

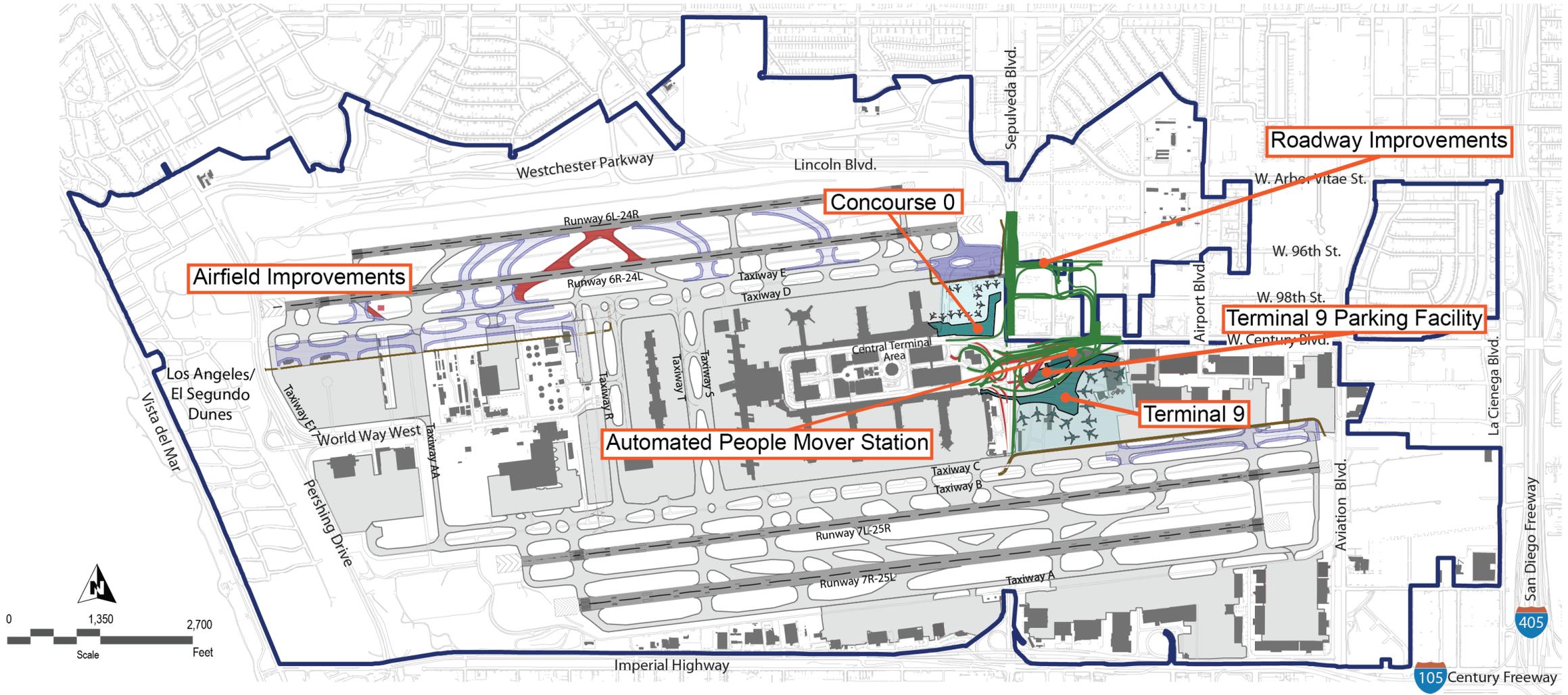


# AIRFIELD & TERMINAL MODERNIZATION PROJECT

Westchester Neighborhood Council  
October 22, 2020

# Overview of Project Elements





- Airfield Improvements
- Terminal and Related Improvements
- Roadway Improvements
- Vehicle Service Road
- Taxiway/Roadway to be Removed or Decommissioned
- LAX Property Boundary

## Airfield Improvements

- ✈ Improve runway exits to enhance safety
- ✈ Extend Taxiway D west to help better manage airfield operations
- ✈ Improve Taxiways C and D for access to new concourse and terminal facilities

## Terminal Improvements

- ✈ Development of Terminal 9 with up to 12-18 new gates
- ✈ Development of Concourse 0 with up to 6-9 net new gates
- ✈ Replace 15 of 18 West Remote Gates
- ✈ Total net new gates = 3-12 gates with Project implementation
- ✈ Provide full-service international capabilities
- ✈ Improved guest experience

## Landside Improvements

- ✈ Reconfigure Central Terminal Area access and create direct access for Terminal 9
- ✈ Reduce congestion on public thoroughfares and neighborhood streets
- ✈ Add a new Automated People Mover train station at Terminal 9
- ✈ Include a pedestrian corridor over Sepulveda Blvd between Terminals 8 and 9



