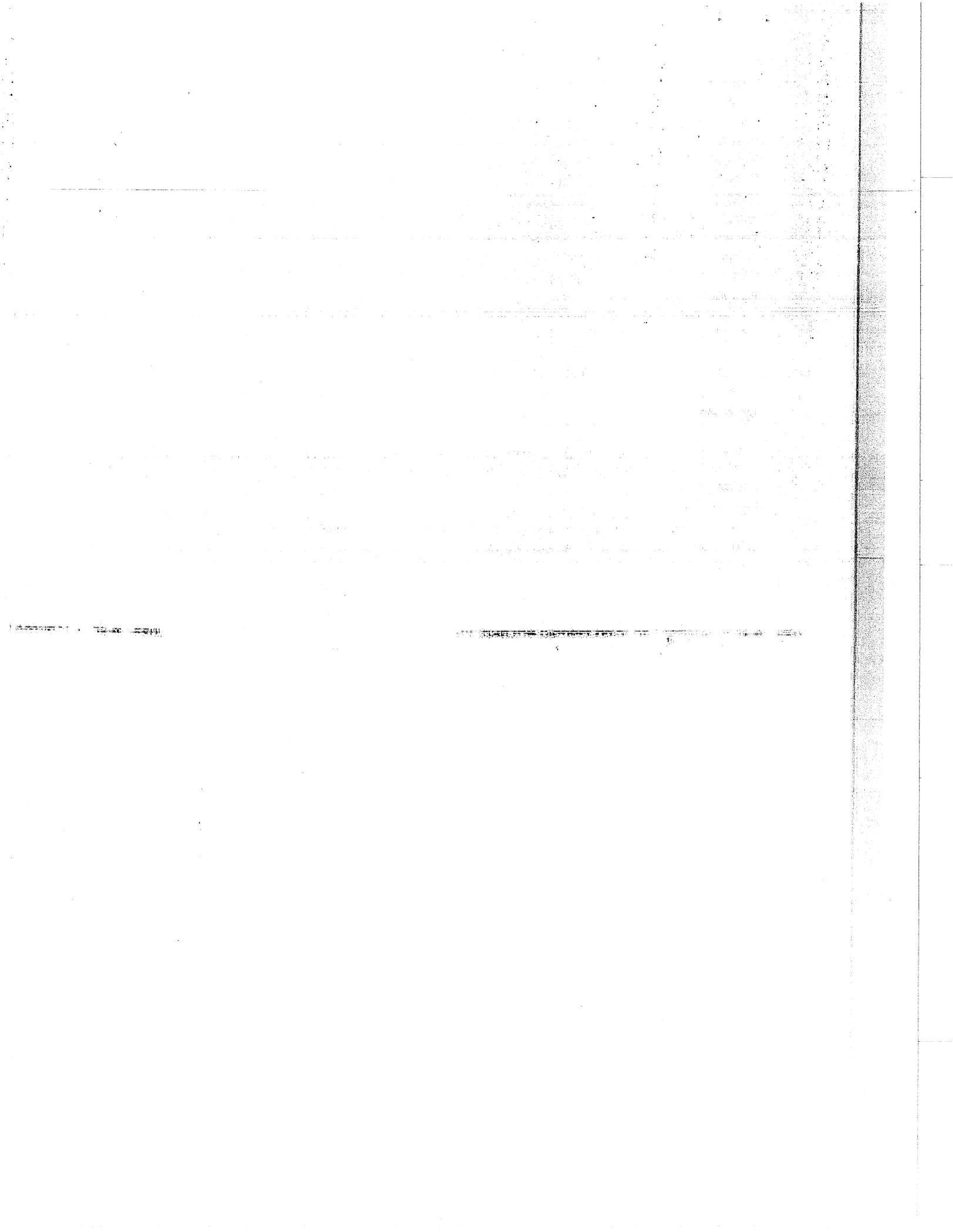
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Approximately 400 linear feet of curb currently exists at the Terminal 1.5 site. While the curb is currently used, the proposed project would provide an additional passenger processing facility with separate entrances to encourage more active utilization of the existing curb between Terminals 1 and 2.

The proposed LAX Terminal 1.5 Project would not increase overall passenger capacity at LAX. As identified above, the improvements associated with the proposed project would require removal of Gate 10; 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.

