



RESOLUTION NO. 26185

**LAX**

**Van Nuys**

**City of Los Angeles**

Eric Garcetti  
Mayor

**Board of Airport  
Commissioners**

Sean O. Burton  
President

Valeria C. Velasco  
Vice President

Jeffery J. Daar  
Gabriel L. Eshaghian  
Beatrice C. Hsu  
Thomas S. Sayles  
Dr. Cynthia A. Telles

Deborah Flint  
Chief Executive Officer

BE IT RESOLVED that the Board of Airport Commissioners (BOAC) adopted the staff report attached herein and made part hereof; Certified that: (a) The Final Environmental Impact Report (FEIR) for the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) Project has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) and the City of Los Angeles CEQA Guidelines, (b) The FEIR was presented to the Board of Airport Commissioners, as the decision making body of the lead agency, and the Board considered the information contained in the FEIR and any comments received prior to approving the LAX LAMP Project, and (c) The LAX LAMP Project FEIR represents the independent judgment and analysis of the lead agency; Found that: (a) The LAX LAMP Project, as defined in the FEIR, complies with the LAX Plan, all design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan, as fully set forth in the Executive Director's LAX Plan Compliance Report (EDR), and (b) The LAX LAMP Project has been adequately analyzed in compliance with CEQA, and the applicable commitments and mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP) have been incorporated into the LAX LAMP Project as fully set forth in the EDR; Determined that the LAX Specific Plan Amendment Study required by Section 7.H.1 of the currently approved LAX Specific Plan is complete; Considered the LAX Plan Compliance determination as recommended in the EDR including the adoption of findings; and further Adopted the: (a) LAX LAMP Project CEQA Findings of Fact and the Statement of Overriding Considerations, (b) LAX LAMP Project MMRP, and (c) EDR for the LAX LAMP Project; Approved the LAX LAMP Project as described in the FEIR; Recommended that the CPC review and consider the FEIR and Los Angeles World Airports' (LAWA) proposed plan amendments to the City of Los Angeles General Plan Land Use Element (LAX Plan and Westchester-Playa del Rey Community Plan), the City of Los Angeles General Plan Transportation Element (Mobility Plan 2035), and LAX Specific Plan, related zone changes and recommend approval to the City Council; and Transmitted and Recommended that the City Council: (a) Find that the City Council has considered the environmental effects of the project as described in the LAX LAMP Project FEIR, (b) Concur with the actions of the BOAC by: (1) Affirming the certification of the LAX LAMP Project FEIR, and (2) Adopting the LAX LAMP Project CEQA Findings of Fact and Statement of Overriding Considerations, and the LAX LAMP Project MMRP, (c) Approve the LAX Plan Compliance determination as recommended in the EDR, and (d) Adopt LAWA's proposed amendments to the City of Los Angeles General Plan, including the LAX Plan, and the LAX Specific Plan and related zone changes; and

BE IT FURTHER RESOLVED that pursuant to State CEQA Guidelines Section 15091(e), the location and custodian of documents and materials related to the EIR for this project is the Los Angeles World Airports, Environmental Programs Group, One World Way, Suite 218B, Los Angeles, California 90045.

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I hereby certify that this Resolution No. 26185 is true and correct, as adopted by the Board of Airport Commissioners at its Regular Meeting held on Thursday, March 2, 2017.



Sandra J. Miller – Secretary  
BOARD OF AIRPORT COMMISSIONERS



 Approved by: Evelyn Quintanilla, Chief Airport Planner		Meeting Date: <b>3/2/2017</b>																					
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 Deborah Flint – Chief Executive Officer																							

**SUBJECT: Approve the Los Angeles International Airport Landside Access Modernization Program Project and Related Actions**

Consider and Adopt the Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) Project and Executive Director’s LAX Plan Compliance Report (EDR) and Certify the Final Environmental Impact Report (FEIR), Adopt the California Environmental Quality Act (CEQA) Findings of Fact, the Statement of Overriding Considerations, and the Mitigation and Monitoring Reporting Program (MMRP); Transmit and Recommend that the City Planning Commission (CPC) review the related Plan and zoning amendments and that City Council concur with the Actions of the Board of Airport Commissioners, and Affirm the Certification of the LAX LAMP Project FEIR, and adopt the related recommendations.

