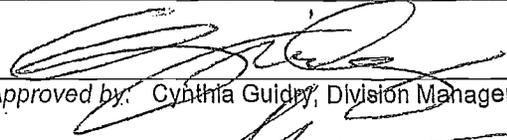


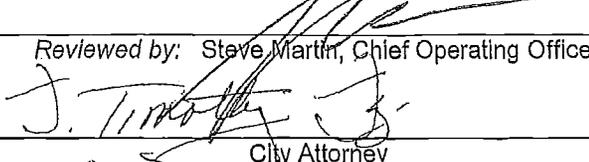


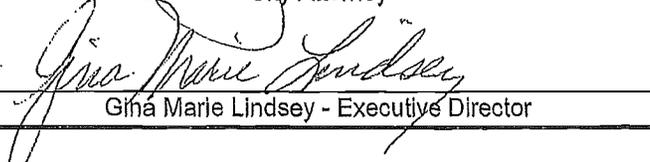
Los Angeles World Airports

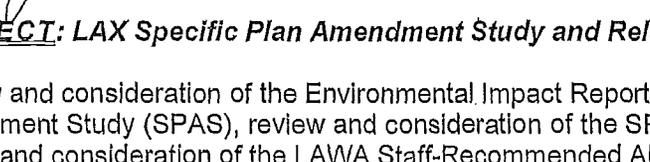
Item # \_\_\_\_\_

# Report to the BOARD OF AIRPORT COMMISSIONERS

  
Approved by: Cynthia Guidry, Division Manager

  
Reviewed by: Steve Martin, Chief Operating Officer

  
City Attorney

  
Gina Marie Lindsey - Executive Director

Meeting Date:

February 5, 2013

CAO Review:

Completed  
 Pending  
 N/A

Reviewed for	Date	Approval Status	By
Capital Budget	01/30/13	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> NA	DS
Operating Budget	01/31/13	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> NA	RW
CEQA	01/31/13	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	AE
Procurement	01/30/13	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N <input type="checkbox"/> Cond	MT

**SUBJECT: LAX Specific Plan Amendment Study and Related Actions**

Review and consideration of the Environmental Impact Report (EIR) prepared for the Specific Plan Amendment Study (SPAS), review and consideration of the SPAS, including the Final LAX SPAS Report, review and consideration of the LAWA Staff-Recommended Alternative, and review and consideration of amendments to the LAX Plan and LAX Specific Plan.

**RECOMMENDATIONS:**

Management RECOMMENDS that the Board of Airport Commissioners:

1. ADOPT the Staff Report;
2. CERTIFY that:
  - a) The Specific Plan Amendment Study (SPAS) Environmental Impact Report (EIR), including the Draft EIR and the Final EIR, has been completed in compliance with the California Environmental Quality Act (CEQA) and the State and City of Los Angeles CEQA Guidelines;
  - b) The SPAS EIR was presented to the Board of Airport Commissioners (BOAC), as the decision making body of the lead agency, and the BOAC reviewed and considered the information contained in the EIR prior to approving the project;
  - c) The SPAS EIR reflects the independent judgment and analysis of the lead agency;
3. ADOPT the SPAS Mitigation, Monitoring and Reporting Program (MMRP).
4. FURTHER ADOPT the SPAS CEQA Findings and Statement of Overriding Considerations.

