Final
LAX Specific Plan Amendment Study Report

for

Los Angeles International Airport (LAX)
Specific Plan Amendment Study

City of Los Angeles

January 2013

Table of Contents

List of Tables

List of Figures

This page intentionally left blank.

1. INTRODUCTION

This Final Los Angeles International Airport (LAX) Specific Plan Amendment Study (SPAS) Report identifies potential amendments to the LAX Specific Plan that plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers 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, particularly those owned and operated by Los Angeles World Airports (LAWA). The Final LAX SPAS Report identifies the LAWA Staff-Recommended Alternative and the proposed amendments to the LAX Specific Plan and LAX Plan associated with the SPAS alternatives, including the LAWA Staff-Recommended Alternative.

LAWA prepared the Preliminary LAX SPAS Report to identify potential LAX Specific Plan amendments consistent with the requirements of the LAX Specific Plan and the LAX Master Plan Stipulated Settlement. The Preliminary LAX SPAS Report also documented the planning process used to identify potential LAX Specific Plan amendments and potential alternative designs, technologies, and configurations for the LAX Master Plan Program in accordance with the SPAS Process defined in Section 7.H of the LAX Specific Plan and Section V of the LAX Master Plan Stipulated Settlement. The amendments and alternatives identified in this Final LAX SPAS Report were addressed in the Final Environmental Impact Report (EIR) prepared for the LAX SPAS. The Final EIR and the Final LAX SPAS Report together make up the Specific Plan Amendment Study.

The SPAS is required under Section 7.H of the LAX Specific Plan and Section V of the Stipulated Settlement, as discussed in more detail in Section 1.2 of the Preliminary LAX SPAS Report. Through the SPAS process, nine alternatives were formulated to provide a broad range of options for improvements to the north airfield, terminals, and the ground transportation system at LAX, all of which are identified in the Preliminary LAX SPAS Report. As further described below in Chapter 2, a detailed description of the proposed project, including the proposed alternatives, is provided in Section 1.4 and Chapter 6 of the Preliminary LAX SPAS Report. The LAWA Staff-Recommended Alternative, which was derived from the range of alternatives discussed in Section 1.4 and Chapter 6 of the Preliminary LAX SPAS Report, is discussed below in Chapter 2.

LAWA has identified a range of potential improvements at LAX in conjunction with completion of the LAX SPAS. The SPAS process includes the identification and evaluation of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that certain improvements within the Master Plan, referred to as "the Yellow Light Projects," were designed to address. The SPAS process also includes identification of potential amendments to the LAX Specific Plan that plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 MAP 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, particularly those owned and operated by LAWA. Presented herein is the Final LAX SPAS Report, as further described below.

On July 27, 2012, LAWA published the Preliminary LAX SPAS Report, which was made available for public review in conjunction with the SPAS Draft EIR, published on the same date. The SPAS Draft EIR was circulated for public review for 75 days, providing an expanded opportunity for public review and input beyond the 45-day review period required by Section 15105 of the State CEQA Guidelines, with the SPAS Draft EIR review period closing on October 10, 2012. Additional means for public involvement during the SPAS Draft EIR review and comment period were provided through three public meetings, held during the comment period on August 25, 2012, August 28, 2012, and August 29, 2012, as well as through a "virtual meeting" available online between September 10, 2012 and October 10, 2012, and through a project website (laxspas.org). A total of 251 unique commentors submitted comments in conjunction with the SPAS Draft EIR public review period, through written correspondence and e-mails to LAWA, oral testimony and video-taped comments at the aforementioned public meetings, and comments on the virtual meeting and project website. A total of 2,063 individual comments were received by LAWA.

Pursuant to Section 15088 of the State CEQA Guidelines, LAWA evaluated comments received from persons who reviewed the SPAS Draft EIR and prepared written response to those comments. Those comments and written responses, along with other information, are included as part of the SPAS Final EIR, which was published on January 25, 2013.

The Final LAX SPAS Report, which accompanies the Final EIR, is presented in two parts, as follows:

Part I: Preliminary LAX SPAS Report and Technical Appendices

Part 1 consists of the six-volume Preliminary LAX SPAS Report. The Preliminary LAX SPAS Report includes the Main Document (Chapters 1 through 8) and Appendices A through I.

Part II: Final LAX SPAS Report

The second part of the Final LAX SPAS Report includes a description of the LAWA Staff-Recommended Alternative (Chapter 2 of this document), which is a combination of two of the alternatives presented in the Preliminary LAX SPAS Report; a description of potential amendments to the LAX Specific Plan and LAX Plan (Chapter 3 of this document); and corrections and additions to information presented in the Preliminary LAX SPAS Report (Chapter 4 of this document).

All of the documents described above, comprising the Final LAX SPAS Report, are available for public review at:

Los Angeles World Airports
Capital Programming and Planning Division
One World Way
Los Angeles, CA 90045
Contact: Diego Alvarez
(424) 646-5179

The Final LAX SPAS Report is also available at www.lawa.org/laxspas/.

In addition to, and in conjunction with, completion of the SPAS process and the LAX SPAS Report, LAWA prepared a Draft EIR for SPAS, identifying the environmental impacts of the nine alternatives originally considered. The nine-volume Draft EIR was published in July 2012 concurrent with the Preliminary LAX SPAS Report and is also available at www.lawa.org/laxspas/. LAWA has also prepared the Final EIR, which describes the LAWA Staff-Recommended Alternative, identifies the proposed amendments to the LAX Specific Plan and LAX Plan, provides comments and responses on the Draft EIR, and provides minor corrections and additions to the July 2012 Draft EIR. The Final EIR is available for public review at:

Los Angeles World Airports
Capital Programming and Planning Division
One World Way
Los Angeles, CA 90045
Contact: Diego Alvarez
(424) 646-5179

The Final EIR is also available at www.lawa.org/laxspas/.

The Final LAX SPAS Report will be presented to the decision-makers for their use in considering the project. Any interested persons may comment on the Final LAX SPAS Report in the course of the decision-making process related to SPAS. However, LAWA is not required to provide responses to such comments.

2. LAWA STAFF-RECOMMENDED ALTERNATIVE

2.1 Introduction

2.1.1 Identification of the LAWA Staff-Recommended Alternative

Nine alternatives offering various options to the Yellow Light Projects, including one alternative that provides for implementation of the Yellow Light Projects, were identified in the Preliminary LAX SPAS Report. As described in Section 1.3 of the Preliminary LAX SPAS Report, the types of improvements used to define the key characteristics of each SPAS alternative can be grouped into the following three categories: airfield improvements, terminal improvements, and ground access improvements. Alternatives 1 through 4 are "fully-integrated" alternatives that include specific improvements in all three categories: airfield improvements, terminal improvements, and ground access improvements. Alternatives 5 through 7 focus on variations to the airfield improvements, which, in turn, affect the terminal improvements. Alternatives 8 and 9 focus on variations to the ground access improvements. Detailed descriptions of each of these alternatives are provided in 6.3 of the Preliminary LAX SPAS Report and Section 2.3 of the SPAS Draft EIR. The objectives associated with completion of the SPAS process are described in Section 2.2 of the Preliminary LAX SPAS Report and Section 2.2 of the SPAS Draft EIR. Table 1-2 of the SPAS Draft EIR provides an evaluation of how each alternative responds to these objectives.

As noted in Section 1.4 of the Preliminary LAX SPAS Report, there is a certain amount of interchangeability between the SPAS alternatives. Specifically, the airfield and terminal improvements in Alternatives 5 through 7 are equally compatible with the ground access improvements in Alternatives 1, 2, 8, and 9. Likewise, the ground access improvements in Alternatives 8 and 9 are equally compatible with the airfield and terminal improvements in Alternatives 1, 2, 5, 6, and 7. In other words, the proposed ground transportation system incorporated into Alternatives 1 and 2 could function in the same manner with Alternatives 5, 6, or 7. That would also be the case for the ground transportation systems under Alternatives 8 and 9, which could be developed under Alternatives 5, 6, or 7, and could also replace the ground transportation system associated with Alternatives 1 and 2.

Following completion of the SPAS Draft EIR, and receipt and review of public comments on the SPAS Draft EIR, LAWA staff identified a recommended alternative. LAWA staff recommends an alternative that combines the airfield and terminal components associated with Alternative 1 with the ground access components associated with Alternative 9. The key features of the LAWA Staff-Recommended Alternative include:

- Relocation of Runway 6L/24R 260 feet north
- Construction of a centerline taxiway
- Easterly extension of Runway 6R/24L
- Improvements to north airfield taxiways
- Development/redevelopment/extension of Terminal 0, Terminal 3, Tom Bradley International Terminal, and the future Midfield Satellite Concourse
- 153 passenger gates
- Development of an Intermodal Transportation Facility (ITF), Consolidated Rent-A-Car Facility (CONRAC), and parking outside the Central Terminal Area (CTA)
- Construction of an Automated People Mover (APM) to link new facilities to the CTA and provide connectivity with planned Metro facilities

The LAWA Staff-Recommended Alternative is illustrated in **Figure 2-1**. A complete description of the alternative is provided in Section 2.2 of this document and Chapter 2 of the SPAS Final EIR.

2.1.2 Rationale for the LAWA Staff-Recommended Alternative

The LAWA Staff-Recommended Alternative seeks to achieve a balance between SPAS airfield-related objectives and the SPAS objective of minimizing impacts on surrounding communities. The airfield improvements associated with the LAWA Staff-Recommended Alternative, which are those associated with Alternative 1 in the Preliminary LAX SPAS Report and the SPAS Draft EIR, support standard operations on the north airfield, with the exception of Aircraft Design Group (ADG) VI aircraft when visibility is less than ½ mile, a condition that occurs infrequently at LAX. This alternative provides pilot line-of-sight to the end of Runway 6R/24L (the departures runway) for ADG V operations and includes needed taxiway/taxilane improvements. The LAWA Staff-Recommended Alternative addresses existing Runway Safety Area (RSA) deficiencies, and relocates the Runway 6L/24R Runway Protection Zone (RPZ) such that residences would no longer be located within the RPZ. Addition of a centerline taxiway would enhance the safe and efficient movement of aircraft at LAX and, by providing an airfield that can accommodate Group VI aircraft in most weather conditions, the LAWA Staff-Recommended Alternative would support LAX's role as an international gateway.

