
LAX Specific Plan Amendment Study (SPAS) Update

December 3, 2012

Response to the Draft Environmental Impact Report

Draft EIR Release and Public Comment

- Official Comment Period was July 27, 2012 through October 10, 2012 (75 days)
- Three public meetings held in late August -
 - Over 370 attended
 - 101 verbal comments
 - “Virtual Meeting” was available from September 10 until the close of the comment period.
- Comments Received -
 - 251 commenters, over 2000 individual comments
 - A majority of comments were focused on:
 - The selection of a particular Alternative
 - The importance of moving forward through the SPAS process.
- Formal responses to submitted comments are being prepared for the Final Environmental Impact report.

SPAS Alternatives & Objectives

SPAS Alternatives Summary

Alternative Designation	Former References or “Description”
Integrated Alternatives	
Alternative 1	“260’ N” with “Busway/No Consolidated Rent-A-Car (CONRAC) Facility”
Alternative 2	“No Increased Separation” with “Busway/No CONRAC”
Alternative 3	Master Plan/ “Alternative D”
Alternative 4	“No Yellow Light Projects”
Airfield Alternatives	
Alternative 5	“350’ N”
Alternative 6	“100’ N”
Alternative 7	“100’ S”
Ground Transportation Alternatives	
Alternative 8	“Busway/CONRAC”
Alternative 9	“Automated People Mover (APM)/CONRAC”

SPAS Project Objectives

1. Provide North Airfield Improvements That Support Safe and Efficient Movement of Aircraft
2. Improve Ground Access System to Better Accommodate Airport Traffic
3. Maintain LAX's Position as International Gateway to Southern California
4. Plan Improvements That Do Not Result in More Than 153 Passenger Gates at 78.9 MAP
5. Enhance Safety and Security at LAX
6. Minimize Environmental Impacts on Surrounding Communities
7. Produce an Improvement Program that is Sustainable, Feasible, and Fiscally Responsible

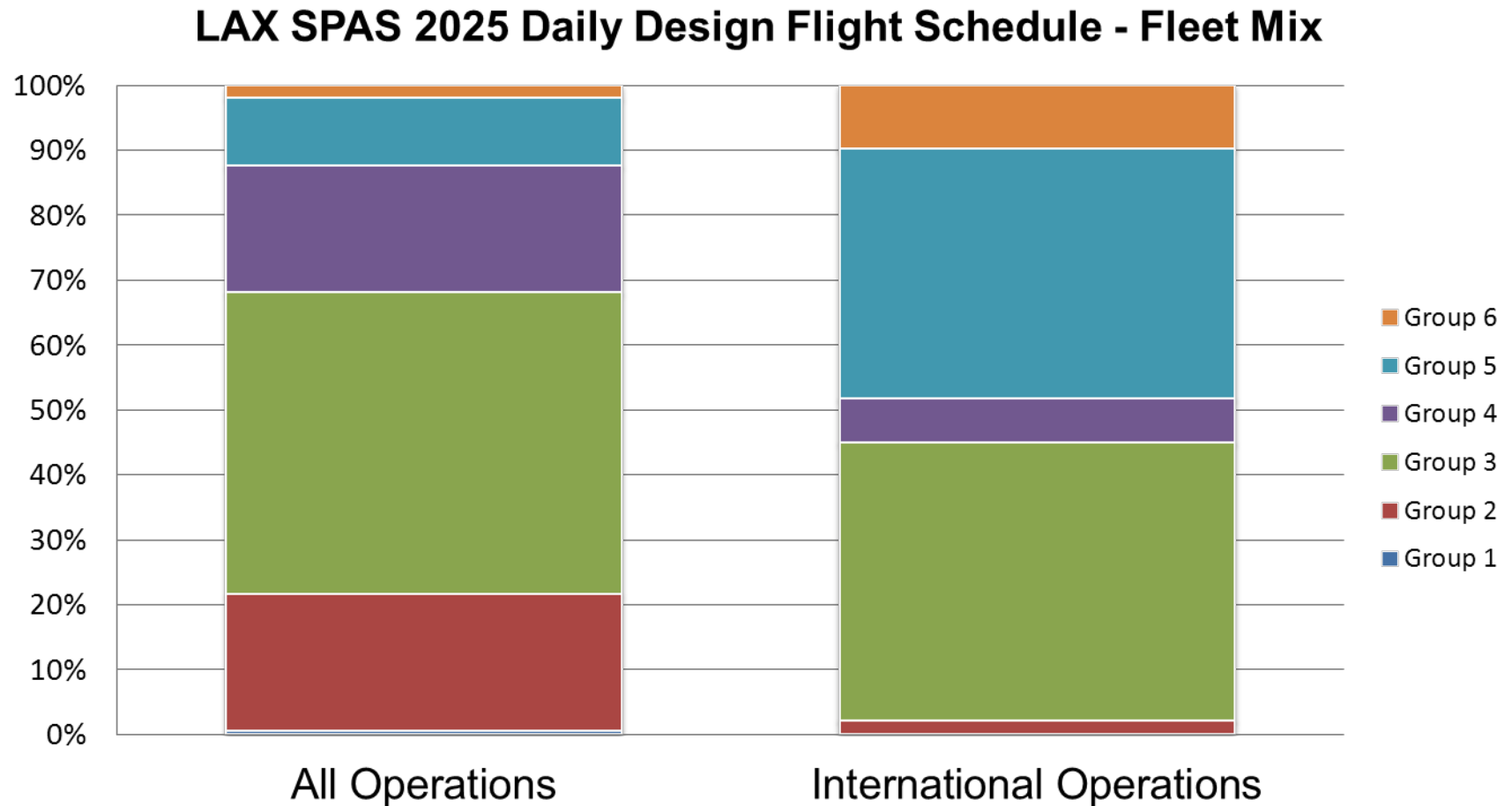
Staff Airfield & Terminal Recommendation