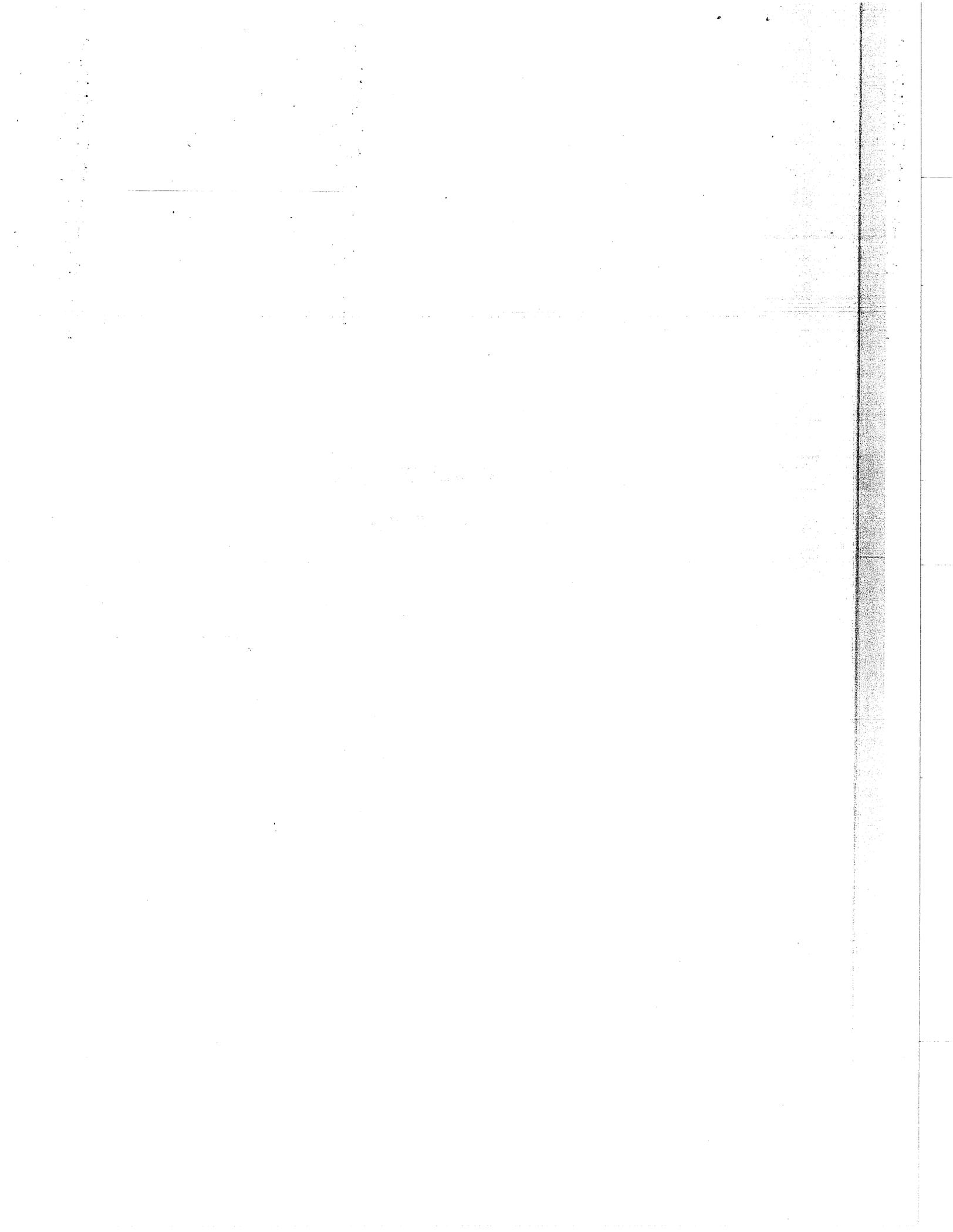
Project Objectives:

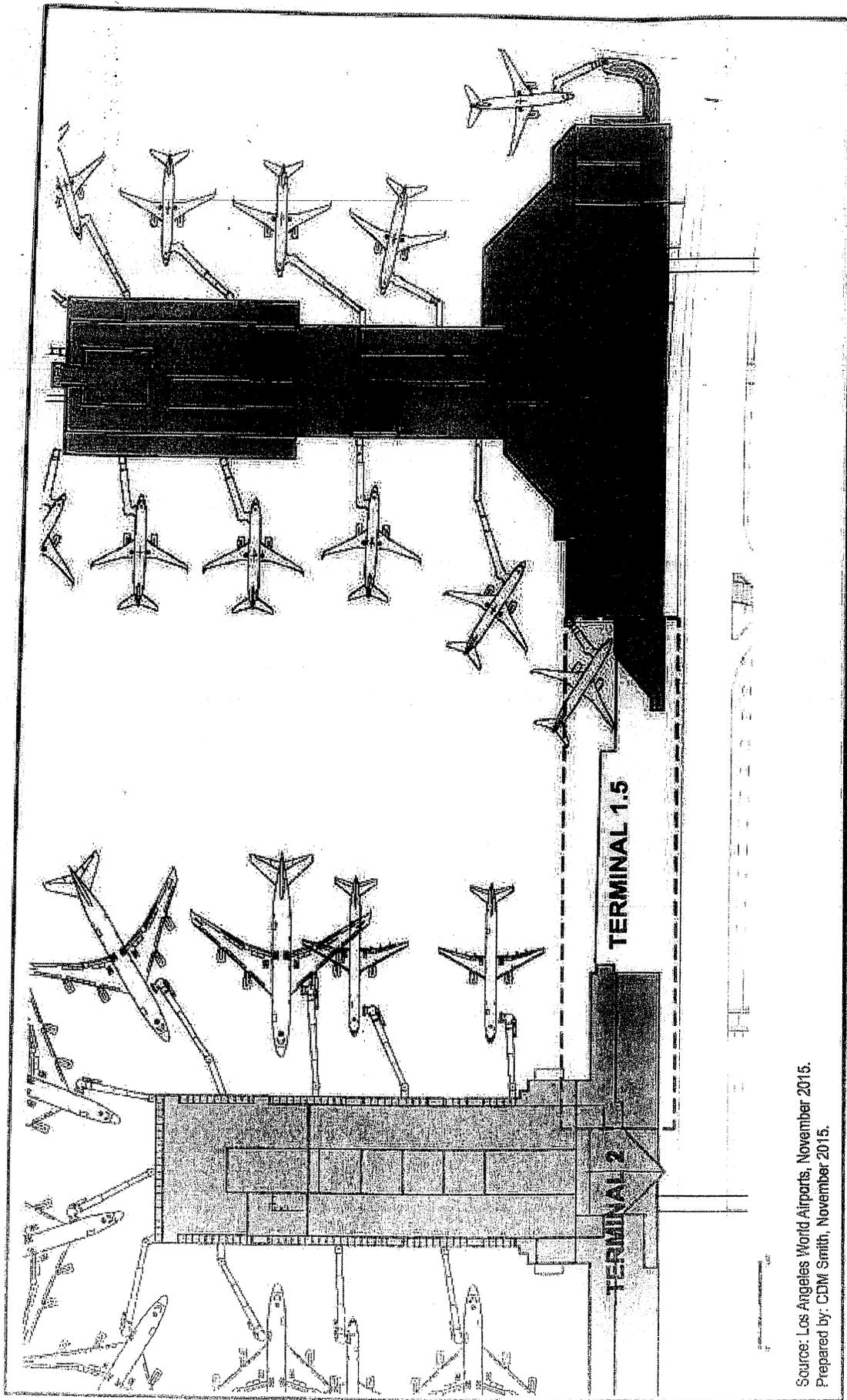
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- Provide non-secure connections at the arrivals and ticketing levels to allow for an uninterrupted link between the ticketing and baggage claim lobbies of both Terminal 1 and Terminal 2 buildings, furthering improving the passenger experience



