

FINDINGS

General Plan Amendments and Zone Changes require that findings be adopted in conjunction with their approval and recommendation. General Plan Amendments require that findings be adopted showing consistency with City Charter Section 556: “that the action is in substantial conformance with the purposes, intent and provisions of the General Plan.” Specific Plan Amendments and Zone Changes require consistency findings with both Charter Section 556 and Los Angeles Municipal Code Section 12.32-C,7: “that its action is consistent with the General Plan and is in conformity with public necessity, convenience, general welfare, and good zoning practice.”

The General Plan Amendment requests are to the LAX Plan, Westchester-Playa del Rey Community Plan, and Mobility Plan 2035. The proposed LAX Plan contains a number of amendments related to its Vision statements, the addition of a new Airport Landside Support subarea, further clarifications on references to the project’s components, and a new Plan map boundary, including land use designations for new properties incorporated into the Plan boundary. Amendments to the Westchester-Playa del Rey Community Plan area are limited to adjustments to the Plan map boundary and application of land use designations for new properties incorporated into the Plan boundary. Amendments to Mobility Plan 2035 are to reclassify the roadway designations of some streets around the project area, assign classifications to new proposed roadways, and to reroute an anticipated bicycle pathway.

The LAX Specific Plan is being amended to modify regulations to be consistent with the proposed LAX Plan; streamline the approval process for development review within the Specific Plan; clarify existing regulations; move mitigation and monitoring requirements to a new Appendix A; add a process for the approval for alcoholic beverage sale and service within the Specific Plan; add new Airport Landside Support subarea regulations; clarify plan elements with regard to the development of the Landside Access Modernization Program; integrate new Design Guidelines; and amend the Specific Plan boundary map to be consistent with the proposed LAX Plan map.

Zone Change requests involve properties located within both the LAX Plan and the Westchester-Playa del Rey Community Plan areas that will be exchanged between the two Plans and require appropriate new zoning applied to them.

As discussed below, the proposed General Plan Amendments, Specific Plan Amendments and Zone Changes (the “Project”) comply with Charter Section 556 in that the recommended amendments and zone changes do reflect the land use patterns, trends and uses in the immediate area and do further the intent, purposes and objectives of the City’s General Plan; and that the proposed Specific Plan and Zone Changes are consistent with public necessity, convenience, general welfare, and good zoning practice.

General Plan

Framework Element

The actions required to implement the LAX Landside Access Modernization Program (LAMP) Project are consistent with the applicable goals, objectives and policies contained in the Framework Element for the General Plan. The primary objectives stated in the Framework Element call for the City to accommodate land use decisions that support existing and future business needs of the City; facilitate a reduction in vehicular trips, vehicle miles traveled, and air pollution; and plan for the provision of adequate supporting transportation and utility infrastructure.

The proposed Project supports and accommodates the business and transportation needs of the City. The Project will facilitate the development new uses to support passenger and surrounding hotel patron needs for local dining, retail, entertainment, and office amenities; it will enhance local business opportunities; and retain shopping opportunities that are otherwise lost to other jurisdictions. The proposed ground transportation components are intended to reduce traffic congestion within the Los Angeles International Airport's (LAX) Central Terminal Area (CTA), enabling more efficient passenger arrival and departure from the airport and reducing vehicle miles traveled along with related air pollution. As such, the proposed Project is consistent with the goals, objectives, and policies contained in the Framework Element for the General Plan.

Economic Development

The proposed Amendments are consistent with the following Economic Development Policies:

Policy 7.2.13: Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.

Policy 7.3.4: Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.

These two policies recognize the crucial role that LAX plays as a major driver of the local and regional economy. LAX is a major employer on both a local level and a regional level. In addition to being a major provider of permanent positions at the airport, LAX is also a major provider of construction jobs, particularly over the last several years through the economic recession. The LAX LAMP Project would provide up to 2,500 construction jobs and roughly 100 permanent LAX jobs.

The proposed Amendments facilitate the implementation of the LAX LAMP Project, in support of these policies. The LAX LAMP Project provides for environmentally sound operations and is consistent with policies intended to reduce traffic congestion, thus reducing vehicle miles traveled and related air pollution. Further, in compliance with the California Environmental Quality Act, numerous applicable commitments and mitigation measures are contained in the Project Environmental Impact Report (EIR) that have been incorporated into the project to the extent feasible. For these reasons, the proposed Amendments are consistent with the Economic Development policies of the Framework Element.

Land Use

The requested Amendments are consistent with Land Use Objectives, and Policies. The Land Use chapter of the General Plan Framework Element designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The Framework's Long-Range Land Use Diagram identifies the corridor along the north side of Century Boulevard as a Regional Center. A Regional Center is defined as a focal point of regional commerce, identity, and activity that contains a diversity of uses:

Land Use Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center." Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The LAX LAMP Project proposes numerous ground access improvements, including a Consolidated Rental Car Facility (CONRAC), two Intermodal Transportation Facilities (ITFs), and an Automated People Mover (APM) which would link these uses to the CTA and to the future Metro LAX/Crenshaw Light Rail Transit Station near 96th Street and Aviation Boulevard. These ground access improvements would be located within the designated LAX/Century Boulevard Regional Center. By contributing to a hub of regional bus and rail transit, the ground access improvements would directly support development of the Regional Center concept. The requested Amendments support the development and regulation of the LAX LAMP Project. The LAX LAMP Project is consistent with Land Use Objective 3.10 and Policy 3.10.1 of the Framework Element.

Land Use Element – LAX Plan

The current LAX Plan comprises four general areas: Airport Airside, Airport Landside, LAX Northside, and Open Space. In addition, there is the Belford Special Study Area, located east of Airport Boulevard and south of Arbor Vitae Street, designated for Medium Residential and Regional Center Commercial land use; the LAX Plan states that this area is subject to additional study prior to any new development.