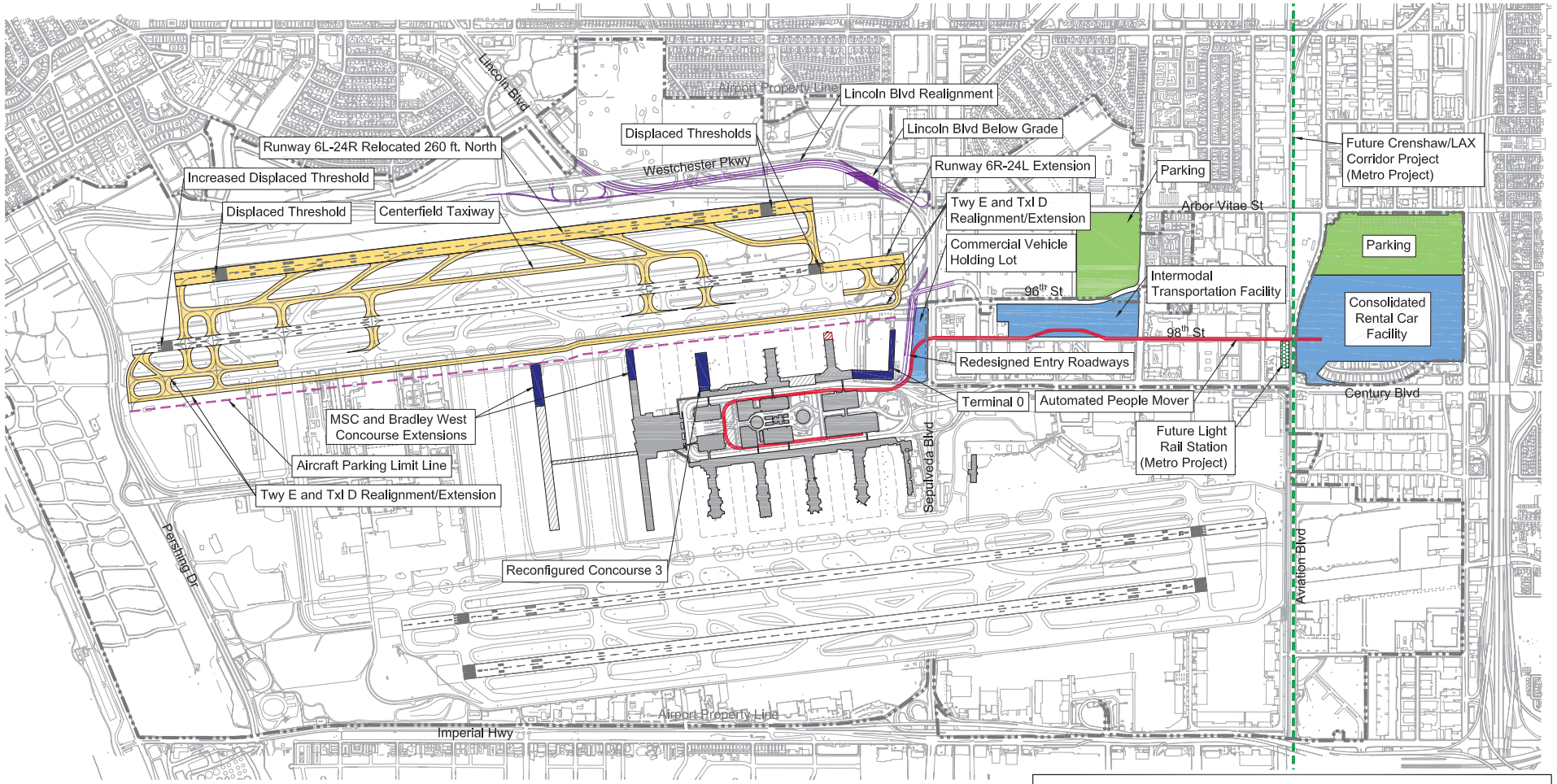
The ground access improvements associated with the LAWA Staff-Recommended Alternative, which are those associated with Alternative 9 in the Preliminary LAX SPAS Report and the SPAS Draft EIR, would better accommodate airport traffic, reduce congestion in the CTA, enhance security, and provide connectivity with existing and planned Metro bus and transit systems.

Following is a summary of the relationship between the SPAS project objectives and the LAWA Staff-Recommended Alternative.

1. **Provide North Airfield Improvements that Support Safe and Efficient Movement of Aircraft at LAX:** The LAWA Staff-Recommended Alternative would provide for standardization of nearly all airfield operations, substantially improve pilot situational awareness, address all airfield hazards, and include efficiency features. Specifically, the configuration of the airfield would meet FAA design standards for ADG V aircraft (i.e., Boeing 747) and would accommodate ADG VI aircraft (i.e., Airbus A380) in good visibility conditions, although it would not permit standardized operation of ADG VI aircraft on the centerfield taxiway in all visibility conditions (i.e., poor visibility). Improvements to Taxilane D and Taxiway E would improve the ability of large aircraft to taxi to/from runways and implementation of a centerfield taxiway would provide substantial safety benefits. The extension of Runway 6R/24L would enhance departure capability on the north airfield complex and the westward shift in the landing threshold on Runway 6L/24R would remove residential areas from RPZ.

2. **Improve the Ground Access System at LAX to Better Accommodate Airport-Related Traffic, Especially as Related to the Central Terminal Area:** The LAWA Staff-Recommended Alternative would redesign the CTA roadway segments/curbsides prone to traffic bottlenecks; reduce traffic volumes within the CTA by providing transportation facilities outside of CTA; provide grade-separated/dedicated access route into the CTA; and integrate CTA with regional transit facilities. Development of an Intermodal Transportation Facility (ITF) on 98th Street, provision of surface parking at Manchester Square, and the connection of those facilities, as well as the future Metro transit station nearby, to the CTA via an APM would reduce traffic in and around the CTA.

3. **Maintain LAX's Position as the Premier International Gateway in Supporting and Advancing the Economic Growth and Vitality of the Los Angeles Region:** The LAWA Staff-Recommended Alternative would fulfill this objective by substantially meeting objectives 1 and 2 above, while at the same time providing opportunity to modernize terminals and concourses for international passengers. Airfield improvements at LAX that support the safe and efficient operation of large aircraft, which are the predominant aircraft type used for international travel, would help maintain LAX's position as the international gateway to Southern California. Ground access improvements are also considered to be supportive of this objective.



Note: Improvements depicted are conceptual only and do not represent engineered design.

0 1,500 ft
Scale

north

Prepared by: Ricondo & Associates, Inc., 2012.

Legend

- Airfield Improvements
- Terminal Improvements
- Terminal Demolition
- Non-SPAS Terminal Improvements
- Aircraft Parking Limit Line
- Ground Access Facilities
- Parking
- Automated People Mover (APM)
- Future Metro Light Rail Project
- Roadway Improvements

Final LAX Specific Plan Amendment Study Report

LAWA Staff-Recommended Alternative

Figure 2-1

This page intentionally left blank.

4. **Plan Improvements That Do Not Result in More Than 153 Passenger Gates at 78.9 MAP:** The LAWA Staff-Recommended Alternative would provide for no more than 153 passenger gates.
5. **Enhance Safety and Security at LAX:** The LAWA Staff-Recommended Alternative would enhance safety at LAX by substantially fulfilling Objective 1 above. With appropriate security operations and protocols, the LAWA Staff-Recommended Alternative would meet existing and anticipated future federal security standards.
6. **Minimize Environmental Impacts on Surrounding Communities:** Implementation of applicable LAX Master Plan commitments, LAX Master Plan mitigation measures, and SPAS-specific mitigation measures would minimize impacts on surrounding communities.
7. **Produce an Improvement Program that is Efficient, Sustainable, Feasible, and Fiscally Responsible:** The LAWA Staff-Recommended Alternative would have a low to moderate impact to LAWA finances upon implementation, relative to other alternatives.

2.2 LAWA Staff-Recommended Alternative Description

2.2.1 Features of the LAWA Staff-Recommended Alternative

Overview

The LAWA Staff-Recommended Alternative is a fully-integrated alternative, consisting of airfield, terminal, and ground access components. The distinguishing airfield improvement feature of this alternative is the movement of Runway 6L/24R 260 feet north, along with the addition of a centerfield taxiway, the extension of Runway 6R/24L, improvements to Taxilane D and Taxiway E, and relocation of the service road. Terminal Improvements include addition of new Terminal 0, loss or modifications to concourse areas and/or gates at Terminals 1, 2, and 3, and the modification and potential northward extension of concourse area and gates at TBIT and the future MSC. Ground access improvements include modification of Sky Way; development of an Intermodal Transportation Facility (ITF) at 98th Street west of Airport Boulevard; development of a CONRAC and parking at Manchester Square; development of an Automated People Mover (APM) along 98th Street; and the relocation of Lincoln Boulevard, a portion of which would be below grade and/or tunneled. The APM would be located within an elevated/dedicated corridor along 98th Street, with a bridge over Sepulveda Boulevard and stops at Manchester Square, the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards, the ITF, and the CTA. Within the CTA, the APM would be located on a new elevated guideway. This alternative is illustrated in **Figure 2-1**.

2.2.1.1 Airfield Facilities

The LAWA Staff-Recommended Alternative meets FAA airport (runway) design standards for ADG V with a Category II/III outboard runway (Runway 6L/24R) and Category I inboard runway (Runway 6R/24L), and provides sufficient space between Runway 6R/24L and the centerfield taxiway for ADG V aircraft to hold prior to crossing the runway with a pilot line-of-sight of the end of Runway 24L. This alternative provides the FAA standard ADG VI runway-to-taxiway separation between Runway 6L/24R and the centerfield taxiway for approach visibility at or above one-half mile (Category I approaches). Taxiway E and Taxilane D dimensions would meet ADG V standards.

Runway Modifications

Runway 6L/24R

- Relocate 260 feet north of current location to accommodate a new centerfield parallel taxiway (see below) and to provide for ADG V separation distances
- Extend 604 feet west so that the RPZ no longer extends over residential areas

- Establish dual displaced thresholds to remove existing residences from the RPZ (east end displaced threshold) and maintain existing westerly aircraft landing heights (west end displaced threshold)
- Widen to 200 feet to meet FAA standards

Runway 6R/24L

- Remains in its current location
- Extend 1,250 feet east to meet RSA requirements and maximize aircraft takeoff length
- Shift 6R landing threshold 104 feet east to meet RSA requirements
- Reconstruct east 2,000 feet for grade compliance

Taxiway Modifications

Centerfield Taxiway

- Construct an 82-foot-wide centerfield taxiway between Runways 6L/24R and 6R/24L, with a centerline separation distance of 500 feet to Runway 6L/24R and 460 feet to Runway 6R/24L, to enhance safety and reduce incursions and other airfield hazards, while providing for ADG V separation distances; also provide exit taxiways from Runway 6L/24R to the centerfield taxiway, taxiways from the centerfield taxiway to and across Runway 6R/24L, and other related airfield taxiway improvements

Taxiway E

- Rebuild western 2,190 feet to straighten alignment (0 to 64 feet southerly relocation)
- Extend 950 feet east to support easterly extension of Runway 6R/24L and to provide additional hold area for departing aircraft

Taxilane D

- Relocate varying distances (ranging from 15 to 19 feet) north to provide ADG V separation distances between the taxiway and APLL
- Extend 745 feet east to support easterly extension of Runway 6R/24L and 5,145 feet west to provide for dual full-length taxiways in the north airfield

Other Airfield-Related Features

- Cover the entire length of the Argo Drainage Channel (9,857 linear feet) such that the weight of an aircraft could be supported within the RSA by converting the existing open unlined channel to a concrete box culvert
- Relocate Lincoln Boulevard northward between Sepulveda Boulevard and Westchester Parkway, and depress the eastern portion of the road segment to be compatible with the object free area requirements for the east end of Runway 6L/24R, which would require approximately 540 linear feet of the road segment to be tunneled
- Relocate the service road that currently lies between Taxiway E and Taxilane D to a location 142 feet south of Taxilane D centerline to increase the separation between the two taxiways to allow for simultaneous operations with larger aircraft than currently accommodated, improve safety and efficiency, and meet FAA standards
- Taxiway E and Taxilane D dimensions, based on proposed improvements, would meet ADG V standards

- In the eastern portion of the airfield, the APLL would move south to a location 852 feet south of the existing Runway 6R/24L centerline. Beginning just west of Taxiway S, the APLL would move south an additional 50 feet (902 feet south of the Runway 6R/24L centerline).
- Relocate and/or remove existing facilities as specifically described in Section 2.2.2 and as listed in **Table 2-2** below and as shown in Figure 2-10 of the SPAS Draft EIR