Airfield Objectives Review

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Safe and Efficient Movement of Aircraft							
LAX as International Gateway							
Enhance Safety							
Fiscally Responsible							

- 350' North (Alt. 5) is the only alternative that meets all of the airfield objectives.
- “No Increased Separation” (Alt. 2), “No Runway Improvements” (Alt. 4), 100' North (Alt. 6), and 100' South (Alt. 7) do not meet these objectives, primarily because they do not allow for standard operations of ADG 5 or 6 aircraft on the North Airfield.
- Alt. D (Alt. 3) is the least fiscally responsible.
- The objective of Minimizing Environmental Impacts is considered on subsequent slides.

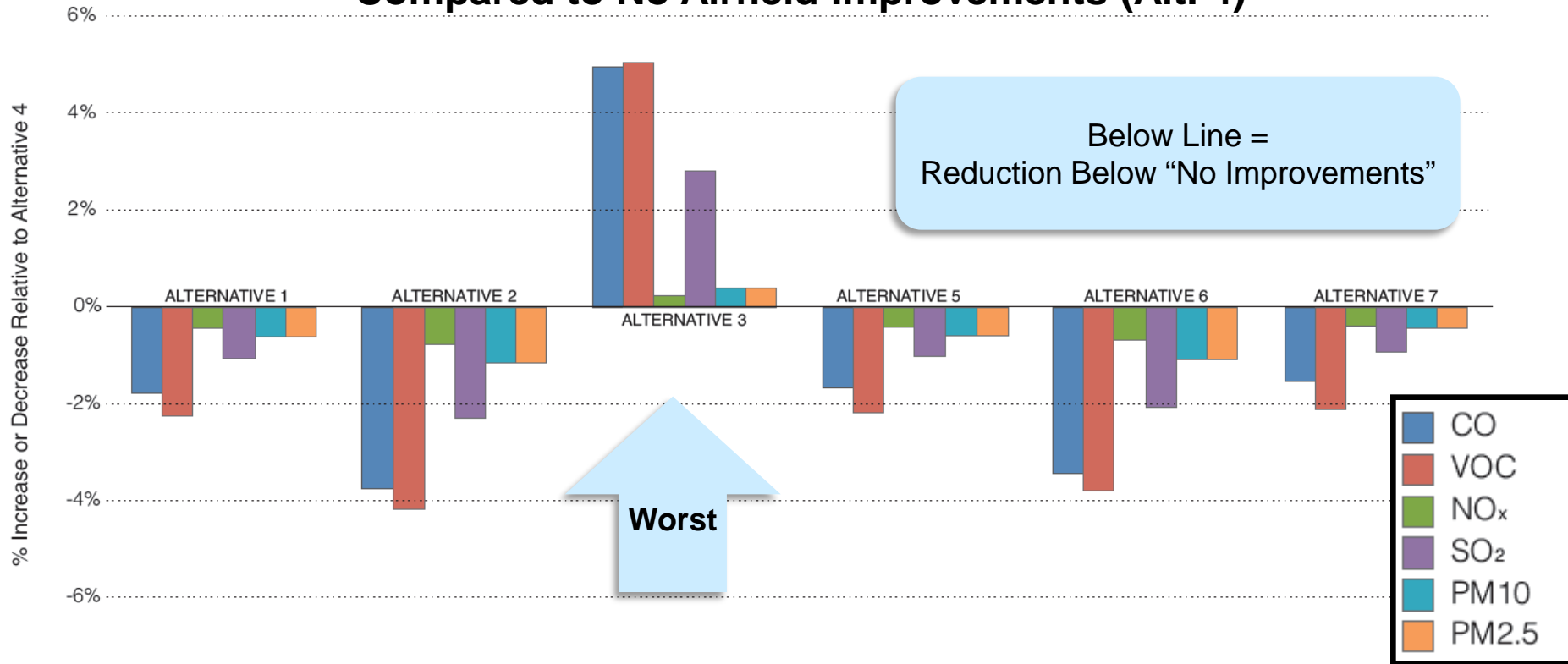
2025 Projected Fleet Mix



- Under the projected 2025 fleet mix for LAX, Group 5 aircraft make up more than 10% of all operations, and almost 40% of the international operations.