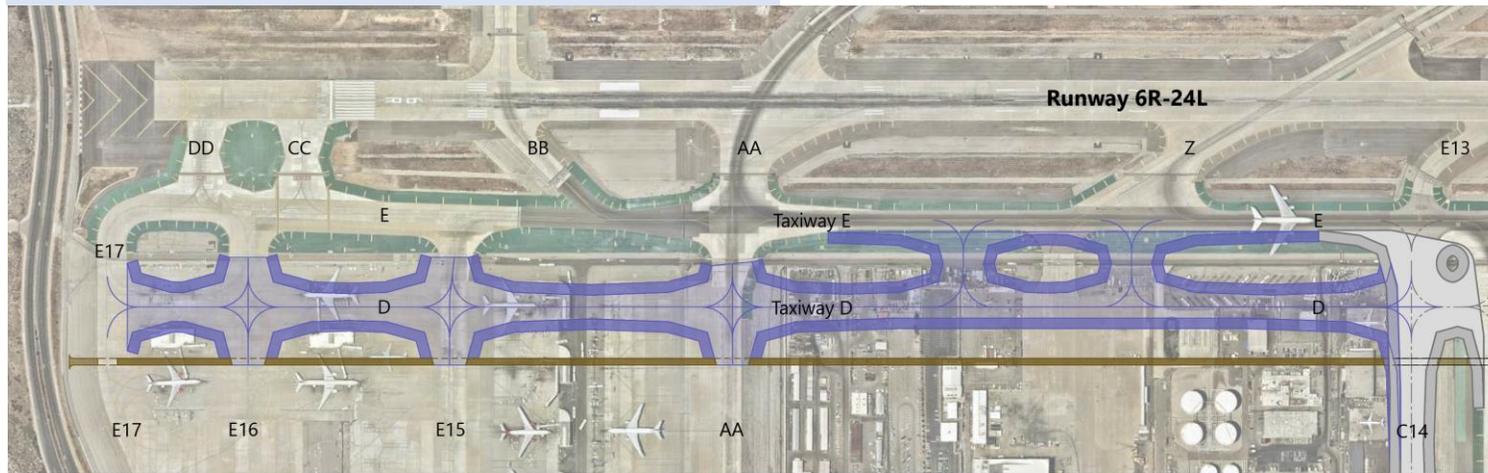
# Airfield Improvements





Runway Exit Improvements

Taxiway Improvements - West



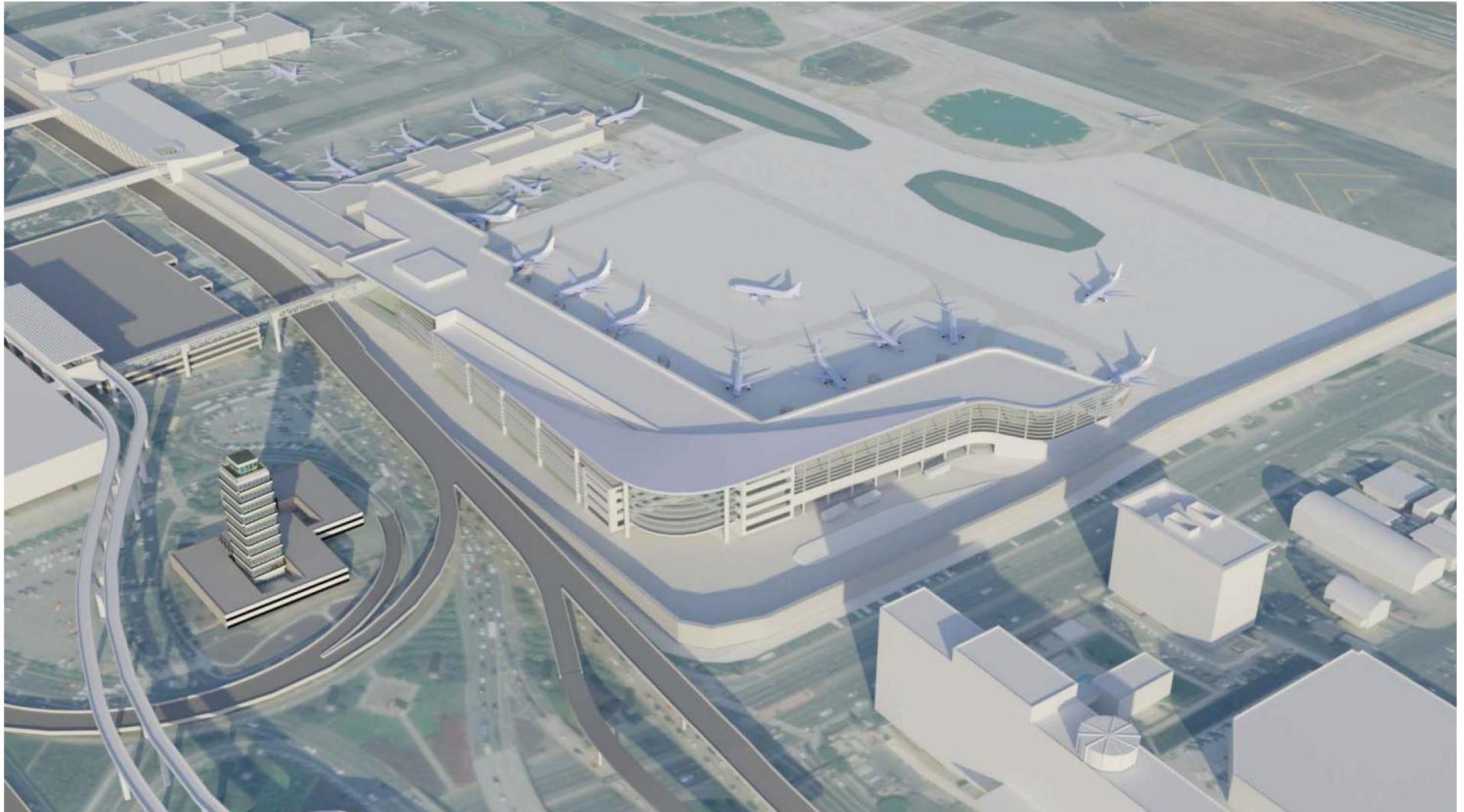
- ✈ Reconfigure taxiways/runways to meet current FAA design standards
- ✈ Improve runway exit configurations to enhance pilot visibility
- ✈ Decommission taxiways that cross the runway “high-energy zone”
- ✈ Westerly extension of Taxiway D at ADG VI standards to enhance aircraft taxiing operations and meet FAA standards
- ✈ Improve east ends of Taxiways C and D for new terminal and concourse
- ✈ Relocate Vehicle Service Roads

