

February 5, 2015

**NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING
MEETING FOR AN ENVIRONMENTAL IMPACT REPORT**

PROJECT NAME: Los Angeles International Airport (LAX) Landside Access Modernization Program

PROJECT LOCATION/ADDRESS: The LAX Landside Access Modernization Program would include improvements that would be constructed in an area generally bounded by Tom Bradley International Terminal (TBIT) in the Central Terminal Area (CTA) of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north, as shown in Figure 1.

COMMUNITY PLANNING AREA: LAX Plan, LAX Specific Plan, LAX Community Plan, and Westchester-Playa del Rey Community Plan

COUNCIL DISTRICT: 11 – Bonin

DUE DATE FOR PUBLIC COMMENTS: March 9, 2015

Los Angeles World Airports (LAWA), a proprietary department of the City of Los Angeles, will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified below (proposed Project). LAWA requests your comments as to the scope and content of the EIR. The purpose of the scoping meetings is to receive input from the public as to what areas the EIR should study. No decisions about the proposed Project are made at the scoping meetings.

The Project description, requested permits and approvals, and the potentially significant environmental effects of the proposed Project are set forth below. Also included below are the date, time, and location of the scoping meetings that will be held in order to solicit input regarding the scope and content of the Draft EIR. The scoping meetings will be conducted in an open house format. A copy of the Initial Study prepared for the proposed Project is available for review at the LAX website at: <http://www.connectinglax.com> and at the locations listed below:

Westchester-Loyola
Village Branch Public Library
7114 West Manchester Avenue
Los Angeles, CA 90045

Dr. Mary McLeod Bethune
Regional Branch Library
3900 S. Western Avenue
Los Angeles, CA 90062

Culver City Library
4975 Overland Avenue
Culver City, CA 90230

El Segundo Library
111 W. Mariposa Avenue
El Segundo, CA 90245

Hawthorne Library
12700 Grevillea Avenue
Hawthorne, CA 90250

Inglewood Library
101 W. Manchester Blvd.
Inglewood, CA 90301

PROJECT DESCRIPTION:

LAWA proposes to implement the LAX Landside Access Modernization Program Project to continue to transform LAX into a world-class airport by relieving traffic congestion within the CTA and on the surrounding street network, improving access options and the travel experience for passengers, and

providing connection to the Los Angeles County Metropolitan Transportation Agency (MTA or Metro) rail system. The LAX Landside Access Modernization Program consists of several primary components. At the centerpiece is an Automated People Mover (APM) system with 6 stations, which would provide free, fast, convenient, and reliable access to the CTA for passengers, employees and other users of LAX, 24 hours a day. The APM system would transport passengers between the CTA and the other main components of the Project located east of the CTA, including a state-of-the-art, Consolidated Rental Car Facility (CONRAC), new public parking facilities and multiple locations for passenger pick up and drop off. In addition, the APM system would include a station at the multi-modal/transit facility at 96th Street/Aviation Boulevard planned by Metro as a separate and independent project to provide the opportunity for passengers to access the Metro regional rail system. The LAX Landside Access Modernization Program would reduce traffic volumes and congestion within the CTA as well as on local streets. 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.

Project components associated with the LAX Landside Access Modernization Program, as shown in Figure 2, include: 1) an APM system with six APM stations connecting the CTA to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405; 2) passenger walkway systems connecting the APM stations to passenger terminals or ground transportation facilities; 3) 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; 4) 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, retail, dining options and other amenities, parking, and access to the APM system; 5) a CONRAC that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 6) roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC; and 7) utilities needed to support the 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. The LAX Landside Access Modernization Program EIR will also analyze potential future related development after completion of the Project components described above on adjacent property to the proposed ground transportation facilities at a programmatic level.

Some of the Project components for the LAX Landside Access Modernization Program, including the APM, ITFs, and CONRAC, were considered in the LAX Master Plan and LAX Master Plan Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and the Specific Plan Amendment Study (SPAS) and SPAS EIR. Since the completion of these environmental reviews, LAWA has further refined these components of the proposed LAX Landside Access Modernization Program; therefore, the LAX Landside Access Modernization Program Project EIR is a new project-level EIR being prepared to assess the environmental effects of constructing and operating the proposed components of the LAX Landside Access Modernization Program Project in detail.