5. DETERMINE that the LAX Specific Plan Amendment Study required by Section 7.H.1 of the LAX Specific Plan, including the SPAS EIR and the SPAS Report, is complete.
6. SELECT the Staff-Recommended Alternative, including the proposed amendments to Section 7.H of the LAX Specific Plan and all amendments to the City of Los Angeles General Plan, including the LAX Plan, and the LAX Specific Plan, as the best alternative to the problems that the Yellow Lights Projects were designed to address, subject to future detailed planning, engineering, and project-level environmental review, such as project-level review of individual improvements under CEQA and the evaluation and approval processes of the Federal Aviation Administration (FAA). Approval of the SPAS Staff-Recommended Alternative would provide the platform from which the specific details of the proposed improvements would be further defined and evaluated in connection with current and future FAA standards.
7. ADOPT Voluntary Commitments associated with the Staff-Recommended Alternative contained in this report.
8. RECOMMEND that the Los Angeles City Planning Commission (CPC) review and consider the EIR and LAWA's proposed plan amendments and recommend that the Los Angeles City Council affirm the BOAC's certification of the EIR and approve LAWA's proposed amendments to the City of Los Angeles General Plan, including the LAX Plan, and the LAX Specific Plan.
9. FURTHER RECOMMEND that the Los Angeles City Council take the following actions:
  - a) Find that the City Council has considered the environmental effects of the project as described in the SPAS Final EIR;
  - b) Concur with the actions of the BOAC;
  - c) Affirm the certification of the SPAS EIR;
  - d) Adopt the SPAS MMRP;
  - e) Further adopt the SPAS CEQA Findings and Statement of Overriding Considerations;
  - f) Select the Staff-Recommended Alternative as the best alternative to the problems that the Yellow Lights Projects were designed to address, subject to future detailed planning, engineering, and project-level environmental review, such as project-level review of individual improvements under the CEQA and the evaluation and approval processes of the Federal Aviation Administration (FAA). Approval of the SPAS Staff-Recommended Alternative would provide the platform from which the specific details of the proposed improvements would be further defined and evaluated in connection with current and future FAA standards.
  - g) Approve LAWA's proposed amendments to the City of Los Angeles General Plan, including the LAX Plan, and the LAX Specific Plan; and
  - h) Direct staff to file a Notice of Determination (NOD).

## **DISCUSSION:**

### **1. Executive Summary**

The Los Angeles World Airports (LAWA) Capital Programming and Planning Group, requests Board of Airport Commissioners (BOAC) to review and consider the Environmental Impact Report (EIR) prepared for the Specific Plan Amendment Study (SPAS), review and consider the SPAS, including the Final LAX SPAS Report, review and consider the LAWA Staff-Recommended Alternative, and lastly review and consider the amendments to the LAX Plan and LAX Specific Plan.

### **2. Prior Related Actions**

#### **LAX Master Plan Program**

In December 2004, the Los Angeles City Council certified the Final Environmental Impact Report (EIR) and approved the LAX Master Plan Program and related entitlements for future development of the Los Angeles International Airport (LAX). This was followed by the Federal Aviation Administration's (FAA's) Record of Decision (ROD) and approval of the Final Environmental Impact Statement (EIS) in May 2005. Formulation of the LAX Master Plan Program included an exhaustive iterative process during which LAWA reviewed a wide range of alternatives before selecting a preferred development program known as "Alternative D." The LAX Master Plan Program entitled the first major new facilities for, and improvements to, the airport since 1984, and planned to accommodate projected growth to a practical capacity of 78.9 million annual passengers (MAP) at LAX through the year 2015. While the demand forecasted in the LAX Master Plan Program did not materialize, the Program provides the conceptual planning framework for future improvements at LAX and working guidelines for LAWA as it formulates and processes site-specific projects envisioned in the Plan. The LAX Master Plan Program provides for modernization of the runway and taxiway system, redevelopment of the terminal area, and revised access to the airport. Los Angeles World Airports (LAWA) has been implementing and continues to implement many of the projects envisioned in the LAX Master Plan Program including the South Airfield Improvement Project, the Bradley West Project, the Crossfield Taxiway Project, and the Midfield Satellite Concourse Project.

#### **LAX Plan**

Approved in December 2004 as part of the LAX Master Plan Program, the LAX Plan is the City of Los Angeles' General Plan component for LAX. The LAX Plan is a land use document that sets out goals, policies, objectives, and programs for long-term development and use of the airport consistent with the vision established by the LAX Master Plan. The purpose of the LAX Plan is to promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner within the context of the City and the region. It is also intended to allow the airport to respond to emerging new technologies, economic trends, and functional needs.

#### **LAX Specific Plan**

Also approved as part of the LAX Master Plan Program, the LAX Specific Plan (Ordinance No. 176,345, as amended by Ordinance No. 179,148) establishes zoning and land use regulations and procedures for processing future specific projects and activities anticipated under the LAX Master Plan Program. These procedures ensure consistency with the LAX Plan and adequacy of environmental review for the projects included in the Specific Plan.