Implementation of the proposed Amendments would include descriptions of the proposed facilities and add a new, additional land use, the Airport Landside Support subarea. The purpose of the Airport Landside Support Subarea is to support the airport regional ground transportation network and to allow for the development of commercial uses meeting the needs of passengers, visitors, and employees of LAX, guests of hotels and employees of businesses in or around the immediate area. The permitted uses for the proposed Airport Landside Support Subarea would include all of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14, including, but not limited to: retail, restaurants, establishments for the sale and service of alcoholic beverages for on-site and off-site consumption as permitted, entertainment uses, hotels, offices, and construction staging and laydown areas.

Proposed Amendments would apply the new Airport Landside Support Subarea over portions of both the Belford Special Study Area and the former Westchester Square neighborhood. The Belford Special Study Area is currently designated for Multi-Family residential use and is zoned R3-1. Properties within Westchester Square are already designated for Airport Landside use, most of which is already zoned LAX, with the exception of a northwestern corner, which is designated for General Commercial and has C2-1 zoning. These areas would be re-designated for Airport Landside and Landside Support Subareas, with a corresponding zone of LAX.

The requested Zone Changes assist in carrying out the vision for the development and regulation of the LAX LAMP Project. Proposed Zone Changes for properties to be incorporated into the LAX Plan will be designated LAX, which is consistent with all properties within the LAX Plan area. A few other properties, located in commercial or industrial zones, would also be rezoned to LAX to facilitate the LAX LAMP Project.

The proposed amendments are consistent with the following (current) LAX Plan Goals and Policies:

Goal 1: Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.

Goal 4: Recognize the responsibility to minimize effects on the physical environment.

Goal 6: Improve ground access to LAX

The proposed Amendments are consistent with these goals. The LAX LAMP Project includes ground access improvements that would support the role of LAX and other uses in the vicinity by improving multi-modal connections. The proposed ground transportation components are also intended to reduce traffic congestion within the CTA, thus reducing vehicle miles traveled and related air pollution. Further, in compliance with the California Environmental Quality Act CEQA, numerous applicable commitments and mitigation measures contained in the Project EIR have been incorporated into the project to the extent feasible. The LAX Landside Access Modernization Program is, therefore, consistent with Goals 1, 4, and 6 of the LAX Plan.

The LAX Plan, in Section 3.2.2 - Airport Landside, sets forth the following policies:

Policy P1: Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges

Policy P2: Develop a connection between Airport Landside facilities and nearby Los Angeles County Metropolitan Transportation Authority (Metro) facilities.

Policy P3: Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.

Policy P4: Develop direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.

Policy P5: Provide adequate employee parking and short-term and long-term visitor parking facilities.

Policy P6: Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from adjacent residential neighborhoods as feasible.

Policy P7: Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.

Policy P8: Establish a Landscape Maintenance Program for parcels acquired in order to minimize visual impacts on adjacent residents, until the parcels are developed for airport purposes.

The majority of the Project site is in an area designated in the LAX Plan as Airport Landside, with portions designated as Airport Airside and the Belford Special Study Area, and the newly designated Airport Landside Support Subarea. The Project components have not been located adjacent to residential neighborhoods. The former residential neighborhoods of Manchester Square and Belford were identified as incompatible land uses and have been voluntarily acquired by LAWA through its Aircraft Noise Mitigation Program (ANMP) such that the residential uses

could be removed and repurposed for compatible uses. Additionally, the proposed Project must comply with the LAX Design Guidelines. These Design Guidelines promote land use compatibility between the Airport and surrounding uses and address landscaping, lighting, and setbacks. The LAX LAMP Project is consistent with Policies P1 through P8 of the LAX Plan.

The proposed ITFs, APM, and CONRAC are consistent with the corresponding Airport Landside land use designation and conforms to the LAX Plan policies in that the Project increases parking and develops a connection between Metro and Airport Landside facilities, as well as with other Airport Airside and Airport Landside facilities. The ITFs would also facilitate passenger connections to bus lines and other shuttles.

The road improvement components of the Project further supports the Plan policies and the amended policies in that it would create efficient connections between Interstate 405 and the Airport Landside facilities, reduce traffic in the CTA and area surface streets, and correspondingly reduce vehicle emissions. Given these reasons, the proposed Project is consistent with the goals and policies contained in the LAX Plan.

Within the proposed LAX Plan and the Specific Plan, the following Section, 3.2.3, Airport Landside Support, and other polices, are provided to support the Airport regional ground transportation network and allow for the potential future development of commercial uses meeting the needs of passengers, visitors and employees of LAX, guests of hotels and employees of businesses in or around the Specific Plan Area. The allowable uses within Airport Landside Support subarea include but are not limited to retail, restaurants, entertainment, hotels, and offices.

Policy P1: Allow development of a limited range of appropriate commercial uses, including retail and commercial uses meeting the needs of passengers, hotel guests and employees in the area, on land not needed for ground transportation facilities.

While there are no concrete plans for development of the future related development parcels located in the Airport Landside Support Subarea at this time, the development of these parcels could accommodate up to 900,000 square feet of commercial development. Land use designations and design guidelines have been developed to shape the future development of these parcels. Areas along Century and Airport Boulevards would be designed and developed to be consistent with existing commercial uses by providing services to meet the needs of Airport passengers and visitors, as well as guests of the nearby hotels on Century Boulevard and the local community. Potential uses that could be developed in those locations could also serve the local community.

Section 3.4, Circulation and Access, of the proposed LAX Plan amendment provides the following new policies:

Policy 8: Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.

Policy 9: Relieve traffic congestion in the CTA and on area surface streets and roads.

Policy 10: Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.

Policy 11: Connect to transit, encouraging transit ridership to LAX.

Policy 12: Create new mobility options for passengers including pick-up and drop-off areas outside of the CTA.