The LAX Landside Access Modernization Program may require amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, the LAX Plan, and the LAX Specific Plan, among others. These amendments are proposed to conform these plans, as necessary, to reflect updated Specific Plan boundaries and the location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program. The LAX Landside Access

Modernization Program may require the subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals. In addition to the components of the proposed LAX Landside Access Modernization Program described above, LAWA may also consider changes to fees, pricing, licenses, traffic and agreements with various commercial vehicle operators at LAX and fees and prices imposed on the general public for roadway access and parking at LAX facilities as part of the Project.

The LAX Landside Access Modernization Program would require changes to the configuration and use of existing parcels owned by LAWA where the Project components are proposed to be constructed. Subdivision of parcels, tract maps, and/or other reconfiguration of parcels may be processed and existing zoning may be changed for these parcels. These changes would create new parcels owned by LAWA available for future development with commercial, light industrial, cargo, airport support, and parking uses. Because LAWA has no specific plans for development of these parcels at this time, the potential for environmental effects from future development of these parcels will be examined at a programmatic level in the EIR. LAWA envisions that any future development on LAWA property adjacent to the CONRAC, ITFs, or proposed roadways would provide airport support services or uses that would serve, or be complementary with, LAX passengers and visitors. Development of these areas would occur after construction of the proposed components of the LAX Landside Access Modernization Program.

Enabling projects required to implement the LAX Landside Access Modernization Program, as shown in Figure 4, include: 1) demolition of parking garages P2A, P2B, and P5 and construction of replacement garages in the CTA that may result in an increase in the number of parking spaces within the CTA; 2) relocation of LAWA administrative offices housed in the Clifton Moore Administration building and former Airport Traffic Control Tower (1 World Way, also known as Admin East) to the existing LAWA-owned Skyview Center at 6053 West Century Boulevard or another location in the vicinity of LAX; 3) demolition of the Clifton Moore Administration building (1 World Way) and demolition of the former Airport Traffic Control Tower located east of the Clifton Moore Administration building; 4) relocation of existing rental car facilities; 5) demolition of the existing restaurant building located at 9601 Airport Boulevard on property owned by LAWA; 6) demolition of the Metro bus terminal located north of West 96th Street; 7) improvements of portions of Center Way within the CTA; 8) demolition of existing hangars/buildings located at 6150 and 6190 West Century Boulevard owned by LAWA that are currently leased for storage; 9) demolition and potential relocation of the Reliant Medical Center located on LAWA-owned property at 9601 South Sepulveda Boulevard; 10) construction of a new 5-story, 1,700-space Skyview Center replacement garage for displaced surface parking; 11) completion of the Manchester Square acquisition program including the Stella Middle Charter Academy and Bright Star Secondary Charter Academy facilities located at 5431 West 98th Street; and 12) acquisition of other parcels where the APM or roadway improvements are proposed including, but not limited to: 1) 6141 West Century Boulevard owned by MTA and leased by an off-airport parking operator; 2) 9700 South Sepulveda Boulevard owned by the Los Angeles Community College District and leased by an off-airport parking operator; 3) 5651 West 96th Street owned by China Airlines Cargo; 4) 9606/9610 Bellanca Avenue occupied by Secom International; and 5) 9600 South Sepulveda Boulevard owned by WallyPark.

REQUESTED PERMITS/APPROVALS: The City of Los Angeles has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following:

FEDERAL

- Unconditional approval of the Airport Layout Plan (ALP) for the Airport depicting the proposed improvements pursuant to 49 U.S.C. 40103(b), 44718, and 47107(a)(16);
- Determination under 49 U.S.C. 44502(b) that the Proposed Action is reasonably necessary for use in air commerce or in the interest of national defense.
- Determinations under 49 U.S.C. §§ 47106 and 47107 relating to the potential eligibility of the Proposed Action for federal funding under the Airport Improvement Program (AIP) and/or under 49 U.S.C. § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFCs) collected at LAX for the proposed project to assist with construction of potentially eligible development items shown on the ALP.
- Approval of a construction safety and phasing plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150-5370-2F, Operational Safety on Airports During Construction, under 14 CFR 139 (49 U.S.C. 44706).
- Approval of changes to the Airport Certification Manual pursuant to 14 CFR 139 (49 U.S.C. 44706).
- Conformance of the proposed federal actions with the objectives of the State Implementation Plan (SIP) per the requirements of the Clean Air Act, as amended (40 CFR Part 93) for components of the LAX Landside Access Modernization Program
- Other approvals by the U.S. Department of Transportation, Federal Aviation Administration, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- Approvals for federal financing plans or districts.

STATE AND REGIONAL ACTIONS

- Caltrans review and approval for I-105/I-405 improvements, Sepulveda Boulevard improvements, and crossing of Sepulveda Boulevard by proposed APM.
- South Coast Air Quality Management District and Southern California Association of Governments (SCAG) review for proposed project conformity with the State Implementation Plan and any permits required under the Clean Air Act.
- The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB may include but are not be limited to: (1) General Construction Stormwater Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.
- California Public Utilities Commission review and approval of a System Safety Program Plan and Security Plan for the proposed APM.
- Approvals for state financing plans or districts.

LOCAL

- Certification of the Final EIR for the LAX Landside Access Modernization Program.
- Updates/amendments to the City of Los Angeles General Plan Land Use Element, Transportation Element, and the LAX Plan, as well as the LAX Specific Plan. These changes relate to conforming the plans, as necessary, to reflect the physical projects within the LAX Landside Access Modernization Program and technical amendments necessary for the construction and operation of the LAX Landside Access Modernization Program.
- LAX Plan Compliance determination from City Council pursuant to LAX Specific Plan Section 7.
- Preparation of a Project-specific Stormwater Management Plan or Standard Urban Stormwater Mitigation Plan for approval by the Bureau of Sanitation, Watershed Protection Division.
- Los Angeles Fire Department approval.

- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the project and any associated Department of Public Works permits for infrastructure improvements.
- Tract/parcel map and zone change approvals.
- Approvals for federal, state, or local financing plans or districts.
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Cultural (Historic) Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation/Traffic, Utilities and Service Systems, and Mandatory Findings of Significance have been found to have potentially significant impacts and will be analyzed in an Environmental Impact Report (EIR) prepared for this proposed Project. Impacts to Agricultural and Forestry Resources, Biological Resources, Cultural (Archaeological and Paleontological) Resources, Geology and Soils, Mineral Resources, and Recreation have been found to be less than significant through the analysis in the Initial Study and are not proposed for further analysis in the EIR.

PUBLIC SCOPING MEETING DATES AND LOCATION: Two public scoping meetings in an open house format will be held to receive public comment regarding the scope and content of the environmental information to be included in the EIR. LAWA encourages all interested individuals and organizations to attend the meeting. The location (see Figure 5), date, and time of the scoping meetings for this proposed Project are as follows:

Dates and Times: Thursday, February 19, 2015, 5:00 p.m. to 8:00 p.m.
Saturday, February 21, 2015, 10:00 a.m. to 12:00 p.m.

Location: Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045

LAWA welcomes all comments regarding the scope and content of environmental issues to be addressed in the EIR. **All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by March 9, 2015.** Written comments will also be accepted at the scoping meetings described above.

Responses should be submitted on the LAX website (<http://www.connectinglax.com>) or sent to Mr. Christopher Koontz, Chief of Airport Planning, at the following address:

Los Angeles World Airports
1 World Way, Room 218
Los Angeles, CA 90045
Phone: (800) 919-3766

Sign Language Interpreters, Communication Access Real-Time Transcription, Assistive Listening Devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting you wish to attend. Due to

difficulties in securing Sign Language Interpreters, five or more business days' notice is strongly recommended. For additional information, please contact: LAWA's Coordinator for Disability Services at (424) 646-5005 or via California Relay Service at 711.