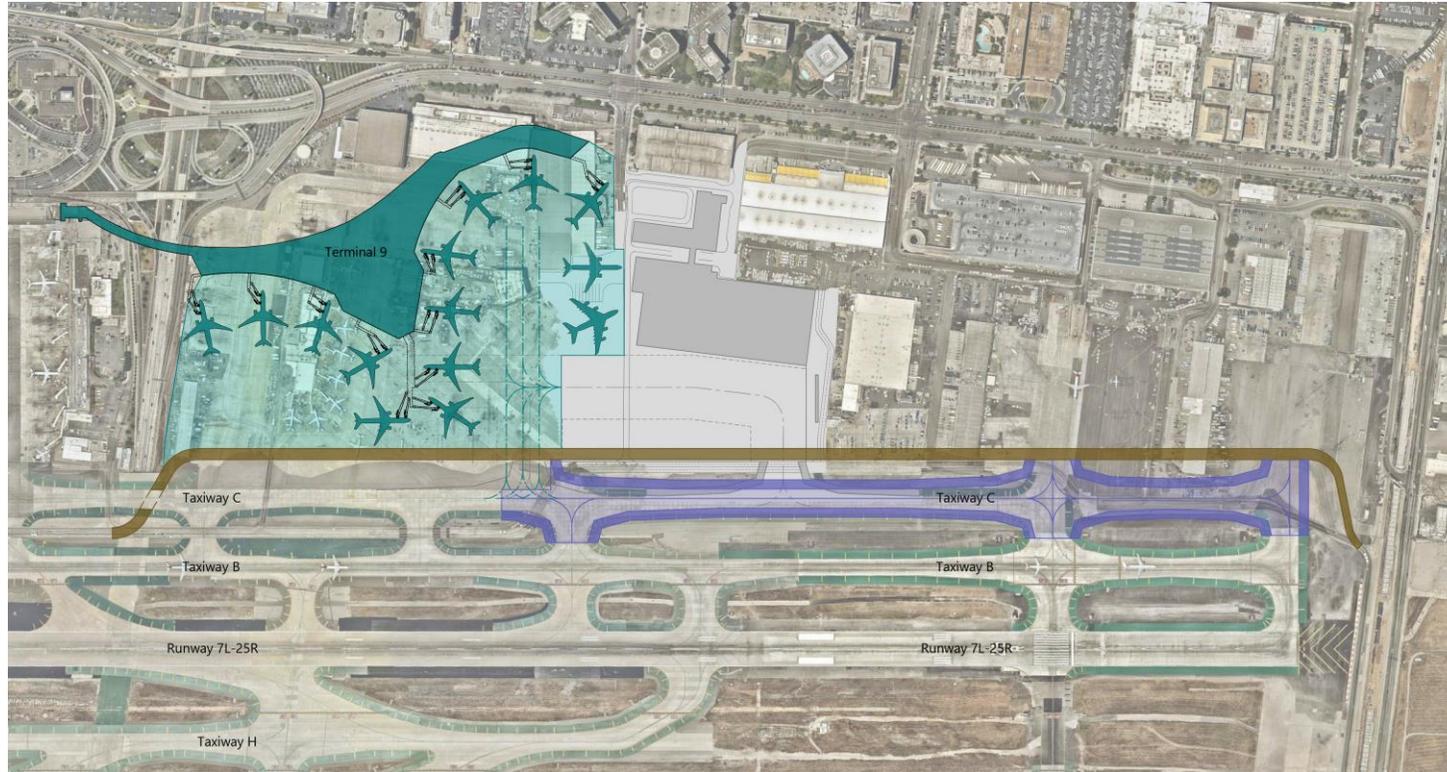
# Terminal Improvements



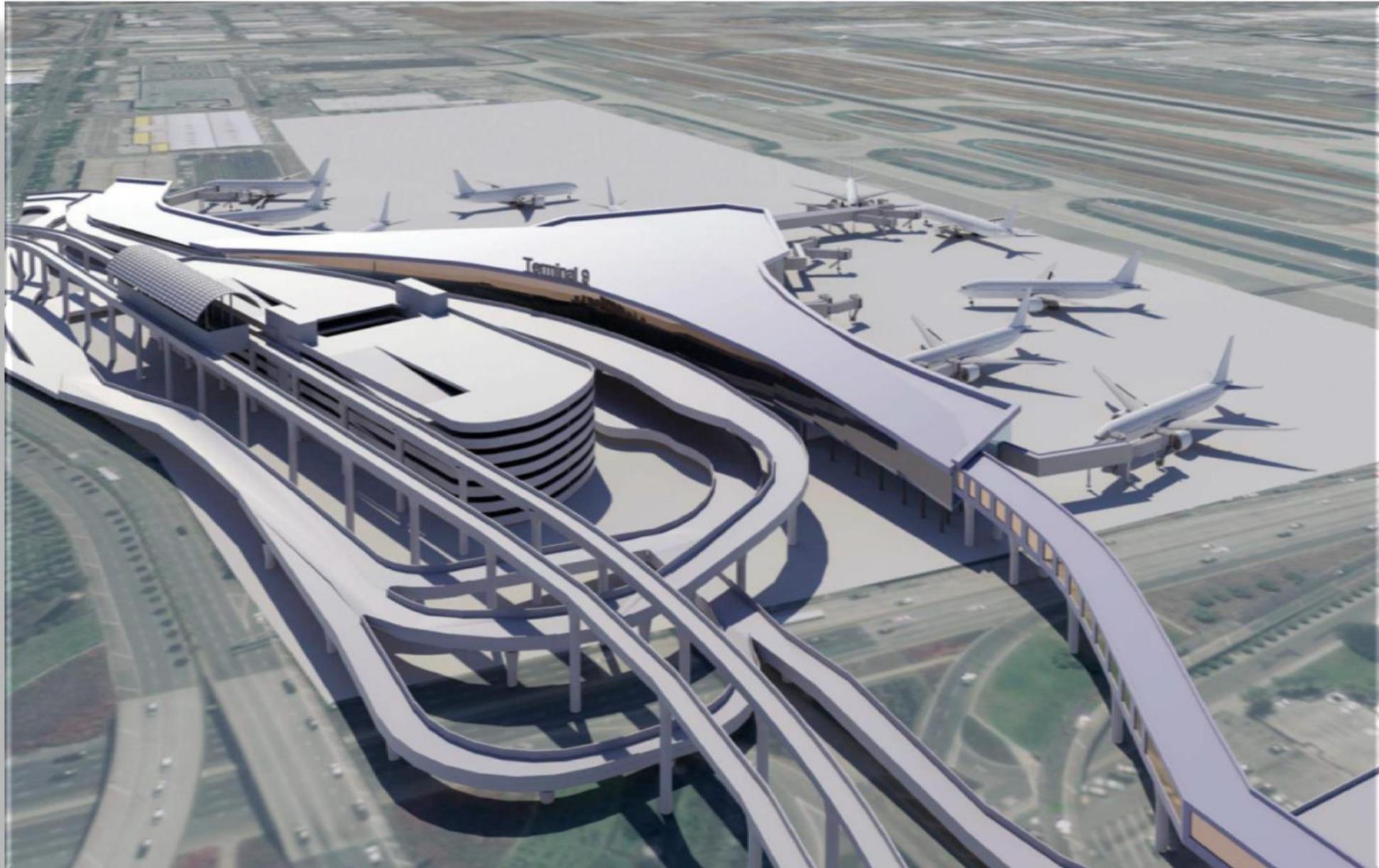


- ✈ 11 gates (9 net new) for narrowbody planes
- ✈ 2 Remain-Overnight aircraft parking positions
- ✈ Up to 1.2 million sf (750,000 sf base)
- ✈ International (FIS) capability
- ✈ 4 levels: Ticketing, Concourse, Apron, Arrivals
- ✈ Pedestrian corridor to new East CTA APM station
- ✈ No landside access - Passengers processed through Terminal 1