## LAX Master Plan Stipulated Settlement

In January 2005, the Cities of El Segundo, Inglewood, and Culver City, the County of Los Angeles, and the Alliance for a Regional Solution to Airport Congestion (ARSAC) (collectively, "Petitioners") filed petitions challenging the LAX Master Plan Program approval. In February 2006, the City of Los Angeles and Petitioners agreed to, and the court approved, settlement of the subject lawsuits, referred to as the LAX Master Plan Stipulated Settlement (Stipulated Settlement). Section V of the Stipulated Settlement requires LAWA to undertake a Specific Plan Amendment Study to fulfill the intent of Section 7.H of the LAX Specific Plan.

Section 7.H of the LAX Specific Plan requires LAWA to complete a Specific Plan Amendment Study comprehensively addressing security, traffic, aviation activity, and corresponding environmental analysis consistent with CEQA, in the following three circumstances:

- (1) Prior to seeking an LAX Plan Compliance determination for any of the projects commonly referred to as the "Yellow Light Projects";
- (2) If the annual traffic generation report and/or the annual traffic generation report considered together with any project-specific traffic study, shows that any LAX Master Plan projects will be generating net new airport peak hour trips in excess of 8,236; and
- (3) If the annual aviation activity analysis forecasts that the annual passengers for that year are anticipated to exceed 78.9 million.

The "Yellow Light" Projects are as follows:

- Ground Transportation Center (GTC), including the baggage tunnel, associated structures, and equipment;
- Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA), including its stations and related facilities and equipment;
- Central Terminal Area (CTA) Terminals 1, 2, and 3 demolition;
- North Runway re-configuration as contemplated in the LAX Master Plan, including center taxiways; and
- On-site road improvements associated with development of the GTC and construction of APM 2.

The Stipulated Settlement defines the nature, scope, timing, and procedural elements of the SPAS. Pursuant to the Stipulated Settlement, LAWA has the discretion to determine the appropriate methodology to conduct the SPAS. Concurrent with the SPAS process, LAWA may continue to develop projects that are not Yellow Light Projects (e.g., the South Airfield Improvement Project, the Bradley West Project, the Crossfield Taxiway Project, and the Midfield Satellite Concourse Project).

### **3. Specific Plan Amendment Study Process**

#### Overview of the SPAS

Pursuant to the Stipulated Settlement, and in accordance with the LAX Specific Plan, LAWA has proceeded with, and completed, the LAX Specific Plan Amendment Study. The SPAS process included identifying Specific Plan amendments that plan for modernizing and improving LAX in a manner designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that encourage airlines to go to other airports in the region, particularly those owned and

operated by LAWA. In compliance with the Stipulated Settlement, the SPAS process also focuses on the following:

- Potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of 78.9 MAP (the Alternative Projects, of which there are nine described in detail in the FEIR).
- Security, traffic, and aviation activity implications of such alternative designs, technologies, and configurations for the Alternative Projects.
- Potential environmental impacts that could result from replacing the Yellow Light Projects with the Alternative Projects, and potential mitigation measures that could provide a comparable level of mitigation to that described for the Yellow Light Projects in the LAX Master Plan Program EIR.

### SPAS Objectives

The SPAS process objectives, included in the SPAS EIR, are described below.

- 1) Provide North Airfield improvements that support the safe and efficient movement of aircraft at LAX.
- 2) Improve the ground access system at LAX to better accommodate airport-related traffic, especially as related to the Central Terminal Area.
- 3) Maintain LAX's position as the premier international gateway in supporting and advancing the economic growth and vitality of the Los Angeles region.
- 4) Plan improvements that do not result in more than 153 passenger gates at 78.9 MAP.
- 5) Enhance safety and security at LAX.
- 6) Minimize environmental impacts on surrounding communities.
- 7) Produce an improvement program that is efficient, sustainable, feasible, and fiscally responsible.

### Community/Advisory Committee Input

In 2006, LAWA initiated a public outreach process to gain input from community members, airport neighbors, and other stakeholders on the development of alternatives to the Yellow Light Projects.

In March 2006, in compliance with Section V.J of the Stipulated Settlement, LAWA established the LAX SPAS Advisory Committee consisting of representatives of the County of Los Angeles, City of El Segundo, City of Inglewood, City of Culver City, and ARSAC. Representatives from federal and state elected offices, Los Angeles City Council and Mayor's offices, and LAWA staff also participated. LAWA held (25) meetings with the Advisory Committee between March 2006 and December 2012. LAWA provided the Advisory Committee members the opportunity to evaluate concepts being studied by LAWA and propose concepts for consideration, and in addition, provided independent technical assistance for Advisory Committee members to develop their own alternatives. LAWA also consulted with Advisory Committee members during each significant step of the SPAS process, including prior to release of the 2008 SPAS Notice of Preparation (NOP), prior to release of the 2010 Revised SPAS NOP, and lastly prior to release of the Draft EIR.