LISA TRIFILETTI

Capital Programming, Planning and Engineering Group

Enclosures:

Figure 1: LAX Landside Access Modernization Program Project Location

Figure 2: LAX Landside Access Modernization Program Project Components

Figure 3: LAX Landside Access Modernization Program Roadways Improvements

Figure 4: LAX Landside Access Modernization Program Enabling Projects

Figure 5: Scoping Meeting Location

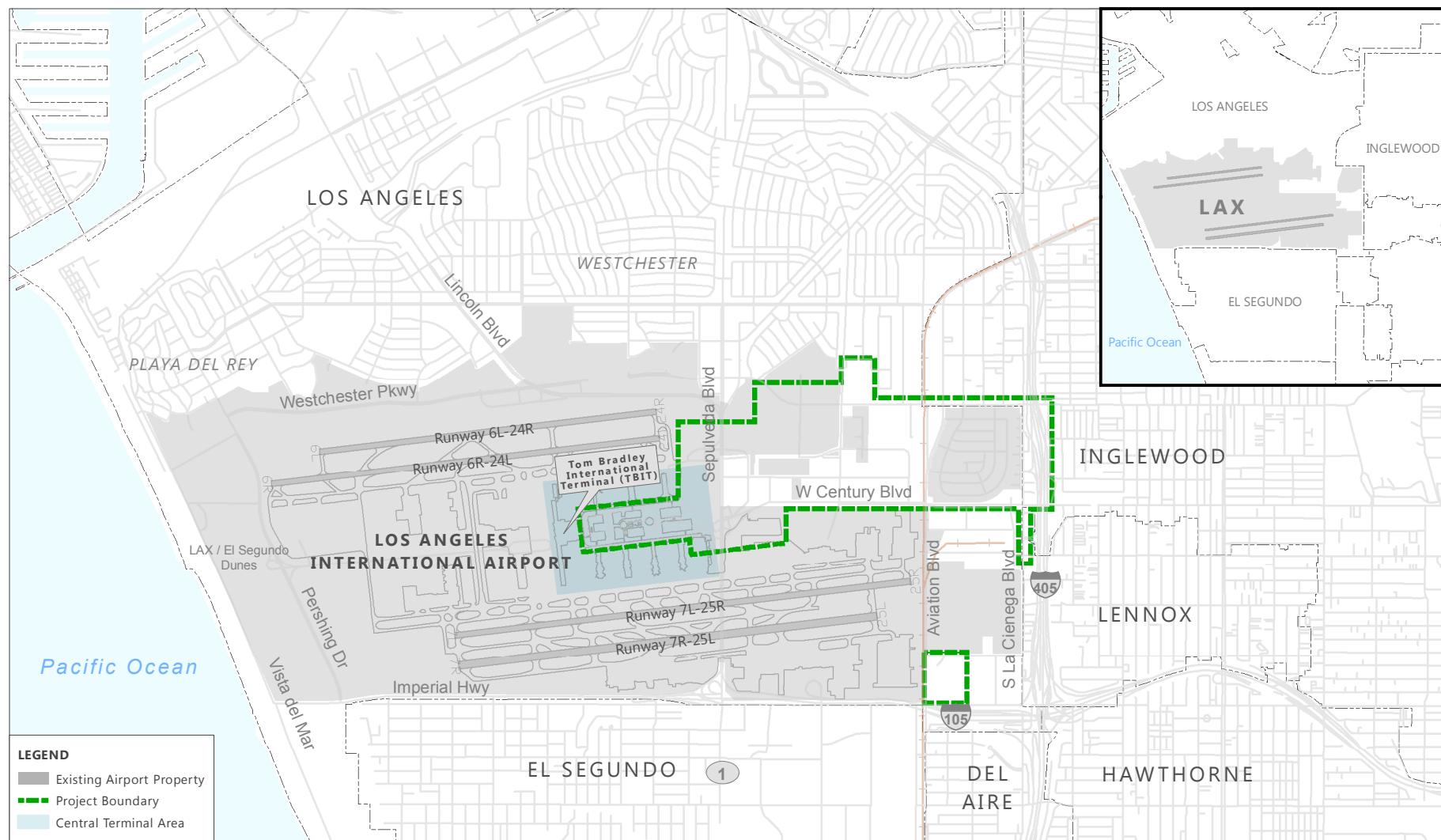
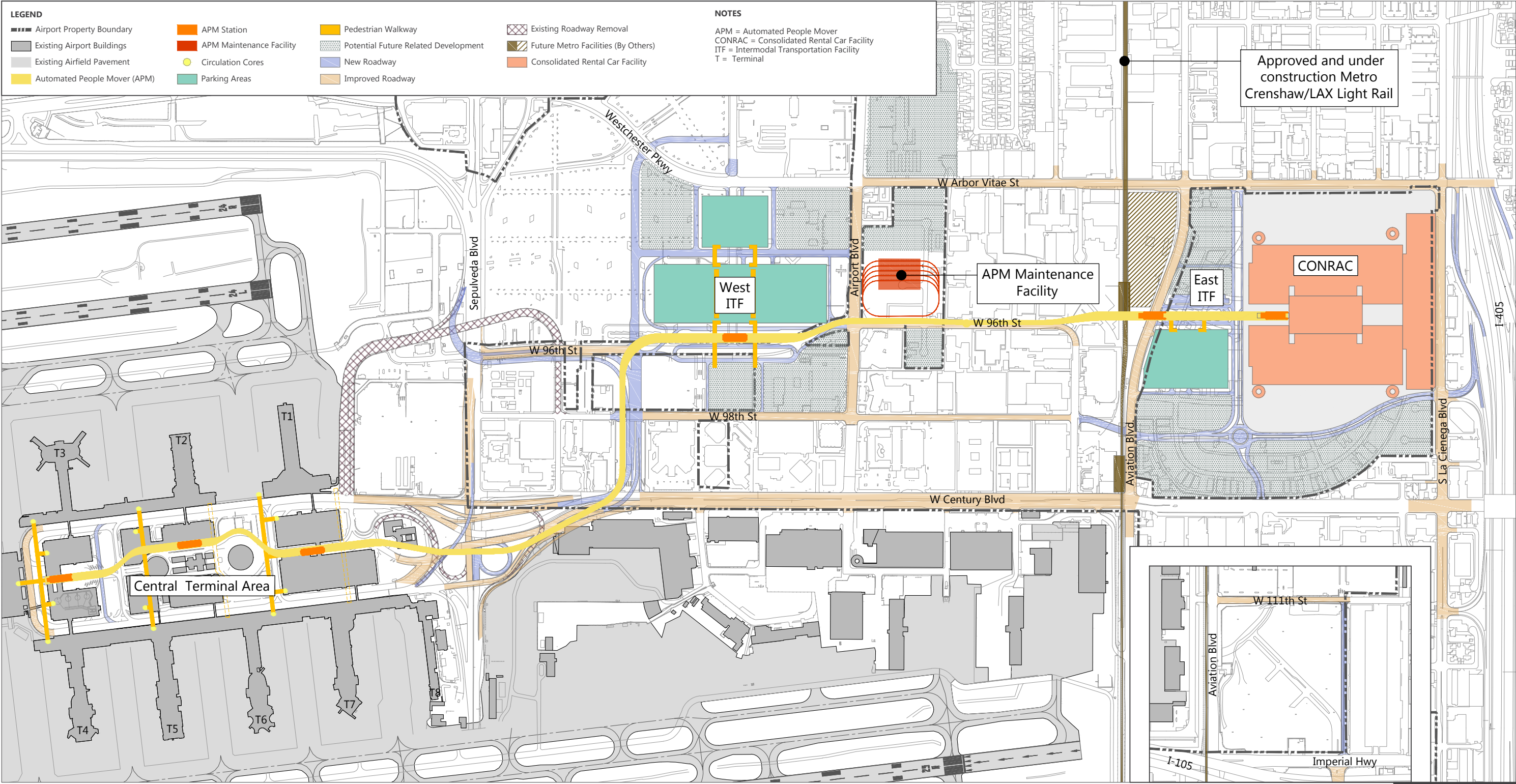