Policy 13: Provide passengers a fast and reliable new way to get to their flights.

Policy 14: Reduce vehicle emissions and improve air quality.

The very objectives of the Project are to enhance the passenger experience by providing new access options, including direct connection to transit; provide easier and more efficient access to rental cars; relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport and other employees, and airport-related vendors; promote the sustainability of LAX by improving the efficiency and operation of the surface transportation system in which LAX operates; and maintain airport operations during construction. These Project objectives are consistent and aligned with the policies contained in the LAX Plan Amendment.

Land Use Element – Westchester-Playa del Rey Community Plan

Portions of the Project area that are owned by Los Angeles World Airports (LAWA) are within the Westchester–Playa del Rey Community Plan. The Westchester–Playa del Rey Community Plan is the City’s Community Plan for both the Westchester and Playa del Rey communities.

The proposed Project would require the transfer of certain properties currently included in the Westchester–Playa del Rey Community Plan to the LAX Plan, and certain properties from the LAX Plan to the Westchester-Playa del Rey Community Plan. As such, the Project will require amendments to the Westchester–Playa del Rey Community Plan map boundaries.

While the Project will not be taking place within the proposed amended Westchester-Playa del Rey Community Plan area, its adjacency to the LAX Landside Access Modernization Program (LAMP) and requested plan boundary modification bears some analysis. The proposed amendments are consistent with the following Westchester-Playa del Rey Community Plan goals, objectives, policies and programs:

Objective 20-3: Improve the system of transportation providing access to and within LAX and all of its ancillary facilities, in order to mitigate traffic impacts and congestion in the Westchester-Playa del Rey community.

Policy 20-3.3: Improve linkage with the Century Corridor, remote parking facilities, etc., to minimize traffic congestion and improve access to area businesses and amenities.

LAWA is establishing an automated people mover system to provide linked access between the airport terminals, remote parking facilities, and the Century Corridor hotels and businesses. The LAMP Project will 1) create an Automated People Mover (APM) system with stations connecting the Central Terminal Area (CTA) to new ground transportation facilities proposed between Sepulveda Boulevard and Interstate 405, along with passenger walkway systems connecting the APM station to passenger terminals; 2) modify the existing passenger terminals and parking garages within the CTA to accommodate walkway system connections and vertical circulation to the arrival, departure, and concourse levels; 3) create a Consolidated Rental Car Facility (CONRAC) that would be designed to consolidate car rental agencies in a centralized location with access to the CTA via the APM; 4) create two Intermodal Transportation Facilities (ITFs) that would provide pick up and drop off areas outside the CTA for airport passengers and commercial shuttles including meet and greet areas, passenger processing facilities, retail, dining options and other amenities; and 5) allow roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC. The development of

this infrastructure and facilities are consistent with the objectives and policies to improve the system of access to and within LAX and all of its ancillary facilities.

Objective 20-4: Operate the Los Angeles International Airport in a manner that results in economic and other benefits for the Westchester–Playa del Rey community.

The Project's goals and mitigation programs are to design, develop, and grow a Transportation Demand Management program to provide increased home-to-work transportation options for LAX employees, which would reduce trips through the Westchester-Playa del Rey community.

The LAX LAMP Project would provide up to 2,500 construction jobs and increase permanent LAX jobs, which is consistent with the Westchester–Playa del Rey Community Plan's goals and objectives designed for increasing economic opportunities in this community.

Policy 20-2.1: Encourage attractive and effective buffers such as transitional land use, landscaping, open space, etc. between LAX and the Westchester–Playa del Rey community.

As stated in the Westchester–Playa del Rey Community Plan program, the current Westchester land acquisition project in the Manchester Square and Airport Boulevard/Belford Areas is intended to mitigate noise in the residential areas that are within the designated aircraft noise impact areas adjoining LAX, thereby addressing Policy 20-2.1.

The requested Zone Changes assist in carrying out the vision for the development and regulation of the LAX LAMP Project. Proposed Zone Changes for properties to be incorporated into the Westchester-Playa del Rey Community Plan area will be zoned in context with their surrounding C2 commercial zones so as to be compatible with the existing pattern of zoning.

The Project additionally incorporates the design of safe and efficient bike paths and bike lanes that could be utilized by LAX employees and others residing in the Westchester and Playa del Rey communities, facilitating a reduction of Vehicle Miles Travelled (VMT) and air pollution. With these bicycle facilities, the Project improves the linkage with the Century Boulevard Corridor and remote parking facilities, as called for in the Westchester-Playa del Rey Community Plan's Policy 20.3-3.

Given these reasons, the LAX Landside Access Modernization Program is consistent with the goals, objectives and policies contained in the Westchester–Playa del Rey Community Plan.

Mobility Plan 2035

The Mobility Plan 2035, adopted in 2015, is the transportation blueprint for the City of Los Angeles. The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users. Most of the policies contained within the Mobility Plan relate to roadway design and envision a balanced, multimodal transportation system. As such, the Mobility Plan includes specified pedestrian, bicycle, transit, and vehicle enhancements and design standards through the City.

The proposed Project would require amendments to the Citywide General Plan Circulation System Maps for the proposed changes to roadway classifications.

The proposed amendments are consistent with the following policies contained in the Safety First Chapter of the Mobility Plan:

Policy 1.1: Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Policy 1.2: Complete Streets: Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 1.4: Design Safe Speeds: Design streets to Targeted Operating Speeds as defined in the Complete Streets Design Guide.

Section 3.6 of Mobility Plan 2035, Site Access and Circulation, specifies that roadway improvements be designed to minimize potential conflict between all users. Objective 3.5 of the LAX Design Guidelines, section for Roadways and Streetscapes, states that the proposed roadway improvements shall “integrate roadway, pedestrian, bicycle, transit, and landscaping improvements into an attractive, multi-modal, balanced and efficient network serving LAX and its passengers.” Therefore, these objectives are consistent with the policies contained within the Mobility Element.

