

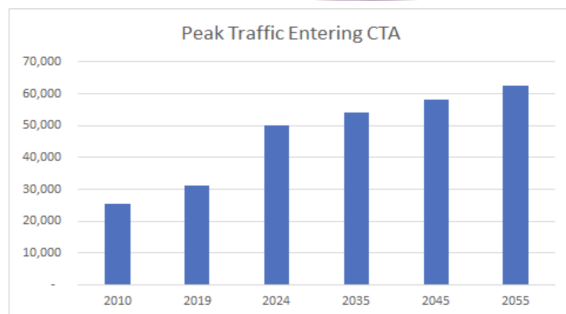
This FAQ is an executive summary (created by CPU Committee member Cory Birkett) recapping important points made in the Los Angeles World Airports Environmental Impact Reports Traffic study report. Specifically, LAX expansion and its potential traffic impacts on the community, how this study information interfaces with the Community Plan Update. The main goal: use this data to inform and guide the CPU process as it moves forward.

Key Graphs

LAWA Growth Projections

- ▶ 2019 - 88 million annual passengers
- ▶ 2030 - 96 million annual passengers
- ▶ 2035 - LAX could see well over 104.9 million annual passengers
- ▶ LAWA forecasts adding over 250,000 additional flights at the airport between 2018 and 2045.

Traffic Data Entering CTA 2010- projected to 2055



Intersections with Significant Traffic Impact - FUTURE (2024) WITH PHASE 1 PROJECT CONDITIONS – Peak Hours – LAMP EIR

- ▶ Aviation Boulevard & Arbor Vitae Street – F
- ▶ La Cienega Boulevard & Century Boulevard – F
- ▶ LA Cienega Boulevard & Manchester – F
- ▶ Sepulveda Boulevard & Century Boulevard – E
- ▶ Airport Boulevard & Century Boulevard – D
- ▶ La Cienega Boulevard & Florence Avenue – F
- ▶ La Cienega Boulevard & Arbor Vitae Street – F
- ▶ Inglewood Avenue & Century Boulevard – F

Intersections with Significant Traffic Impact - FUTURE (2035) WITH PHASE 2 PROJECT CONDITIONS – Peak Hours – LAMP EIR

- ▶ Sepulveda Boulevard & Century Boulevard – F
- ▶ Aviation Boulevard & Arbor Vitae Street – F
- ▶ I-105 Ramps (e/o Aviation Boulevard) & Imperial Highway – C/D
- ▶ La Cienega Boulevard & Florence Avenue – F
- ▶ La Cienega Boulevard & Manchester Boulevard – F
- ▶ La Cienega Boulevard & Arbor Vitae Street – F
- ▶ La Cienega Boulevard & Century Boulevard – F
- ▶ Inglewood Avenue & Century Boulevard – F

CPU Ad Hoc Committee Notes re LAWA EIR Data

1. EIR quantifies impacts, but fundamentally understates long-term impacts (based on sense of Committee members), which supports LAWA in having limited responsibility for mitigation of impacts.
 - a. Infrastructure roadway in Westchester/Playa is not increasing. But traffic on every front is guaranteed to increase, due to LAX expansion, new development in the area, etc.

- b. No entity taking responsibility for integrating all this data and projecting total impacts on Westchester/Playa arterials.
 - c. Not addressed in LAWA EIR: the connection between increased terminal capacity and trip generation and traffic flows.
 - d. EIR traffic analysis is limited primarily to “peak hours at key intersections” methodology.
 - e. No analysis of new LAX capacities and correlation/impact of those facilities changes on traffic flows through our community.
- 2. Westchester/Playa has a unique status as the community most impacted by LAX expansion. That needs to be factored in (quantitatively) to housing density planning (and resulting traffic impacts) as part of CPU Draft 2.
- 3. Flaws noted in the traffic study element of LAX EIR:
 - a. No growth projections beyond 2035 (that’s the end of LAX improvements window). Not helpful for CPU time frame, which—given the length of time to develop new CPU—likely continues past 2035.
 - b. LAWA study position: no real difference in traffic with the LAX updates, changes.
 - c. Study concludes only 11 of 183 intersections would be impacted per LAX expansion, but this data does not incorporate other CPU-related growth factors (large multi-unit residential development, etc).
 - d. LAWA EIR APPENDIX: noted study shows level of service increases but no solutions offered re traffic management.
- 2. Implications of LAWA EIR via meeting presentation on CPU development process:
 - a. CPU Draft 1 indicated Planning’s desire to place majority of density build up along the arterials that LAWA EIR indicates will gain significant peak hours traffic.
 - b. In Draft 2, need to quantify concerns about building density mixed with expanded LAX traffic through-put.
 - c. **In Draft 2, we need to express concern about development already occurring along the corridors (which are also arterials to LAX) PLUS the increased zoning density proposed in the CPU Draft 1**
 - d. LAWA EIR does not consider Lincoln Blvd and “impact zone” so not analyzed in 2023-01-23 NCWP Community Plan Update Ad Hoc Committee Meeting Minutes Draft 3 the EIR—despite the fact that it’s a main artery to LAX for communities north of Westchester/Playa.
 - e. Leverage data, insight from CD11 staff and LADOT in characterizing LAX impact re traffic in CPU Draft 2 notes to Planning.

Other Considerations:

1. County Airport Land Use Commission - make contact, explore as possible resources for further insights re LAWA plans, LAX expansion and traffic impacts.
2. Improved “to LAX” signage in future.
3. Working with mapping/gps providers to program routes to LAX that factor in community traffic flows and impacts
4. LAWA/City of LA agreements - Ground transportation services for LAX prohibited from using Sepulveda in their routing. Limos, ride-share etc: establish an official waiting area complete with rest rooms, etc...taking those “waiting” vehicles out of circulation in community.
5. Possibility of negotiating for Permit Only Parking in areas where LAX travelers are dumping cars to avoid expensive on-site parking.
6. Re Traffic Flow Planning on arterials, it’s believed LAWA has the data.
7. Intersections studied in LAWA EIR already have “F” grade for traffic flows. Yet, community sense that things can actually be worse than “F”—that there are traffic flow degradations that merit measurement and grading below “F.”
8. There’s a need to also incorporate impacts on our community based on densification plans in adjacent communities (the “edges” of other CPU plans that border Westchester/Playa’s plan area).
9. There’s a need to quantify total # of units recently built or in permitting process as part of CPU Draft 2 input.