

# FINDINGS

## General Plan/Charter Findings

The General Plan for the City of Los Angeles is comprised of a number of Elements, some required by the State of California, and others adopted by the City of Los Angeles. The Elements and related General Plan Framework contain policies to guide decision-makers on how to evaluate the appropriateness of proposed development. Pursuant to Charter Section 556 and 558, and Los Angeles Municipal Code Section 11.5.5, the proposed ordinance must be in conformity with purposes, intent and provisions of the General Plan, any applicable specific plans, any plans being prepared by the Department of City Planning.

## General Plan Framework

GOAL 7C - A City with thriving and expanding businesses.

Objective 7.3 - Maintain and enhance the existing businesses in the City.

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.

The proposed ordinance facilitates improvements to public rights-of-way that, as a result of planned expansion of LAX facilities, were determined to require further improvement. The frontages along the southeastern corner of the intersection of Arbor Vitae Street and Aviation Boulevard were identified as needing additional dedications and improvement in conjunction with the use and maintenance of the ConRAC facility. These improvements were identified in the associated Environmental Impact Report for LAMP. The ConRAC facility is a major component of LAMP, which will improve airport traveler arrival and departure from LAX. The proposed ordinance supports the modernization of LAX, and helps to mitigate impacts negative associated with vehicular movement and travel into and out of the airport's central terminal.

## Mobility Plan 2035

2.17 Street Widening: Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.

The proposed ordinance facilitates improvements to public rights-of-way that, as a result of planned expansion of LAX facilities, were determined to require further improvement. These improvements were identified in the associated Environmental Impact Report for LAMP. The ConRAC facility is a major component of LAMP, which will improve airport traveler arrival and departure from LAX. The proposed ordinance supports the policies which seek to ensure that street widenings are more thoughtfully considered.

## Land Use Element

### *Los Angeles International Airport Community Plan*

The plan "is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner within the context of the City and region. It provides goals, objectives, policies, and programs that

establish a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. The LAX Plan is intended to allow the airport to respond to emerging new technologies, economic trends and functional needs.”

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

- Policy 2. Where feasible, implement measures to improve air quality or limit the extent to which air quality is degraded by auto, aircraft, and construction equipment emissions.

Goal 6: Improve ground access to LAX.

- Policy 1. Establish secure and efficient airport ground connection systems to the regional ground transportation network, which consists of major and secondary highways, freeways, and public transit systems.
  2. Relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport employees and airport-related vendors.
  3. Enhance the passenger experience by providing new access options, including a direct connection to transit.
  4. Provide passengers easier and more efficient access to rental cars.

### Section 3.2.3 Airport Landside Support

The Airport Landside Support subarea will support the airport regional ground transportation network and 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 Specific Plan Area.

The primary allowable uses within Airport Landside Support subarea include, but are not limited to: retail, restaurants, entertainment, hotels and offices.

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

### Section 3.4 Circulation and Access

The LAX Plan envisions improvements to the ground transportation system connecting LAX to the regional and local ground transportation network and transit systems to provide options for passengers and employees to access the airport along with sufficient parking. The regional ground transportation network consists of major and secondary highways, freeways, and the public transit system as shown on Figure 2. This system of connections is intended to reduce the impact of airport traffic on neighboring communities.

The regional airport system includes both LAWA and non-LAWA owned and/or operated facilities in the six-county Southern California region (Los Angeles, Orange, Imperial, San Bernardino, Riverside, and Ventura Counties). The regional ground access network includes the facilities described above and also includes strategically placed satellite terminal facilities to support utilizing the available capacity in the regional airport system through improvements to ground access and reductions in vehicle miles traveled.

- P2. Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.
- P4. Consolidate rental car facilities.
- P10. Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.

### Section 3.7 Air Quality

Currently, LAWA implements Air Quality Mitigation Programs that contain measures to reduce air pollutant emissions from airport operations. In developing the LAX Plan, consideration was given to maintain or improve air quality using all reasonably available control measures.

- P5. Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.