SPAS DEIR – Air Quality (Airfield)

Relative Increase in APU/GSE/Aircraft Emissions Compared to No Airfield Improvements (Alt. 4)

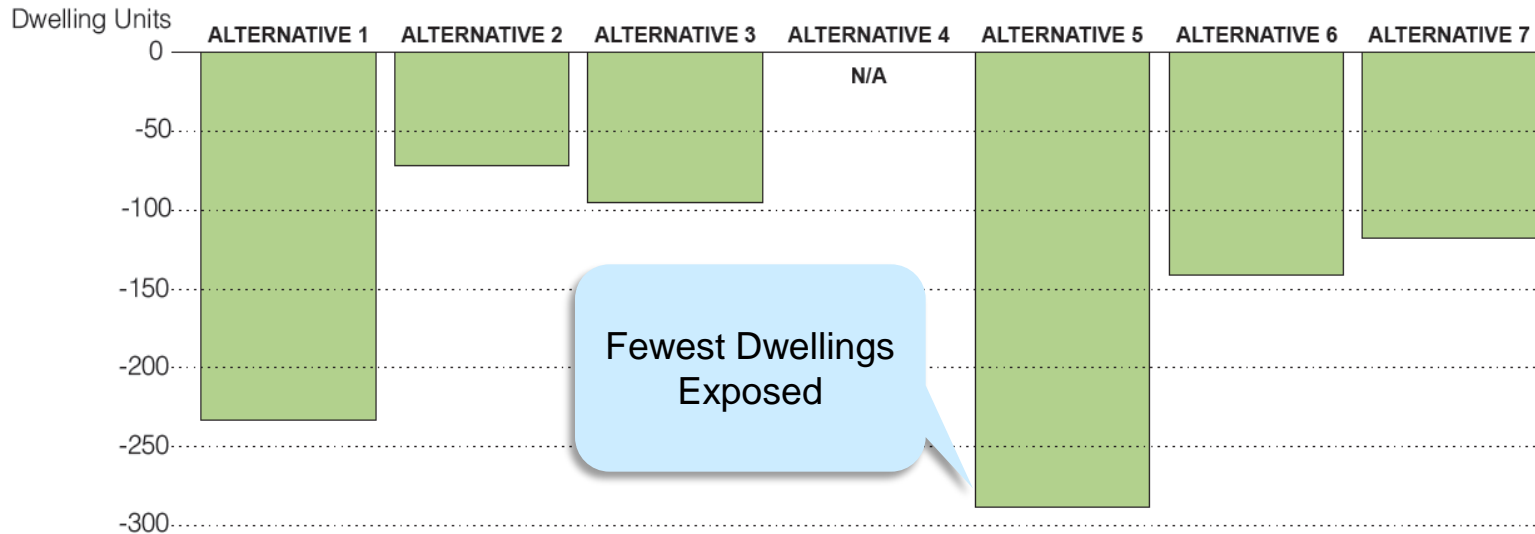


- Significant and unavoidable impacts findings are limited to SO_x, PM₁₀ and PM_{2.5}
- Alt. D (Alt. 3) increased emissions compared to "no airfield improvements"
- All other Alts. offered emissions reductions. Alt. 2 had the lowest emissions.

SPAS DEIR – Aircraft Noise (Dwellings)

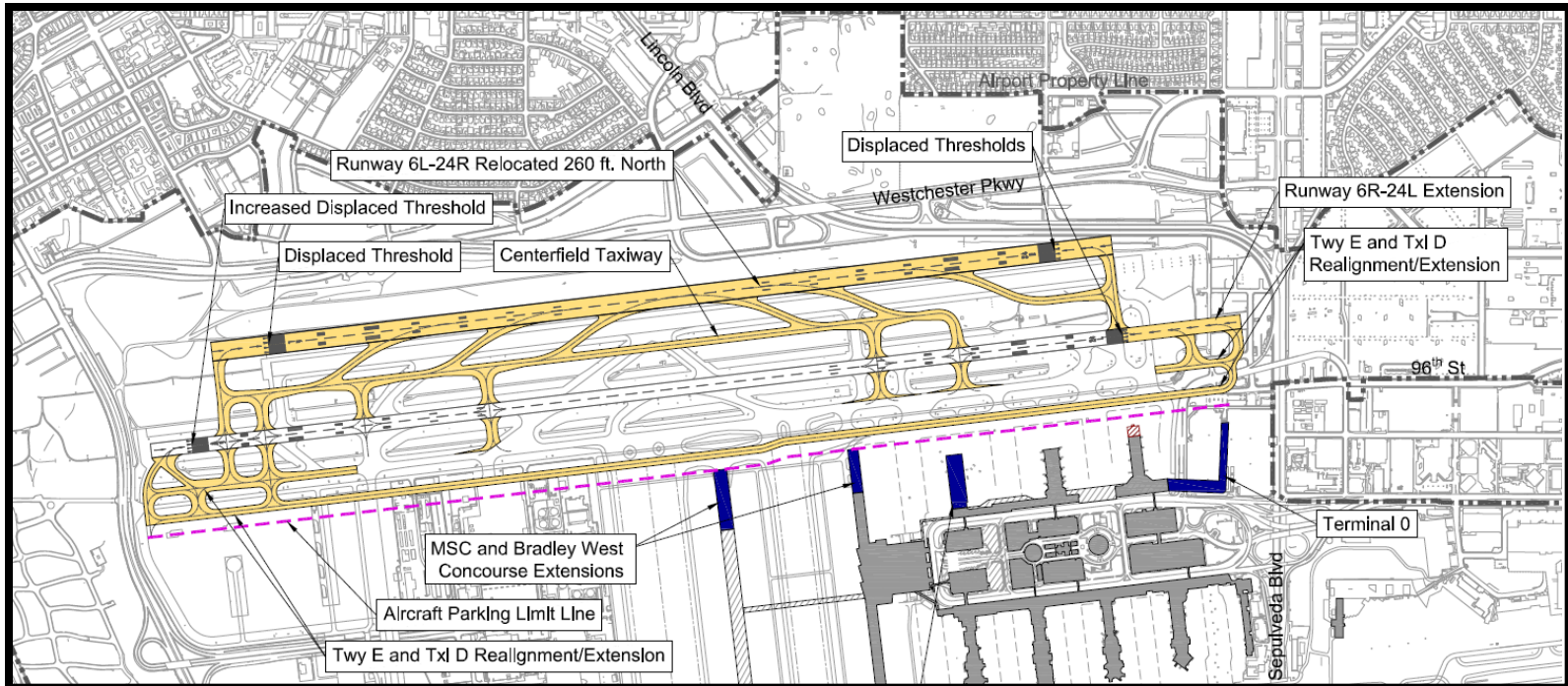
Change in Number of Dwelling Units Exposed to >65 CNEI