ATTACHMENT 3

SITE PLAN





Source: Los Angeles World Airports, November 2015.
Prepared by: CDM Smith, November 2015.

LAX Terminal 1.5 Project

Site Plan



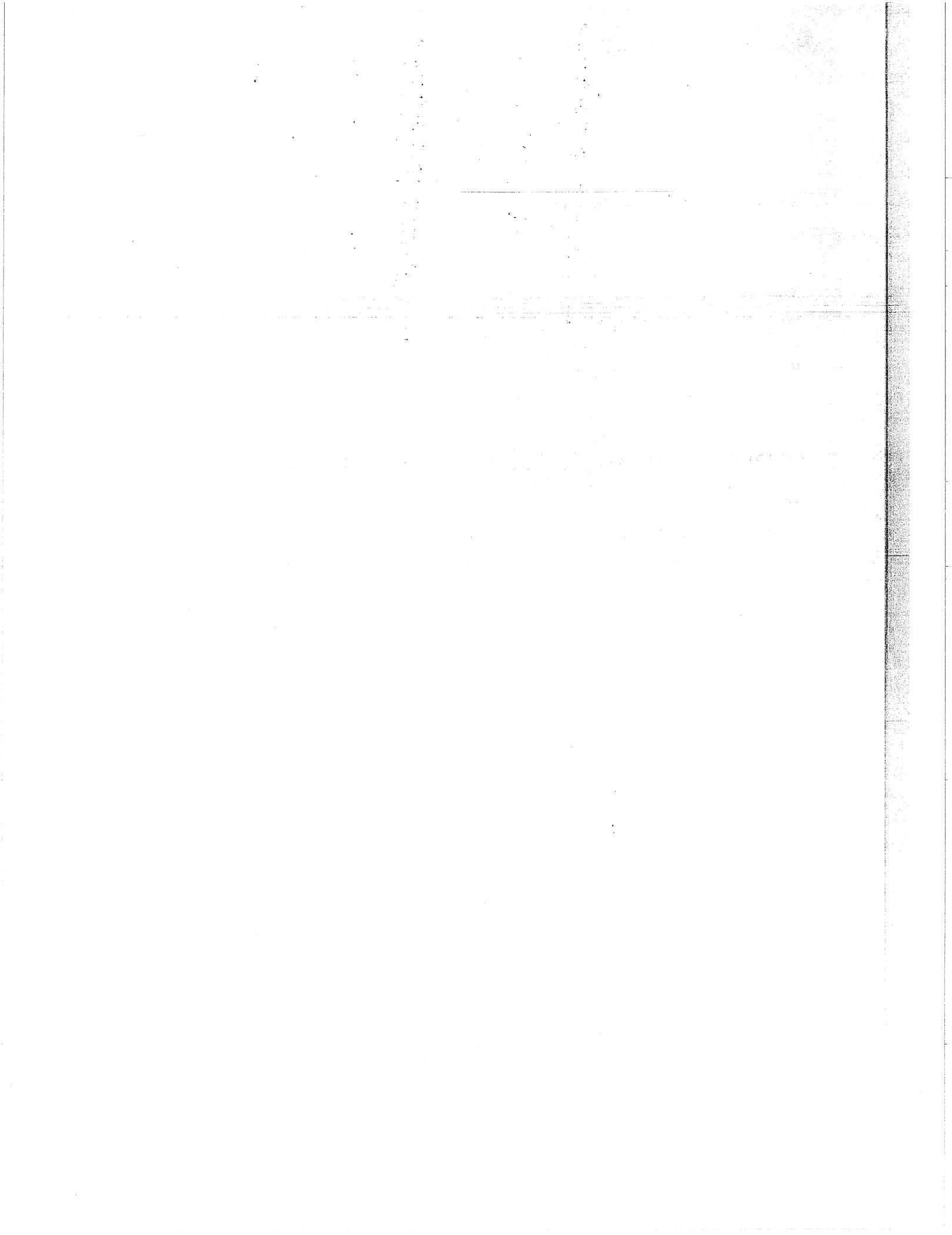
Date: September 29, 2016

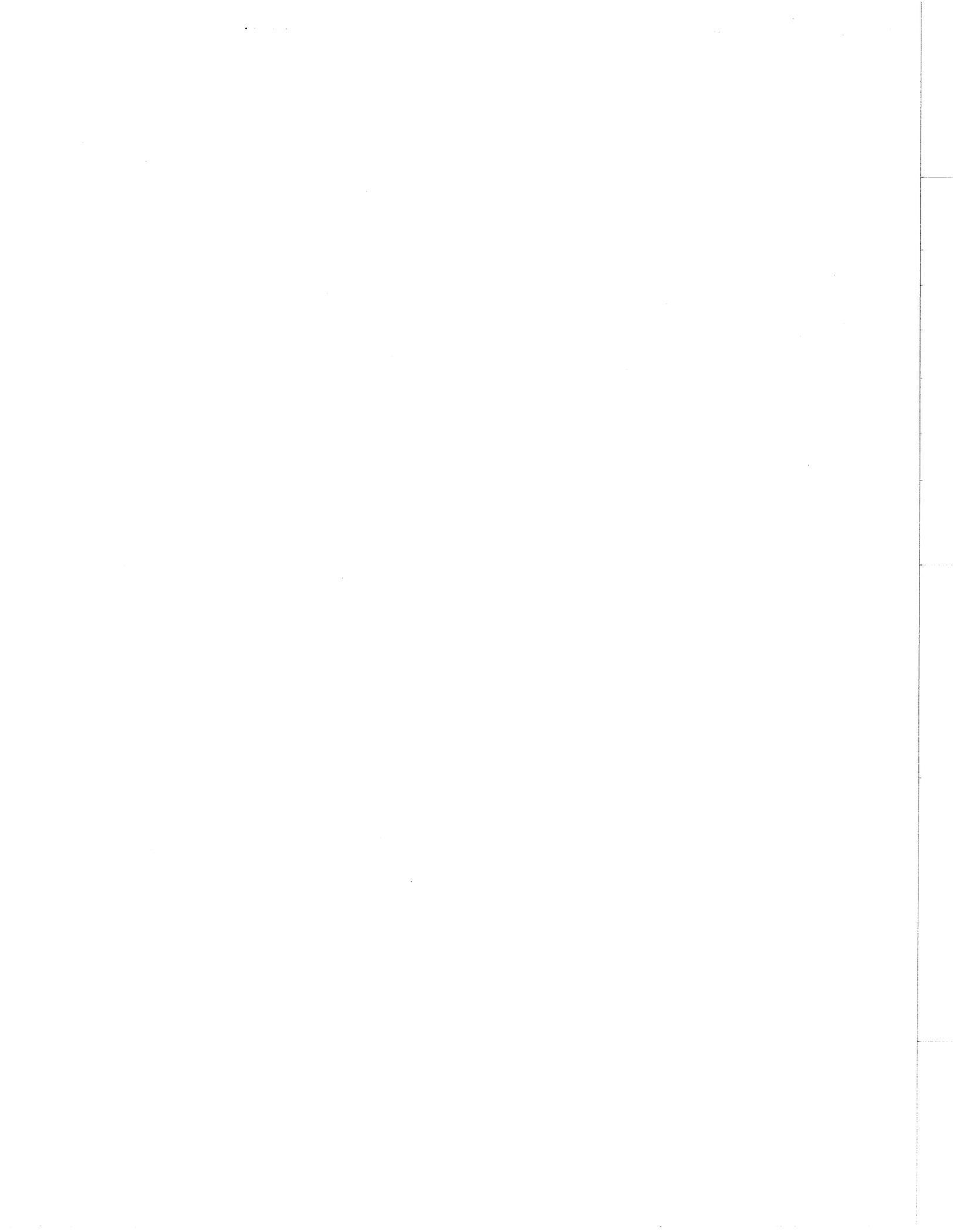
Angelica Espiritu:

The following is in response to your September 29, 2016 request for delivery information on your Priority Mail Express® item number EL411797048US. The delivery record shows that this item was delivered on July 21, 2016 at 2:54 pm in LOS ANGELES, CA 90015. The recipient's signature is not available because the waiver of signature that you authorized was exercised at the time of delivery.

Thank you for selecting the Postal Service for your mailing needs. If you require additional assistance, please contact your local Post Office or postal representative.

