

FINAL ENVIRONMENTAL IMPACT REPORT (EIR) and TRADE, TRAVEL AND TOURISM COMMITTEE REPORT relative to the Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization Project, the Project's Final EIR, and appeal filed by the City of El Segundo relative to certification of the Final Environmental Impact Report.

Recommendations for Council action:

1. DENY the City of El Segundo's July 24, 2017 appeal of Board of Airport Commissioners' (Board) certification of the LAX Terminals 2 and 3 Modernization Project EIR.
2. FIND that the Council has considered the environmental effects of the Proposed Project as described in the Terminals 2 and 3 Modernization Project Final EIR, attached to the Council file. 2. CONCUR with the actions of the Board, including Board Resolution No. 26299, in its approval of Terminals 2 and 3 Modernization Project.
3. AFFIRM the Board's certification of Terminals 2 and 3 Modernization Project.
4. CERTIFY that:
 - a. The Final EIR for Terminals 2 and 3 Modernization Project, which includes the Draft EIR, has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA), and the City of Los Angeles CEQA Guidelines.
 - b. The Final EIR for the Terminals 2 and 3 Modernization Project was presented to the Board, as the decision-making body of the lead agency, and the Board reviewed and considered the information contained in the Final EIR and any comments received prior to approving the Terminals 2 and 3 Modernization Project.
 - c. The Terminals 2 and 3 Modernization Project Final EIR represents the independent judgment and analysis of the lead agency.
5. FIND that the Terminals 2 and 3 Modernization Project:
 - a. Complies with the LAX Plan, as adopted at the time the Proposed Project was processed, any design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan.
 - b. Complies with the LAX Plan, as newly approved by the Council in June 2017, any design guidelines and standards required by the LAX Specific Plan as newly approved by Council in June 2017, and all applicable provisions of this Specific Plan.
 - c. That the Proposed Project has been adequately analyzed in compliance with CEQA, and the applicable master plan commitments and mitigation measures contained in the Mitigation Monitoring and Reporting Program (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.

6. APPROVE the Terminals 2 and 3 Modernization Project as described in the FEIR.

7. ADOPT the:

- a. Terminals 2 and 3 Modernization Project CEQA Findings of Fact and the Statement of Overriding Considerations;
- b. Terminals 2 and 3 MMRP and Reporting Program.
- c. Executive Director's LAX Plan Compliance Report for the Terminals 2 and 3 Modernization Project.

Fiscal Impact Statement: The Board reports that there is no fiscal impact to the City's General Fund as a result of these actions.

Community Impact Statement: None submitted.

SUMMARY

At the meeting held on August 15, 2017, your Trade, Travel and Tourism Committee considered a Board transmittal relative to the LAX Terminals 2 (T2) and 3 (T3) Modernization Project, the Project's Final EIR, and appeal filed by the City of El Segundo relative to certification of the Final Environmental Impact Report.

The Board reports that the proposed project includes upgrading the T2 concourse, including construction of additional floor area and reconfiguring existing passenger gate positions; the demolition and reconstruction of the T3 concourse building to provide additional concourse area, including a new operation control center; the demolition of the southern appendages of the T3 satellite; the demolition and reconstruction of the passenger and baggage processing facilities (ticketing buildings - T2.5 and T3.5) associated with T2 and T3, including new facilities for passenger and baggage screening, ticketing, and baggage claim; and a secure connector (i.e., an enclosed/controlled passenger corridor) between T2 and T3.

The Board further states that T2 was originally constructed in 1961 but was demolished and completely reconstructed in place in 1988. T3 was constructed in 1961 as part of the original development of the Central Terminal Area (CTA). The original T3 1961 'satellite' (the oval building at the end of the existing concourse) was modified around 1970 to accommodate wide-bodied aircraft, and the other portions of T3 were completed in several stages between 1980 and 1987 (which included a new passenger connector and baggage system linked to the existing satellite). There has been no substantial exterior modernization or addition of building space at T2 or T3 since the late 1980s and the terminal spaces are not on par with the other terminals in the CTA.

The proposed project is the modernization and revitalization of existing T2 and T3 at LAX. Specific improvements are described below. A majority of the proposed project elements would upgrade existing aging infrastructure and building systems, as well as update security functions, which would enhance and optimize passenger experience. In short, the improvements proposed at T2 and T3 would improve safety and security, operational efficiencies, quality of service, and customer experience for passengers at LAX. After an opportunity for appellant comment and

public comment was held, the Committee moved to deny the appeal filed by the City of El Segundo and approve the Board's recommendations, as detailed above. This matter is now forwarded to the Council for its consideration.

Respectfully Submitted,

TRADE, TRAVEL AND TOURISM COMMITTEE

A handwritten signature in black ink, appearing to read "Joe Bonin", is written over the printed name.

<u>MEMBER</u>	<u>VOTE</u>
BUSCAINO:	YES
BONIN:	ABSENT
KREKORIAN:	YES

ME

-NOT OFFICIAL UNTIL COUNCIL ACTS-