Between March 2006 and December 2006, LAWA also held a series of six public meetings to gather feedback, input, comments, and ideas from community members, with each month's meetings focused on a different topic related to the SPAS and the Yellow Light Projects. These meetings included presentations to the public and the opportunity for small, "break-out" group discussions. All LAX Master Plan-related reports and information were made available on the LAX

website (ourlax.org), including but not limited to, all public and scoping meeting presentations and public comments, all environmental analysis documents, public information brochures of the alternatives development process, and technical studies completed as part of the SPAS process.

### Alternative Concept Development

The initial concept development process began in 2006 and continued through 2007. The initial SPAS concepts were developed based on LAWA's expertise and input from the SPAS Advisory Committee and surrounding community through the community involvement process noted above. In short, the SPAS Advisory Committee met to discuss development of new ground access, terminal, and airfield concepts. These concepts were subsequently presented for review and comment by the general public, then modifications and updates to the concepts were made. At the conclusion of the initial development phase, six alternatives were included in the NOP for the SPAS Draft EIR in 2008.

Based on subsequent information, including completion of the North Airfield Safety Study (NASS) in 2010, FAA and City response to the NASS, updates to the Los Angeles County Metropolitan Transportation Authority Long Range Transportation Plan, the LAWA acquisition of Park One, further analysis of the ground transportation system, and additional community input received during the scoping meetings for the Draft EIR in 2008, LAWA expanded and refined options for the potential alternative SPAS designs, technologies, and configurations. In 2010, LAWA issued a Revised NOP which identified these airfield, terminal, and ground access concepts. Based on review of public and agency comments on the Revised NOP, the concepts were further evaluated against a variety of metrics, including the use of aircraft profile data, in order to refine or validate each concept. At the conclusion of these analyses, nine final SPAS alternatives were developed encompassing various airfield, terminal, and ground access design options. These nine alternatives are described in detail and analyzed in the Draft EIR.

## **4. Environmental Review and Analysis**

### Environmental Impact Report

The program-level EIR, which addresses the LAX SPAS as the proposed project, has been prepared by LAWA as the lead agency in conformance with the California Environmental Quality Act (CEQA). As noted above, nine alternatives offering various options to the Yellow Light Projects, including one alternative that provides for implementation of the Yellow Light Projects (i.e., implement the Yellow Light Projects as generally reflected in the LAX Master Plan instead of options to those improvements), are analyzed in the EIR.

The LAX SPAS EIR addresses the environmental impacts associated with improvements studied under the LAX SPAS and, at a program level, discloses the significant environmental effects of the studied alternatives. However, as indicated in the LAX SPAS Draft EIR, most of the significant and unavoidable impacts are caused by the anticipated growth in passenger activity and non-airport-related regional development, and would occur even if none of the SPAS Alternatives were implemented. While the EIR identifies mitigations to avoid or reduce many of the significant impacts to below the level of significance, numerous significant impacts cannot be reduced below the level of significance, despite implementation of all feasible mitigations.

The Draft EIR was widely distributed and made available to the public, agencies, and local municipalities. The public review and comment period occurred from July 27, 2012, to October 10, 2012. During this 75-day review period, three Open House/Public Meetings were held by LAWA in order to provide opportunities for the public to become more familiar with, and ask questions regarding the SPAS alternatives and the content of the Draft EIR. In addition, an online Virtual

Meeting was made available one month prior to the close of the comment period. The Virtual Meeting platform provided access to Open House/Public Meeting Station Boards moderated by members of the LAWA team and an additional online opportunity for public comment submission.

Over 370 people attended the Open House/Public Meetings, with approximately 101 verbal comments provided. At the close of the public comment period, comments were received by approximately 251 commenters, providing over 2000 individual comments.

In accordance with the requirements of CEQA, LAWA has reviewed and prepared written responses to all comments received on the Draft EIR. Those comments and responses are included in the Final EIR to be considered by the Board of Airport Commissioners, which was published on January 25, 2013.