2.2.1.2 Terminal Facilities

Proposed modifications to terminal facilities, including aircraft gates, under the LAWA Staff-Recommended Alternative would include the following:

- Construct a new Terminal 0 with seven gates in the western portion of the area now occupied by Park One to replace gates lost or downsized at Terminals 1 through 3
- Demolish approximately 177 feet of the Terminal 1 concourse to accommodate the southerly movement of the APLL
- Demolish and reconstruct the Terminal 3 concourse and associated gates, with the building centerline shifted 40 feet to the west to increase the width of the alleyway between Terminals 2 and 3 to allow for dual-directional aircraft movement and comply with FAA standards
- Demolish and replace the northerly end of the TBIT concourse and associated gates (with new concourse and gates in line with the new Bradley West concourse) to the LAWA Staff-Recommended Alternative APLL
- Provide the opportunity to extend the northerly end of the future MSC to the LAWA Staff-Recommended Alternative APLL
- As a result of moving the APLL south to meet ADG V standards, several gates would be eliminated or downsized (i.e., would accommodate smaller aircraft types)
- The commuter facility currently in use east of Sepulveda Boulevard would be maintained
- Use of west remote gates would be eliminated upon completion of the airfield and terminals improvements
- The total number of gates used at LAX for scheduled passenger service would be 153

2.2.1.3 Ground Access Facilities

Ground Access

Under the LAWA Staff-Recommended Alterative, the characteristics of the airport ground access system would be as follows:

- Maintain private vehicle access to the CTA
- Relocate Sky Way (upper and lower level roadways) eastward between the future Terminal 0 and Sepulveda Boulevard to provide additional roadway and curbfront in the CTA, while allowing the development of Terminal 0
- Add new curbside space at Terminal 0
- Relocate the commercial vehicle holding lot south of 96th Street, between Sepulveda Boulevard and the relocated Sky Way to meet RSA and RPZ requirements
- Construct a new ITF on 14 acres between 96th and 98th streets and between Vicksburg Avenue and Airport Boulevard. Key features of the ITF include public parking and remote passenger pick up/drop off. In addition, arriving passengers could travel to the ITF to board door-to-door shuttles or scheduled buses
- Construct a CONRAC in a portion of Manchester Square, including a customer service area and a structured parking facility to accommodate approximately 1,000 stalls for quick turn-around and 5,800

stalls for ready return. Additional surface parking would be constructed to accommodate a portion of the total demand for staging and storage of rental vehicles by the various operators.

- Construct an elevated APM between Manchester Square and the CTA, primarily using the 98th Street corridor, including a bridge over Sepulveda Boulevard and stops at the future Metro LAX/Crenshaw Light Rail Transit Station at/near Century and Aviation Boulevards and the new ITF. Within the CTA, the APM would be located on an elevated guideway. The number of stations in the CTA has yet to be determined but could range from 3 to 5.
- Provide connectivity to public transit via the APM, with a stop/connection at the new Metro transit station at Aviation/Century. LAX shuttle bus from the Metro Green Line Aviation Station would be discontinued.
- An APM maintenance facility would be constructed, likely in Manchester Square
- Relocate Lincoln Boulevard to the north, outside of the Runway 6L/24R RSA, with a portion below grade and/or tunneled

Parking

Under the LAWA Staff-Recommended Alternative, the characteristics of airport parking within the control of LAWA would be as follows:

- Generally, no changes to existing CTA parking conditions would occur as a result of SPAS, although future pricing structures may change long-term/short-term composition
- Parking Lot E, would no longer be used for employee parking, although this property could be used for other airport purposes in the future. Changes to the use of this parking area would occur independently from SPAS.
- No changes are proposed to Public Parking Lot C
- Parking Lot D would provide approximately 1,944 employee parking spaces. The Jenny Lot east of Parking Lot D would provide approximately 2,000 employee parking spaces. These parking areas were not in use in the 2010 baseline year; however, their use for parking is occurring independently from SPAS.
- Development of the ITF would include approximately 4,900 short-term public parking spaces to facilitate passenger drop off and pick up outside of CTA
- Construct approximately 2,750 employee parking spaces in the existing Avis rental car lot
- Construct approximately 4,200 public parking spaces in a portion of Manchester Square
- No public or employee parking is proposed for the area referred to as Continental City
- The existing Park One parking would be eliminated to allow development of Terminal 0 and the relocated entry roadway
- The West Employee Parking facility would not be constructed

2.2.1.4 Elimination of LAX Master Plan Components

Under the LAWA Staff-Recommended Alternative, the following non-Yellow Light projects approved as part of the LAX Master Plan would be fully or partially eliminated:

- Demolition of all CTA parking structures and replacement with passenger terminals (partially eliminated)
- West Employee Parking facility
- CONRAC in Parking Lot C (would be developed in Manchester Square instead)
- Reconfiguration and expansion of Parking Lot E north of 111th Street
- ITC in the area referred to as Continental City
- APM between ITC, CONRAC, and CTA (APM 1)

A summary of the key characteristics of the LAWA Staff-Recommended Alternative is presented in **Table 2-1**.

Table 2-1

Summary of the LAWA Staff-Recommended Alternative

	Baseline Conditions	SRA
Airfield Elements - Key Components		
Runways		
Relocate Runway 6L/24R to north		260'
Extend Runway 6L/24R to west		604'
Extend Runway 6R/24L to east		1,250'
Taxiways		
Centerfield Taxiway	N	Y
Extend Taxiway E to east		950'
Relocate Taxilane D to north		
Between D7 and Q (TBIT and Terminals 1, 2, and 3)		15'
Between Q and E13 (MSC)		19'
Extend Taxilane D to east		745'
Extend Taxilane D to west		5,145'
Service Road		
Construct New Service Road (South of Taxilane D)		Y
Terminal Elements - Key Components		
Central Terminal Area (CTA)		
Terminal 0 Concourse and Passenger Processing		
Proposed New		330,000
Terminal 1 Concourse	138,000	
Demolition		(24,000)
Proposed Remaining		114,000
Terminal 2 Concourse	306,000	
Demolition		(0)
Proposed Remaining		306,000
Terminal 3 Concourse	279,000	
Demolition		(242,000)
Proposed Reconfigured		223,000
Bradley West - North Concourse Extension		
North Extension		113,800
Midfield Satellite Concourse (MSC) - North Concourse Extension		
North Extension		249,400
Ground Access Elements - Key Components		
Transportation Facilities		
Intermodal Transportation Facility (ITF)		X
CONRAC - Manchester Square		X
Circulation System Improvements		
Sky Way Realignment		X
APM - Between Manchester Square and CTA		X
Parking		
CTA[1,2]		
Public	8,577	7,041
Employee	420	420
Subtotal	8,997	7,461

Table 2-1

Summary of the LAWA Staff-Recommended Alternative

	Baseline Conditions	SRA
Parking Lot C[3]		
Public	7,300	7,300
Employee	0	0
Subtotal	7,300	7,300
Parking Lot D[4] and Jenny Lot		
Public	0	0
Employee	0	4,344
Subtotal	0	4,344
Park One		
Public	2,728	0
Employee	0	0
Subtotal	2,728	0
Manchester Square		
Public	0	4,200
Employee	0	0
Subtotal	0	4,200
Avis Rental Car Lot		
Public	0	0
Employee	0	2,750
Subtotal	0	2,750
Proposed Parking Structure at ITF		
Public	0	4,900
Employee	0	0
Subtotal	0	4,900
Parking Lot F (Parking Structure at the SE corner of Avion Dr. & Century Blvd.)[5]		
Public	0	0
Employee	1,200	1,200
Subtotal	1,200	1,200
Total	**25,695**	**32,155**

[1] Some of the public parking in the CTA is currently used by government employees.
[2] Assumes that the MSC Passenger Processor building (not a SPAS-related project) would require the removal of parking structures 2B and 5 (1,536 total spaces). Any parking spaces that may be included as a component of the Passenger Processor project is not included in these parking totals.
[3] An area of Parking Lot C comprising approximately 850 spaces is currently being used as a limousine and charter bus holding lot. The 7,300 spaces represents the number of potential spaces if this commercial holding lot were relocated.
[4] Parking Lot D opened to employee parking in November 2011 with 1,944 parking spaces. However, there was no parking in this lot in 2010 (baseline year).
[5] This parking structure is currently used primarily by airport tenants; however, LAWA does sell some monthly parking passes to the public who likely work in nearby offices. For purposes of this summary, this structure is considered as employee parking.

Source: LAWA, CDM Smith, Ricondo & Associates, AECOM, 2011.

2.2.2 Existing Facilities Affected by SPAS Improvements

Implementation of the LAWA Staff-Recommended Alternative would require the relocation and/or removal of several existing facilities both within LAX property, and outside of LAX property. **Table 2-2** below provides an overview of the existing facilities that would be affected by the LAWA Staff-Recommended Alternative, including the name, size, current use, and disposition of each facility. Additional discussion of the facilities is provided in Section 2.3.1.10 of the SPAS Draft EIR. Figure 2-10 of the SPAS Draft EIR delineates the existing and proposed locations of the affected facilities.

Table 2-2

Summary of Existing Facilities Affected by the LAWA Staff-Recommended Alternative

Facility	Approximate Size	Current Use	Disposition of Facility/Use
Navigational Aids		Navigational aids	The navigational aids located at the ends of the north airfield runways would be relocated. FAA's existing Airport Surveillance Radar (ASR) would be relocated north of Westchester Parkway.
North Maintenance Road	Various lengths	Road	The eastern portion of the road would be relocated independent of the LAX Master Plan or SPAS. The LAWA Staff-Recommended Alternative would require relocation of the entire road to the north with operational restrictions on the eastern end.
Argo Drainage Channel	9,857 feet long	Drainage channel	Independent of SPAS, the easternmost portion of the channel is required to be structurally covered to comply with requirements governing RSAs. Under the LAWA Staff-Recommended Alternative, the entire length of the channel would be structurally covered (i.e., converted to a concrete box culvert).
North Airfield (Abandoned) Tunnel Segment	720 feet long	Unused	The tunnel would be filled.
Airport Operations Area (AOA) Access Guard Post #3	155 square feet	Guard post	Building and appurtenant structures would be demolished. There are no plans to replace the guard post in this area.
Lincoln Boulevard and Adjoining Streets		Road	Lincoln Boulevard and adjoining streets would be realigned. Approximately 540 linear feet of Lincoln Boulevard would require the tunneling.
96th Street Bridge/Sky Way		Bridge	The bridge and roadway would be reconfigured, allowing the eastern extension of Runway 6R/24L and Taxiway E, additional CTA curbside, and the accommodation of Terminal 0.
Taxi Holding Lot	100 vehicles (2.5 acres)	Vehicle parking/staging area	Independent of the LAX Master Plan or SPAS, the taxi holding lot must be relocated. Under the LAWA Staff-Recommended Alternative, the lot would move to the eastern portion of the Park One facility.
Urgent (Medical) Care Facility	Approx. 21,500 square feet	Medical office building	The building would be demolished due to the realignment of 96th Street Bridge/Sky Way. This building could potentially be relocated elsewhere in the vicinity.
LAWA Police Station/Facilities	33,300 square feet	Police station and related facilities	Facilities would be removed and relocated. The facilities could be relocated to the future LAX Public Safety Building and Supporting Facilities currently being planned by LAWA, separate from SPAS.