Sincerely,
United States Postal Service







July 20, 2016

The Honorable Mike Bonin
City of Los Angeles, Council District 11
Attention: Omar Pulido
LAX Community Liaison
7166 W. Manchester Avenue
Los Angeles, CA 90045

LAX
LA/Ontario
Van Nuys
City of Los Angeles

Eric Garcetti
Mayor
Board of Airport
Commissioners

Sean G. Burton
President

Valeria C. Velasco
Vice President

Jeffrey J. Daar
Gabriel L. Eshaghiian
Bernice C. Hsu
Molay V. Rollins
Dr. Cynthia A. Talles

Deborah Platt
Executive Director

**Re: Transmittal for Review
Los Angeles International Airport (LAX) Terminal 1.5 Project
Executive Director's Review – Case #001-016LAXSP**

Dear Councilmember Bonin:

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

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

EQ:AE:bms

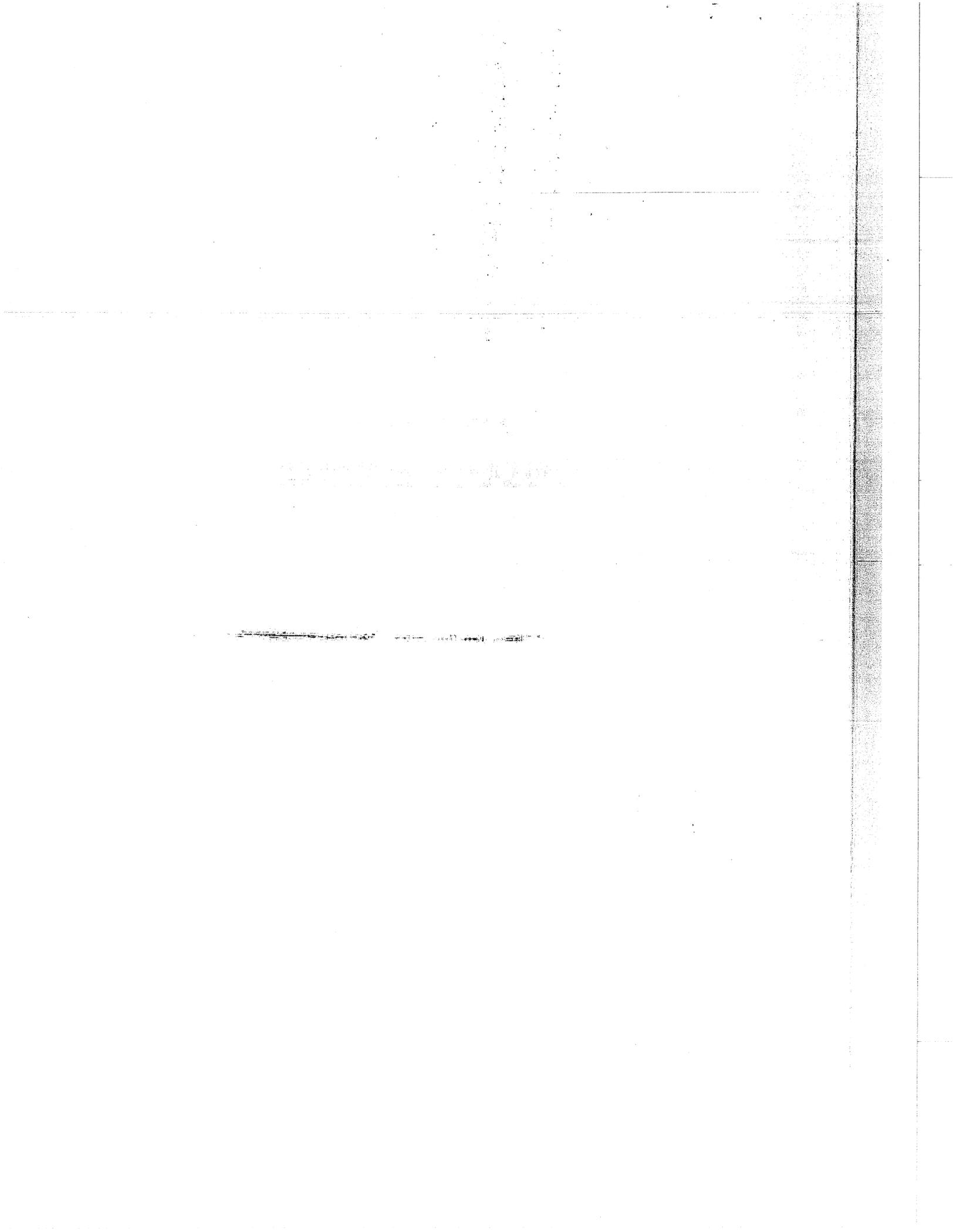
Attachments (3)

cc: Lisa Trifiletti

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

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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.