- ✈ 12 gates for widebody planes
- ✈ Up to 1.5 million sf (1.2 million sf base)
- ✈ International (FIS) capability
- ✈ 4 levels: Ticketing, Concourse, Apron, Arrivals
- ✈ Taxiway C improvement and easterly extension - ADG VI FAA design standards with 4-lane VSR
- ✈ Pedestrian corridor to new APM station
- ✈ Pedestrian corridor to Central Terminal Area (CTA) over Sepulveda Blvd.
- ✈ Landside access to/from roadway system



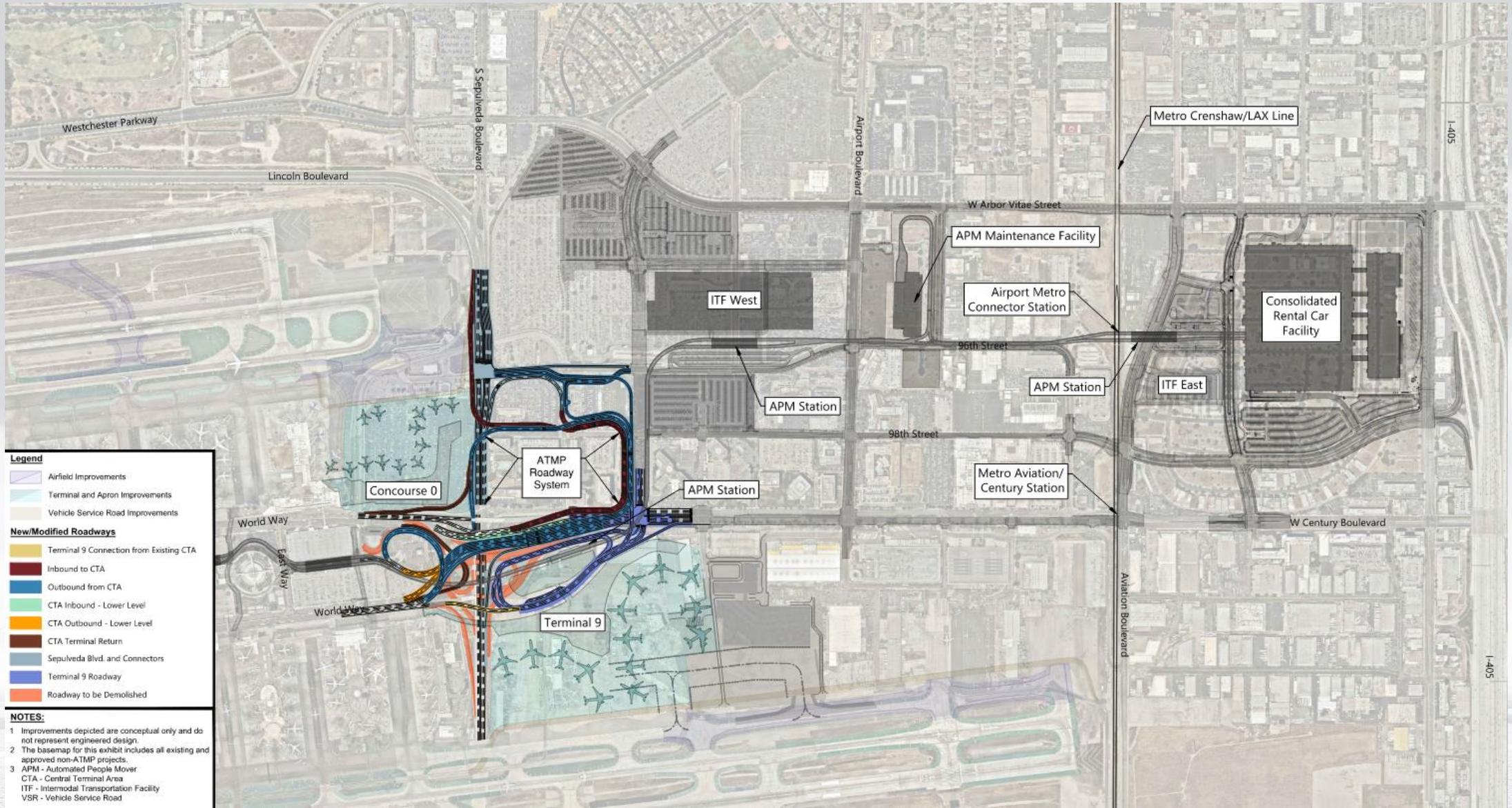
**Project NOP Comment:**

Size of T9 parking garage would encourage vehicular traffic in the CTA – T9 parking garage size is still being determined. Addressed the concern about T9 vehicular traffic coming into the CTA by ensuring there is direct access to T9 (see landslide slides to follow). Parking facility will have sustainability measures such as cool roof or solar, Smart Parking and EV charging stations.