Year 2025 Conditions With Versus Without Airfield Improvements**



- Compared to “no airfield improvements”, all of the Alternatives decreased the number of dwellings significantly impacted by aircraft noise.
- Alt. 5 had the lowest number of dwellings newly impacted.
















SPAS Airfield and Terminal Recommendation (Alt. 1)



- Achieves centerline taxiway with a movement of arrivals runway 260' north.
- Supports standard operations on the North Airfield, except for Group 6 aircraft when visibility is less than ½ mile.
- Provides pilot line-of-sight to end of departures runway for Group 5 operations.
- Addresses RSA and Taxiway/Taxilane deficiencies.
- Allows redevelopment or extension to north terminal facilities, including Terminal 0, TBIT and the Midfield Satellite Concourse (MSC)
- 153 passenger gates.

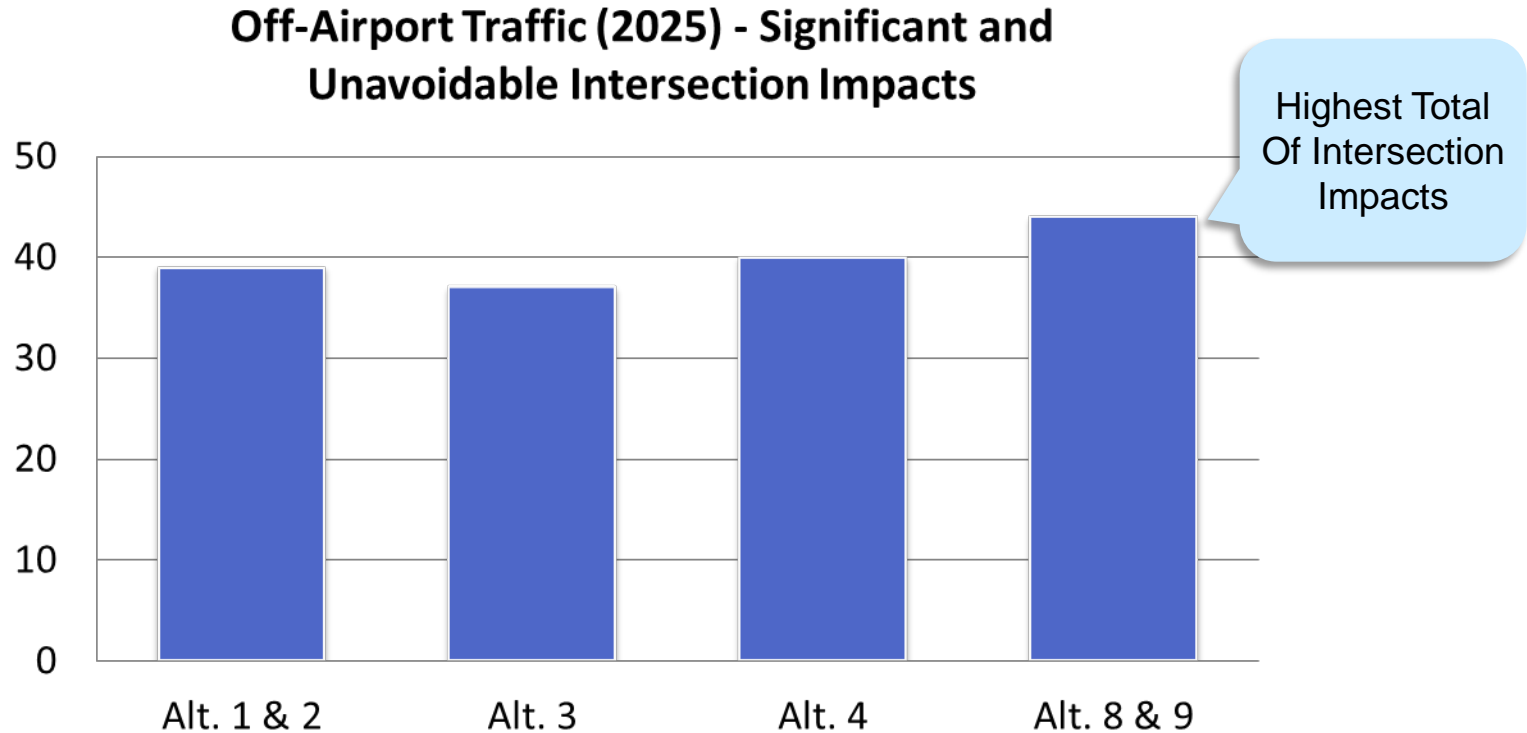
Staff Ground Transportation Recommendation