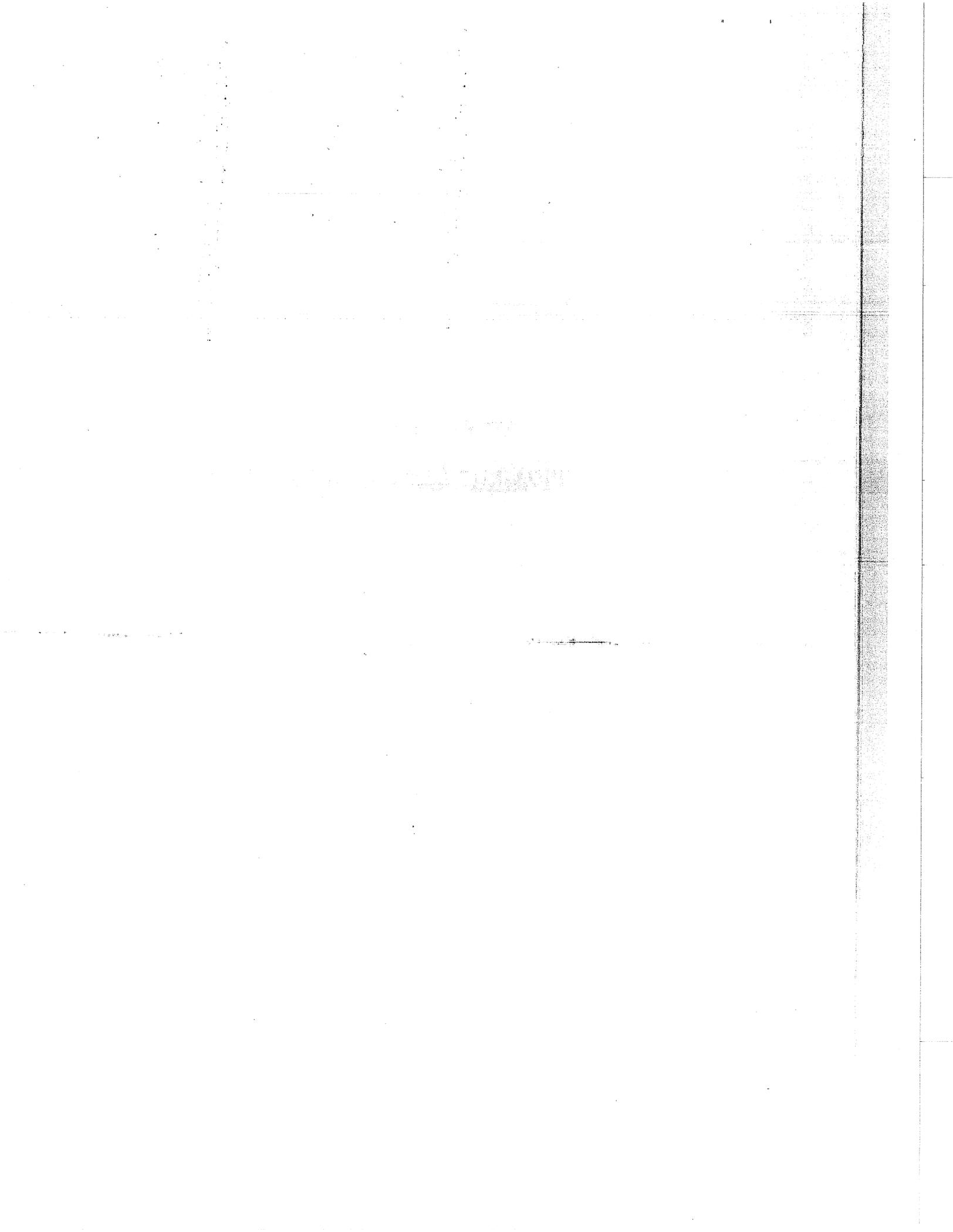
(b) The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.

(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 Terminal 1.5 Project

Project Description

Proposed Project

The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, 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 in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space.

Project Location

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.

Project Description

Terminal 1.5 would be a new five-level building located between existing Terminals 1 and 2 with a small basement area. Specific improvements and square footage estimates associated with each level of the proposed 417,575 square-foot, five-level Terminal 1.5 facility are described below and provided in Table 1, respectively:

Basement: The basement would include space for building systems support and storage for airlines, concessions, and maintenance.

Arrivals Level (Level 1): The Arrivals Level would include baggage claim, associated baggage system, building systems and customer service support spaces, vertical circulation (escalators and elevators) connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Departures Level (Level 2): The Departures Level would include ticketing/passenger check-in, building systems and customer service support spaces, vertical circulation connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Concourse Level (Level 3): The Concourse Level would include a Security Screening Checkpoint (SSCP), Transportation Security Administration (TSA) support space, vertical circulation connecting all levels, and a secure connector between Terminal 1 and Terminal 2.

Office Level (Level 4): The Office Level would include office space and building systems support spaces.

Office Level (Level 5): The Office Level would include office space and building systems support spaces.

**Table 1
Proposed Terminal 1.5 Building Square Footage**

Level	Terminal 2 – Existing Building Area Demolition	Terminal 2 – Existing Area Rebuilt as Part of Terminal 1.5	Terminal 1 – Non-Enclosed Space Demolition¹	New Building Area to be Added	Total Terminal 1.5 Building Area
0 Basement	0	0	0	45,395	45,395
1 Arrivals	-15,626	15,626	0	88,374	104,000
2 Departures (Ticketing)	-12,183	12,183	[4,200] ¹	36,142	48,325
3 Concourse	-7,622	7,622	0	65,663	73,285
4 Office	0	0	0	73,285	73,285
5 Office	0	0	0	73,285	73,285
Total	-35,431	35,431	[4,200]¹	382,144	417,575

Note:

¹ This area is non-enclosed space, which is not included in the total building area.

The height of the Terminal 1.5 building would be approximately 100 feet tall, which is approximately 10 to 15 feet taller than the highest point of Terminal 2, as measured from the arrivals level grade. All new facilities would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy and water consumption. The proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover.

The LAX Terminal 1.5 project site extends to the space currently occupied by the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Square footages associated with demolition of these portions of Terminal 1 and Terminal 2 are provided in Table 1. The area and functions in Terminal 1 and 2 that would be demolished would be replaced as part of the Terminal 1.5 facility. The westernmost exterior wall of Terminal 1 would be demolished so that

Terminal 1.5 could be built directly adjacent, and in order for the building floor to be physically connected at all levels. Minor ancillary interior work would be conducted in both Terminal 1 and Terminal 2 to accommodate Terminal 1.5. Construction of the Terminal 1.5 facility would also require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service.