# Landside Improvements



# ATMP roadway system is integrated with LAMP improvements



**Legend**

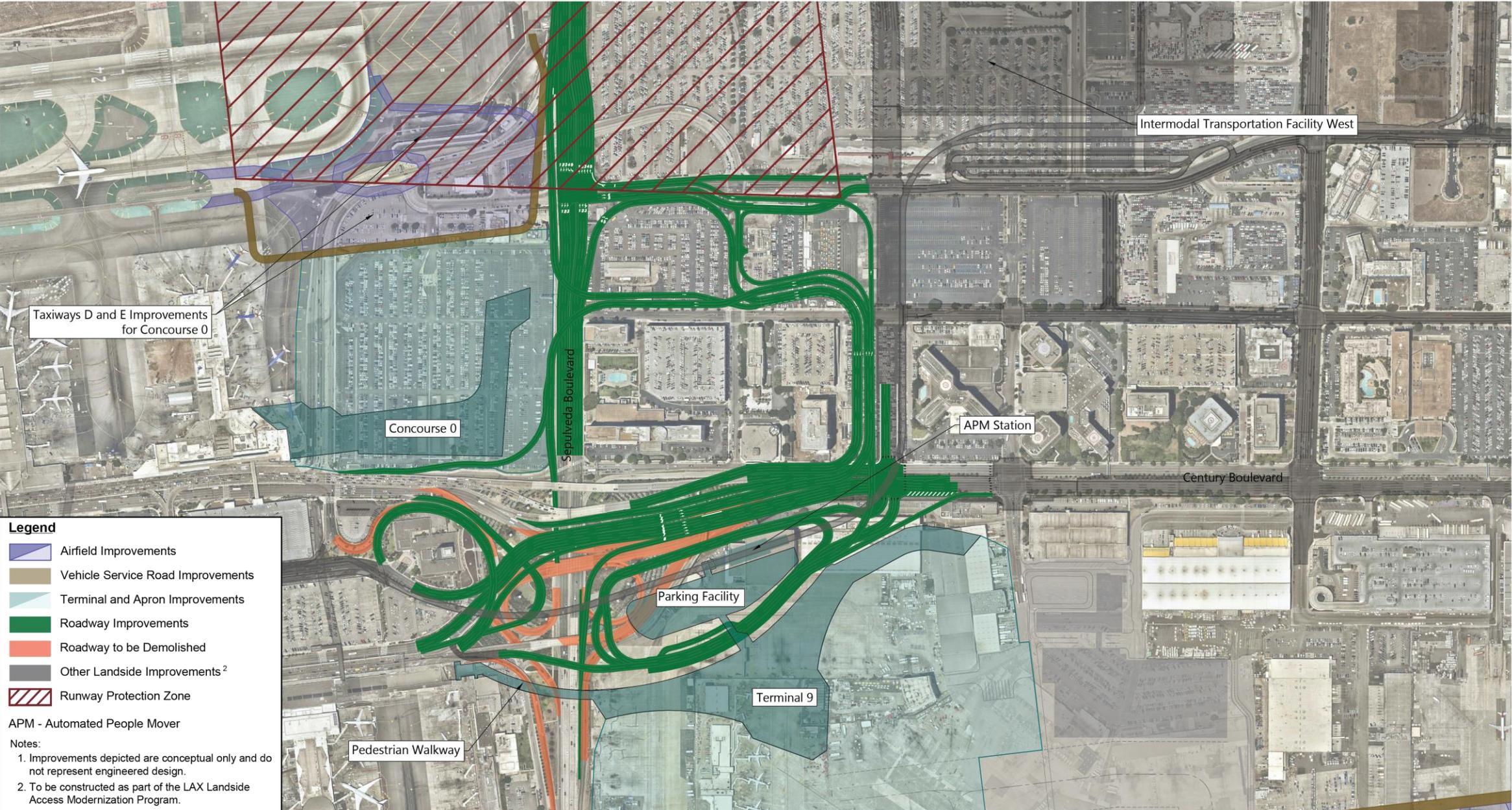
- ▬ Airfield Improvements
- ▬ Terminal and Apron Improvements
- ▬ Vehicle Service Road Improvements

**New/Modified Roadways**

- ▬ Terminal 9 Connection from Existing CTA
- ▬ Inbound to CTA
- ▬ Outbound from CTA
- ▬ CTA Inbound - Lower Level
- ▬ CTA Outbound - Lower Level
- ▬ CTA Terminal Return
- ▬ Sepulveda Blvd. and Connectors
- ▬ Terminal 9 Roadway
- ▬ Roadway to be Demolished

**NOTES:**

- 1 Improvements depicted are conceptual only and do not represent engineered design.
- 2 The basemap for this exhibit includes all existing and approved non-ATMP projects.
- 3 APM - Automated People Mover  
CTA - Central Terminal Area  
ITF - Intermodal Transportation Facility  
VSR - Vehicle Service Road



**Legend**

- Airfield Improvements
- Vehicle Service Road Improvements
- Terminal and Apron Improvements
- Roadway Improvements
- Roadway to be Demolished
- Other Landside Improvements<sup>2</sup>
- Runway Protection Zone

APM - Automated People Mover

Notes:

1. Improvements depicted are conceptual only and do not represent engineered design.
2. To be constructed as part of the LAX Landside Access Modernization Program.

1. Add additional roadway crossing at 96th Street – this was investigated as part of the process but it was not feasible because it was in the runway protection zone.
2. Study additional roadway mitigations and improvements on Airport, La Tijera and Aviation including pedestrian and bicycle infrastructure –As shown on the previous slides, LAMP is making extensive improvements to Century, 98<sup>th</sup> Street, Airport, 111<sup>th</sup> St., Aviation, La Cienega/Century intersection, 94<sup>th</sup> Street, and 96<sup>th</sup> Street, including bike lanes on Aviation, Century, Arbor Vitae, and Jetway. These improvements were included as part of LAMP to provide access to new facilities off campus. This ATMP project is focused on campus and there are no new facilities being built off campus that would require roadway improvements in these areas. Because of FAA policies pertaining to revenue diversion, improvements are connected to specific airport facilities.
3. Parking lots for TNCs, taxis, limos, shuttles need to be provided - Taxi Hold Lot is being affected by the new roadway system and will be relocated in one of LAWA's owned parking lots (still being determined by Lot C or employee lots). This new lot will have sufficient amenities for taxis. The TNC hold lots are not being affected by the project. Enforcement of NELAS is a key issue, especially for TNCs. That issue is being addressed separately at LAWA.
4. New Roadways will be confusing – agreed, that signage and wayfinding will be key for directing passengers and employees to the roadways, the ITF and T9. This will have to start to the north, south and East and will be implemented as part of LAMP and ATMP