Ground Transportation Review

	Alts. 1 & 2	Alt. 3	Alt. 4	Alt. 8	Alt. 9
Better Accommodate Airport Traffic					
Enhance Security					
Fiscally Responsible					

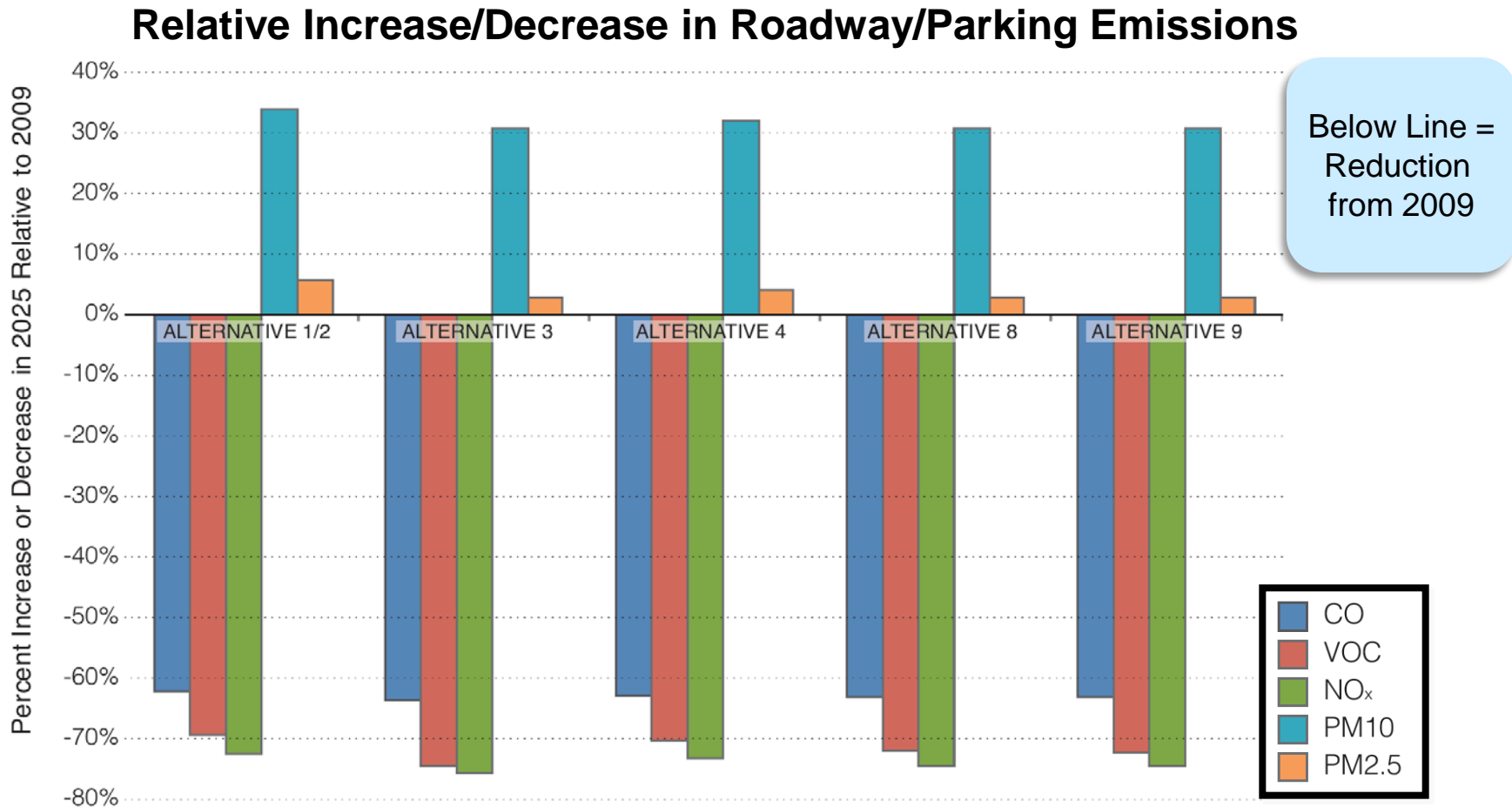
- Alternatives featuring the Busway (Alts. 1, 2 & 8) meet all the Ground Transportation objectives.
- Alternatives with the APM (Alts. 3, 9) meet objectives relating to accommodating airport traffic, but are more capital intensive.
- Alt. 4 does not address key planning objectives related to accommodating airport traffic.
- The objective of Minimizing Environmental Impacts is considered on subsequent slides.

