



Los Angeles
World Airports

January 10, 2017

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

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Deborah Flint
Chief Executive Officer

Re: Transmittal for Review
Los Angeles International Airport (LAX) Terminal 2 and 3 Modernization
Project
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) Terminal 2 and 3 Modernization 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 written response from your office is requested by Thursday response from your Department by Wednesday, February 10, 2017.

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.



Ms. Martinez-Sidhom
January 10, 2017
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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

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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 2 and Terminal 3 Modernization Project

Project Description

Proposed Project

The Terminals 2 and 3 Modernization Project plays an integral role in LAWA's efforts to modernize the north terminals. Approximately 830,000 square feet of new building space would be added to the two terminals. The proposed project would provide additional space balanced with passenger demand for ticketing, passenger and baggage check-in, and security screening. The proposed project would ease congestion and provide enhanced connectivity between the two terminals – both within the ticketing and check-in portion as well as post-security screening and would enable increased operational flexibility and efficiency.

The main purpose of the proposed project is to modernize existing Terminals 2 and 3 (T2 and T3) at LAX in order to improve passenger level of service and amenities within the terminals; help meet federal security requirements (e.g., security screening), passenger and baggage processing and inspections; improve operations; improve building systems; and modernize the interior and exterior of the terminals to benefit the overall appearance of the CTA.

Project Location

The project site (generally LAX Terminals 2 and 3) 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, between Terminal 1 and the Tom Bradley International Terminal (TBIT, and south of the LAX north airfield complex.

Project Elements

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. In total, approximately 830,000 square feet of new building space would be added to the two terminals, for a total square footage of approximately 1,620,010 square feet. The proposed project also includes apron improvements, specifically the resurfacing, restriping, and relocation of fuel pits. The proposed project would take approximately 76 months (six years and four months) to construct and is estimated to begin in 2017. The operation of the proposed project would provide improved passenger experience,

convenience, and quality of service through renovations of aging terminal facilities. The improvements would allow for the reconfiguring of the passenger gate positions and aircraft-parking layout around T2 and T3 to match aircraft fleet requirements, which could result in there being up to five additional passenger gate positions; however, the proposed project would not increase the terminal linear frontage. The proposed project would not alter the airspace traffic, runway operational characteristics, or the practical capacity of the airport.

Reference documents for the LAX T2 and T3 Modernization Project are available online at: www.ourlax.org.

ATTACHMENT 3

SITE PLAN



Source: Los Angeles World Airports, July 2016.
Prepared by: CDM Smith, October 2016.

LAX Terminals 2 and 3 Modernization Project

Site Plan

EDR