**RECOMMENDATIONS:**

Management RECOMMENDS that the Board of Airport Commissioners:

1. ADOPT the Staff Report.
2. CERTIFY that:
  - a) The FEIR for the LAX LAMP Project has been completed in compliance with the requirements of CEQA and the City of Los Angeles CEQA Guidelines; and
  - b) The FEIR was presented to the Board of Airport Commissioners (Board), as the decision making body of the lead agency, and the Board considered the information contained in the FEIR and any comments received prior to approving the LAX LAMP Project; and

- c) The LAX LAMP Project FEIR represents the independent judgment and analysis of the lead agency.

3. FIND that:

- a) The LAX LAMP Project, as defined in the FEIR, complies with the LAX Plan, all design guidelines required by the LAX Plan, and all applicable provisions of the LAX Specific Plan, as fully set forth in the EDR; and
- b) The LAX LAMP Project has been adequately analyzed in compliance with CEQA, and the applicable commitments and mitigation measures contained in the LAX Master Plan MMRP have been incorporated into the LAX LAMP Project as fully set forth in the EDR.

4. DETERMINE that the LAX Specific Plan Amendment Study required by Section 7.H.1 of the currently approved LAX Specific Plan is complete.

5. CONSIDER the LAX Plan Compliance determination as recommended in the EDR including the adoption of findings.

6. ADOPT the:

- a) LAX LAMP Project CEQA Findings of Fact and the Statement of Overriding Considerations
- b) LAX LAMP Project MMRP
- c) EDR for the LAX LAMP Project

7. APPROVE the LAX LAMP Project as described in the FEIR.

8. RECOMMEND that the CPC review and consider the FEIR and LAWA's proposed plan amendments to the City of Los Angeles General Plan Land Use Element (LAX Plan and Westchester-Playa del Rey Community Plan), the City of Los Angeles General Plan Transportation Element (Mobility Plan 2035), the LAX Specific Plan, related zone changes and recommend approval to the City Council.

9. TRANSMIT and RECOMMEND that the City Council

- a) Find that the City Council has considered the environmental effects of the project as described in the LAX LAMP Project FEIR;
- b) Concur with the actions of the BOAC by:
  - 1. Affirming the certification of the LAX LAMP Project FEIR;
  - 2. Adopting the LAX LAMP Project CEQA Findings of Fact and Statement of Overriding Considerations; and the LAX LAMP Project MMRP.
- c) Approve the LAX Plan Compliance determination as recommended in the EDR; and
- d) Adopt LAWA's proposed amendments to the City of Los Angeles General Plan, including the LAX Plan, and the LAX Specific Plan and related zone changes.

## **DISCUSSION:**

### **1. Purpose**

Certify the FEIR prepared for the LAX LAMP, adopt the Executive Director's LAX EDR, and approve the LAX LAMP Project as described in the FEIR.

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

- December 18, 2014 – Resolution No. 25594  
The Board concurred with staff recommendation to initiate environmental review and evaluate initial design for the LAX LAMP Project.
- September 18, 2014 - Resolution No. 25521 (DA - 4941) The Board approved contract award to Ricondo & Associates for environmental consultation services related to the LAX LAMP Project, in the amount of \$3,251,400 for initial stages of work.
- April 16, 2015 - Resolution No. 25679 (DA - 4941A) The Board approved the First Amendment to increase contract authority by \$7,659,000 for a total contract amount of \$10,910,400 to provide environmental consulting services related to the proposed LAX LAMP Project.
- September, 21, 2016 – Resolution No. 26075 (DA-4941B). The Board approved Second Amendment to increase contract authority by \$4,155,922 for a total contract amount of \$15,066,322, extend the term two (2) additional years to continue to provide environmental consulting services to the proposed LAX LAMP Project.