SPAS DEIR – Off-Airport Intersection Impacts



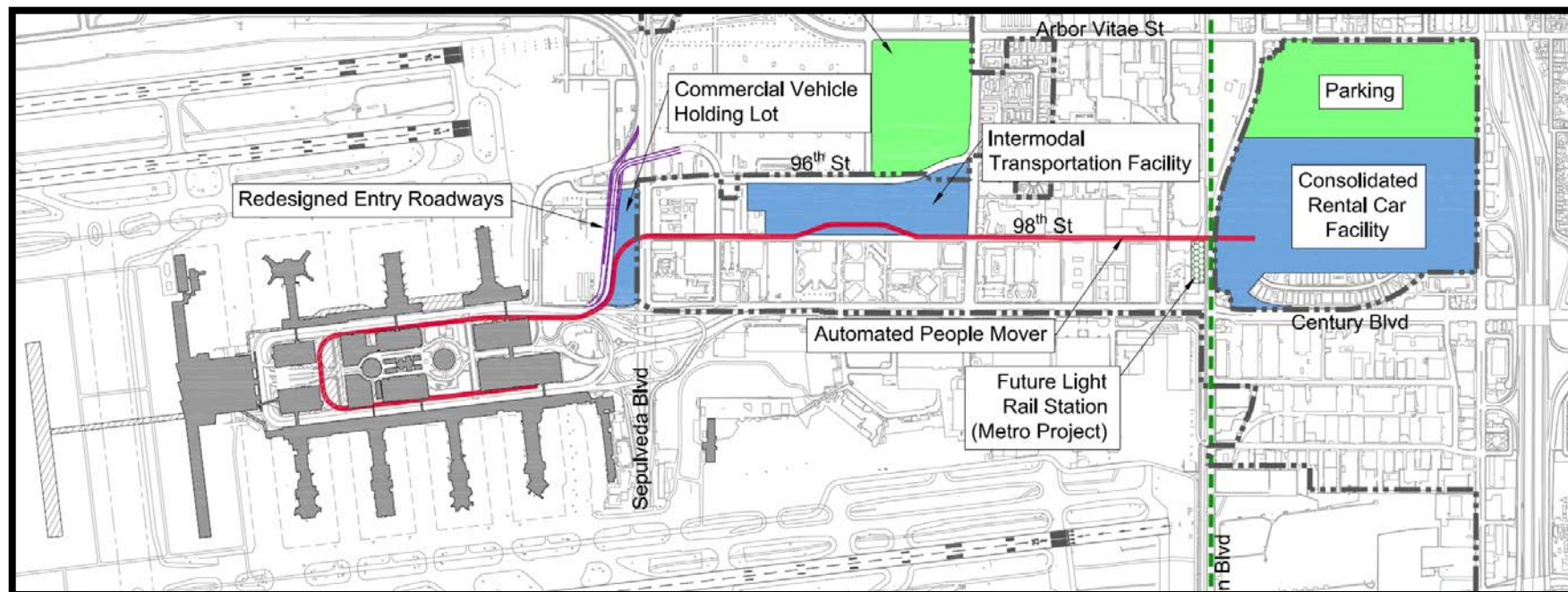
- Most identified traffic impacts occur regardless of Alternative selected.
- Alternatives with a CONRAC in Manchester Square (Alts. 8 & 9) had the highest totals of intersections significantly and unavoidably impacted.

SPAS DEIR – Air Quality (Ground Transportation)



- Except for PM10 and PM2.5, ground transportation-related emissions are down compared to 2009.
- In general, the Alternatives had similar operational air emissions profiles.

SPAS Ground Transportation Recommendation (Alt. 9)