FIGURE 1



Project Location

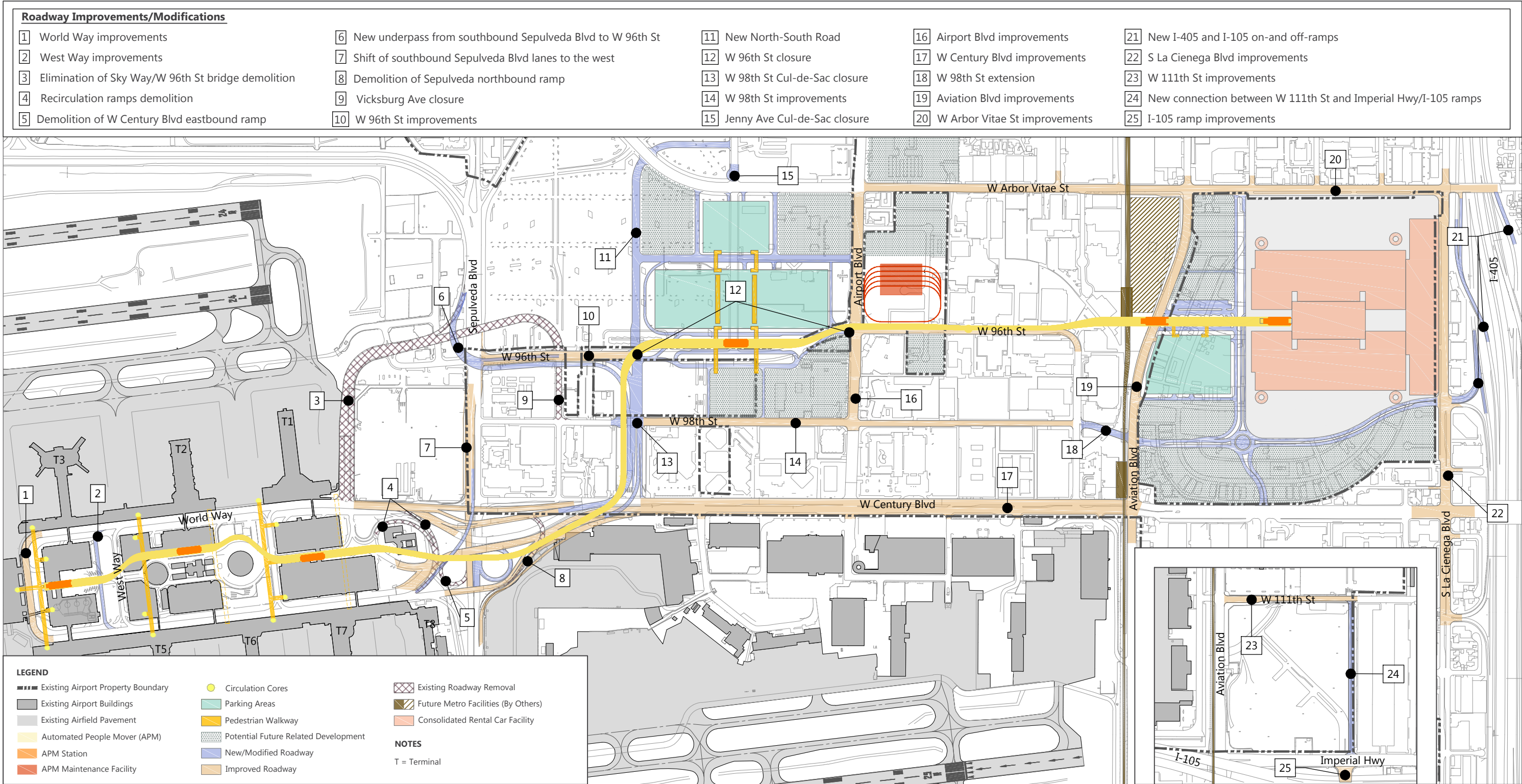


SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 2



LAX Landside Access Modernization Program Elements