### SPAS Report

LAWA prepared a LAX SPAS Report to identify potential LAX Specific Plan amendments consistent with the requirements of the LAX Specific Plan and the LAX Master Plan Stipulated Settlement. The LAX SPAS Report also documents the planning process used to identify LAX Specific Plan amendments and potential alternative designs, technologies, and configurations of the LAX Master Plan Program in accordance with the SPAS process defined in Section 7.H of the LAX Specific Plan and Section V of the LAX Master Plan Stipulated Settlement. The amendments and alternatives identified in the LAX SPAS Report were addressed in the SPAS EIR. The SPAS Report also discusses the security and financial implications of the various SPAS Alternatives. Together, the Final EIR and the Final LAX SPAS Report make up the Specific Plan Amendment Study.

The SPAS Preliminary Report was released on the same date as the SPAS Draft EIR, July 27, 2012. The Final SPAS Report, which includes a discussion of the LAWA Staff-Recommended Alternative, was released on Wednesday, January 30, 2013.

## **5. LAWA Staff-Recommended Alternative**

LAWA staff recommends that the Board of Airport Commissioners select the Staff-Recommended Alternative as the SPAS Preferred Alternative because it best balances the SPAS Objectives while acknowledging community concerns better than the Yellow Light Projects and other studied SPAS Alternatives.

The Staff-Recommended Alternative includes airfield and terminal elements from Alternative 1 coupled with the ground transportation elements of Alternative 9. The environmental impacts for each of these Alternatives were appropriately disclosed in the SPAS Draft EIR, and restated in the Final EIR. No new environmental impacts not already disclosed in the Draft EIR have been identified. The relationship between the LAWA Staff-Recommended Alternative and the SPAS Draft EIR is described further in Section 2.1.3 of the SPAS Final EIR.

In developing the recommendation, LAWA staff used the Preliminary Evaluation of the Relationship Between the Project Objectives and the SPAS Alternatives, included in Chapter 1 of the SPAS Draft EIR along with a review of the analyses included in the SPAS Draft EIR and public comment. In short, Staff recommends this alternative because it:

- a) Standardizes nearly all airfield operations, substantially improves pilot situational awareness, addresses all airfield hazards, and includes airfield efficiency features,
- b) Provides all four types of improvements associated with the ground transportation planning objective: reduces bottlenecks and congestion in the CTA; reduces the volume

- of vehicles in the CTA by providing alternative locations for pick-up and drop-off; provides a grade-separated connection between the CTA and other airport transit facilities; and integrates with nearby transit facilities,
- c) Includes opportunities to modernize terminals and concourses for international passengers,
  - d) Would not result in more than 153 passenger gates at 78.9 MAP,
  - e) Would meet existing and anticipated federal security requirements,
  - f) Includes mitigation measures (identified in the DEIR) to mitigate environmental impacts on surrounding communities, and,
  - g) Would have a low to moderate impact on LAWA finances.

The SPAS Staff-Recommended Alternative would address key planning objectives related to airfield safety and efficiency. Critically for LAX, the combination of improvements provided would result in a north airfield configuration that would permit 99.87% of all aircraft operations forecasted to serve LAX in 2025 to be managed in a standard manner, free of restrictions and workarounds that complicate efforts to provide a safe and efficient airfield.

The LAWA Staff-Recommended Alternative would also provide a key safety enhancement not present on today's airfield, a centerline taxiway that would provide additional distance and geometry that is designed to reduce the chances of pilots inadvertently entering an active runway. The presence of a centerline taxiway has been acknowledged in each safety study of the north airfield, and by the FAA, as enhancing airfield safety. In addition, the LAWA Staff-Recommended Alternative would include exit taxiways with improved geometry, giving almost all arriving pilots line of sight to the end of Runway 6R/24L when positioned to cross that runway. This direct line of sight provides an improvement to situational awareness to pilots not reliant on developing technology.

The airfield efficiency improvements outlined above would reduce aircraft-related operational emissions compared to those emissions that would occur if the north airfield remained as it is today or if the north airfield were reconfigured as proposed in the LAX Master Plan. Additionally, implementing the Staff-Recommended Alternative would reduce the number of people and dwellings that would be newly exposed to significant levels of aircraft noise compared to those that would be exposed if the north airfield remains as it is today. The projected contours for the LAWA Staff-Recommended Alternative identify the number of newly impacted dwellings to be reduced by 233, and the number of newly impacted people reduced by 1244 compared to a scenario in 2025 that does not include a reconfigured airfield. In fact, leaving the north airfield in its existing operational configuration would result in the highest number of people being newly exposed to significant levels of aircraft noise of all of the SPAS Alternatives.