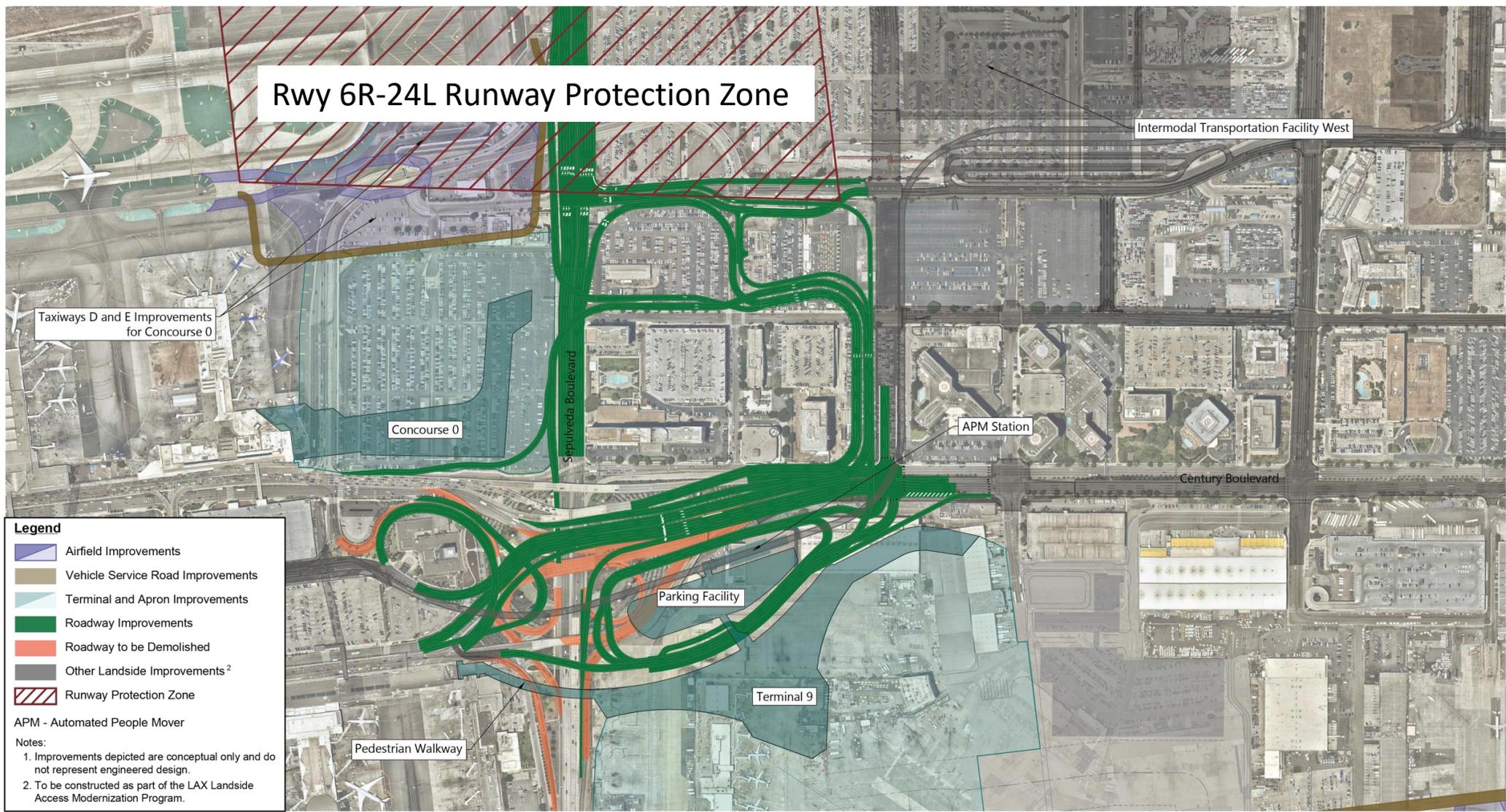






Aerial view looking southeast across proposed roadway system

The proposed roadway system keeps elevated structures outside of the Runway Protection Zone Part 77 Surfaces



# CEQA Process



## First Step - Issue Notice of Preparation (NOP) and Conduct Scoping

- ✈ As required by CEQA, the NOP describes the proposed Project and the accompanying Initial Study indicates potential impacts associated with proposed Project that will be addressed in the Draft EIR
- ✈ 30-day review period provided the opportunity for agencies and the public to comment on the NOP; specifically, to comment on what other environmental issues associated the proposed Project should be addressed in the Draft EIR
- ✈ In conjunction with 30-day NOP review period, two Scoping Meetings were held to provide the public with information about the proposed Project and an additional opportunity to comment on Project-related environmental issues that should be addressed in the Draft EIR
- ✈ Numerous comments were received during the 30-day review/scoping period. Comments that pertain to environmental issues associated with the proposed Project are addressed in the Draft EIR
- ✈ Comments received that are not related to environmental issues or to the proposed Project will be considered separately by LAWA, but are not part of the CEQA process for the ATMP Draft EIR

## NOP Comment on Growth:

- ✈ For 2020 RTS/SCS Update, SCAG completed a passenger demand forecast for airports in Southern California
- ✈ SCAG RTP/SCS forecast planning horizon year is 2045. Forecast considered many factors, as well as FAA TAF
- ✈ LAWA also completed an aviation forecast for LAX, for each year through 2045 (SCAG forecast in only 2045)
- ✈ SCAG and LAWA forecasts both reached similar conclusion for LAX - Approx. 127 MAP in 2045
- ✈ Future growth at LAX will be constrained by the limitations of 4-runway system. Growth will slow around 2029
- ✈ LAX passenger level in 2028 (buildout year for ATMP) is projected to be 110.8 MAP
- ✈ All flights projected for LAX in 2028 can be accommodated, even without ATMP, but rely more on West Remotes
- ✈ Although all flights/passengers in 2028 can be accommodated without ATMP, level/quality of service = subpar

Alternative 1  
No Project

- No Improvements are implemented

Alternative 2  
Concourse 0 Only

- Includes: Concourse 0, airfield improvements, and landside improvements
- No Terminal 9 and associated improvements

Alternative 3  
Terminal 9 Only

- Includes: Terminal 9, airfield improvements, and landside improvements
- No Concourse 0 and associated improvements

Alternative 4  
LAMP Roadways &  
Terminal 9 Access

- Includes: airfield improvements, Concourse 0, and Terminal 9
- Build LAMP Phase 2 Roadway Improvements & provide access to Terminal 9 instead of landside improvements

## Use of Other Public Airports

- Doesn't meet basic project objective of providing improvements at LAX

## West Terminal Alternative

- Doesn't meet most of the project objectives and a previous proposal for this concept met substantial opposition

## Airfield Improvement Alternative with Limited Construction Approach

- Wouldn't meet project objectives

## Resource Areas Determined to Have Less Than Significant Impacts During Initial Study

- ✈ Aesthetics
- ✈ Agriculture/Forestry Resources
- ✈ Biological Resources
- ✈ Cultural Resources
- ✈ Archaeological Resources
- ✈ Geology and Soils
- ✈ Hydrology and Water Quality
- ✈ Mineral Resources
- ✈ Population and Housing
- ✈ Public Services
- ✈ Recreation
- ✈ Tribal Cultural Resources
- ✈ Wildfire

Address recreation in the EIR related to increased employment - CEQA impact would occur if project causes increased use of parks/recreational facilities such that substantial physical deterioration of facility would occur. Based on nature of project and amount of increased employment such an impact is not anticipated to occur. However, recreation in the area is addressed in the Northside EIR since that pertained to the development of non-aeronautical facilities on undeveloped land. Northside development will provide new/additional park/recreational facilities for community (i.e., Prop 0 Park)

Cumulative impacts - cumulative impacts were assessed for all resource areas and for the rejected alternatives. All government regulations for each section were described and future forecasts were considered as part of the analysis. Cumulative impacts also addressed current/approved projects and future projects in the study area. Northside, LAMP as well as other projects were analyzed. Cumulatively there are some significant impacts in the following areas: air quality, GHG, VMT

Emergency Services regarding need to address why public services weren't carried through in EIR, fire/ambulance services to C0 and T9 - This project does not affect emergency services where new facilities would be required. LAWA works closely with the city departments to provide services at LAWA. LAWA has agreements with the City to use airport funds, not City funds to pay for these services. LAWA has its own police department and provides for Fire Department stations, facilities and staffing on LAX property.