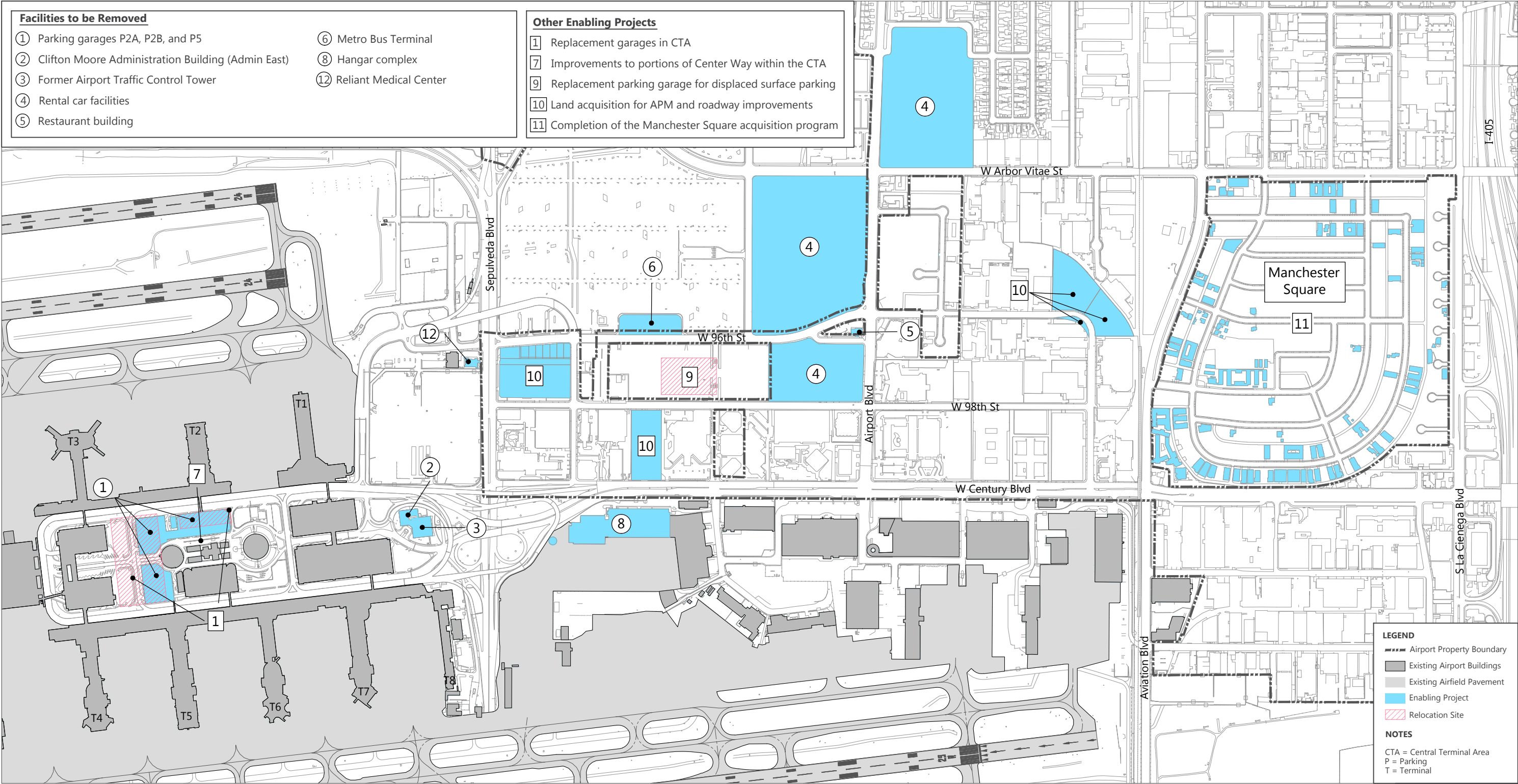


SOURCE: Los Angeles World Airports; Parsons Brinckerhoff, January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015