### **3. Current Action**

LAWA proposes to implement the LAX LAMP Project to continue to transform LAX into a world-class airport by relieving traffic congestion within the Central Terminal Area (CTA) and on the surrounding street network, improving the travel experience for passengers, and providing a connection to the regional Los Angeles County Metropolitan Transportation Agency (Metro) rail system. The LAX LAMP Project reflects LAWA's commitment to reduce emissions from transportation sources to comply with Senate Bill (SB) 375 and improve air quality.

The LAX LAMP Project consists of several components including:

- An Automated People Mover (APM) system with APM stations connecting to the CTA;
- A Consolidated Rental Car Facility (CONRAC);
- Two Intermodal Transportation Facilities (ITF) providing new public parking facilities and passenger pick up and drop off;
- Roadway improvements designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC;
- Passenger walkway systems connecting the APM stations to passenger terminals;

- Modifications to existing passenger terminals and parking garages within the CTA to interface with the APM;
- An APM Maintenance and Storage Facility;
- Utilities needed to support the LAX LAMP Project; and
- Amendments to plans regulating land use in the area, including the City of Los Angeles General Plan and the LAX Specific Plan, zone changes, and the reconfiguration of existing parcels.

To provide the opportunity for passengers to access the Metro regional rail system, the APM system would include a station at the ITF East which would interface with a multi-modal/transit facility at 96<sup>th</sup> Street/Aviation Boulevard planned by Metro as a separate and independent project (the Airport Metro Connector 96<sup>th</sup> Street Transit Station).

LAWA also proposes to utilize land adjacent to the proposed facilities for construction staging and construction activities to build the APM, CONRAC, ITFs, roadway improvements and other project elements. Once the APM, CONRAC, and ITFs are constructed and operational, which is anticipated by 2024, potential future related development may occur on land owned by LAWA located adjacent to these facilities. Such potential future related development is envisioned to support the needs of passengers, visitors, employees, and guests of hotels in the area. Because no specific development projects are proposed for these areas, certain assumptions concerning this potential future related development are identified, and impacts are assessed at a program level in the LAX LAMP Project EIR. Any future development on the adjacent parcels would be subject to further environmental study which would be brought back to the Board.

Implementation of the LAX LAMP Project would require General Plan Amendments to the City of Los Angeles' Land Use Element, the LAX Plan and the Westchester-Playa del Rey Community Plan; as well as the Transportation Element, the Mobility Plan 2035. Proposed amendments will also be required to the LAX Specific Plan, the regulatory document that implements the LAX Plan, to include the necessary zone changes. These plan amendments would reflect updated plan boundaries and descriptions reflecting the LAX LAMP Project components. The amendments will also promote pedestrian and multi-modal activities that would support trip reduction strategies, including transit use to LAX, and enable implementation of the LAX LAMP Project to the Airport Landside Subarea and the new Airport Landside Support subarea. The Belford Special Study Area would be updated to reflect the proposed use of this area under the LAX LAMP Project: Airport Landside and Airport Landside Support. In addition to administrative and LAX LAMP Project-related changes, revisions to the LAX Plan and LAX Specific Plan includes removal of language on the following: limitation on the number of off-airport parking spaces, limitation on the number of gates at LAX, and the FlyAway service. Amendments to the LAX Specific Plan includes the removal of subsection G, Monitoring and Reporting, and subsection H, Additional Study Requirements. Portions of these requirements would be consolidated into the newly proposed Appendix A of the LAX Specific Plan. Requirements regarding the preparation of a Specific Plan Amendment Study would be removed from the LAX Specific Plan as the LAX Specific Plan Amendment Study Program Environmental Impact Report (EIR) fulfilled that requirement. The LAX Design Guidelines would be added as an appendix to the LAX Specific Plan.