Further, the Project incorporates many design features which address safety. For example, roadway modifications in the vicinity of the ITF East and ITF West are planned primarily to ease access to the APM for vehicles traveling to and from areas east of the airport and/or the freeway system. In an effort to reduce congestion and address the potential for conflicts between pedestrians and the various transportation modes, the ITF East and West would provide areas where airport shuttles and private vehicles can separately and efficiently transfer airport users to the APM system. To the extent possible, sidewalks would be separated from vehicle parking and vehicle maneuvering areas by grade differences, paving material, and/or landscaping. For these reasons, the LAX LAMP Project is consistent with Policies 1.1, 1.2, and 1.4 of the Safety First Chapter of the Mobility Plan.

Additional policies in the Safety First Chapter of the Mobility Plan include:

Policy 1.5: Railroad Crossings: Reduce conflicts and improve safety at railroad crossings through design, planning, and operation.

Policy 1.6: Multi-Modal Detour Facilities: Design detour facilities to provide safe passage for all modes of travel during times of construction.

The LAX LAMP Project features grade separation between roadways and the APM in order to avoid conflict between the various modes of transportation. Additionally, during project construction phase, a construction traffic management control plan would be implemented that would specify detour facilities to provide safe passage for all modes of travel during times of construction. The LAX LAMP Project is, therefore, consistent with Policies 1.5 and 1.6 of the Safety First Chapter of the Mobility Plan.

Policy 1.8: Goods Movement Safety: Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

The proposed Project would improve ground access to and from LAX, resulting in improvements to traffic movement, reduced congestion for all vehicles in the vicinity, and improvement of goods movement. The proposed roadways would be integrated into the existing Los Angeles and LAWA maintained street network. The LAX Landside Access Modernization Program is, therefore, consistent with Policy 1.8 of the Safety First Chapter of the Mobility Plan.

The proposed amendments are consistent with the following the policies contained in the World Class Infrastructure and Access for All Angelenos Chapters of the Mobility Plan:

Policy 2.3: Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.5: Transit Network: Improve the performance and reliability of existing and future bus service.

Policy 2.9: Multiple Networks: Consider the role of each enhanced network when designing a street that includes multiple modes.

Policy 2.10: Loading Areas: Facilitate the provision of adequate on and off-street loading areas.

Policy 2.12: Walkway and Bikeway Accommodations: Design for pedestrian and bicycle travel when rehabilitating or installing a new bridge, tunnel, or exclusive transit right-of-way.

Policy 3.5: Multi-Modal Features: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7: Regional Transit Connections: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Roadway modifications in the vicinity of the ITFs are planned primarily to ease access to the APM for vehicles traveling to and from areas north, east, and south of the airport and/or the freeway system. To reduce congestion and address the potential for conflicts between pedestrians and the various transportation modes, the ITFs would provide areas where airport shuttles and private vehicles can separately and efficiently transfer airport users to the APM system.

The Project would further comply with Section 3.6 of the LAX Design Guidelines, Site Access and Circulation, which establishes guidelines for roadway design and specifies that projects are to “Prioritize pedestrian connections for site access to minimize conflicts and increase safety,” and with the Roadways and Streetscapes section which emphasizes pedestrian convenience and safety features as key elements in designing streetscapes. Direct and safe approaches for pedestrians would be provided from all adjacent streets to an interconnected pathway system within the ITF areas. Pedestrian paths would be highly visible, well-lit areas to enhance the safety of pedestrians. Street furniture, lighting fixtures, signposts, newspaper stands, trash receptacles, and other elements, would be located alongside each pedestrian accessible route. The proposed Project’s ground transportation components also include an APM connection at the new Metro Airport Metro Connector Station located at 96th Street, which will include a new bus transit center, and will improve bus circulation within the Airport area by reducing passenger vehicle traffic that would otherwise occur without the Project. This feature will improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

For the reasons stated above, the LAX Landside Access Modernization Program is consistent with the policies contained in the World Class Infrastructure and Access for All Angelenos Chapters of the Mobility Plan.

The proposed amendments are consistent with the following policies contained in the Access for All Angelenos Chapter and the Clean Environment & Healthy Communities Chapter of the Mobility Plan:

Policy 4.8: Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single occupancy vehicles.

Policy 5.1: Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Policy 5.2: Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

As part of the Project mitigation program, the Project would implement a Transportation Demand Management (TDM) plan that includes a set of strategies that will provide Project employees, residents, and patrons alternative transportation connection choices that result in reduced vehicular traffic on the street and freeway system, particularly during the most congested time periods of the day. Complementing these strategies, the Project is designed to functionally integrate with the existing bus and rail transit facilities in the vicinity of the Project Site.

The transportation components of the Project are intended to reduce traffic congestion within the CTA, thus reducing VMT and related air pollution. Further, the Project additionally incorporates into the design of the Project safe and efficient bike paths and bike lanes that could be utilized by LAX employees and others working and/or residing in the Westchester and Playa del Rey communities, which creates a reduction of VMT and air pollution. For the reasons outlined above, the LAX LAMP Project is consistent with the policies contained in the Access for All Angelenos Chapter and the Clean Environmental & Healthy Communities Chapter of the Mobility Plan.

Noise Element

The Noise Element of the Los Angeles General Plan references the City's noise standards, which are contained in Los Angeles Municipal Code Section 111 et seq. In addition to addressing issues such as airport-related noise, the Noise Element addresses noise sources and noise mitigation strategies and regulations, including new fixed rail systems. The Noise Element states goals, objectives, and policies related to noise management within the City.