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. There

would be no other changes to existing operations in Terminal 1 and Terminal 2. The new Terminal 1.5 facility would provide terminal space that would supplement the facilities in Terminals 1 and 2. The additional passenger and baggage processing space in Terminal 1.5 would improve passenger quality of service and provide additional space for compliance with federal security requirements. Specifically, the proposed project would provide additional space to help meet existing TSA SSCP requirements for passenger security screening. The proposed project would also provide flexible space for future changes in both passenger and baggage security screening functions to improve safety and security. Terminal 1.5 would also provide a secure connector between Terminal 1 and Terminal 2, which would allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal; as a result, passengers moving between Terminals 1, 1.5, and 2 would only have to go through security once.

As indicated previously, the paved open area on the project site is currently bound to the north by a retaining wall, with the airfield (specifically, the apron between Terminal 1 and Terminal 2) beyond. As part of the LAX Terminal 1.5 Project, the retaining wall would be relocated/rebuilt north of its current location, which would require the modification/replacement of some apron/aircraft paving.

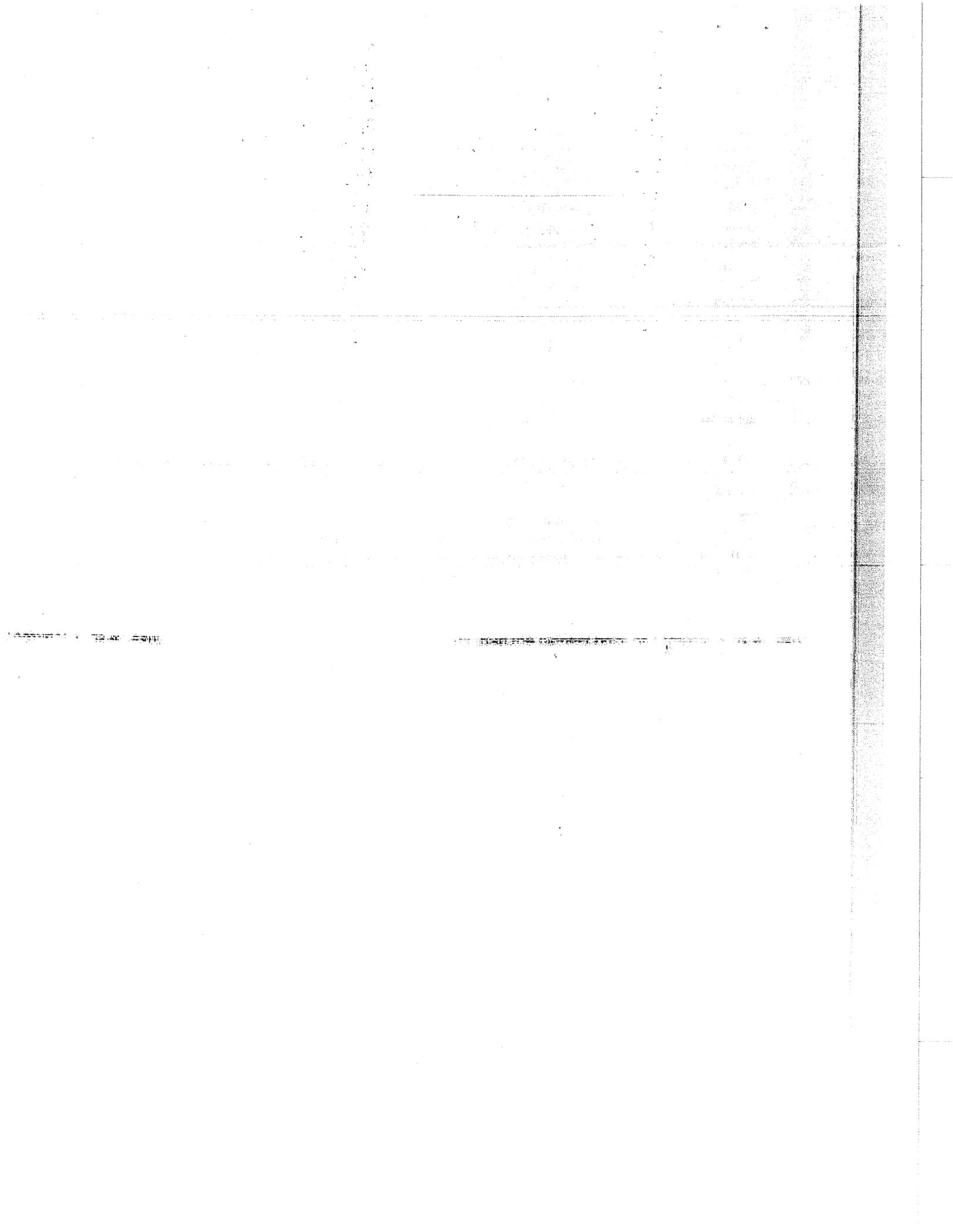
The proposed LAX Terminal 1.5 Project would not result in any physical changes to existing Terminal 1 and Terminal 2 access or curbs. Exterior doors at Terminals 1 and 2 would remain as they exist today.