### ***Project Objectives:***

The LAX LAMP Project would support the ongoing modernization of LAX by improving the landside transportation system serving LAX and improving the passenger and visitor experience. Limited options for ground vehicles entering the CTA result in uncertain travel times, congestion and delay in the CTA, as well as back-ups onto the surrounding local and regional roadway network. The large number of shuttles serving rental car agencies, hotels and parking facilities located in the LAX vicinity contributes to congestion in the CTA and surrounding area. Compounding the congestion problem at LAX is the lack of a direct and convenient connection to the regional mass transit system.

As stated in the FEIR, the underlying purposes of the LAX LAMP Project are to improve access to LAX and relieve congestion in the CTA and surrounding roadways. The project objectives identified in the EIR include:

- Enhance the passenger experience by providing new access options for all modes of travel, including direct connections to transit, convenient parking, and commercial vehicles;
- Provide easier and more efficient access to rental cars and non-CTA parking facilities;
- Relieve congestion at LAX and on the surrounding street system by developing a flexible transportation system that provides alternatives to the CTA for passengers, airport and other employees, and airport-related vendors accessing LAX;
- Promote the sustainability of LAX by improving the efficiency and operation of the surface transportation system in which LAX operates;
- Enhance and integrate the overall design of LAX LAMP Project facilities with existing CTA structures and new airport facilities both inside and outside the CTA;
- Maintain airport operations during construction; and
- Ensure the highest and best use for reuse of any potential future surplus property in compliance with FAA grant obligations.

Due to the size and scale of the LAX LAMP Project, LAWA intends to develop the LAX LAMP Project in phases. Phase 1 will include the APM, verticle cores, ITFs, CONRAC and some roadways. Phase 2 will contain the remaining roadways as well as any future development on surplus properties.

### ***Environmental Impact Report, Public Review, and Findings***

An Environmental Impact Report (EIR) was prepared in compliance with the California Environmental Quality Act (CEQA). The LAX LAMP Project was analyzed on a project-level in the EIR, while the potential future related development within the LAX Landside Support Subarea was analyzed at a programmatic level in the EIR. Potential future related development could occur on parcels that are needed for construction laydown and staging, but for which LAWA has not yet identified any future use. For those LAX LAMP project components receiving only programmatic environmental review in the EIR, further project-level environmental review under CEQA will be required in the future before they can be implemented. Project-level environmental documents for potential future related development will be initiated at such time as LAWA determines that they are needed.

LAWA, as lead agency for the LAX LAMP Project, developed an EIR for the LAX LAMP Project. The EIR analyzed the environmental resources identified in the Notice of

Preparation (NOP) and Initial Study (IS) as having potentially significant impacts. The NOP and IS were released for public and agency review on February 5, 2015; the public comment period was open through March 9, 2015. Two Scoping Meetings were held on February 19, 2015 and February 21, 2015, where the public had an opportunity to provide comments in writing on any area of concern. LAWA distributed copies of the IS/NOP to thousands of stakeholders, other agencies, airlines and other leaseholders at LAX. The IS/NOP was made available on the LAWA website and placed at six local libraries: City of Los Angeles Westchester-Loyola Branch and Dr. Mary McLeod Bethune libraries, and the public libraries in the Cities of Culver City, El Segundo, Hawthorne and Inglewood.

The IS evaluated all the environmental topics required by CEQA as outlined in Appendix G of the State CEQA Guidelines. The IS identified those environmental topics that were determined to have no impacts or less than significant impacts and would not be carried forward for further analysis in the Draft EIR. The IS also identified that aesthetics, air quality, cultural resources, greenhouse gases emissions, hazards and hazardous materials, hydrology/water quality, land use/planning, noise, population/housing, public services, transportation/traffic, and utilities/services systems could potentially be significantly impacted by the LAX LAMP Project and would be evaluated in the Draft EIR. During the CEQA process LAWA met with over 150 agencies, businesses, and community groups, as well as elected officials to present information on the LAX LAMP Project, proposed effects of the project, answer questions, and identify potential concerns. Additionally, LAWA mailed notices of key public meetings to an extensive database containing over 12,000 addresses. There were 51 comment letters received on the NOP/IS that were addressed in the FEIR.