LAWA has an existing voluntary relocation program underway to mitigate aircraft noise impacts on area residences as part of LAWA's Aircraft Noise Mitigation Program (ANMP). As of June 2016, LAWA has acquired all parcels identified with the exception of 6 single-family dwelling units and 31 multi-family dwelling units in the Manchester Square area and one property in the Belford area. Should the land acquisition under the existing ANMP Relocation Plan for Manchester Square not be completed by the time the proposed Project is approved and advanced into implementation, the City of Los Angeles and LAWA would begin to explore the most appropriate and practical measures (e.g., voluntary acquisition, leasing, and/or eminent domain) to ensure that the designated areas are vacated consistent with the proposed Project's construction sequencing plan.

In addition, the Stella Middle Charter Academy and Bright Star Secondary Charter Academy facilities located at 5431 W. 98th Street are also located within Manchester Square. This property is owned by the Los Angeles Unified School District (LAUSD) and is being acquired as part of the existing Aircraft Noise Mitigation Program; the two charter schools would be relocated to other compatible land use areas.

The proposed Project is consistent with the following Noise Element objectives and policies:

Objective 1 (Airports and Harbor): Reduce airport and harbor related noise impacts.

Policy 1.1: Incompatibility of airports declared by Los Angeles County to be “noise problem airports”.

Objective 2: (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The LAX LAMP Project is consistent with the referenced Noise Element objectives and policies. With the ANMP Relocation Plan for Manchester Square, the Project uses would be consistent with surrounding airport uses and the LAX Plan. In addition, the proposed ground transportation components are intended to reduce traffic congestion within the CTA and surrounding areas, thereby reducing traffic-related noise. Implementation of standard control measures (e.g. construction equipment mufflers, enclosures, and buffers) and project specific mitigation measures (e.g. noise curtains) addressing short-term construction noise would be required as part of the Project as detailed in the Project EIR. As such, the proposed Project is consistent with the objectives and policies contained in the Noise Element for the General Plan.

Los Angeles Municipal Code Section 12.32 C2

The LAX Specific Plan is the primary planning and zoning tool that “provides regulatory controls and incentives for the systematic and incremental execution of the LAX Plan, an element of the General Plan, to provide for public needs, convenience and general welfare as the development of the airport necessitates.” The LAX Specific Plan establishes the development standards consistent with the LAX Plan for the airport and is the principal mechanism by which the goals and objectives of the LAX Plan are achieved, and the policies and principals are implemented.

The LAX Zone designation serves to identify those properties subject to the regulations and limitations of the LAX Specific Plan.

Those properties which are proposed to be removed from the LAX Plan and Specific Plan and incorporated into the Westchester-Playa del Rey Community Plan area are proposed to be designated C2-2, in conformance with the pattern of zoning for the immediate area.

Public Necessity

The scale, complexity and overarching nature of the proposed Project necessitates amendments to the LAX Specific Plan to update the text and map in order to facilitate its implementation and conform to the programs and policies in the proposed LAX Plan. More specifically, the amendments to the Airport Landside Subarea of the LAX Specific Plan to include descriptions of the proposed transportation facilities, Automated People Mover (APM), and amendments to uses

allowed in the subarea; and the creation of regulations and standards for development within the new Airport Landside Support subarea.

The proposed amended LAX Specific Plan is in keeping with Goal 6 identified in the LAX Specific Plan to “Improve ground access to LAX.” The LAX Landside Access Modernization Program (LAMP) Plan proposes ground transportation components are intended to reduce traffic congestion within the Central Terminal Area (CTA), thus reducing vehicle miles traveled and related air pollution, thereby benefiting the public. Additionally, in compliance with the California Environmental Quality Act, numerous applicable commitments and mitigation measures contained in the Project Environmental Impact Report have been incorporated into the project to the extent feasible. The proposed amendments to the LAX Specific Plan do not conflict with other goals in the LAX Plan to “strengthen LAX’s unique role within the regional airport network as the international gateway to the Southern California region.”

The proposed Zone Changes are linked to specific land use and development regulations and limitations. Proposed zone changes to the LAX Zone are linked to the LAX Plan and Specific Plan Subareas which provide more detailed expectations for the use and development of those properties. Proposed zone changes to the C2-2 Zone are linked to the use and development regulations and limitations of the C2 Zone, as found in Section 12.14 of the Los Angeles Municipal Code, and the No. 2 Height District, as regulated by Section 12.21.1-A,2 of the LAMC.

These regulations are necessary to protect the valuable contributions a vibrant international airport brings to Los Angeles and to ensure that ground transportation investments that are a part of this project are coordinated with the regional transit and vehicular transportation systems while being compatible with existing and future adjacent land uses.

Public Convenience

Approval of the proposed Amendments is justified in terms of public convenience. The amended LAX Specific Plan includes a new fourth subarea within the plan area, the Airport Landside Support Subarea. This new subarea will help support the new regional ground transportation network by allowing for temporary construction staging areas and, over the longer term, prioritizing the development of commercial and entertainment uses to meet the needs of passengers, visitors and employees of LAX, guests of hotels and employees of businesses in or near the Specific Plan Area. The amended and new Subarea would allow new uses varying from retail use and restaurants to office use; rental car operations; surface and structured parking lots; commercial passenger vehicle staging and holding area; entertainment uses; hotels; construction staging and laydown area; and the APM system, its stations, and related facilities. These uses are consistent with the LAX zone designation.

Proposed LAX Design Guidelines encourage the development of more sustainable and user-friendly spaces with a focus on unified, high-quality architecture and urban design, and seamless interaction between a variety of users such as pedestrians, cyclists, transit riders and automobile drivers with an emphasis on the passenger experience. They are intended to complement development standards and permitted uses of the LAX Specific Plan, which are consistent with the LAX Plan.

The proposed Zone Changes aggregate and locate properties together under a common set of regulating use and development standards that are consistent with their intended use and the existing pattern of zoning.

