

June 1, 2021

Mr. Justin Erbacci
Chief Executive Officer
Los Angeles World Airports
One World Way
Los Angeles, CA 90045

RE: Certification of the Airfield & Terminal Modernization Project EIR

Dear Mr. Erbacci,

Since our March 2nd letter addressing our concerns regarding the ATMP DEIR, we have been pleased to work with your staff including Samantha Bricker to find solutions that bring us to give our conditional approval of the project.

As stated in our March 2nd letter to the DEIR, “if through the course of the EIR approval process additional mitigation/community benefits become part of the binding agreement to the EIR” the NCWP board may reconsider this project. We now do exactly that.

Our prior letter identified many issues that remained unsolved or not considered by LAWA concerning the Airfield & Terminal Modernization Project (ATMP) EIR. These included Air Quality, Greenhouse Emissions, Noise and Transportation Congestion. Though we feel the mitigation efforts offered may fall short of complete mitigation of the negative impacts we wish to acknowledge the ongoing efforts by LAWA to understand our concerns and respond with additional solutions to mitigate some of the impacts directly effecting our community.

Though the NCWP may “agree to disagree” on how and why airport passenger traffic grows, we feel compelled to address this growth by supporting the airfield safety and roadway improvements recommended in the ATMP. We also acknowledge LAWAs willingness to consider additional mitigation identified through the non-CEQA traffic analysis conducted by LADOT on our local community intersections, signals and various roads; and the reopening of the Residential Sound Insulation program to eligible local residents to aid in addressing ongoing noise impacts as well as providing updates on LAWAs noise monitoring system.

Subject to the items and requests listed in the attached list of mitigation measures being added to LAWA's final approval of the Project and Certification of the EIR, the WPNC supports the ATMP.

Sincerely,

Paula Gerez, President

MITIGATION MEASURES

Traffic

The non-CEQA traffic analysis must be completed prior to BOAC's consideration and vote on the EIR. LAWA will incorporate the street and signal modifications recommendations into the project based on the analysis presented in the report.

Recommendations pertaining to the Sepulveda/Lincoln intersection are especially important to the WPNC.

LAWAs signalization system must be able talk to LADOTs signalization system. Any new signals implemented for ATMP should be compatible with DOTs signal system.

LAWA must install and monitor a traffic camera at Lincoln and Sepulveda Blvds.

LAWA must deploy traffic guards or work with DOT to employ traffic control officers at impacted intersections during peak periods and times when congestion warrants (i.e., holidays). "No gridlock" must be a goal at the intersection of Lincoln and Sepulveda Blvds.

LAWA cannot allow passenger access to LAX from Pershing Drive through Playa del Rey.

LAWA cannot allow passenger vehicle access to LAX off of Westchester Pkwy from Lincoln to Falmouth Avenue. LAWA will also not allow pass-through traffic into the community from Westchester Pkwy.

LAWA will employ good wayfinding signage to direct traffic on current and new roadways to the ITF-West.

LAWA must monitor annual VMT as a result of the Project for 5 years.

Noise

LAWA needs to re-open the Residential Sound Insulation program for eligible City of Los Angeles residents who did not receive sound insulation when the program was open.

Annual Community Town Hall Meeting

LAWA will organize and conduct an Annual Town Hall Meeting to inform the community of information regarding construction projects, noise contours and mitigation, pollution reduction, traffic improvements, VMT monitoring, etc., etc. A community Q and A will also be a part of the Town Hall

Pollution

NCWP would like to receive LAWA's annual sustainability reports which details what LAWA is doing pertaining to air quality and other resource areas at LAX.

General

NCWP believes the CEQA EIR should not be based on providing the minimum mitigation needed for approval. The EIR should be a forward-looking document on how "best" to balance the positive integration of a project into a community. To further a strong working relationship, regularly scheduled meetings between the NCWP and senior LAWA management will be a part of this process.