The Project further encourages cars into the airport - Both Concourse 0 and Terminal 9 include provisions to enable passengers to utilize the APM system. The roadway system proposed for the Project does not make it easier or more attractive for drivers - see next slide

Environmental Concern	Significant Impact?	Significant Impact after Mitigation?
Air Quality	Yes	Yes
Human Health Risk	No	-
Cultural (Historic)	No	-
Energy	No	-
Greenhouse Gas	Yes	Yes
Hazardous Materials	No	-
Land Use and Planning	No	-
Construction Noise	Yes	No
Aircraft Noise	Yes	Yes
Transportation	Yes	Yes
Utilities	No	-

NOP Comments: establish, monitor and enforce goals re: air quality. This was done in the analysis and monitoring and enforcement will continue in the MMRP

### What We Studied as part of the CEQA Analysis:

- ✈ Construction: Air pollutant emissions from construction equipment and activities and emissions during runway closures
- ✈ Operations: Air pollutant emissions from operations at Project buildout in 2028

### Applicable Thresholds for Determining Significant Impacts

- ✈ SCAQMD thresholds for emissions for pollutants during construction and for operations
- ✈ Evaluated pollutant emissions relative to State and Federal ambient air quality standards

### Why We Have Significant Impacts

- ✈ Construction: Emissions from construction equipment and increased aircraft emissions caused by less efficient operations during runway closures
- ✈ Operations: Increases in aircraft emissions from future operations and passenger vehicle traffic compared to 2018
- ✈ Most of the increase in emissions is from aircraft operations, which LAWA has no authority over.

## What We Are Doing to Mitigate the Significant Impacts

✈ Mitigation measures include:

1. On site rock crushing operations located away from residential areas
2. Use of renewable diesel fuel on construction equipment
3. Cool roof treatment on T9 parking facility
4. Develop and implement Electric Vehicle Purchasing Policy
5. Implementation of Solar Energy Technology
6. Additional EV charging infrastructure and chargers in T9 parking facility

Monitoring and Enforcement - will be included in contracts and part of the MMRP

## Will the Significant Impacts be Reduced to Less Than Significant

✈ No - even with clean construction technology and other requirements construction emissions cannot be reduced to below the SCAQMD thresholds

## What We Studied

- ✈ Construction: Greenhouse Gas (GHG) emissions from construction equipment and activities and emissions during runway closures
- ✈ Operations: GHG emissions from operations at Project buildout in 2028

## Applicable Thresholds for Determining Significant Impacts

- ✈ There are no established thresholds for GHG and LAWA has adopted a “no net increase in emissions” threshold

## Why We Have Significant Impacts

- ✈ GHG emissions from construction and future operations are projected be higher than current emission levels
- ✈ The majority of higher GHG emissions is from increased aircraft operations, which will be the same in 2028 with or without the project
- ✈ LAWA has no authority over the increase in emissions from aircraft operations.

## What We Are Doing to Mitigate the Significant Impacts

✈ Mitigation Measures for GHG (in addition to the Air Quality measures discussed previously)  
Include:

1. Require contractors to recycle a minimum of 85% construction waste
2. Require participation in LAWA's Organic Waste Collection Program
3. Adopt a Green Procurement Policy applicable LAWA wide
4. Enhanced recycling program including updating agreements requiring tenant diversion goals
5. Use only non potable water for on airport landscaping associated with ATMP

Monitoring and Enforcement - requirements are included in contracts and part of MMRP

## Will the Significant Impacts be Reduced to Less Than Significant

✈ No - even with LAWA's existing programs, requirements, and proposed mitigation measures, GHG emissions cannot be reduced to current levels

NOP comments: pertaining to monitoring and enforcing goals on noise, reopen City of LA RSI program, study noise levels from increased flights and traffic.

## What We Studied

- ✈ Noise from construction traffic, construction vibration, and temporary aircraft noise impacts
- ✈ Compared noise levels from aircraft operations at Project buildout in 2028 with current conditions
- ✈ Compared noise levels from the new Roadway at Project buildout in 2028 with current conditions

## Applicable Thresholds for Determining Significant Impacts

- ✈ Construction: A 3 to 5 dB increase in ambient noise levels at noise-sensitive receptors and ground vibration levels greater than thresholds specific to certain building types
- ✈ Aircraft Operations: noise-sensitive uses newly exposed to exterior noise levels of 65 dBA CNEL or above
- ✈ Aircraft Operations: a 1.5 dBA CNEL increase in exterior noise to noise-sensitive uses already exposed to 65 dBA CNEL

## Why We Have Significant Impacts

- ✈ Noise impacts from construction equipment will exceed thresholds at nearby hotels
- ✈ Short-term significant noise impacts are projected to occur during temporary runway closures

## What We Are Doing to Mitigate the Significant Impacts

### ✈ Mitigations Include:

- Develop noise control plans for construction activities that significantly impact nearby noise-sensitive uses
- Schedule noisiest on site construction activities during the day as feasible
- Locate noisiest equipment away from sensitive land uses as feasible
- Update the LAX Noise Exposure Map (NEM) prior to Project completion and implement Sound Insulation Program to mitigation noise impacts for eligible residences

## Will the Significant Impacts be Reduced to Less Than Significant

- ✈ Construction equipment noise impacts will be reduced to less than significant
- ✈ There are no feasible mitigation measures available for the short-term aircraft noise impacts during construction
- ✈ Sound insulation treatments to mitigate aircraft noise from operations for eligible homes is subject to FAA approval

NOP Comment: evaluate impacts on intersections, roadways encourage people to drive to the airport, what are we doing about pass-through traffic from employees

### **What We Studied**

- ✈ Following new State CEQA and LADOT guidelines, the impacts of additional Vehicle Miles Traveled (VMT) were evaluated. Level of Service and intersection analysis are no longer part of the CEQA analysis.
- ✈ VMT considers the number of vehicle trips and the trip length (i.e., 100 trips X 2.5 miles per trip = 250 VMT)
- ✈ Impacts evaluated included: Employee VMT, Passenger VMT, and Induced VMT
- ✈ Traffic model was set up on a regional basis, encompassing all of LA County and extending into surrounding counties

### **Applicable Thresholds for Determining Significant Impacts**

- ✈ In consultation with LADOT, thresholds were set at:
  - VMT per Employee must be 15% below Baseline
  - No net increase in Total Passenger VMT compared to Baseline
  - No additional Induced VMT

### **Why We Have Significant Impacts**

- ✈ New employees for C0 and T9 will result in additional daily trips
- ✈ New roadway system will increase trip lengths for passengers around the Central Terminal Area
- ✈ Diversion of airport-related traffic from Sepulveda to the new roadway system could induce more non-airport trips on Sepulveda and other local streets.