As it relates to ground transportation, with the construction of new facilities and associated operational changes included in the LAX SPAS Staff-Recommended Alternative, the total number of vehicles entering the CTA and using the CTA roadway network and curbside would decrease by over 340 vehicles in the peak hour, a reduction of over 5% of total vehicle trips entering the CTA when compared to the "no development" Alternative. At the same time, the eventual placement of rental car users on the APM system would allow LAWA to reassign over 1000 feet of dedicated curb in the CTA to other uses, thereby diffusing some of the curbside demand that can reduce the level of service on the roadway and curb systems. Together, these changes would improve the overall performance and passenger level of service of the CTA, especially in peak hours.

Additionally, the LAX SPAS Staff-Recommended Alternative would provide an improved connection for airport users seeking to access the airport through private or public transit, including those seeking to connect to shared ride vans, long distance shuttles, or Metro. That grade-separated circulator system would provide a reliable and effective service between airport and Metro facilities, removing perceived barriers to the airport for potential transit riders.

The Staff-Recommended Alternative, including the proposed amendments to Section 7.H of the LAX Specific Plan, identifies Specific Plan amendments that plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA.

A detailed presentation on LAWA's recommendation was provided to the Board of Airport Commissioners on December 3, 2012, and subsequently to the SPAS Advisory Committee on December 4, 2012.

On January 8, 2013, the City Planning Department held a Hearing Officer hearing on the potential amendments to the LAX Plan, LAX Specific Plan, and other General Plan elements that would be necessary as a result of the various SPAS Alternatives, including the Staff-Recommended Alternative. LAWA staff provided content for an Open House immediately preceding this meeting, including materials discussing the Staff-Recommended Alternative. More than 500 people attended the meeting. More than 50 speakers provided comments. Following that meeting, City Planning staff continued to receive comments until the close of its comment period on January 22, 2013. City Planning staff then issued a staff report on the proposed SPAS plan amendments and included comments received between the date of the hearing and the close of its comment period.

### **Voluntary Commitments**

As a result of continued discussions with outside agencies during the SPAS process, staff has identified several voluntary commitments. These voluntary commitments are not required to reduce significant impacts of the Staff-Recommended Alternative, but could result in improved experiences for users of LAX when paired with the implementation of the Staff-Recommended Alternative. These voluntary commitments include street improvements in the vicinity of Manchester Square tied to the proposed development of facilities in that area, and a congestion pricing study to be initiated following the completion of SPAS and the completion of related planning updates. Each of these is described in greater detail in the section below.

## **6. Current Action**

The Board of Airport Commissioners is asked to consider and take action on the Specific Plan Amendment Study, including certifying the Final EIR, adopting the MMRP, CEQA Findings and Statement of Overriding Considerations, determining that the SPAS, including the Final LAX SPAS Report, is complete, selecting a preferred alternative to study further, adopting voluntary commitments, and recommending amendments to various entitlement documents. Upon action by the BOAC, the SPAS documents will proceed to the next appropriate City decision-making body for further review and consideration, including the City Planning Commission, City Council, and/or Mayor, as may be necessary. Additional review may be required by the Los Angeles County Airport Land Use Commission (ALUC).

Implementation of a preferred alternative would be subject to future detailed planning, engineering, and project-level environmental review, such as project-level review of individual improvements under CEQA and the evaluation and approval processes of FAA. LAWA will need to conduct further project-level, technical and other review of the SPAS projects before it will be ready to seek FAA approval of any of the SPAS elements. Accordingly, LAWA will not immediately seek FAA technical or environmental approvals for the SPAS projects, but intends to do so when appropriate and as required. Approval of the SPAS Staff-Recommended Alternative would provide the platform from which the specific details of the proposed improvements would be further defined and evaluated in connection with current and future FAA standards.

