

**City of Culver City, California
Agenda Item Report**

Meeting Date: <u>10/08/12</u>		Item Number: <u>A-3</u>	
CITY COUNCIL AGENDA ITEM: Consideration of Comments on the Los Angeles World Airport Draft Environmental Impact Report for the Specific Plan Amendment Study Related to Proposed Expansion at Los Angeles International Airport (LAX).			
Contact Person/Dept.: Carol Schwab/Roland Miranda		Phone Number: (310) 253-5660	
Fiscal Impact: Yes ☐ No ☒		General Fund: Yes ☐ No ☒	
Public Hearing: ☐		Action Item: ☒	Attachments: ☐
Commission Action Required: Yes ☐ No ☒		Date: _____	
Public Notification: (Email) Meetings and Agendas – City Council (10/04/12)			
Department Approval: Carol Schwab (10/04/12)		City Attorney Approval: Carol Schwab (10/04/12)	
Chief Financial Officer Approval: Jeff Muir (10/04/12)		City Manager Approval: John Nachbar (10/04/12)	
<u>RECOMMENDATION:</u> Staff recommends the City Council consider comments to the Los Angeles World Airports (LAWA) Draft Environmental Impact Report (EIR) for the Specific Plan Amendment Study (SPAS) related to the proposed expansion at Los Angeles International Airport (LAX). <u>BACKGROUND:</u> The cities of El Segundo, Inglewood and Culver City sued Los Angeles in 2005 upon the City of Los Angeles' certification of the LAX Master Plan EIR. The settlement of that lawsuit requires completion of the SPAS. The LAX Specific Plan also requires completion of the SPAS prior to LAWA implementing any projects that would provide alternative solutions to the problems addressed by the following projects included in the LAX Master Plan EIR: 1. The Ground Transportation Center, including the baggage tunnel, associated structures and equipment; 2. The Automated People Mover (from the Ground Transportation Center to the Central Terminal Area); 3. Demolition of Terminals 1, 2 and 3; 4. North Runway re-configuration as contemplated in the LAX Master Plan; and, 5. On-site road improvements associated with development of the Ground Transportation Center and construction of the Automated People Mover.			

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[These projects are commonly referred to as the “Yellow Light Projects.”]

In compliance with the stipulated settlement in the 2005 lawsuit, the goal of the SPAS process is to identify Specific Plan amendments that plan for the modernization and improvement of LAX in a manner designed for a practical capacity of 78.9 million passengers annually while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that encourage airlines to go to other airports in the region. To accomplish this goal, the SPAS process will focus on:

1. Potential alternative designs, technologies and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical LAX capacity of 78.9 million passengers annually;
2. Security, traffic and aviation activity of such alternative designs, technologies and configurations; and,
3. Potential environmental impacts that could result from replacement of the Yellow Light Projects with these alternatives.

DISCUSSION:

LAWA circulated the 2012 Draft EIR for the SPAS for the proposed expansion at LAX between July and October, 2012. City staff, in consultation with outside legal counsel (who is an expert in airport land use law) and other experts in the airport field, prepared comments regarding the 2012 Draft EIR. Some of the major concerns identified regarding the proposed expansion include:

- Noise impacts to the areas next or near to LAX
- Increases to airport-related traffic as LAX's capacity is increased
- Potential shifts in local traffic patterns resulting from the development of new ground transportation facilities at LAX
- Air quality impacts on nearby communities, particularly if runways are relocated closer to adjacent communities

The City's airport land use expert has reviewed the 2012 Draft EIR and has concluded that this Draft EIR is inadequate because: (1) it fails to adequately analyze the Project's capacity- enhancing impacts, including increased overflight of Culver City; and (2) it fails to adequately analyze the air quality, greenhouse gas, noise, land use and planning and surface traffic impacts of the Project. The City's traffic engineers have also reviewed the 2012 Draft EIR. Their comments will also be discussed as part of tonight's presentation.

Due to the complex nature of this DEIR and the underlying Project and issues, work will continue on these comments over the weekend. The comments will be presented during staff's verbal report to the Council at the meeting. The purpose of

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this item is to give the Council an opportunity to consider staff's recommended comments to the 2012 Draft EIR and SPAS, receive public comment, and approve or modify these comments for transmittal to LAWA as Lead Agency by Wednesday, October 10, 2012.

FISCAL ANALYSIS:

The 2012 Draft EIR and SPAS are not specific enough to estimate the potential fiscal impacts to the City from the proposed expansion. However, unmitigated and significant impacts from expansion of LAX could result in significant costs to the City and its residents in the future.

ATTACHMENTS:

None.

MOTION:

That the City Council:

Consider comments to the Los Angeles World Airport (LAWA) Draft Environmental Impact Report (EIR) for the Specific Plan Amendment Study (SPAS) related to the proposed expansion at Los Angeles International Airport (LAX) and approve or modify such comments for transmittal to LAWA.