Table 2-2

Summary of Existing Facilities Affected by the LAWA Staff-Recommended Alternative

Facility	Approximate Size	Current Use	Disposition of Facility/Use
Park One Parking Facility and Billboards	2,728 spaces and 8 billboards	Privately-operated airport parking lot and outdoor advertising	Parking lot use would be eliminated, along with eight billboards. No relocation of the parking is anticipated.
West Remote Aircraft Gates/Parking Positions	18 gates to facilitate scheduled passenger service	Aircraft gates and parking spaces	With the extension of Taxilane D, various west remote gate structures and parking positions would be removed. These gates and parking positions would be replaced in the buildout gating plan. (It should be noted that all West Remote gates/parking positions are to be removed from scheduled passenger service under LAX Master Plan buildout.)
LAWA Construction and Maintenance (C&M) Division Facilities	135,000 square feet	C&M facilities	With the extension and/or relocation of Taxilane D, the C&M recycling yard and equipment yard (northern portion of the facility), as well as separately located structures used for storage, would be removed and consolidated/reconfigured at the current site or moved elsewhere on the AOA or to the area referred to as Continental City.
FedEx Aircraft Maintenance Facility	164,000 square feet	Maintenance facilities	The extension and/or relocation of Taxilane D would require the removal of the FedEx Maintenance employee parking area, an apron and run-up area, and miscellaneous storage areas within the northern portion of the facility. The facilities on the leasehold would be reconfigured and consolidated on the existing site or relocated elsewhere on the AOA.
On-Airfield Fuel Truck Filling Station		Fueling facility	With the extension of Taxilane D, the fueling station would need to be reconfigured or relocated within the AOA.
Southwest Airlines Ground Support Equipment(GSE) Facility	7,972 square feet	GSE and vehicle maintenance facility	With the extension and/or relocation of Taxilane D, the Southwest Airlines GSE facility would be removed and relocated elsewhere on, or adjacent to, the AOA.
Airfield Bus Parking Area and Operations Building	44 parking spaces, 3,876-square-foot-building	Bus parking	With the extension of Taxilane D, 44 bus parking spaces and an airfield bus operations building would be removed. These uses would be relocated within the AOA or the area referred to as Continental City.
Avis Rental Car Facility	24 acres	Rental car operation	This facility would be replaced with parking. The primary rental car function would be relocated to the CONRAC in Manchester Square. Heavy maintenance and supporting functions would require relocation elsewhere, but could potentially occur on LAWA property on 111th Street west of La Cienega Boulevard.

Table 2-2

Summary of Existing Facilities Affected by the LAWA Staff-Recommended Alternative

Facility	Approximate Size	Current Use	Disposition of Facility/Use
Burger King Restaurant	3,551 square feet	Restaurant	An existing Burger King restaurant located on the northwest corner of Airport Boulevard and 96th Place would be eliminated. Relocation would be a business decision. This business could potentially relocate to elsewhere in the vicinity.
Travelodge Hotel and Denny's Restaurant	154 rooms (Travelodge) 7,347 square feet (Denny's)	Hotel and restaurant	An existing Travelodge hotel and Denny's restaurant located in the southwestern portion of Manchester Square would be eliminated. Relocation would be a business decision. These businesses could potentially relocate to elsewhere in the vicinity.

Source: LAWA and CDM Smith, 2011.

2.2.3 Acquisition

The LAWA Staff-Recommended Alternative would require the acquisition of properties located east of the airport. Table 2-4 of the SPAS Draft EIR lists the properties that may be affected and provides information pertaining to each parcel. A composite map of all of the acquisition properties is provided in Figure 2-11 of the SPAS Draft EIR. The parcels that would be acquired under the LAWA Staff-Recommended Alternative are identified in Table 2-5 of the SPAS Draft EIR (under the heading "Alts. 1, 2, 8, and 9") and illustrated in Figure 2-12 of the SPAS Draft EIR. Following acquisition, the uses would be demolished and replaced with SPAS-related improvements.[1]

[1] The LAWA Staff-Recommended Alternative would require the same acquisition as Alternatives 1, 2, 8, and 9.

This page intentionally left blank.

3. LAX SPECIFIC PLAN AMENDMENTS

Section 7.1 of the Preliminary LAX SPAS Report included a preliminary identification of the potential LAX Specific Plan amendments associated with the SPAS alternatives. Provided below in Section 3.1 is a reiteration of those potential amendments to the LAX Specific Plan, including minor updates and clarifications identified during preparation of the SPAS Final EIR.

Section 3.2, below, provides amendments to the LAX Plan, a component of the City of Los Angeles General Plan, that would be proposed to achieve consistency of the SPAS alternatives with the LAX Specific Plan, as amended.

3.1 Proposed LAX Specific Plan Amendments

3.1.1 Revision of LAX Specific Plan Section 7.H.

Proposed Amendments

In conjunction with potential LAX Specific Plan amendments arising from the physical and operational configurations of SPAS Alternatives 1 through 9, described in Section 3.1.2 below, the following amendments, applicable to all SPAS alternatives, would revise existing LAX Specific Plan Section 7.H to (a) delete Specific Plan Amendment Study requirements satisfied by this LAX Specific Plan Amendment Study and (b) add a Passenger and Airline Market survey and study requirement when the annual aviation activity analysis required in LAX Specific Plan Subsection 7.G(1) forecasts that passengers at LAX for that year are anticipated to exceed 75 million.

LAX Specific Plan Section 7.H (as previously amended by Ordinance No. 179,148) currently requires LAWA to initiate an LAX Specific Plan Amendment Study in three circumstances. It states:

> "H. Specific Plan Amendment Study. LAWA shall initiate a complete LAX Specific Plan Amendment Study comprehensively addressing security, traffic, aviation activity and corresponding environmental analysis consistent with CEQA, in the following three circumstances:
>
> 1. Prior to seeking an LAX Plan Compliance determination for any one of the following projects:
>
> (a) Development of the Ground Transportation Center, including baggage tunnel, associated structures and equipment;
>
> (b) APM 2 from GTC to CTA, including its stations and related facilities and equipment;
>
> (c) Demolition of CTA Terminals 1, 2 and 3;
>
> (d) North Runway re-configuration as contemplated in the Master Plan, including center taxiways; and
>
> (e) On-site road improvements associated only with (a) and (b) above.
>
> 2. If the annual traffic generation report required in Subsection G.1 above, and/or the annual traffic generation report considered together with any project-specific traffic study, shows that any Master Plan Projects will be generating net new airport peak hour Trips in excess of 8,236 (unless the total Trips for that year are related to construction or phasing impacts).
>
> 3. If the annual aviation activity analysis required in Subsection G.1 above forecasts that the annual passengers for that year are anticipated to exceed 78.9 million."

LAWA's current Specific Plan Amendment Study satisfies Subsection 7.H(1). Subsection 7.H(1) and related text would, therefore, be deleted. The remaining triggers to conduct a specific plan amendment

study (currently contained in Subsections 7.H(2) and 7.H(3)) would be renumbered and the introductory text correspondingly revised and folded into a newly formatted Subsection 7.H(1) titled "Specific Plan Amendment Study." A new subsection -- 7.H(2) -- would be inserted requiring LAWA to initiate a Domestic Passenger and Airline Market Survey and Study triggered upon LAX reaching 75 million annual passengers (MAP).[2]

The revised Section 7.H would state:

"H. Additional Study Requirements.

1. Specific Plan Amendment Study. LAWA shall initiate a Specific Plan Amendment Study with corresponding environmental analysis in compliance with CEQA, in the following two circumstances:

   (a) If the annual traffic generation report required in Section G.1 above, and/or the annual traffic generation report considered together with any project-specific traffic study, shows that any Master Plan Projects will be generating net new airport peak hour Trips in excess of 8,236 (unless the total Trips for that year are related to construction or phasing impacts).

   (b) If the annual aviation activity analysis required in Section G.1 above forecasts that the annual passengers for that year are anticipated to exceed 78.9 million.

2. LAX Domestic Passenger and Airline Market Survey/Study. LAWA shall initiate an LAX Domestic Passenger Survey/Study and corresponding Airline Survey/Study, if the annual aviation activity analysis required in Section G.1 above forecasts that the annual passengers for that year are anticipated to exceed 75 million.

   (a) LAX Domestic Passenger Survey and Study. LAWA shall conduct a survey and study of LAX domestic passengers (those passengers not flying internationally or connecting to international flights) designed to identify, at a minimum, (i) those LAX domestic passengers with origination or destination locations closer to other commercial airports in the region, (ii) why those domestic passengers chose to fly out of, or into, LAX rather than another commercial airport closer to their location of origin or destination, and (iii) what actions, consistent with federal, state and local laws, LAWA could take to encourage those domestic passengers to use an airport closer to their location of origin or destination for domestic flights.

   (b) Airline Survey and Study. Upon completion of the LAX Domestic Passenger Survey and Study described in 2(a) above, LAWA shall conduct a survey and study of Airlines then serving the Southern California commercial air travel market designed to identify what action(s), consistent with federal, state and local laws, LAWA could take to encourage those airlines to provide increased Domestic service at other airports in the region, particularly those owned or operated by LAWA."

3.1.2 Other LAX Specific Plan Amendments

Development of any of the potential SPAS alternatives would require various administrative amendments to the LAX Specific Plan. These amendments would be necessary to ensure precise consistency from a land use and zoning perspective. Following is a summary of the potential amendments organized by sections within the LAX Specific Plan. The exact language of the amendments would be determined

[2] This 75 million annual passenger trigger reflects the Passenger Gate Reduction trigger set forth in Stipulated Settlement Section IV. C. It states, "LAWA need not reduce the number of passenger gates at LAX down to 153 by 2015 if either (1) the total passenger operations at LAX are below 75 million annual passengers or (2) the LAX Master Plan Program is substantially revised pursuant to the LAX Specific Plan Amendment Process such that the total number of gates is reduced to 153 or less." As discussed herein, all SPAS alternatives currently contemplate a total of no more than 153 gates.

during the land use entitlement process for SPAS, and reviewed and approved by various decision-making bodies, including the Los Angeles City Council.

Section 1. Establishment of the LAX Specific Plan

No amendments are anticipated to be required to this section.

Section 2. Purposes

No amendments are anticipated to be required to this section.

Section 3. Relationship to the Los Angeles Municipal Code and Other Ordinances

This section would be revised, as necessary, to ensure that the Los Angeles Municipal Code references are consistent with the current Municipal Code. Any outdated references would be corrected accordingly. Also, any new Municipal Code requirements that have become effective since the LAX Specific Plan was adopted in December of 2004, but which are not applicable to airport use or development, would be included and acknowledged as such. These amendments would occur under all nine SPAS alternatives.

Section 4. Application of Specific Plan to Development in Specific Plan Area

No amendments are anticipated to be required to this section.

Section 5. Definitions

This section would be revised to remove definitions for those facilities and improvements that are no longer planned as part of the various SPAS alternatives and add definitions for new facilities and improvements proposed under the various SPAS alternatives. The nature and extent of improvements associated with each alternative would determine the precise amendments that are required. The definitions of the Ground Transportation Center (GTC) and Intermodal Transportation Center (ITC), as well as all references to these facilities in other definitions, would be deleted under all SPAS alternatives except Alternative 3. The Automated People Mover (APM) System would be redefined under all alternatives except Alternative 3. The APM would be redefined under Alternative 9 to accurately describe the route to and from the affected facilities. The APM would be redefined under Alternatives 1, 2, 4, 5, 6, 7, and 8 to include only that segment of the APM planned between the Central Terminal Area (CTA), the Tom Bradley International Terminal, and West Satellite Concourse,[3] as other segments would no longer be implemented under these alternatives. The CTA would be redefined under all SPAS alternatives except Alternative 3, as it would no longer be a true transition point to and from landside facilities as envisioned under the approved LAX Master Plan. The Consolidated Rental Car Facility (CONRAC) would also be redefined under all SPAS alternatives except Alternative 3, as it may no longer include security screening. A new definition would be added for the Intermodal Transportation Facility (ITF) under Alternatives 1, 2, 8, and 9. A definition for the dedicated busway may be added, if determined necessary, under Alternatives 1, 2, and 8. Lastly, the West Satellite Concourse would be re-named the Midfield Satellite Concourse.