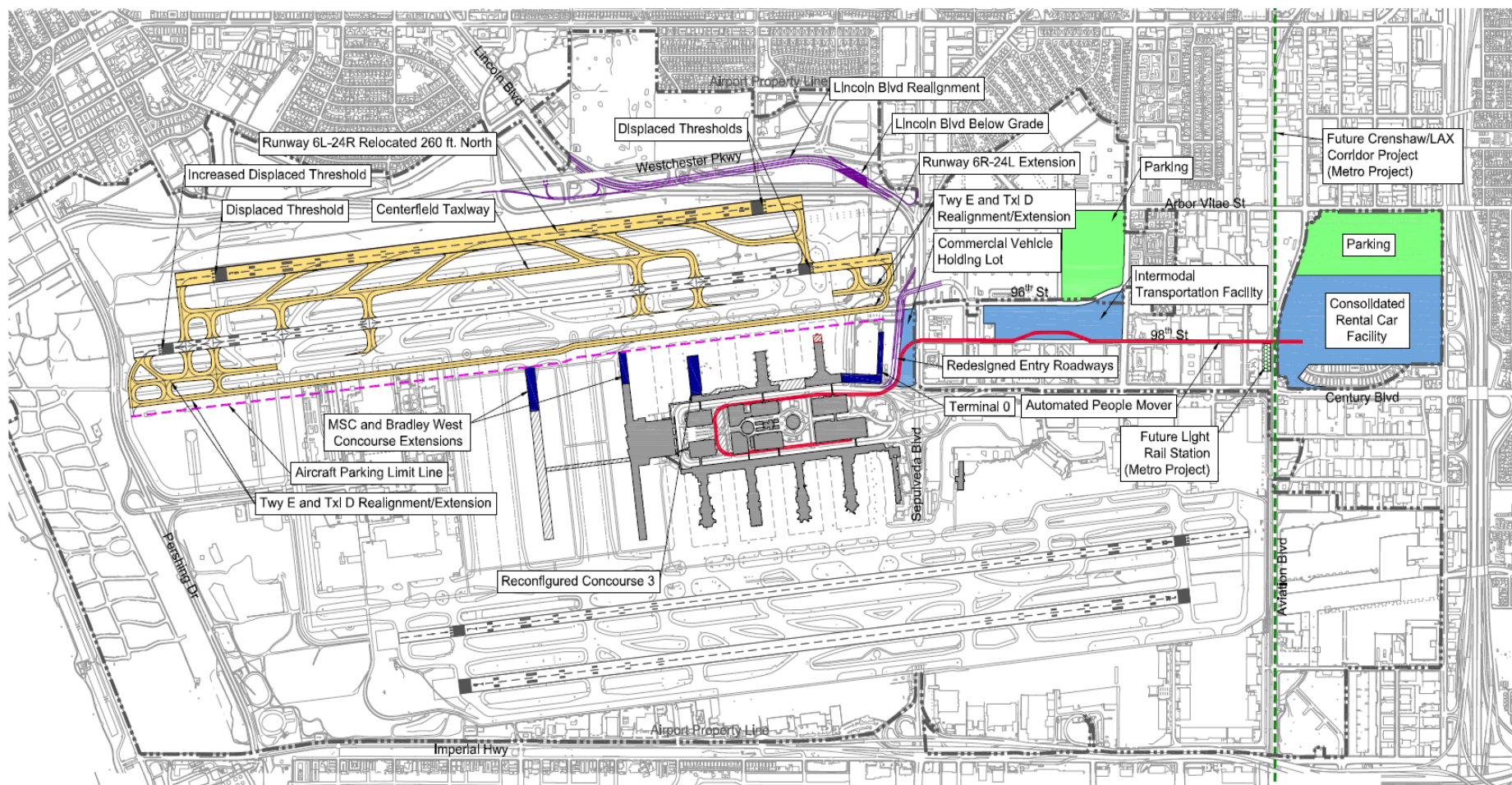
- Development of significant facilities arising from performance of ground transportation system and passenger conveyance needs. Facilities include, but not limited to:
 - Intermodal Transportation Facility (ITF)
 - Consolidated Rent-A-Car Facility (CONRAC)
 - Automated People Mover system (APM)
- Service to Metro facilities in Lot C and at Century/Aviation to be provided by airport circulator

SPAS Ground Transportation Recommendation (cont.)

- Non-CTA ground transportation projects, like the ITF, CONRAC, and APM are not mitigations for other airport projects.
- Alt. 9 provides the most flexibility in addressing ground transportation performance in the future.
 - “Frees Up” currently assigned curbside in the CTA
 - Potentially reduces CTA traffic on the roadway by 2.5% when compared to Alt. 8
- More detailed design and planning will determine:
 - Potential phasing for each of the ground transportation facilities
 - When and in what order each improvement should be constructed
 - Whether the APM could enhance inter-terminal connectivity
 - How facilities could interface with planned and potential Metro projects

Staff Recommended Alternative

Staff Recommended Alternative



Key Features of Staff Recommended Alternative

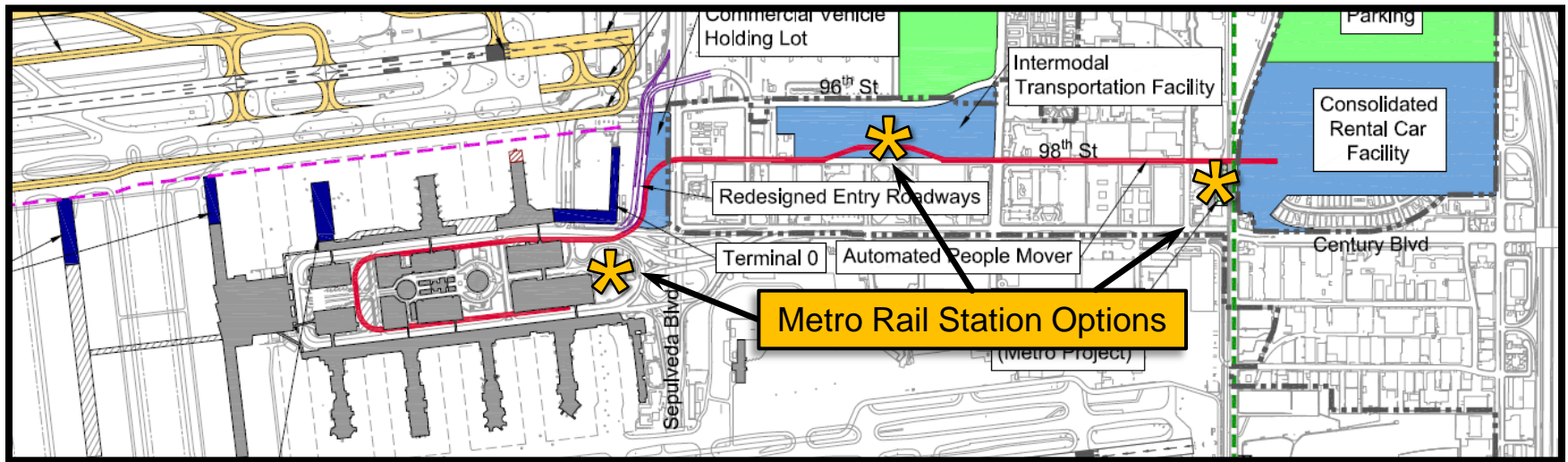
- **Airfield/Terminal Features:**

- Achieves centerline taxiway with a movement of arrivals runway 260' north.
- Supports standard operations on the North Airfield, except for Group 6 aircraft when visibility is less than ½ mile.
- Provides pilot line-of-sight to end of departures runway for all except Group 6 operations.
- Addresses Runway Safety Area and Taxiway/Taxilane deficiencies.
- Allows redevelopment or extension to north terminal facilities, including Terminal 0, TBIT and the Midfield Satellite Concourse (MSC)
- 153 passenger gates.