Approximately 400 linear feet of curb currently exists at the Terminal 1.5 site. While the curb is currently used, the proposed project would provide an additional passenger processing facility with separate entrances to encourage more active utilization of the existing curb between Terminals 1 and 2.

The proposed LAX Terminal 1.5 Project would not increase overall passenger capacity at LAX. As identified above, the improvements associated with the proposed project would require removal of Gate 10; 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.

Project Objectives:

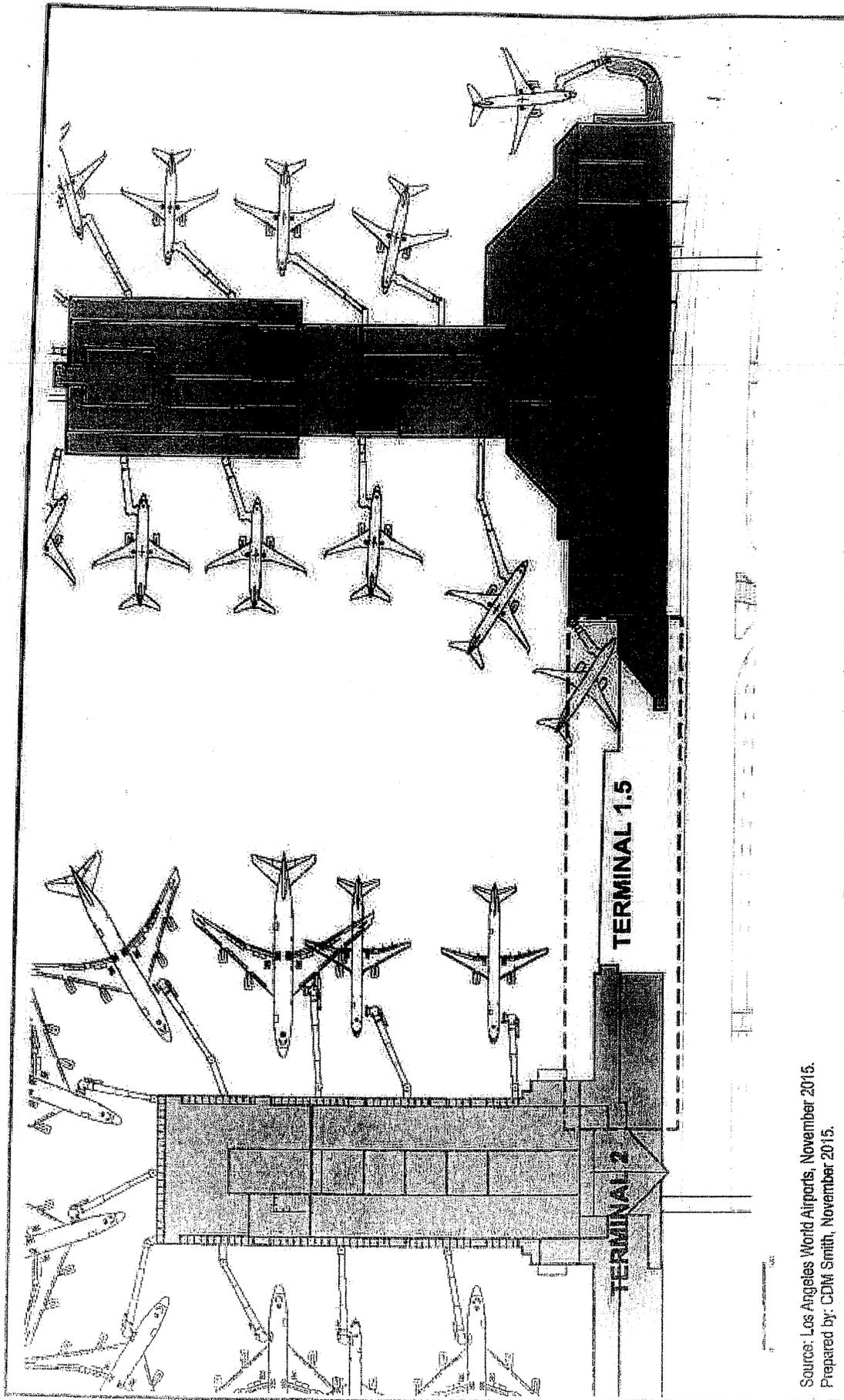
- Improve passenger quality of service in Terminals 1 and 2
- Provide additional space to help meet Transportation Security Administration (TSA) requirements for Security Screening checkpoints (SSCP) and provide flexible space for next generation passenger and baggage security screening functions to 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



ATTACHMENT 3

SITE PLAN





Source: Los Angeles World Airports, November 2015.
 Prepared by: CDM Smith, November 2015.

Site Plan

LAX Terminal 1.5 Project



Date: September 29, 2016

Angelica Espiritu:

The following is in response to your September 29, 2016 request for delivery information on your Priority Mail Express® item number EL411797048US. The delivery record shows that this item was delivered on July 21, 2016 at 2:54 pm in LOS ANGELES, CA 90015. The recipient's signature is not available because the waiver of signature that you authorized was exercised at the time of delivery.

Thank you for selecting the Postal Service for your mailing needs. If you require additional assistance, please contact your local Post Office or postal representative.

Sincerely,
United States Postal Service