
Preface

Los Angeles International Airport (LAX) is the primary commercial air transportation hub of the Los Angeles region and is the dominant U.S. international gateway to the Pacific Rim. It is the third busiest airport in the United States in terms of aircraft operations and the world's fifth busiest in terms of passengers. It plays an essential role in meeting the current and projected transportation needs of passengers and shippers, and in producing economic vitality, within the surrounding five-county region. But LAX's aircraft and traffic activity produce noise, congestion, air pollution and other environmental impacts that need to be mitigated. In 1995, Los Angeles World Airports (LAWA), the operator of LAX, began the LAX Master Plan Program with the goal of producing plans, policies, and mitigation programs that would strike an appropriate balance in addressing these challenges.

In November 2000, LAWA published the Draft LAX Master Plan describing and analyzing four alternatives: the No Action/No Project Alternative and Alternatives A, B and C. In accord with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) was published in January 2001, which used the Draft LAX Master Plan as the basis for its project descriptions of each alternative, analyzed the potential environmental impacts of these alternatives. At that time, the Draft EIS/EIR was publicly circulated to start the agency review and comment process and obtain public input.

Taking into account the public comments on Alternatives A, B and C and the Draft EIS/EIR, as well as the September 11, 2001 terrorist attacks, the Mayor of the City of Los Angeles directed LAWA to develop a security and safety plan now known as Alternative D as a fifth LAX Master Plan alternative, which is the staff-preferred alternative. In mid-2003, a two-volume Addendum to the Draft LAX Master Plan was published, describing Alternative D in the same manner that the previous alternatives were described. Additionally, using the two-volume Addendum as the basis for its project description of Alternative D, a Supplement to the Draft EIS/EIR, evaluating the potential environmental impacts of the new alternative, was prepared and publicly circulated at that time.

This proposed Final LAX Master Plan, which is based on the two-volume Addendum published in mid-2003, presents the essential elements of the staff-preferred alternative, Alternative D. Accordingly, this document has provided the basis for LAWA's preparation of the following proposed regulatory entitlements and/or mitigation

measures that would implement Alternative D: the LAX Plan, the LAX Specific Plan, the Airport Layout Plan, the Tentative Tract Maps, the Mitigation Monitoring and Reporting Program, and the LAX Master Plan Program Relocation Plan. It is anticipated that the City Planning Commission and the Los Angeles City Council will review and approve this Final LAX Master Plan. Upon such approval, LAWA would use this document as a broad policy statement regarding the conceptual strategic framework for future improvements at LAX and as working guidelines to be consulted by LAWA as it formulates and processes future site-specific projects under the LAX Master Plan Program.

The documents comprising the regulatory entitlements and mitigation measures that implement Alternative D are as follows:

- ◆ **LAX Plan.** The LAX Plan is the City's general plan for the airport, setting out goals, policies, objectives and programs for the long-term development and use of the airport consistent with the vision established by the preferred alternative, Alternative D. It also sets forth policy for the LAX/El Segundo Dunes and LAX Northside. As a component of the City's land use element of the General Plan, the LAX Plan establishes land use categories that are consistent with the goals and objectives for modernization of the airport, first identified in the LAX Master Plan, and provides policies and programs that further these goals and objectives.
- ◆ **LAX Specific Plan.** Whereas the LAX Plan establishes a land use policy framework, the LAX Specific Plan establishes zoning and development regulations and standards consistent with the LAX Plan for the airport and LAX Northside. It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and programs are implemented. It establishes procedures for processing future specific projects and activities that are anticipated under the LAX Master Plan Program. The LAX Specific Plan is also to be approved by the Los Angeles City Council.
- ◆ **Airport Layout Plan.** The proposed Airport Layout Plan (ALP) consists of a series of drawings that illustrate the layout of existing facilities at the airport and proposed facilities that are consistent with Alternative D. The FAA-required ALP is intended to serve as a record drawing for the airport, as well as a guide for the airport's future development. The ALP package also includes a narrative description of the drawings that explains the reasoning behind, and the key features of, the ALP. More specifically, the ALP provides a graphic depiction of existing and proposed airport

layouts for runways, roadways, parking, and other airport facilities. It shows (a) the existing and proposed boundaries of the airport and all off-site area owned and controlled by the airport for airport purposes, (b) the location of existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), and (c) the location of all existing and proposed non-aviation areas and of all existing improvements thereon. The ALP also includes an airport airspace plan, runway protection zone plan, and a property inventory map. Planning, budgeting, and implementation for FAA activities on airports are based on the ALP. LAWA will review and approve the proposed ALP before it is forwarded to the FAA. Revisions, modifications, and alterations of an ALP must be approved by the FAA before they take effect, and will be reviewed by that agency in terms of airport safety, utility, and efficiency.

- ◆ **Proposed Tentative Tract Maps.** The primary purpose of the tentative tract maps is to vacate public streets that would no longer be necessary if Alternative D is approved and to provide for the orderly and proper abandonment or relocation of utilities that may be affected. It will also consolidate parcels that are no longer necessary. The proposed tentative tract maps fulfill requirements under the California Subdivision Map Act and the Division of Land Regulations. All subdivision maps are consistent with the applicable general and specific plans. The proposed tract maps must be approved by the City's Advisory Agency, and their approval is subject to appeal to the City Planning Commission and to the Los Angeles City Council.

- ◆ **Mitigation Monitoring and Reporting Program.** The Mitigation Monitoring and Reporting Program (MMRP) is a program by which compliance with the proposed mitigation measures identified in the Final EIR is ensured. It also includes various master plan commitments. The MMRP describes the method and timing of implementation, monitoring frequency, and actions indicating compliance. Oversight will be conducted by way of annual status reports submitted to the Board of Airport Commissioners and the City Planning Department. The MMRP will be approved by the Los Angeles City Council as part of the Final EIR environmental review process.

- ◆ **LAX Master Plan Program Relocation Plan.** To address the acquisition of properties and relocation of businesses and residents, if any, associated with Alternative D, LAWA will adopt a residential and business relocation plan in compliance with federal, state, and local law prior to the commencement of acquisition. The objectives of the relocation plan, as discussed in Section 4.4.2.5 of the Final EIR, include fully informing eligible

residential occupants and business owners of the nature of and procedures for obtaining relocation assistance and benefits, and providing such assistance and benefits in accordance with federal, state, and local law. The plan is also to be approved by the Los Angeles City Council and provided to the FAA for reference.

- ◆ **Other General Plan Amendments.** Other general plan amendments are required in order to approve the project and establish consistency between the LAX Plan and other elements of the City's General Plan. These amendments include changes to the boundaries of the Westchester Playa del Rey Community Plan, to incorporate all airport property and master plan program boundaries into one plan under the LAX Plan, to delete or otherwise amend policies, programs, and any other LAX references (land use, transportation improvements, recreation facilities) to those areas. Amendments to the City's Framework Element include updating references to the "LAX Interim Plan" and the "Department of Airports" to the "LAX Plan" and "LAWA" and revising various maps as a result of new LAX boundaries. Changes to the Noise Element will update new noise contours based on the approved plan and will update several facts regarding LAX, such as airport background, statistics, zoning, noise, and master plan efforts. Transportation Element amendments will mostly involve revisions to various maps as transportation improvements and classifications will be revised with the adoption of the LAX Master Plan Program. Lastly, the LAX Interim Plan will be amended to replace its text and maps with the LAX Plan text and maps.

- ◆ **Other Zoning Actions.** Other zoning actions include changes to the Los Angeles Municipal Zoning Code to add the new LAX Zone and any references to that zone that may be pertinent in other sections of the code.