Section 6. Safety of Airport Operations

No amendments are anticipated to be required to this section.

Section 7. LAX Plan Compliance Review

This section would be revised, as necessary, to ensure that the Los Angeles Municipal Code references are consistent with the current Municipal Code. Subsections 7.F(2)(d), 7.F(4), and 7.F(5) would be revised to incorporate references to any applicable mitigation measures identified in any subsequent environmental review. Subsection 7.F(5) would be revised to delete the reference to Subsection 7.H(1), as this section would be revised as noted above. Subsection 7.G(3) would be deleted, as this

[3] The West Satellite Concourse was subsequently renamed the Midfield Satellite Concourse.

requirement will have been completed as part of the LAX Specific Plan Amendment Study. Subsection 7.H(1), which outlines the requirement for initiation of a Specific Plan Amendment Study prior to seeking approval for any Yellow Light project, would be revised as discussed above. Section 7.I would be deleted due to the fact that LAWA already has in place a Design and Construction Handbook, dated May 2012, which establishes broad design and construction guidelines for all infrastructure, terminal buildings, renovations, and other facilities. These amendments would occur under all nine SPAS alternatives.

Subsection 7.F(3)(b) would also be revised to delete the references to the GTC and ITC under all SPAS alternatives except Alternative 3.

Section 8. Land Use

No amendments are anticipated to be required to this section.

Section 9. Airport Airside Sub-Area

This section would be revised, as necessary, to incorporate any uses currently relevant to the airport or anticipated under the SPAS alternatives, but which are not already included in the list of permitted uses. These amendments would occur under all SPAS alternatives except for Alternative 3.

Section 10. Airport Landside Sub-Area

This section would be revised, as necessary, to incorporate any uses currently relevant to the airport or anticipated under the SPAS alternatives, but which are not already included in the list of permitted uses. These amendments would occur under all SPAS alternatives except for Alternative 3.

Section 11. LAX Northside Sub-Area

No amendments are anticipated to be required to this section.

Section 12. Transportation Regulations

Subsection 12.A(1) would be revised, as necessary, to ensure that the list of major and secondary highways in the LAX Specific Plan area are consistent with the current street designations in the City of Los Angeles General Plan. Any streets no longer designated as major or secondary highways would be deleted from the list and any streets within the LAX Specific Plan area that have been designated as major or secondary highways since the LAX Specific Plan was originally adopted would be added to the list. These amendments would occur under all nine SPAS alternatives.

The first paragraph of Section 12.D would also be deleted under Alternatives 1, 2, 4, 5, 6, 7, and 8, as it pertains to the interface between the APM and public roadways, and this condition no longer exists under these alternatives. Alternatively, under Alternatives 1, 2, and 8, language regarding the APM may be substituted with that appropriate to the dedicated busway in order to address the interface of the dedicated busway with public roadways.

Section 13. Parking Regulations

Subsection 13.A(1) would be revised to state the maximum number of off-street parking spaces that would be provided under the various SPAS alternatives. The exact number stated would depend on the alternative, however, it is anticipated that this amendment would be required under all alternatives except Alternative 3.

Section 14. Sign Regulations

This section would be revised, as necessary, to ensure that the Los Angeles Municipal Code references are consistent with the current Municipal Code.

Section 15. Severability

No amendments are anticipated to be required to this section.

Appendix A

No amendments are anticipated to be required to this appendix.

Map 1

This map would be revised to reflect the current boundary of the airport, as well as any changes to the boundary that may occur as a result of a SPAS alternative, including any property proposed for acquisition under that alternative. It is the intent that the LAX Specific Plan boundary include all property owned by Los Angeles World Airports with the exception of the Los Angeles Airport/El Segundo Dunes Specific Plan Area and the Belford Special Study Area. No amendment to this map would be required under Alternative 3. Amendments to this map under Alternatives 1, 2, 8, and 9 would include, but are not limited to, the removal of a portion of the property currently within the LAX Specific Plan area between 96th and 98th Streets and between Sepulveda Boulevard and east of Vicksburg Avenue; the southeast corner of Sepulveda Boulevard and 98th Street; the northwest and southwest corners of Manchester Square; between Century Boulevard and approximately 104th Street east of Aviation Boulevard; and north of Imperial Highway between Aviation Boulevard and Hindry Avenue. Under Alternative 4, property at the southeast corner of Sepulveda Boulevard and 98th Street; within Manchester Square; between Century Boulevard and approximately 104th Street east of Aviation Boulevard; and north of Imperial Highway between Aviation Boulevard and Hindry Avenue would be removed. This map would also be amended under Alternatives 1, 5, and 6 to reflect the realignment of Lincoln Boulevard (including the connector streets between Lincoln Boulevard and Westchester Parkway).

Map 2

This map would be revised to be consistent with the LAX Specific Plan boundary shown on Map 1, as may be amended as described above. This map would also be amended under Alternatives 1, 5, and 6 to reflect the realignment of Lincoln Boulevard (including the connector streets between Lincoln Boulevard and Westchester Parkway).

Map 3

No amendments are anticipated to be required to this map.

3.2 Proposed LAX Plan Amendments

Should the potential LAX Specific Plan amendments identified above in Section 3.1 be adopted by the City of Los Angeles, various administrative amendments would also be required to the LAX Plan, the City's General Plan element for LAX. These amendments would be necessary to ensure precise consistency from a land use and policy perspective. Following is a summary of the potential amendments organized by sections within the LAX Plan. The exact language of the amendments would be determined during the land use entitlement process for SPAS, and reviewed and approved by various decision-making bodies, including the Los Angeles City Council. No amendments are anticipated to be required under Alternative 3, as this alternative represents the improvements originally envisioned under the LAX Master Plan and that Master Plan formed the basis of the existing LAX Plan.

Section 1. Purpose of the Plan

Subsection 1.2 of the LAX Plan would be revised to reflect more current passenger and air cargo statistics for LAX, as well as passenger demand projections for both LAX and the region. This subsection may also be revised to acknowledge that the SPAS process was undertaken by the City to identify potential alternative designs, technologies, and configurations for the Master Plan program, with the focus continuing to be on the modernization and improvement of LAX in a manner that limits capacity, enhances safety and security, minimizes environmental impacts on the surrounding communities, and creates conditions that encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA. These amendments would occur under all SPAS alternatives except Alternative 3.

Section 2. Goals and Objectives

The objectives under Goal 1 of the LAX Plan would be revised, as necessary, under Alternative 2 to reflect that there would be limited upgrades to the facilities to accommodate current and next-generation larger aircraft. These objectives would also be revised under Alternative 4 to reflect that there would not be any upgrade to the facilities to accommodate current and next-generation larger aircraft, and to acknowledge the lesser extent to which "superior facilities" and "world class service" could be provided under this alternative. Goal 2 would be revised under Alternative 2 to account for the fact that this alternative would result in higher, but not the "highest," standards of air traffic safety as compared to current conditions. Goal 2 and the objectives thereunder would also be revised under Alternative 4 to account for the fact that this alternative would not result in the "highest" standards of air traffic safety or reduce the possibility of runway incursions. Under all SPAS alternatives except Alternative 3, Objective 3 of Goal 4 would be revised to delete references to the LAX Master Plan, thus broadening the intent of the objective to encompass all applicable environmental analyses.

Section 3. Policies and Programs

Subsection 3.1.1 of the LAX Plan would be revised under Alternative 2 to reflect that the runways would not be reconfigured to accommodate new larger aircraft; rather, runway extension and taxiway modifications would serve this purpose. This subsection would also be revised, as necessary, to reflect the extent to which taxiway reconfiguration, taxiway separation, and queue space would be provided under this alternative. Under Alternative 4, this subsection would be revised to reflect that the runways would not be reconfigured to accommodate new larger aircraft, nor would the taxiways be improved, other than federally-mandated Runway Safety Area (RSA) improvements. Under all SPAS alternatives except Alternative 3, Policy P8 would be revised to more appropriately encompass all FAA-designated runway safety areas, not just runway protection zones.

Subsection 3.1.2 would be revised to reflect that the concept of restricted access for non-secure private, public, and commercial vehicles into the CTA would be eliminated under all SPAS alternatives except Alternative 3. The reference to the ITC would be deleted under all SPAS alternatives except Alternative 3, as this facility would no longer be planned. A reference to the new ITF may be added, if determined necessary, under Alternatives 1, 2, 8, and 9.

Subsection 3.2.1 would be revised under Alternative 4 to reflect that a balanced airfield is not achieved under this alternative, nor is employee parking expanded and improved.

Subsection 3.2.2 would be revised under all SPAS alternatives except Alternative 3 to reflect that restricted access to and from the CTA would not be implemented nor would secure linkages between major Landside facilities and Airport Airside facilities be developed. References to the GTC and ITC would be deleted under all SPAS alternatives except Alternative 3. References to the CONRAC would be deleted under Alternatives 1 and 2, as this facility would no longer be planned under these alternatives. References to, and general descriptions of, the proposed ITF and surface parking at Manchester Square and/or the Avis facility (east of Parking Lot C) may be added, if determined necessary, under Alternatives 1, 2, 8, and 9. The function of the APM would be redefined under Alternatives 1, 2, 4, 5, 6, 7, and 8 to acknowledge only that segment planned between the CTA, the Tom Bradley International

Terminal, and the Midfield Satellite Concourse, as the other segments would no longer be implemented under these alternatives. The APM description would be revised under Alternative 9 to accurately reflect the route proposed under this alternative, as well as the facilities it is intended to serve. A description of the dedicated busway may also be added, if determined necessary, under Alternatives 1, 2, and 8. In addition, the reference to the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line Station would be expanded under Alternatives 1, 2, 5, 6, 7, 8, and 9 to include any other future Metro rail facilities, thereby acknowledging that there is a planned Metro station at Century and Aviation Boulevards, to which there would be an integrated connection to LAX. Under Alternative 4, this section would be revised to reflect that there would not be an integrated connection between the Landside facilities and the Metro Green Line Station.

Subsection 3.4 would be revised under all SPAS alternatives except Alternative 3 to reflect that the development of secure linkages between major Airport Landside facilities and Airport Airside facilities would no longer be implemented under these alternatives. This subsection would be revised under Alternatives 1 and 2 to reflect that the consolidation of rental car facilities would no longer be planned under these alternatives. The reference to the Metro Green Line Station would be expanded under Alternatives 1, 2, 5, 6, 7, 8, and 9 to include any other future Metro facilities. This subsection would also be revised under Alternative 4 to reflect that an integrated connection between the airport and Metro Green Line station would no longer be developed and the provision of facilities for the regional bus system would not be implemented.

Subsection 3.5 would be revised under all SPAS alternatives except Alternative 3 to reflect more current job generation and economic output statistics for LAX.

Under Alternative 4, Subsection 3.6 would be revised to reflect that the runways would not be updated to accommodate new larger aircraft and the next generation of quieter jets. Subsection 3.7 would also be revised to reflect that the runways and taxiways would not be modified under Alternative 4 to the extent necessary to lessen air emissions through reduced aircraft idle time.