On September 15, 2016, LAWA published the Draft EIR for the proposed LAX LAMP Project. In accordance with CEQA, the Draft EIR was circulated for public review for 45 days, with the review period originally closing on October 31, 2016. Two public workshops were held on October 15, 2016 and October 19, 2016, during the comment period. The comment period for the DEIR was extended an additional 15 days, with the comment period closing on November 15, 2016. LAWA published the FEIR for the LAX LAMP Project on February 17, 2017. The LAX LAMP Project FEIR incorporates and responds to comments received on the Draft EIR, and includes corrections and additions to the Draft EIR. Project-specific Mitigation Measures and LAWA Commitments and Project Design Features have been included in a project MMRP for the LAX LAMP Project. There were 75 comment letters received on the Draft EIR that have been addressed in the FEIR. The FEIR documents were posted on LAWA's website on February 15, 2017 and made available in the following libraries on February 17, 2017: Westchester-Loyola Villa Branch Library, El Segundo Library, Inglewood Library, Culver City Library, Hawthorne Library, and Dr. Mary McLeod Bethune Regional Branch Library.

Project design features incorporated into the LAX LAMP Project include provision of solar power where feasible, electric vehicle charging stations at the new parking garages at the ITF and CONRAC facilities, and compliance with the LAX LAMP Project Design and Sustainability Guidelines, which includes compliance with Los Angeles Green Building Code (LAGBC) Tier 1 and 2 standards.

As described in the Statement of Overriding Considerations, CEQA Findings, and detailed in the Draft EIR, the LAX LAMP Project EIR identified significant adverse environmental impacts that would result from the implementation of the LAX LAMP Project, which cannot be mitigated to less than significant impacts through the implementation of feasible mitigation measures or alternatives. The following table summarizes the significant impacts



that cannot be mitigated to less than significant even with implementation of feasible mitigation measures or alternatives.

<b>RESOURCE CATEGORY</b>	<b>LAX LANDSIDE ACCESS MODERNIZATION PROJECT</b>	<b>POTENTIAL FUTURE RELATED DEVELOPMENT (PROGRAM)</b>
<b>Aesthetics</b>		
Visual Character	Significant and Unavoidable	Less Than Significant
<b>Air Quality</b>		
Construction	Significant and Unavoidable (VOC, NO <sub>x</sub> , PM <sub>10</sub> )	Less Than Significant
Operations	Significant and Unavoidable (PM <sub>10</sub> )	Significant and Unavoidable (CO, VOC, NO <sub>x</sub> , PM <sub>10</sub> , PM <sub>2.5</sub> )
<b>Cultural Resources</b>		
Historic Resources	Significant and Unavoidable	Less Than Significant
<b>Greenhouse Gas Emissions</b>		
No Net Increase	Less Than Significant	n.a.
Per Capita Efficiency Threshold	n.a.	Significant and Unavoidable
Plan/Policy Consistency	Significant and Unavoidable	Significant and Unavoidable
<b>Public Services</b>		
Schools	Significant and Unavoidable	Less Than Significant
<b>Transportation/ Traffic</b>		
Off-Airport Traffic	2024 – Less than Significant 2035 - Significant and Unavoidable	2035 - Significant and Unavoidable
Construction Traffic	Significant and Unavoidable	Significant and Unavoidable

NOTES: n.a. = not applicable

All other CEQA impacts will have less than significant impacts or can be mitigated to less than significant impacts including: aesthetics (shading and light and glare), biological resources, human health risk, cultural resources (archaeological and paleontological resources), hazards and hazardous materials, hydrology/water quality, land use and planning, noise, population and housing, public services (fire protection and law enforcement), on-airport transportation, and utilities and services systems.

As described in detail in the Statement of Overriding Considerations, improvements proposed for the LAX LAMP Project and future phase(s) of the Project will bring substantial benefits to the airport and continue to transform LAX into a modern world-class airport with improved passenger service and amenities, as well as seamless connection to Metro's regional rail and bus system. The LAX LAMP Project will offer passengers, employees, and visitors new and convenient options to access/depart LAX airport facilities. By providing multiple options and greater accessibility, there will be less traffic congestion in and around LAX.