Following is a summary of the major items that will be before the City decision-makers:

- **Final EIR**

The Final EIR, which includes the Draft EIR, follows the preparation and content guidance provided in CEQA and the State CEQA Guidelines and is intended for use by the decision-makers in assessing the various environmental impacts of the SPAS. The Final EIR describes the purpose of the SPAS and the issues to be resolved, discusses the objectives associated with completing the SPAS process, presents the specific characteristics of the nine SPAS alternatives considered and carried forward for evaluation in this EIR, discloses the potential adverse impacts of each alternative, and proposes mitigation measures designed to reduce or eliminate significant impacts. The Final EIR also serves as a basis for gathering public input and includes written responses to all comments received on the Draft EIR. The Final EIR also includes a description of the LAWA Staff-Recommended Alternative and a discussion of the environmental impacts associated with this alternative.

- **Final SPAS Report**

The Final SPAS Report is a companion document to the LAX SPAS EIR. Together, these documents serve to document the Specific Plan Amendment Study required by the LAX Specific Plan and the LAX Master Plan Stipulated Settlement Agreement. The SPAS Report has been prepared to document the SPAS process, develop plan amendments, and provide stakeholders and decision-makers with additional non-environmental analysis relating to the SPAS Alternatives.

- **MMRP**

The Mitigation Monitoring and Reporting Program (MMRP), which is a companion document to the Final EIR, is a program by which compliance with the proposed mitigation measures identified in the Final EIR is ensured. For each mitigation measure, it describes the method and timing of implementation, monitoring frequency, and actions indicating compliance.

- **CEQA Findings**

The CEQA Findings proposed for adoption identify the significant environmental effects of the Staff-Recommended Alternative, as analyzed in the Final EIR, and propose findings that such impacts have either been avoided or substantially lessened by changes or alterations, i.e. mitigation measures, required in the project, that such changes or alterations are with the jurisdiction of another public agency, or that the specific economic, social, legal, technological, or other considerations make infeasible the mitigation measures identified in the EIR. The CEQA Findings also provide the rationale for selection of the Staff-Recommended Alternative over the other alternatives analyzed in the EIR.

- **The Statement of Overriding Considerations**

The Statement of Overriding Considerations discusses specific economic, legal, social, technological, or other project benefits, including safety and other environmental benefits that warrant approval of the Staff-Recommended Alternative despite its adverse environmental impacts.

- **LAX SPAS Voluntary Commitments**

As described above, staff recommends these Voluntary Commitments to address concerns raised by Los Angeles Department of Transportation (LADOT) and other stakeholders. They are the following:

### **Street Improvements**

When the Manchester Square property is developed for airport facility use, LAWA will voluntarily widen the following streets along airport-owned property to achieve a Major Highway – Class II standard roadway width of 80-foot curb-to-curb, along with 12-foot wide sidewalks fronting airport property:

- Arbor Vitae Street between Aviation and La Cienega Boulevard
- Aviation Boulevard between Arbor Vitae Street and Century Boulevard
- La Cienega Boulevard between Arbor Vitae Street and Interstate-405 Ramps, north of 99<sup>th</sup> Street

In addition, LAWA will voluntarily widen the following street to achieve a roadway width of 99-foot curb-to-curb, along with 12-foot wide sidewalks fronting airport property:

- La Cienega Boulevard between the Interstate-405 Ramps, north of 99<sup>th</sup> Street to 75-foot north of the centerline of 99<sup>th</sup> Street.

### **Congestion Pricing Study**

The Los Angeles Department of Transportation (LADOT), recommends that LAWA, upon the final adoption of a SPAS Alternative and any necessary entitlements, agree to initiate a study on a congestion pricing model that could be implemented in the LAX vicinity. The study will be conducted by outside consultants, in consultation with LADOT, and be based on future configurations of the airport and other nearby transportation facilities.

### **• Entitlement Requests**

- Development of the Staff-Recommended Alternative, or any of the potential SPAS alternatives, would require various administrative amendments to the LAX Specific Plan to ensure precise land use and zoning consistency with the physical and operational configuration of that alternative, as well as new provisions to comply with the LAX Master Plan Stipulated Settlement.
- An amendment to the LAX Specific Plan that would introduce a new requirement that LAWA initiate an LAX Domestic Passenger and Airline Market Survey/Study if the annual passenger activity analysis in a given year forecasts that annual passengers for that year will exceed 75 MAP. LAWA would also be required to conduct another Specific Plan Amendment Study if the annual aviation analysis forecasts that LAX annual passengers for that year are expected to exceed 78.9 MAP. The purpose of this amendment is to better position LAWA to find policies and practices that would encourage airlines to go to other airports in the region.
- Development of the Staff-Recommended Alternative, or any of the potential SPAS alternatives except Alternative 3, would require amendments to the LAX Plan, as a component of the Land Use Element of the General Plan, to ensure precise land use and policy consistency with the physical and operational configuration of that alternative.
- Development of the Staff-Recommended Alternative, or any of the potential SPAS alternatives except Alternative 3, would require amendments to the Westchester-Playa del Rey Community Plan, Transportation Element, and Noise Element of the General Plan to

ensure internal consistency with the amended LAX Plan and reflect the physical and operational configuration of that alternative.