In Subsection 3.9, references to the development of an LAX Conceptual Plan and/or Design Guidelines would be deleted under all SPAS alternatives except Alternative 3 to reflect the fact that LAWA now has in place a Design and Construction Handbook, dated May 2012, which establishes broad design and construction guidelines for all infrastructure, terminal buildings, renovations, and other facilities.

Section 4. Implementation

This section of the LAX Plan would be revised to acknowledge that the LAX Specific Plan has been adopted.

Section 5. LAX Specific Plan

This section of the LAX Plan would be updated to reference the prior amendment to the LAX Specific Plan under Ordinance No. 179,148 and any amendment adopted following the SPAS.

Section 6. Los Angeles Airport/El Segundo Dunes Specific Plan

No amendments are anticipated to be required to this section of the LAX Plan.

Section 7. Coastal Transportation Corridor Specific Plan

No amendments are anticipated to be required to this section of the LAX Plan.

Figure 1. Plan Areas

This figure in the LAX Plan would be revised to reflect the current boundary of the airport, as well as any modifications to the boundary associated with the smaller acquisition areas of all SPAS alternatives except Alternative 3, as compared to the approved LAX Master Plan. In particular, under Alternatives 1, 2, 8, and 9, portions of property between 96th and 98th Streets and between Sepulveda Boulevard and east of Vicksburg Avenue; the southeast corner of Sepulveda Boulevard and 98th Street; the northwest

and southwest corners of Manchester Square; between Century Boulevard and approximately 104th Street east of Aviation Boulevard; and north of Imperial Highway between Aviation Boulevard and Hindry Avenue would be removed from the plan area. Under Alternative 4, property at the southeast corner of Sepulveda Boulevard and 98th Street; within Manchester Square; between Century Boulevard and approximately 104th Street east of Aviation Boulevard; and north of Imperial Highway between Aviation Boulevard and Hindry Avenue would be removed from the plan area. This figure would also be amended under Alternatives 1, 2, 4, 5, 6, and 7 to reflect the relocation and/or extension of the runways. This figure would be amended under Alternatives 1, 5, and 6 to reflect the realignment of Lincoln Boulevard (including the connector streets between Lincoln Boulevard and Westchester Parkway).

Figure 2. Transportation Element - Regional Highways and Freeways

This figure in the LAX Plan would be revised to be consistent with the LAX Plan boundary shown in Figure 1, as may be amended as described above. This figure would also be amended under Alternatives 1, 2, 4, 5, 6, and 7 to reflect the relocation and/or extension of the runways. This figure would be amended under Alternatives 1, 5, and 6 to reflect the realignment of Lincoln Boulevard (including the connector streets between Lincoln Boulevard and Westchester Parkway).

4. CORRECTIONS AND ADDITIONS TO THE PRELIMINARY LAX SPAS REPORT

4.1 Introduction

The following revisions are hereby made to the text of the Preliminary LAX SPAS Report. Changes in text are signified by strikeouts where text is removed and by italics where text is added, unless otherwise noted.

4.2 Corrections and Additions to the Preliminary LAX SPAS Report Text

Chapter 6, SPAS Alternative Projects

1. Table 6-4 on pages 6-23 through 6-32 of the Preliminary LAX SPAS Report has been revised. Please see the following revised table.

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
Aesthetics									
LAX Master Plan Commitments									
DA-1. Provide and Maintain Airport Buffer Areas	X	X	X	X	X	X	X	X	X
DA-2. Update and Integrate Design Plans and Guidelines	X	X	X	X	X	X	X	X	X
LU-2. Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion	X	X	X	X				X	X
LU-4. Neighborhood Compatibility Program	X	X	X	X	X	X	X	X	X
LI-2. Use of Non-Glare Generating Building Materials	X	X	X	X	X	X	X	X	X
LI-3. Lighting Controls	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
MM-DA-1. Construction Fencing	X	X	X	X	X	X	X	X	X
SPAS Mitigation Measures									
MM-HA (SPAS)-1. Preservation of Historic Resources: Theme Building and Setting			X						
MM-HA (SPAS)-2. Preservation of Historic Resources: Theme Building and Setting									X
Air Quality									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures[1]									
MM-AQ-1. LAX Master Plan Mitigation Plan for Air Quality, Framework	X	X	X	X	X	X	X	X	X
MM-AQ-2. LAX Master Plan Mitigation Plan for Air Quality, Construction-Related Mitigation Measures	X	X	X	X	X	X	X	X	X
MM-AQ-3. LAX Master Plan Mitigation Plan for Air Quality, Transportation-Related Mitigation Measures	X	X	X	X	X[2]	X[2]	X[2]	X	X
MM-AQ-4. LAX Master Plan Mitigation Plan for Air Quality, Operations-Related Mitigation Measures	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.A., Electrification of Passenger Gates[1]	X	X	X	X	X	X	X	X[3]	X[3]
Community Benefits Agreement, Section X.F., Construction Equipment[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.K., PM2.5[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.L., Rock-Crushing Operations and Construction Materials Stockpiles[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.M., Limits on Diesel Idling[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.N., Provision of Alternative Fuel[1]	X	X	X	X	X	X	X	X	X
SPAS Mitigation Measures									
~~None~~									
MM-AQ (SPAS)-1. Additional Measures to Supplement the LAX Master Plan for Air Quality - Construction-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*
MM-AQ (SPAS)-2. Additional Measures to Supplement the LAX Master Plan for Air Quality - Transportation-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*[2]	*X*[2]	*X*[2]	*X*	*X*
MM-AQ (SPAS)-3. Additional Measures to Supplement the LAX Master Plan for Air Quality - Operations-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
Biological Resources									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures									
MM-BC-1. Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area	X	X	X	X	X	X	X		
MM-BC-3. Conservation of Floral Resources: Mature Tree Replacement	X	X	X	X	X	X	X	X	X
MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control	X	X	X	X	X	X	X		
MM-ET-4. El Segundo Blue Butterfly Conservation: Habitat Restoration	X	X	X	X	X	X	X		
SPAS Mitigation Measures									
MM-BIO (SPAS)-1. Replacement of State-Designated Sensitive Habitats	X	X	X	X	X	X	X		
MM-BIO (SPAS)-2. Conservation of Floral Resources: South Coast Branching Phacelia	X	X	X	X	X	X	X		
MM-BIO (SPAS)-3. Conservation of Floral Resources: Lewis' Evening Primrose	X	X	X	X	X	X	X		
MM-BIO (SPAS)-4. Conservation of Floral Resources: California Spineflower	X	X	X	X	X	X	X		
MM-BIO (SPAS)-5. Conservation of Floral Resources: Mesa Horkelia	X	X	X	X	X	X	X		
MM-BIO (SPAS)-6. Conservation of Floral Resources: Orcutt's Pincushion	X	X	X	X	X	X	X		
MM-BIO (SPAS)-7. Conservation of Floral Resources: Southern Tarplant	X	X	X	X	X	X	X	X	X
MM-BIO (SPAS)-8. Conservation of Faunal Resources: Sensitive Reptiles, Arthropods, and Gastropods	X	X	X	X	X	X	X		
MM-BIO (SPAS)-9. Conservation of Faunal Resources: Loggerhead Shrike	X	X	X	X	X	X	X		
MM-BIO (SPAS)-10. Conservation of Faunal Resources: Burrowing Owl	X	X	X	X	X	X	X	X	X
MM-BIO (SPAS)-11. Conservation of Floral Resources: Mature Tree Replacement - Nesting Raptors	X	X	X	X	X	X	X	X	X
MM-BIO (SPAS)-12. Conservation of Faunal Resources: Nesting Birds/Raptors	X	X	X	X	X	X	X	X	X
MM-BIO (SPAS)-13. Replacement of Jurisdictional Aquatic Features	X				X	X			
MM-BIO (SPAS)-14. Replacement of Habitat Units	X	X	X	X	X	X	X	X	X
Coastal Resources									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures									
MM-BC-1. Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area	X	X	X	X	X	X	X		
MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control	X	X	X	X	X	X	X		
MM-ET-4. El Segundo Blue Butterfly Conservation: Habitat Restoration	X	X	X	X	X	X	X		
SPAS Mitigation Measures									
MM-BIO (SPAS)-1. Replacement of State-Designated Sensitive Habitats	X	X	X	X	X	X	X		
MM-BIO (SPAS)-2. Conservation of Floral Resources: South Coast Branching Phacelia	X	X	X	X	X	X	X		
MM-BIO (SPAS)-3. Conservation of Floral Resources: Lewis' Evening Primrose	X	X	X	X	X	X	X		

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
MM-BIO (SPAS)-4. Conservation of Floral Resources: California Spineflower	X	X	X	X	X	X	X		
MM-BIO (SPAS)-5. Conservation of Floral Resources: Mesa Horkelia	X	X	X	X	X	X	X		
MM-BIO (SPAS)-6. Conservation of Floral Resources: Orcutt's Pincushion	X	X	X	X	X	X	X		
MM-BIO (SPAS)-8. Conservation of Faunal Resources: Sensitive Reptiles and Arthropods	X	X	X	X	X	X	X		
MM-BIO (SPAS)-9. Conservation of Faunal Resources: Loggerhead Shrike	X	X	X	X	X	X	X		
MM-BIO (SPAS)-10. Conservation of Faunal Resources: Burrowing Owl	X	X	X	X	X	X	X		
Cultural Resources									
LAX Master Plan Commitments									
HR-1. Preservation of Historic Resources	X	X	X		X	X	X	X	X
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
MM-HA (SPAS)-1. Preservation of Historic Resources: Theme Building and Setting			X						
MM-HA (SPAS)-2. Preservation of Historic Resources: Theme Building and Setting									X
MM-HA (SPAS)-3. Preservation of Historic Resources: Union Savings and Loan Building			X						
MM-HA (SPAS)-4. Conformance with LAX Master Plan Archaeological Treatment Plan	X	X	X	X	X	X	X	X	X
Greenhouse Gases									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures									
MM-AQ-1. LAX Master Plan Mitigation Plan for Air Quality, Framework	X	X	X	X	X	X	X	X	X
MM-AQ-2. LAX Master Plan Mitigation Plan for Air Quality, Construction-Related Mitigation Measures	X	X	X	X	X	X	X	X	X
MM-AQ-3. LAX Master Plan Mitigation Plan for Air Quality, Transportation-Related Mitigation Measures	X	X	X	X	X[2]	X[2]	X[2]	X	X
MM-AQ-4. LAX Master Plan Mitigation Plan for Air Quality, Operations-Related Mitigation Measures	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.A., Electrification of Passenger Gates[1]	X	X	X	X	X	X	X	X[3]	X[3]
Community Benefits Agreement, Section X.N., Provision of Alternative Fuel[1]	X	X	X	X	X	X	X	X	X
SPAS Mitigation Measures									
~~None~~									
MM-AQ (SPAS)-1. Additional Measures to Supplement the LAX Master Plan for Air Quality - Construction-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*
MM-AQ (SPAS)-2. Additional Measures to Supplement the LAX Master Plan for Air Quality - Transportation-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*[2]	*X*[2]	*X*[2]	*X*	*X*
MM-AQ (SPAS)-3. Additional Measures to Supplement the LAX Master Plan for Air Quality - Operations-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
Human Health Risk Assessment									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures									
MM-AQ-1. LAX Master Plan Mitigation Plan for Air Quality, Framework	X	X	X	X	X	X	X	X	X
MM-AQ-2. LAX Master Plan Mitigation Plan for Air Quality, Construction-Related Mitigation Measures	X	X	X	X	X	X	X	X	X
MM-AQ-3. LAX Master Plan Mitigation Plan for Air Quality, Transportation-Related Mitigation Measures	X	X	X	X	X[2]	X[2]	X[2]	X	X
MM-AQ-4. LAX Master Plan Mitigation Plan for Air Quality, Operations-Related Mitigation Measures	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.A., Electrification of Passenger Gates[1]	X	X	X	X	X	X	X	X[3]	X[3]
Community Benefits Agreement, Section X.F., Construction Equipment[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.K., PM2.5[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.L., Rock-Crushing Operations and Construction Materials Stockpiles[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.M., Limits on Diesel Idling[1]	X	X	X	X	X	X	X	X	X
Community Benefits Agreement, Section X.N., Provision of Alternative Fuel[1]	X	X	X	X	X	X	X	X	X
SPAS Mitigation Measures									
~~None~~									
MM-AQ (SPAS)-1. Additional Measures to Supplement the LAX Master Plan for Air Quality - Construction-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*
MM-AQ (SPAS)-2. Additional Measures to Supplement the LAX Master Plan for Air Quality - Transportation-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*[2]	*X*[2]	*X*[2]	*X*	*X*
MM-AQ (SPAS)-3. Additional Measures to Supplement the LAX Master Plan for Air Quality - Operations-Related Mitigation Measures	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*	*X*
Safety									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
MM-SAF (SPAS)-1. Runway Protection Zone Reviews[4]	X				X	X			
Hazardous Materials									
LAX Master Plan Commitments									
HM-1. Ensure Continued Implementation of Existing Remediation Efforts	X	X	X	X	X	X	X	X	X
HM-2. Handling of Contaminated Materials Encountered During Construction	X	X	X	X	X	X	X	X	X
C-1. Establishment of a Ground Transportation/Construction Coordination Office	X	X	X	X				X	X
ST-9. Construction Deliveries	X	X	X	X				X	X