As part of the LAX LAMP Project, LAWA has developed Design Guidelines to reduce its environmental footprint and promote sustainability at LAX. The LAX LAMP Project 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. Once operational, the LAX LAMP Project would result in a reduction in all criteria pollutants and regional emissions when compared to future No Project conditions for the same timeframe. Once operational, LAX LAMP Project operations would result in reductions in Vehicle Miles Travelled (VMTs) and Greenhouse Gas Emissions when compared to future No Project conditions within the same timeframe.

The LAX LAMP Project would provide up to 2,500 construction jobs and roughly 100 permanent LAX jobs.

Based on the substantial evidence in the whole of the administrative record for the LAX LAMP Project, the unavoidable significant adverse environmental impact associated with the construction of the LAX LAMP Project are acceptable in light of the specific economic, social, technological or other project benefits that outweigh the temporary construction impacts.

### ***Executive Director's LAX Plan Compliance Report***

In accordance with the LAX Specific Plan Section 7.C as currently approved, an EDR has been prepared and is attached. This report finds that the LAX LAMP Project complies with the LAX Plan and LAX Specific Plan and includes a project description, the requisite findings of fact, the requisite reports received, and a final recommendation of approval.

The LAX LAMP Project site is largely located within the Airport Landside subarea with a small portion in the Airport Airside subarea and the Belford Special Study Area of the LAX Plan. The LAX Specific Plan designates these areas with a land use of Airport Airside and Airport Landside and corresponding LAX Zone. The Belford Special Study Area has a current land use designation of Medium Residential with R3 zoning and Commercial with C2 zoning. The LAX LAMP Project will also impact parcels within the Westchester-Playa del Rey Community Plan boundaries. The land use for these areas will be amended as part of the LAX LAMP Project and will change their current land uses of Commercial and Industrial and corresponding C2 and M2 zoning to Airport Landside and Airport Landside Support with the LAX Zone. Private parcels that currently reside within the LAX Plan will be removed from the LAX Plan and added to the Westchester-Playa del Rey Community Plan. These parcels currently have a land use designation of Airport Landside with an LAX Zone and designations will be changed to Commercial with a C2 zone.

Facilities associated with LAX LAMP Project are consistent with the corresponding LAX Airport Airside and Landside land uses. LAX LAMP Project will require land use designation changes that will add a new subarea, Airport Landside Support. The new subarea classification of Airport Landside Support would permit uses consistent with the City's C2 Commercial Zone and allow these parcels to be used for construction laydown and staging, during Phase 1. Any structures on these parcels would be demolished during Phase 1 and the parcels would be used for construction laydown and staging or the temporary relocation of facilities during construction. After construction is completed in these areas, any new uses would be required to comply with the land use plan and zoning requirements as amended by the LAX LAMP Project; this would include uses that are consistent with the Airport Landside Support Subarea designation. Such future development on these parcels is envisioned to support the needs of passengers, visitors, employees, and guests of hotels in the area. Because no specific development projects are proposed for these areas, certain

assumptions concerning this potential future related development were identified, and impacts were assessed in the EIR at a program level.

***Action Requested***

Staff recommends the BOAC adopt the Staff Report and take all of the Staff Recommended Actions set forth herein.

***Fiscal Impact***

As an administrative action, no appropriation of funds is required.

**4. Alternatives Considered**

• ***Take No Action***

Deferring this action will result in delays in the development of the LAX LAMP Project, and consequent modernization of LAX. In addition, if no action is taken, LAX will continue to experience congestion.

**APPROPRIATIONS:**

As this is an administrative action, no appropriation of funds is required at this time.