The Project will enhance the visitor experience and continue the transformation of LAX into a world-class airport, yet also reduce traffic congestion and vehicle miles traveled to improve air quality, reduce air emissions from transportation sources to comply with Senate Bill (SB) 375,

improve public health, meet the National Ambient Air Quality Standards defined under the Federal Clean Air Act, and meet the California Ambient Air Quality Standards defined under the California Clean Air Act. Further, the Project will reduce traffic and vehicle emissions, and generate additional employment opportunities and economic activity that benefits the communities located around LAX and the City of Los Angeles, and meets the needs of LAWA.

Given these benefits to the community and the sensitivity of the surrounding area, the Project is in conformity public convenience.

General Welfare

The existing LAX Specific Plan is divided into three subareas: Airport Airside, Airport Landside, and LAX Northside. Currently, one subarea within the LAX Specific Plan, the LAX Northside, has design guidelines to help guide implementation of projects within that subarea. As proposed, new Design Guidelines will also be implemented for the Airport Landside and the proposed Airport Landside Support subareas. Proposed Zone Changes, along with Design Guidelines will help to create development that is compatible with adjacent properties located in the Westchester-Playa del Rey Community Plan area. Industrial areas, pedestrian- and transit-oriented commercial areas near transit stations, and areas abutting and along Century Boulevard will all benefit.

As part of LAWA's Aircraft Noise Mitigation Program, portions of the Project site in the Manchester Square area that were once multi-family and single-family dwelling units continue to be acquired to mitigate aircraft noise impacts on area residents and conform to compatible land uses close to airport operations, thereby addressing the sensitivity of the surrounding community. The proposed amendment would incorporate these properties into the LAX Plan and LAX Specific Plan.

Los Angeles International Airport (LAX) is a major employer on both a local level and a regional level. In addition, LAX is also a major provider of construction jobs, particularly over the last several years through the economic recession. One of the Project's many goals is to "Generate additional employment opportunities and economic activity that benefit the communities located around LAX and the City of Los Angeles." The LAX LAMP Project would generate up to 2,500 construction jobs and roughly 100 permanent LAX jobs.

For the reasons cited above, the Project will serve to improve the general welfare of the citizens of Los Angeles.

Good Zoning Practices

A critical part of the proposed LAX LAMP Project, in addition to amendments to the LAX Plan and LAX Specific Plan, are the Zone Changes necessary to implement intended regulations. California Government Code Section 65860 states that a city's zoning shall be consistent with the city's general plan and that if an amendment to the plan, or any element of the plan, causes there to be inconsistency with zoning, the zoning shall be amended within a reasonable time to establish consistency. The requested zone changes are necessary to comply with the requirements of Government Code Section 65860.

Chapter I of the Los Angeles Municipal Code addresses zoning and planning issues. Article 2, Section 12.19.1 establishes the LAX Zone that applies to those areas within the LAX Specific Plan owned by LAWA. The LAX Zone requires all buildings, structures, and land to be constructed and used in accordance with the LAX Specific Plan.

Facilities associated with the proposed Project are consistent with the corresponding LAX Specific Plan designations LAX-A Zone: Airport Airside Subarea and LAX-L Zone: Airport Landside

Subarea. Airport Airside Subarea is for the safe and efficient operation of airport airfield activities. Aircraft are permitted to operate under power in this Subarea. The Purpose of the Airport Landside Subarea is to allow for the safe and efficient operation of airport facilities, the primary function of which is to provide access to the airport and process passengers. Aircraft are not permitted to operate under power in this subarea. The LAX Specific Plan would be amended to include the proposed Project to ensure consistency.

LAWA requests that certain properties be rezoned from R3-1, M2-1, C2-1, or C2-2 to the LAX zone. These properties are owned by LAWA or intended to be acquired by LAWA as part of the LAX Landside Access Modernization Program (LAMP) and fall within the amended LAX Plan and Specific Plan boundaries. Section 12.19.1 of the Municipal Code defines the LAX zone as applicable to property within the LAX Specific Plan that is owned by LAWA or which LAWA has the right to possess. The permitted uses and developmental standards, regulations and limitations within the LAX zone are those contained in the LAX Specific Plan.

LAWA also requests that certain properties be rezoned from LAX to C2-2. These properties are not owned by LAWA, are no longer intended to be acquired by LAWA, and would no longer fall within the amended LAX Specific Plan boundaries. Therefore, these properties would not meet the definitional criteria of LAX zone. Amendments to the General Plan requested by LAWA as part of the LAX LAMP Project would adjust the boundaries of the LAX Plan and Specific Plan, and the Westchester-Playa Del Rey Community Plan such that the properties to be rezoned C2-2 would be within the Westchester-Playa Del Rey Community Plan. To establish consistency between zoning and the General Plan within the Westchester-Playa Del Rey Community Plan, these properties would need to be zoned to match the land use designations of surrounding area. The C2-2 zone is consistent with the land use designations of the Westchester-Playa Del Rey Community Plan and with the existing uses of the property.

As such, the requested zone changes would not materially affect the existing or potential use of the property.

Environmental Review

Pursuant to Section 21082.1(c)(4) of the California Public Resource Code, the Los Angeles World Airports has prepared an environmental impact report (ENV-2016-3391-EIR, State Clearinghouse No. 2015021014) for the LAX Landside Access Modernization Program at Los Angeles International Airport which concluded that the proposed project will result in one or more significant impacts upon the environment, even after applying all available mitigation measures to the extent feasible. This declaration reflects the independent judgment of the lead agency. The Draft Environmental Impact Report (EIR) was published for a period of 60 days, from September 15, 2016 to November 14, 2016. The Final EIR was published on February 17, 2017 and certified by the Board of Airport Commissioners on March 2, 2017. The project and requests considered as a part of this recommendation report are consistent with those analyzed as a part of the Draft EIR and Final EIR.