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
ST-12. Designated Truck Delivery Hours	X	X	X	X				X	X
ST-14. Construction Employee Shift Hours	X	X	X	X				X	X
ST-17. Maintenance of Haul Routes	X	X	X	X				X	X
ST-18. Construction Traffic Management Plan	X	X	X	X				X	X
ST-19. Closure Restrictions of Existing Roadways	X	X	X	X				X	X
ST-21. Construction Employee Parking Locations	X	X	X	X				X	X
ST-22. Designated Truck Routes	X	X	X	X				X	X
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
None									
Hydrology/Water Quality									
LAX Master Plan Commitments									
HWQ-1. Conceptual Drainage Plan			X						
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
MM-HWQ (SPAS)-1. Conceptual Drainage Plan Revision and Update	X	X		X	X	X	X	X	X
Land Use and Planning									
LAX Master Plan Commitments									
LU-2. Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion	X	X	X	X				X	X
LU-4. Neighborhood Compatibility Program	X	X	X	X	X	X	X	X	X
LU-5. Comply with City of Los Angeles Transportation Element Bicycle Plan	X	X	X	X	X	X	X	X	X
RBR-1. Residential and Business Relocation Program	X	X	X	X				X	X
LAX Master Plan Mitigation Measures									
MM-LU-1. Implement Revised Aircraft Noise Mitigation Program	X	X	X	X	X	X	X		
MM-LU-3. Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn	*X*	*X*	*X*	*X*	*X*	*X*	*X*		
MM-LU-4. Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	*X*	*X*	*X*	*X*	*X*	*X*	*X*		
MM-RBR-1. Phasing for Business Relocations	X	X	X	X				X	X
MM-RBR-2. Relocation Opportunities through Aircraft Noise Mitigation Program	X	X	X	X				X	X
SPAS Mitigation Measures									
None									

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
Aircraft Noise ~~(in addition to noise-related measures listed above in Land Use)~~									
LAX Master Plan Commitments									
N-1. Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program	X	X	X	X	X	X	X		
LAX Master Plan Mitigation Measures									
MM-LU-1. Implement Revised Aircraft Noise Mitigation Program	*X*	*X*	*X*	*X*	*X*	*X*	*X*		
MM-LU-3. Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn	*X*	*X*	*X*	*X*	*X*	*X*	*X*		
MM-LU-4. Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	*X*	*X*	*X*	*X*	*X*	*X*	*X*		
MM-N-4. Update the Aircraft Noise Abatement Program Elements as Applicable to Adapt to the Future Airfield Configuration	X	X	X	X	X	X	X		
MM-N-5. Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory	X	X	X	X	X	X	X		
SPAS Mitigation Measures									
None									
Road Traffic Noise									
LAX Master Plan Commitments									
None									
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
None									
Construction Traffic and Equipment Noise									
LAX Master Plan Commitments									
ST-16. Designated Haul Routes	X	X	X	X	X	X	X	X	X
ST-18. Construction Traffic Management Plan	X	X	X	X	X	X	X	X	X
ST-22. Designated Truck Routes	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
MM-N-7. Construction Noise Control Plan	X	X	X	X	X	X	X	X	X
MM-N-8. Construction Staging	X	X	X	X	X	X	X	X	X
MM-N-9. Equipment Replacement	X	X	X	X	X	X	X	X	X
MM-N-10. Construction Scheduling	X	X	X	X	X	X	X	X	X
SPAS Mitigation Measures									
None									
Transit Noise									
LAX Master Plan Commitments									
None									

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
LAX Master Plan Mitigation Measures									
MM-N-11. Automated People Mover (APM) Noise Assessment and Control Plan			X						
SPAS Mitigation Measures									
MM-N (SPAS)-1. Elevated/Dedicated Busway Noise Assessment and Control Plan	X	X						X	
Fire Protection									
LAX Master Plan Commitments									
FP-1. LAFD Design Recommendations	X	X	X	X	X	X	X	X	X
PS-1. Fire and Police Facility Relocation Plan	X	X	X	X	X	X	X	X	X
PS-2. Fire and Police Facility Space and Siting Requirements	X	X	X	X	X	X	X	X	X
C-1. Establishment of a Ground Transportation/Construction Coordination Office	X	X	X	X	X	X	X	X	X
ST-9. Construction Deliveries	X	X	X	X	X	X	X	X	X
ST-12. Designated Truck Delivery Hours	X	X	X	X	X	X	X	X	X
ST-14. Construction Employee Shift Hours	X	X	X	X	X	X	X	X	X
ST-17. Maintenance of Haul Routes	X	X	X	X	X	X	X	X	X
ST-18. Construction Traffic Management Plan	X	X	X	X	X	X	X	X	X
ST-19. Closure Restrictions of Existing Roadways	X	X	X	X	X	X	X	X	X
ST-21. Construction Employee Parking Locations	X	X	X	X	X	X	X	X	X
ST-22. Designated Truck Routes	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
None									
Law Enforcement									
LAX Master Plan Commitments									
LE-1. Routine Evaluation of Manpower and Equipment Needs	X	X	X	X	X	X	X	X	X
LE-2. Plan Review	X	X	X	X	X	X	X	X	X
PS-1. Fire and Police Facility Relocation Plan	X	X	X		X	X	X	X	X
PS-2. Fire and Police Facility Space and Siting Requirements	X	X	X		X	X	X	X	X
C-1. Establishment of a Ground Transportation/Construction Coordination Office	X	X	X	X	X	X	X	X	X
ST-9. Construction Deliveries	X	X	X	X	X	X	X	X	X
ST-12. Designated Truck Delivery Hours	X	X	X	X	X	X	X	X	X
ST-14. Construction Employee Shift Hours	X	X	X	X	X	X	X	X	X
ST-17. Maintenance of Haul Routes	X	X	X	X	X	X	X	X	X
ST-18. Construction Traffic Management Plan	X	X	X	X	X	X	X	X	X
ST-19. Closure Restrictions of Existing Roadways	X	X	X	X	X	X	X	X	X

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
ST-21. Construction Employee Parking Locations	X	X	X	X	X	X	X	X	X
ST-22. Designated Truck Routes	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~	~~X~~
None									
SPAS Mitigation Measures									
MM-LE (SPAS)-1. LAWAPD Replacement Facilities	X	X	X		X	X	X	X	X
On-Airport Transportation									
LAX Master Plan Commitments									
ST-2. Non-Peak CTA Deliveries	X	X		X				X	X
ST-8. Limited Short-Term Lane Closures	X	X		X				X	X
ST-9. Construction Deliveries	X	X		X				X	X
ST-18. Construction Traffic Management Plan	X	X		X				X	X
ST-19. Closure Restrictions of Existing Roadways	X	X		X				X	X
LAX Master Plan Mitigation Measures									
MM-ST-1. Require CTA Construction Vehicles to Use Designated Lanes	X	X		X				X	X
MM-ST-2. Modify CTA Signage	X	X		X				X	X
MM-ST-3. Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	X	X		X				X	X
Bradley West Project Mitigation Measures									
MM-ST (BWP)-2. Improve the Intersection of Center Way and World Way South	X	X		X				X	X
MM-ST (BWP)-3. Widen World Way Across from TBIT	X	X		X				X	X
SPAS Mitigation Measures									
MM-ST*(OA)* (SPAS)-1. Relocate Existing Taxi Loading Zone at TBIT	X	X		X				X	X
MM-ST*(OA)* (SPAS)-2. Change Departures and Arrivals Level Commercial Vehicle Curbside Operations	X	X		X				X	X
Off-Airport Transportation									
LAX Master Plan Commitments									
ST-9. Construction Deliveries	X	X	X	X				X	X
ST-12. Designated Truck Delivery Hours	X	X	X	X				X	X
ST-14. Construction Employee Shift Hours	X	X	X	X				X	X
ST-17. Maintenance of Haul Routes	X	X	X	X				X	X
ST-18. Construction Traffic Management Plan	X	X	X	X				X	X
ST-19. Closure Restrictions of Existing Roadways	X	X	X	X				X	X
ST-20. Stockpile Locations	X	X	X	X				X	X
ST-21. Construction Employee Parking Locations	X	X	X	X				X	X
ST-22. Designated Truck Routes	X	X	X	X				X	X
ST-24. Fair Share Contribution to CMP Improvements	X	X	X	X				X	X
LAX Master Plan Mitigation Measures									
MM-ST-14. Ground Transportation/Construction Coordination Office Outreach Program	X	X	X	X				X	X