FIGURE 3



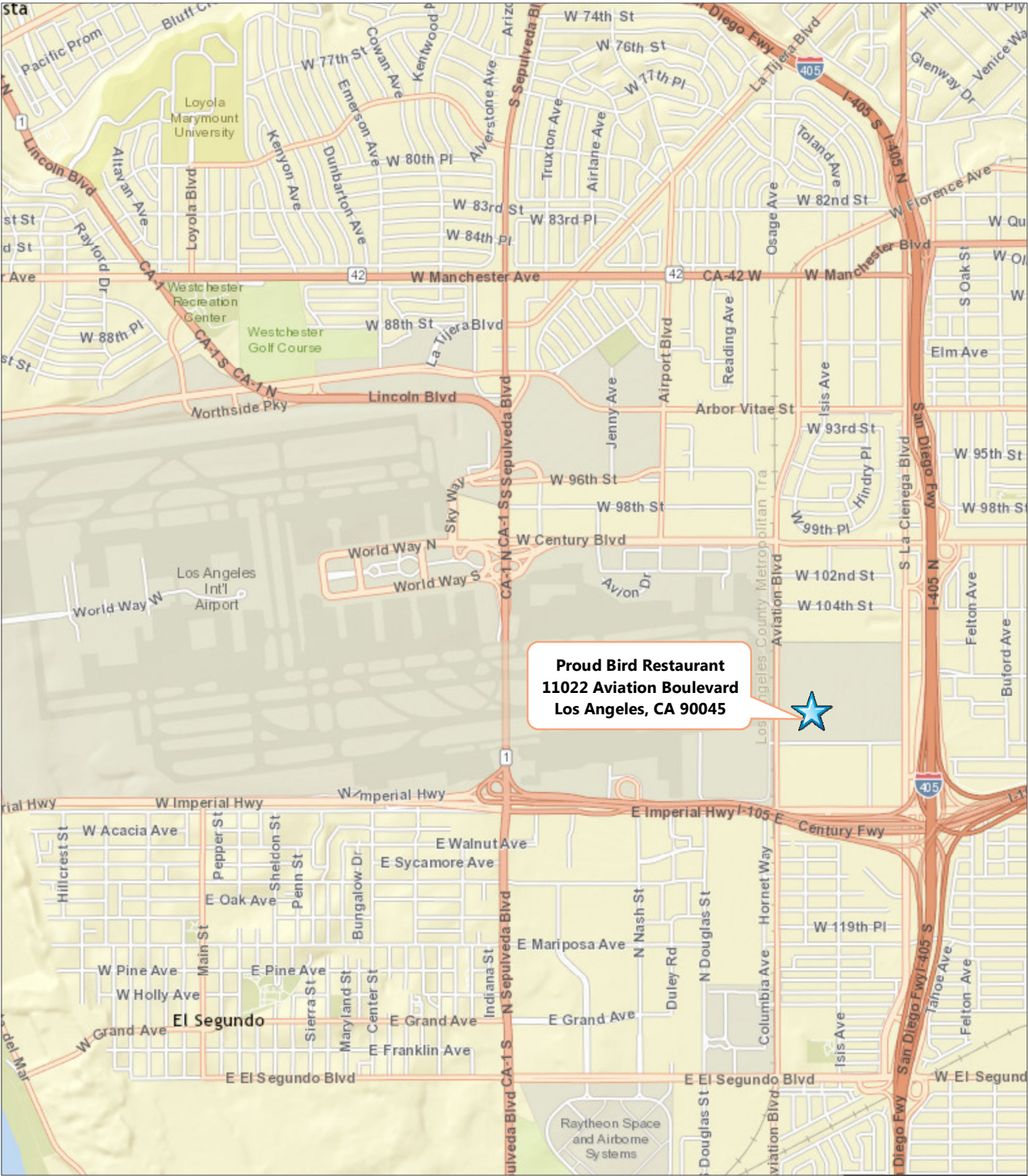
Roadway Improvements



SOURCE: Ricondo & Associates, Inc., January 2015
PREPARED BY: Ricondo & Associates, Inc., January 2015



Enabling Projects



SOURCE: Environmental Systems Research Institute, 2015 (street map).
PREPARED BY: Ricondo & Associates, Inc., January 2015.

FIGURE 5



0 3,500 ft.

Scoping Meeting Location
Proud Bird Restaurant