## What We Are Doing to Mitigate the Significant Impacts

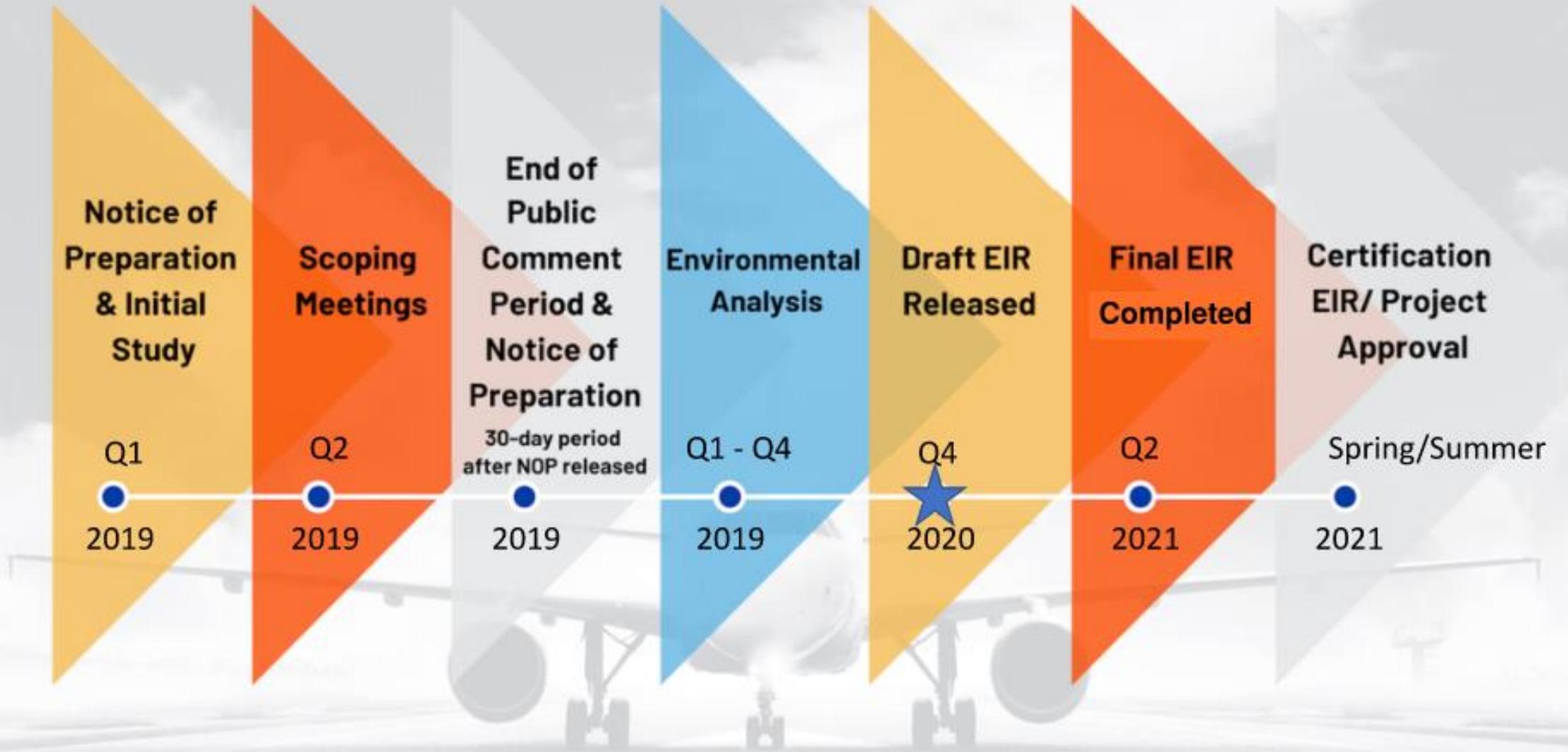
- ✈ Mitigation Strategies Will Include a pool of strategies that include:
  - Expanded rideshare and employee telecommuting programs
  - Market & promote alternative transportation options
  - Provide on-demand micro-transit shuttle
  - Expand incentives and commute benefits including carpool, transit subsidies, guaranteed ride home and vanpool support
  - Modify and Expand FlyAway service
  - Implement incentive measures from LAWA Mobility Strategic Plan - explore partnerships with airlines for integrated ticketing, partner with TSA for expedited screening.

## Will the Significant Impacts be Reduced to Less Than Significant

- ✈ Employee VMT impacts will be reduced to less than significant (Reduce Employment VMT by  $\geq 16,450$ ).
- ✈ Passenger VMT impacts will be partially reduced by VMT reduction strategies
- ✈ While no specific measures to reduced induced VMT, the pool of strategies provide enough VMT reduction to cover both passenger and induced VMT impacts

**Measures to be implemented during construction:**

Posting of signs with contact information for dust control.	Projects shall comply with LAWA’s Sustainable Design and Construction requirements.
Continuous clean-up of all construction-related dirt on approach routes to construction sites.	Unpaved ground surfaces are to be covered/treated to minimize fugitive dust emissions.
Use watering techniques to alleviate construction-generated dust.	Limit idling/queuing of diesel-fueled vehicles/equipment.
Utilize grid-based electric power at construction site and at all new aircraft parking positions where feasible.	Trucks & off-road equipment are to meet USEPA standards for the cleanest equipment available as approved by LAWA
Material/debris haul trucks shall be covered to avoid spill or escape from vehicles.	Maintain 15 MPH speed limits on construction sites & haul vehicles to maintain at least six inches of freeboard.
Construction staging prohibited on streets adjacent to schools, daycare centers and hospitals.	Haul routes shall be located away from residential areas.
Reclaimed water to be used where feasible for new large buildings and construction activities.	Coating/paving materials to be formulated with low volatile organic compound (VOC) levels.



Thank You