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
SPAS Mitigation Measures									
MM-ST (SPAS)-1. Transportation Demand Management Program	X	X	X	X				X	X
MM-ST (SPAS)-2. Modify the Intersection of Airport Boulevard and Arbor Vitae Street/Westchester Parkway (Intersection 6)	X	X	X	X				X	X
MM-ST (SPAS)-3. Modify the Intersection of Airport Boulevard and Century Boulevard (Intersection 7)	X	X		X				X	X
MM-ST (SPAS)-4. Modify the Intersection of Arbor Vitae Street and Inglewood Avenue (Intersection 11)	X	X		X				X	X
MM-ST (SPAS)-5. La Brea Avenue and Arbor Vitae Street (Intersection 12)	X	X						X	X
MM-ST (SPAS)-6. Modify the Intersection of Aviation Boulevard and El Segundo Boulevard (Intersection 15)			X						
MM-ST (SPAS)-7. Modify the Intersection of Aviation Boulevard and Imperial Highway (Intersection 16)			X	X					
MM-ST (SPAS)-8. Modify the Intersection of Aviation Boulevard/Florence Avenue and Manchester Avenue (Intersection 17)	X	X	X	X				X	X
MM-ST (SPAS)-9. Modify the Intersection of La Brea Avenue and Centinela Avenue (Intersection 25)	X	X	X					X	X
MM-ST (SPAS)-10. Modify the Intersection of La Cienega Boulevard and Centinela Avenue (Intersection 26)	X	X	X	X				X	X
MM-ST (SPAS)-11. Modify the Intersection of Sepulveda Boulevard and Centinela Avenue (Intersection 28)			X						
MM-ST (SPAS)-12. La Brea Avenue/Hawthorne Boulevard and Century Boulevard (Intersection 34)	X	X		X				X	X
MM-ST (SPAS)-13. Inglewood Avenue and Century Boulevard (Intersection 35)	X	X	X	X				X	X
MM-ST (SPAS)-14. Prairie Avenue and Century Boulevard (Intersection 37)	X	X		X				X	X
MM-ST (SPAS)-15. Modify the Intersection of Sepulveda Boulevard and Century Boulevard (Intersection 38)	X	X	X	X				X	X
MM-ST (SPAS)-16. Modify the Intersection of La Cienega Boulevard and El Segundo Boulevard (Intersection 53)			X						
MM-ST (SPAS)-17. Modify the Intersection of La Brea Avenue and Florence Avenue (Intersection 57)	X	X	X	X				X	X
MM-ST (SPAS)-18. Modify the Intersection of La Cienega Boulevard and Florence Avenue (Intersection 58)	X	X	X	X				X	X
MM-ST (SPAS)-19. Modify the Intersection of Sepulveda Boulevard and Grand Avenue (Intersection 60)	X	X						X	X
MM-ST (SPAS)-20. Modify the Intersection of Hawthorne Boulevard and Imperial Avenue (Intersection 62)	X	X	X	X				X	X
MM-ST (SPAS)-21. Modify the Intersection of Inglewood Avenue and Imperial Highway (Intersection 66)	X	X	X	X				X	X
MM-ST (SPAS)-22. Prairie Avenue and Imperial Highway (Intersection 70)			X						
MM-ST (SPAS)-23. Modify the Intersection of Sepulveda Boulevard and Imperial Highway (Intersection 71)	X	X	X	X				X	X
MM-ST (SPAS)-24. Modify the Intersection of I-105 Ramps (east of Aviation Boulevard) and Imperial Highway (Intersection 74)			X						
MM-ST (SPAS)-25. Modify the Intersection of La Brea Avenue and Manchester Boulevard (Intersection 85)			X					X	X
MM-ST (SPAS)-26. Modify the Intersection of La Brea Avenue and Slauson Avenue (Intersection 87)	X	X	X	X				X	X
MM-ST (SPAS)-27. Modify the Intersection of La Cienega Boulevard and Manchester Boulevard (Intersection 90)			X					X	X
MM-ST (SPAS)-28. Modify the intersection of La Cienega Boulevard and Southbound I-405 Ramps (north of Century Boulevard) (Intersection 96)	X	X						X	X
MM-ST (SPAS)-29. Modify the Intersection of Sepulveda Boulevard and La Tijera Boulevard (Intersection 101)			X	X					
MM-ST (SPAS)-30. Modify the Intersection of Lincoln Boulevard and Manchester Boulevard (Intersection 105)			X						

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
MM-ST (SPAS)-31. Modify the Intersection of Ash Avenue and Manchester Avenue (Intersection 115)	X	X						X	X
MM-ST (SPAS)-32. Vicksburg Avenue and 96th Street (Intersection 143)	X	X						X	X
MM-ST (SPAS)-33. Modify the Intersection of Sepulveda Eastway and Westchester Parkway (Intersection 146)			X	X					
MM-ST (SPAS)-34. Modify the Intersection of Hindry Avenue and Manchester Boulevard (Intersection 159)	X	X	X	X				X	X
MM-ST (SPAS)-35. Modify the Intersection of Prairie Avenue and Manchester Boulevard (Intersection 169)	X	X	X	X				X	X
MM-ST (SPAS)-36. Modify the Intersection of Prairie Avenue and Lennox Boulevard (Intersection 197)	X	X	X	X				X	X
MM-ST (SPAS)-37. Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection 10)	*X*	*X*		*X*				*X*	*X*
MM-ST (SPAS)-38. Modify the Intersection of La Tijera Boulevard and Centinela Avenue (Intersection 27)	*X*	*X*		*X*				*X*	*X*
MM-ST (SPAS)-39. Fair Share Contribution to a Traffic Signal at the Intersection of Overland Avenue and Kelmore Street/Ranch Road (Intersection 153)			*X*						
MM-ST (SPAS)-40. Fair Share Contribution to a Traffic Signal at the Intersection of Overland Avenue and Sawtelle Boulevard (Intersection 154)	*X*	*X*	*X*	*X*				*X*	*X*
MM-ST (SPAS)-41. Fair Share Contribution to a Traffic Signal at the Intersection of Walgrove Avenue and Washington Boulevard (Intersection 156)	*X*	*X*	*X*	*X*				*X*	*X*
MM-ST (SPAS)-42. Contribute to ITS Improvements at 11 Study Intersections Within the Jurisdiction of Los Angeles County (Intersections 27, 36, 52, 63, 76, 86, 87, 93, 95, 119, and 173)	*X*	*X*	*X*	*X*				*X*	*X*
Energy									
LAX Master Plan Commitments									
E-1. Energy Conservation and Efficiency Program	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
None									
Solid Waste									
LAX Master Plan Commitments									
SW-1. Implement an Enhanced Recycling Program	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
MM SW-1. Provide Landfill Capacity[5]	X	X	X	X	X	X	X	X	X
SPAS Mitigation Measures									
None									
Wastewater Generation									
LAX Master Plan Commitments									
W-2. Enhance Existing Water Conservation Program	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
None									

Table 6-4

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the SPAS Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8	Alt. 9
SPAS Mitigation Measures									
None									
Water Supply									
LAX Master Plan Commitments									
W-1. Maximize Use of Reclaimed Water	X	X	X	X	X	X	X	X	X
W-2. Enhance Existing Water Conservation Program	X	X	X	X	X	X	X	X	X
LAX Master Plan Mitigation Measures									
None									
SPAS Mitigation Measures									
None									

[1] LAWA and the LAX Coalition for Economic, Environmental and Educational Justice (LAX Coalition) have developed and entered into an agreement, the Community Benefits Agreement (CBA), to ensure that communities adversely affected by the LAX Master Plan Program also receive benefits as a result of implementation of the Program. The benefits and mitigations included in the CBA were negotiated independently from, and are not a part of, the LAX Master Plan Mitigation Monitoring and Reporting Program. The CBA contains a number of air quality mitigation measures, of which Sections X.A., X.F., X.K., X.L., X.M., and X.N. are applicable to SPAS.

[2] Alternatives 5, 6, and 7 focus on airfield improvements, and would not have any impacts related to ground transportation; however, assuming the airfield improvements under those alternatives would be paired with ground access improvements proposed under Alternative 1, 2, 8, or 9, there would be impacts to ground transportation that would subject to this mitigation measure.

[3] Alternatives 8 and 9 focus on ground access improvements, and would not have any impacts associated with aircraft gates; however, assuming the ground access improvements under those alternatives would be paired with airfield improvements proposed under Alternative 1, 2, 5, 6, or 7, there would be impacts to gates that would be subject to this mitigation measure.

[4] This measure would reduce the cumulatively considerable contribution to impacts to aviation safety from building/structural penetrations of FAR Part 77 imaginary surfaces.

[5] This measure would address cumulatively significant impacts associated with solid waste generation and disposal.

Source: CDM Smith, 2012.

4.3 Corrections and Additions to Appendices to the Preliminary LAX SPAS Report

Appendix E2-1, LAX Ground Transportation Study Report

1. The second sentence of the first paragraph in the right column on Page 64 of Appendix E2-1 of the Preliminary LAX SPAS Report is hereby revised as follows:

   The gated passenger schedule, representing the aircraft gating scenario illustrated in ~~the~~ Figure A-7 *and* used as the future condition for this study, ~~was created from the passenger schedule for the~~ *is commensurate with a* 78.9 MAP activity level. *This schedule was developed by LAWA and was also used by the Academic Panel for the North Airfield Safety Study*~~,~~ ~~developed with the assistance of the National Aeronautics and Space Administration (NASA) to support various north~~ airfield simulation efforts.

2. The second sentence on page 72 of Appendix E2-1 of the Preliminary LAX SPAS Report is hereby revised as follows:

   Future 78.9 MAP conditions (modeled using the ~~NASA~~ *gated passenger* schedule *developed by LAWA commensurate with a 78.9 MAP activity level* without the midfield processor) showed that at TBIT the LOS significantly worsens.

Appendix F-2, North Runway Alternatives Simulation Analysis

1. The following text on page 3 of Appendix F-2 of the Preliminary LAX SPAS Report is hereby revised as follows:

   - Calibrate the simulation model to ensure that the model adequately approximates actual operations at LAX. The LAX calibration compared simulated hourly operations and airfield travel times with actual performance data for March 29, 2005, collected from the airlines serving LAX. *The simulation model was subsequently verified and revalidated in 2007 and 2009 based upon updated operational performance data.*

2. Table 14 on page 91 of Appendix F-2 of the Preliminary LAX SPAS Report has been revised. Please see the following revised table.

3. Table 16 on page 107 of Appendix F-2 of the Preliminary LAX SPAS Report has been revised. Please see the following revised table.

Table 14

Peak Hour Throughput - 2025 SPAS Alternative 3

2,053 Daily Operations							
		Throughput					
		Peak Arrivals		Peak Departures		Peak Operations	
Configuration	Annual Use	Daily Total	Peak Throughput Hour	Daily Total	Peak Throughput Hour	Daily Total	Peak Throughput Hour
VFR with Visual Approaches - West Flow	69.2%	1,022	72	1,031	75	2,053	~~134~~*135*
VFR with ILS Approaches - West Flow	24.6%	1,022	72	1,031	74	2,053	~~133~~*136*
VFR with ILS Approaches - East Flow	2.1%	1,022	68	1,031	73	2,053	~~137~~*133*
IMC with Instrument Approaches - West Flow	4.1%	1,022	62	1,031	67	2,053	~~122~~*125*
Average All-Weather Throughput	100.0%	1,022	72	1,031	75	2,053	~~133~~*135*

Notes:

ILS = Instrument Landing System
IMC = Instrument Meteorological Conditions
VFR = Visual Flight Rules

Source: Ricondo & Associates, Inc., October 2011, based on SIMMOD simulation results (daily and hourly throughput operations).

Table 16

Peak Hour Throughput - 2025 SPAS Alternative 4

2,053 Daily Operations							
		Throughput					
		Peak Arrivals		Peak Departures		Peak Operations	
Configuration	Annual Use	Daily Total	Peak Throughput Hour	Daily Total	Peak Throughput Hour	Daily Total	Peak Throughput Hour
VFR Visual West Flow	69.2%	1,022	72	1,031	74	~~2,285~~*2,053*	~~148~~*134*
VFR ILS West Flow	24.6%	1,022	72	1,031	73	~~2,285~~*2,053*	~~144~~*133*
VFR ILS East Flow	2.1%	1,022	69	1,031	78	~~2,285~~*2,053*	~~134~~*137*
IFR West Flow	4.1%	1,022	61	1,031	66	~~2,285~~*2,053*	~~123~~*122*
Average All-Weather Throughput	100.0%	1,022	72	1,031	73	2,053	133

Notes:

ILS = Instrument Landing System
IMC = Instrument Meteorological Conditions
VFR = Visual Flight Rules

Source: Ricondo & Associates, Inc., October 2011, based on SIMMOD simulation results (daily and hourly throughput operations).