**STANDARD PROVISIONS:**

1. An EIR was prepared for this project in compliance with CEQA and the City of Los Angeles CEQA Guidelines. Pursuant to State CEQA Guidelines Section 15091(e), the location and custodian of documents and materials related to the EIR for this project is the Los Angeles World Airports, Environmental Programs Group, One World Way, Suite 218B, Los Angeles, California 90045.
2. This item is subject to approval as to form by the City Attorney.
3. Actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of Los Angeles City Charter Section 245.
4. This action is not subject to the provisions of the Service Contractor Worker Retention and Living Wage Ordinances.
5. This action is not subject to the provisions of the Small Business Enterprise (SBE) Program.
6. This action is not subject to the provisions of the Affirmative Action Program.
7. This action does not require a Business Tax Registration Certificate.
8. This action is not subject to the provisions of the Child Support Obligations Ordinance.
9. This action is not subject to the insurance requirements of the Los Angeles World Airports.

10. This action is not subject to the provisions of City Charter Section 1022 (Use of Independent Contractors).
11. This action is not subject to the provisions of the Contractor Responsibility Program.
12. This action is not subject to the provisions of the Equal Benefits Ordinance.
13. This action is not subject to the provisions of the First Source Hiring Program.
14. This action is not subject to the provisions of Bidder Contributions City Ethics Commission (CEC) Form 55.

Following are the reference documents for the LAX LAMP Project that are also available online under "Project Documents" at <http://connectinglax.com/informed.html>.

<b>Executive Director's Report (EDR)</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR- Main Document(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR- Main Document(SECURED).pdf</a>
<b>Attachment 1 Project Description</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-1---Project-Description(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-1---Project-Description(SECURED).pdf</a>
<b>Attachment 2 Site Plan</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-2---Site-Plan(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-2---Site-Plan(SECURED).pdf</a>
<b>Attachment 3 Final Environmental Impact Report (as follows)</b>
• Final Environmental Impact Report (Vol 11) <a href="http://www.connectinglax.org/files/LAX LAMP Final EIR Vol 11 20170217.pdf">http://www.connectinglax.org/files/LAX LAMP Final EIR Vol 11 20170217.pdf</a>
• Final Environmental Impact Report (Vol 12) <a href="http://www.connectinglax.org/files/LAX LAMP FINAL EIR Vol 12 20170217.pdf">http://www.connectinglax.org/files/LAX LAMP FINAL EIR Vol 12 20170217.pdf</a>
• LAMP Statement of Overriding Considerations <a href="http://www.lawa.org/connectinglax/files/LAX LAMP SOC 20170216(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAX LAMP SOC 20170216(SECURED).pdf</a>
• LAMP CEQA Findings <a href="http://www.lawa.org/connectinglax/files/LAX LAMP CEQA-Findings 20160216(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAX LAMP CEQA-Findings 20160216(SECURED).pdf</a>
• LAMP Mitigation & Monitoring Reporting Program <a href="http://www.lawa.org/connectinglax/files/LAX LAMP DEIR -MMRP 20170216(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAX LAMP DEIR -MMRP 20170216(SECURED).pdf</a>
<b>Attachment 4 Stakeholder Liaison's Report</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-4---Stakeholder-Liaisons-Report(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-4---Stakeholder-Liaisons-Report(SECURED).pdf</a>
<b>Attachment 5 LAX Traffic Generation Report</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-5---Traffic-Generation-Report(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-5---Traffic-Generation-Report(SECURED).pdf</a>
<b>Attachment 6 Aviation Activity Report</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-6---Aviation-Activity-Analysis(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-6---Aviation-Activity-Analysis(SECURED).pdf</a>
<b>Attachment 7 LA BOE Response</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-7---LA-BOE-Response-Letter(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-7---LA-BOE-Response-Letter(SECURED).pdf</a>
<b>Attachment 8 Transmittal Letters</b> <a href="http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-8---Transmittal-Letters-Requesting-Comments(SECURED).pdf">http://www.lawa.org/connectinglax/files/LAMP-EDR---Attachment-8---Transmittal-Letters-Requesting-Comments(SECURED).pdf</a>