## 7. Alternatives Considered

- **Receive and File the SPAS Report and DEIR**  
Staff has considered asking the BOAC to take the singular action of receiving and filing the Final SPAS Report and Final EIR.
- **Select An Alternative Other than the Staff-Recommended Alternative**  
BOAC can direct staff to amend the documents listed above in accordance with the selection of a different Alternative. If this were to occur, staff would need to report back to BOAC for approval and certification of these documents at a later time.

### **FISCAL & ECONOMIC IMPACT STATEMENT:**

This is an administrative action that will have no fiscal impact on the LAWA Operating or Capital Budgets.

### **STANDARD PROVISIONS:**

1. An Environmental Impact Report (EIR) has been prepared for the LAX Specific Plan Amendment Study (SPAS). The EIR was completed in compliance with the California Environmental Quality Act (CEQA) and the Los Angeles City CEQA Guidelines. The SPAS Final EIR, Mitigation, Monitoring and Reporting Program (MMRP), CEQA Findings and Statement of Overriding Consideration are presented to the Board for certification and adoption. Pursuant to CEQA Guidelines Section 15091(e), the location and custodian of the documents and materials for the Environmental Impact Report is Los Angeles World Airport, Capital Programming and Planning Group, 1 World Way, Los Angeles, California, 90045.
2. Actions taken on this item by the Board of Airport Commissioners will become final pursuant to the various provisions of Los Angeles City Charter.
3. This action is not subject to the provisions of the Service Contractor Worker Retention and Living Wage Ordinances.
4. This action is not subject to the provisions of the SBE Program.
5. This action is not subject to the provisions of the Affirmative Action Program.
6. This action does not require a Business Tax Registration Certificate.
7. This action is not subject to the provisions of the Child Support Obligations Ordinance.
8. This action is not subject to the insurance requirements of the Los Angeles World Airports.
9. This action is not subject to the provisions of City Charter Section 1022 (Use of Independent Contractors).
10. This action is not subject to the provisions of the Contractor Responsibility Program.
11. This action is not subject to the provisions of the Equal Benefits Ordinance.

12. This action is not subject to the provisions of the First Source Hiring Program.

13. This action is not subject to the provisions of Bidder Contributions CEC Form 55.

**ATTACHMENTS:**

- LAX Final Environmental Impact Report
- Final LAX SPAS Report
- Draft CEQA Findings – LAX SPAS Project
- LAX SPAS Project – Mitigation Monitoring and Reporting Program
- LAX SPAS Project – Proposed Plan Amendments
- LAX SPAS Project – Statement of Overriding Considerations

## **ITEM 2**

RESOLUTION \_\_\_\_\_

WHEREAS, the Board of Airport Commissioners, at their meeting on January 14, 2013, approved three-year contracts each to The Phelps Group (DBA Phelps), AdEase, Inc., and Nothing Films, Inc. pursuant to a Request for Proposals (RFP) for Public Education Communication Services (and related Media Buying Services and Video Production Services); and

WHEREAS, staff recommends renegotiating contracts pursuant to the RFP for a one-year term with two, one-year renewal options so that the Board may annually evaluate the effectiveness of the Public Education and Communications Services provided through these contracts; and

WHEREAS, such rescission and renegotiation requires Board approval; and

WHEREAS, this action, as a continuing administrative activity, is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Article II Section 2(f) of the Los Angeles CEQA Guidelines; and

WHEREAS, actions taken on this item by the Board will become final pursuant to the provisions of Los Angeles City Charter Section 245;

NOW, THEREFORE, BE IT RESOLVED that the Board of Airport Commissioners determines that this action is exempt from CEQA requirements, rescinds Resolution 25017, and directs staff to renegotiate contracts pursuant to the RFP for a one-year term with two, one-year renewal options.