The environmental case file can be found with Los Angeles World Airports, Capital Programming and Planning Division, One World Way, Suite 218B, Los Angeles, CA 90045.

Statement of Overriding Consideration

The Los Angeles World Airports (LAWA) has prepared an environmental impact report (EIR) for the LAX Landside Access Modernization Program (LAMP) at Los Angeles International Airport (LAX or Airport), pursuant to the California Environmental Quality Act (CEQA). On February 17,

2017, LAWA published the Final EIR for the LAX LAMP Project. On March 2, 2017, the Board of Airport Commissioners certified the EIR.

The LAX Landside Access Modernization Program (“Project”) seeks to improve access options and the travel experience for passengers; shift the location where different modes of traffic operate within the Central Terminal Area (CTA) and on the surrounding street network; and provide a direct connection via the proposed Automated People Mover (APM) to the Los Angeles County Metropolitan Transportation Authority (Metro) Crenshaw/LAX Line and Green Line and Metro transit system. By implementing this Project, LAWA seeks to provide more travel time certainty, reduce traffic congestion and improve air quality in and around the Airport.

The LAX Landside Access Modernization Program (LAMP) consists of:

- An Automated People Mover (APM) system with six APM stations connecting the CTA via an above-grade fixed guideway to new proposed ground transportation facilities;
 - Passenger walkway systems with moving walkways connecting the APM stations to passenger terminals, parking garages, and ground transportation facilities;
 - Modifications to existing passenger terminals and parking garages to support the APM walkway system connections, including vertical circulation (elevators, escalators, and stairs) cores to garage levels and to the arrival, departure, and concourse levels at the terminals;
 - An APM maintenance and storage facility (MSF);
 - APM power substations;
- A consolidated rental car facility (CONRAC) designed to meet the needs of rental car agencies serving LAX with access to the CTA via the APM;
- Two intermodal transportation facilities (ITFs) providing airport parking and pick-up and drop-off areas outside the CTA for private vehicles and commercial shuttles;
- Roadway improvements designed to improve access to the proposed facilities and the CTA and reduce traffic congestion in neighboring communities;
- Security features, including security fencing, surveillance cameras, security lighting, and emergency phones/call boxes, to meet the security needs of the Los Angeles World Airports Police Department (LAWAPD);
- Fire safety features in compliance with fire and building code requirements including fire hydrants, fire sprinklers, and fire extinguishers;
- Utilities infrastructure, both new and modified to support the proposed Project;
- Identify options for pricing, policies and procedures in regards to vehicle operations at LAX;
- Incorporation of the LAX Design Guidelines into the proposed Project;

- Land acquisition, subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, dedications and vacations of public rights-of-way, as well as zoning change approvals;
- Future potential related development on land owned by LAWA located adjacent to the new proposed ground transportation facilities;
- Enabling projects to allow construction of the proposed Project, including utility relocation and demolition of certain existing facilities, some of which would be reconstructed; and
- Amendments to plans regulating land use in the area, including the City of Los Angeles General Plan, the LAX Plan, and the LAX Specific Plan, zone changes, and the reconfiguration of existing parcels.

The LAX Landside Access Modernization Program (LAMP) EIR consists of a project-level environmental review of the LAX LAMP Project, and a programmatic-level environmental review of LAX LAMP Potential Future Related Development. The LAX LAMP EIR identified significant adverse environmental impacts that would result from the implementation of the LAMP Project and the LAX LAMP Potential Future Related Development that cannot be mitigated to a level that is less than significant by the implementation of feasible mitigation measures or alternatives. The unavoidable significant impacts from the LAX LAMP Project occur with respect to: aesthetics (visual character) which would also be cumulatively considerable; construction-related regional air pollutant emissions for VOC and NOX, which would also be cumulatively considerable; construction-related local concentrations for PM10 which would also be cumulatively considerable; operations-related local concentrations of PM10 which would also be cumulatively considerable; cultural resources (historic resources) which would also be cumulatively considerable; greenhouse gas emissions (plan/policy consistency); public services (schools), off-Airport operational traffic impacts at one intersection (La Cienega Boulevard and W. Arbor Vitae Street) and one freeway segment (I-405 at La Cienega Boulevard); and construction-related surface transportation (temporary traffic, access and transit). Significant unavoidable impacts from the LAX LAMP Potential Future Related Development occur with respect to: operational-related regional air pollutant emissions for VOC and NOX; cumulatively considerable operations-related emissions for CO, VOC, NOX, PM10, and PM2.5; greenhouse gas emissions (per capita efficiency threshold and plan/policy consistency); off-Airport traffic impacts at one intersection (La Cienega Boulevard and W. Arbor Vitae Street) and three freeway segments (I-405 at La Cienega Boulevard, I-405 at La Tijera Boulevard, and I-105 at Crenshaw Boulevard); and construction-related surface transportation (temporary traffic, access and transit).

State California Environmental Quality Act Guidelines Section 15093(b) provides that when a public agency approves a project that will result in significant impacts that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reasons to support its decision based on the Final EIR and/or other information in the whole of the administrative record. If the specific economic, legal, social, technological or other benefits of a proposed project outweigh its unavoidable adverse environmental impacts, the adverse effects may be considered “acceptable.” LAWA, as the Lead Agency for the LAX LAMP EIR, proposed the following Statement of Overriding Considerations, which the Board of Airport Commissioners certified on March 2, 2017:

Based on the substantial evidence in the whole of the administrative record for the LAX LAMP Project, the Board of Airport Commissioners found, concluded, and determined that the unavoidable significant adverse environmental impacts associated with the construction and operation of the LAX LAMP are acceptable in light of the following specific economic, operational, legal, technological or other project benefits. Each Project benefit described below constitutes an

overriding consideration warranting approval of the LAX LAMP, independent of other benefits, despite each and every significant unavoidable impact.

