



CITY OF EL SEGUNDO

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FOR IMMEDIATE RELEASE

City of El Segundo Announces Deep Concerns over Massive Proposed LAX Expansion

El Segundo, Calif. – April 4, 2019 –The City of El Segundo, which is located immediately south of the runways of Los Angeles International Airport (LAX), expressed deep concern over the proposed massive expansion of LAX announced by the City of Los Angeles’ Los Angeles World Airports today. The expansion, which will add two new terminals or concourses containing twenty-nine (29) gates for passenger loading, will add noise, traffic, and pollution affecting El Segundo residents, who already deal with impacts from one of the busiest airports in the world. In addition, the expansion will exacerbate a growing problem of travelers and LAX workers parking on El Segundo streets.

“Over the years we have worked cooperatively with the City of Los Angeles on improving the customer experience at LAX, however these new projects are just too much for our residents,” said Drew Boyles, the Mayor of El Segundo. “We are calling on LAX to scale back or eliminate these new gates, especially the brand new United Terminal 9, which will add another terminal to the airfield closest to our City.”

Summary of the Proposed Expansion

The Notice of Preparation (NOP) released by LAX today details how the airport wants to add a new “Terminal 9” on the south side of the airport (closest to El Segundo) that would be used by United Airlines and a new “Concourse 0” (which would be attached to the current Southwest Airlines Terminal 1). It also proposes to relocate American Eagle to a proposed expansion of the Midfield Satellite Concourse near the Tom Bradley International Terminal.

Up to twenty-nine (29) so-called “contact gates” are proposed at the new “Terminal 9” and “Concourse 0” facilities to enable and accommodate massive growth at LAX. The NOP also calls for major roadway demolition and reconstruction. Along with ongoing construction from other LAX projects, this would subject residents of El Segundo and nearby communities to nearly a decade of intense construction activity.

The NOP also includes a variety of safety improvements on the north airfield (away from El Segundo), including reconfiguring taxiways. Significantly to El Segundo, it does not provide for the lengthening of any North Airfield runways or further separate the current runways on the north side.

Need for a Balanced Airport

“El Segundo has always stood for a balanced airfield, but this project proposal makes an unbalanced airport even more unfairly weighted toward El Segundo,” said Greg Carpenter, El Segundo’s City Manager. “El Segundo already has to bear the burden of loud, noisy nighttime cargo flights, but instead of attempting to balance operations between the north and south, the lion’s share of impacts will fall to our residents to bear.”

Parking Problems Generated by LAX Growth

In addition, as LAX has grown in recent years, El Segundo neighborhoods have experienced a surge in airport users (either travelers or workers) parking on residential streets to access the airport.

“People parking in El Segundo to access work or travel at LAX is having negative impacts on our quality of life,” said Carol Pirsztuk, Mayor pro tem of El Segundo. “Instead of alleviating the problem, the projects outlined in the Notice of Preparation will only make things worse.”

LAX and Local Quality of Life

El Segundo has a long history of working with its neighbors to protect the quality of life around LAX. In 2017, it approved a settlement with LAX that cleared the way for the construction of the Landside Access Modernization Program (LAMP), which includes a new people mover, parking structures, and a consolidated rental car facility, all of which will make getting in and out of LAX easier.

However, this current project will trade seldom-used remote gates on the western edge of the airport for active gates in or around the central terminal area, leading to major increases in traffic congestion, air pollution, and noise. Further, by proposing that the new Terminal 9 have access from Sepulveda Boulevard, it would negate some of the benefits of the LAMP project in that it would shift traffic back to the already overcrowded Sepulveda Tunnel.

“We look forward to continuing our discussions with the City of Los Angeles over how best to address this massive LAX expansion,” noted Mayor Boyles. “But for now, we don’t see any benefit to our residents, who already deal with some of the worst airport ramifications in the nation, and we as city leadership will use any strategy necessary to protect our residents.”

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