While the LAX Plan does not specifically address the requested land exchange or the properties involved, the proposed ordinance facilitates development of larger LAMP improvements. The frontages along the southeastern corner of the intersection of Arbor Vitae Street and Aviation Boulevard were identified in the LAMP Environmental Impact Report as needing additional dedications and improvement in conjunction with the use and maintenance of the ConRAC facility. The property exchange enables the acquisition of those critical frontages, and allows for the construction, use and maintenance of the ConRAC facility which directly supports many of the Plan's policies. These policies include those to consolidate the various rental car services in the area to a singular location, thereby eliminating the need for various shuttle bus services to and from the central terminal area to the various rental car lots in the area; to improve air quality through the reduction of congestion and vehicle circulation through the central terminal area; to provide a central connection between a light rail public transportation system and an automated people mover with direct access to the central terminal areas; to help enable the long-term realignment of the intersection between Century and Sepulveda Boulevards, thereby further reducing congestion in the area; and to allow for more productive use/development of land previously utilized as rental car lots.

#### *Los Angeles International Airport Specific Plan*

The subject properties are located within the Airport Landside Support subarea of this Specific Plan. This Specific Plan is, among other points, intended to:

- Promote the development of a regional airport system in Southern California through an improved regional ground access system;

There are no specific policies within this Specific Plan that would apply to the action requested in the proposed ordinance. The Airport Landside Support subarea has a stated purpose 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 Specific Plan Area." The proposed land exchange would enable the construction, use and maintenance of the ConRAC, which would support the regional ground transportation network through consolidation of uses, decongestion of LAX arrival

and departure vehicle travel, and the creation of a direct connection between the airport terminals and multi-modal public transportation options.

#### *Coastal Transportation Corridor Specific Plan*

The subject properties are located within the Airport Corridor Boundary area of this Specific Plan. This Specific Plan, among other points, is intended to:

- Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new commercial and industrial development within the corridor; and
- Establish the Coastal Transportation Corridor Impact Assessment Fee process for new development in the C, M and P Zones and for development on property owned by the Department of Airports; and
- Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; and
- Establish a Coastal Transportation Corridor infrastructure implementation process; and
- Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload; and
- Avoid Peak Hour Level of Service (LOS F) on streets and interchanges from reaching LOS F or, if presently at LOS F, preclude further deterioration in the Level of Service; and
- Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and

There are no specific policies within this Specific Plan that would apply to the action requested in the proposed ordinance. Broadly, the plan is administered by the Department of Transportation as a mechanism through which transportation demand management programs are required and transportation impact assessment fees are charged in conjunction with changes of use and new development. The proposed ordinance would enable construction, use and maintenance of the ConRAC, a critical component of LAMP, the development of which will require significant improvements to surrounding roadways and reduce vehicle traffic congestion entering and leaving LAX terminal facilities.

Incorporated in the purposes and intents of the Plans are to provide for the long-range planning for the physical development of the city, to express the community's development goals, and to embody public policy relative to the distribution of future land uses, both public and private. As evidenced in the analysis above, the proposed ordinance facilitates the development of a critical piece of the LAMP, which in itself, meets various goals and policies of the General Plan, Community Plan, and various specific Plans, and can be found to be in conformity with the purposes, intent and provisions of these documents.

#### **CEQA Findings**

The proposed ordinance is necessary to authorize the exchange of city-owned land for portions of an adjacent private property owner's land. A review of the certified Environmental Impact Report for LAMP reveals that the subject properties are accounted for within the scope of the

analyzed project; and that acquisition and lot clearance was originally contemplated as part of the completion of the Manchester Square acquisition program, an identified enabling project.

Pursuant to CEQA Guidelines Section 15162 and 15164, in consideration of the whole of the administrative record, find that the project was assessed in the previously certified Environmental Impact Report, Case No. ENV-2016-3391-EIR (State Clearinghouse No. 2015021014), certified on June 7, 2017, and no subsequent EIR, negative declaration, or addendum is required for approval of the project.