A. ECONOMIC, OPERATIONAL, AND ENVIRONMENTAL BENEFITS ASSOCIATED WITH IMPROVEMENT AND MODERNIZATION OF LANDSIDE FACILITIES AT LAX

Jobs and commerce are direct economic benefits attributable to LAX. As an international port for passengers, cargo, and freight, LAX provides a foundation for businesses that depend on passenger and cargo operations and logistics. In this regard, LAX is a vital component of the local, regional, and state economy. As the international gateway to the western United States, LAX has long been a major supporter of the Southern California economy through employment and generation of taxes and other revenue, and by facilitating the efficient movement of people, goods, and services. Construction of the LAX LAMP would allow for modernization of landside facilities while maintaining daily operations at LAX, and thereby helping maintain the Airport's economic contribution in Southern California.

Implementation of the LAX LAMP would improve access to LAX and relieve congestion on Airport and surrounding roadways, improving the level of service at several key intersections located in the vicinity of LAX (see Section 4.12.2, Off-Airport Transportation, of the EIR). As such, the LAX LAMP would reduce vehicle miles traveled and associated emissions of air pollutants from vehicles on the local roadways. As indicated in Tables 4.2.1-10 and 4.2.1-11 within Section 4.2.1, Air Quality, of the Draft EIR, regional operational emissions as a result of the LAX LAMP Project would be reduced when compared to future without Project conditions for carbon monoxide, volatile organic compounds, nitrogen oxides, respirable particulate matter, and fine particulate matter. The LAX LAMP Project would also result in a net decrease in greenhouse gas emissions (see Section 4.5, Greenhouse Gas Emissions, of the Draft EIR).

B. IMPROVED PASSENGER EXPERIENCE AT LAX

The LAX LAMP would continue to advance and transform LAX's access system and ensure that LAX remains competitive as a world class airport. The LAX LAMP would improve access options and the travel experience for passengers and shift the location where different modes of traffic operate within the CTA and on the surrounding street network. By implementing the LAX LAMP, LAWA would provide more travel time certainty, reduce traffic congestion and improve air quality in and around the Airport. In addition, the APM system would provide a direct connection to Metro's proposed Airport Metro Connector (AMC) 96th Street Transit Station, which would enable passengers, employees, and visitors to have access to the regional public transportation system.

The LAX LAMP would improve ground access to and from LAX, which would improve traffic movement and reduce congestion for all vehicles in the vicinity. The Project includes roadway improvements that are designed to provide better access to new landside facilities and minimize conflicts between users. Additionally, the APM will be grade-separated along its entire alignment which will eliminate pedestrian and vehicular conflicts. The proposed roadway improvements would integrate roadway, pedestrian, bicycle, transit, and landscaping improvements into an attractive, multi-modal balanced and efficient network serving LAX and its passengers. Additionally, the LAX Design Guidelines (see Appendix B of the Draft EIR, as modified in Chapter 3 of the Final EIR) prescribe elements of roadways and streetscapes to create safe roadways and promote multi-modal uses.

C. SUSTAINABILITY

The LAX LAMP is to create a sustainable ground transportation infrastructure for LAX. The Project would facilitate transit connections to LAX, reducing vehicle miles traveled per capita. The Project incorporates the LAX Design Guidelines (see Appendix B of the Draft EIR, as modified in

Chapter 3 of the Final EIR) to promote sustainability and world class design at LAX. As part of the Project, LAWA will require energy efficient designs, water efficiency and conservation, construction waste reduction and recycling, numerous air quality emissions reduction measures, natural resource protection and other sustainable operational and design standards. Furthermore, LAWA is committed to mitigating temporary construction-related emissions to the extent feasible and has established some of the most aggressive construction emissions reduction measures in Southern California, requiring construction equipment to be equipped with emissions control devices. The air quality control measures set forth by LAWA for development projects at LAX take into account LAX Master Plan commitments and mitigation measures, Community Benefits Agreement and Stipulated Settlement measures, and measures identified in EIRs for other projects at LAX. The LAX LAMP mitigation measures proposed to be implemented as part of the Project are identified in Chapter 4 of the Draft EIR and in the Mitigation Monitoring and Reporting Program. In addition, the Los Angeles Green Building Code Tier 1 standards, which are applicable to all projects with a Los Angeles Department of Building and Safety permit-valuation over \$200,000, require the proposed Project to implement sustainability measures that would reduce criteria pollutant emissions.

D. JOB CREATION

LAX is a major employer on both a local level and a regional level. In addition to providing permanent positions at the Airport, LAX is also a major provider of construction jobs. The Project would foster additional employment opportunities and economic activity that would benefit the communities located around LAX and the City of Los Angeles and would include development of a Transportation Demand Management program to provide increased home-to-work transportation options for LAX employees residing in designated Disadvantaged Communities, making the LAX area more attractive for employers.

Construction and operation of the LAX LAMP would be a multi-billion dollar investment to improve LAX's ground access program and associated infrastructure, and thereby helping maintain the Airport's economic contribution in Southern California. The proposed Project is estimated to cost approximately \$5.5 billion to construct, which would provide up to 2,500 construction jobs. Additionally, the Project would increase the number of facilities that LAWA would be operating, thereby providing an increase in long-term employment opportunities for Airport transportation personnel, airline personnel, maintenance and janitorial staff, concessionaires, etc. As discussed in Section 4.10, Population and Housing, of the Draft EIR, the Project would result in a net increase of roughly 100 permanent LAX jobs, all of which support the economy and employment of the region.

Construction activity associated with the proposed Project would also support the economy over the multi-year construction period due to the number of construction workers, anticipated spending by these workers, and the provision of goods and services in support of construction.