- **Ground Transportation Features**

- Significant new facilities to be developed based on airport ground transportation and passenger conveyance needs. Including:
 - Intermodal Transportation Facility (ITF)
 - Consolidated Rent-A-Car Facility (CONRAC)
 - Automated People Mover system (APM)
- Service to Metro facilities in Lot C and at Century/Aviation to be provided by airport circulator

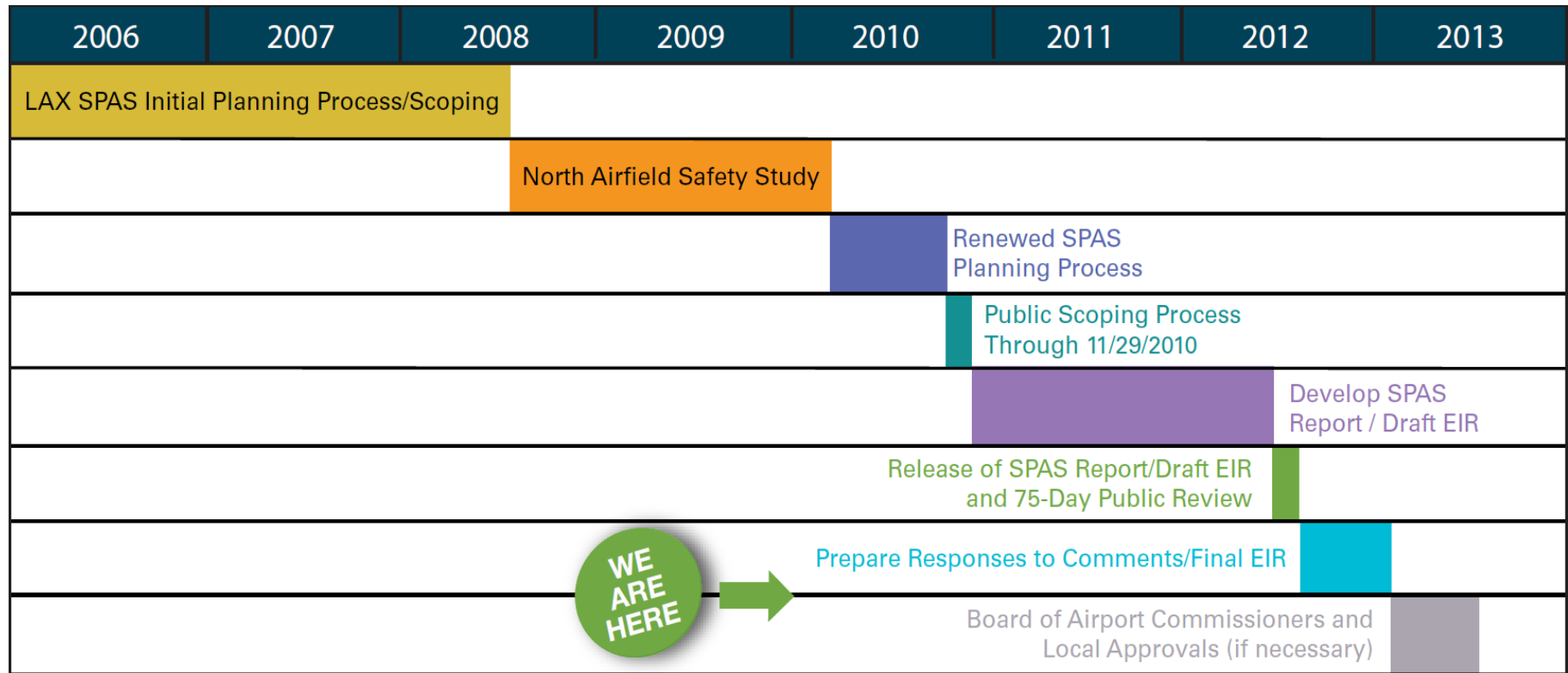
Light Rail Opportunities for Airport Metro Connector



- Metro is constructing the Crenshaw/LAX Corridor Light Rail Line along Aviation Blvd., with a station on Century and Aviation.
- In a parallel effort, LAWA is collaborating with Metro to identify convenient connections to LAX. As part of the Airport Metro Connector project, LAWA is working with Metro examining potential methods to connect Crenshaw/LAX Corridor and Green Line passengers “to the airport”.
- The Staff Recommended SPAS Alternative preserves two additional opportunities to connect Metrorail light rail directly “to the airport”.

Next Steps

SPAS Timeline



Next Steps

- Meet with the SPAS Advisory Committee (12/4/2012).
- Complete Final EIR.
- Assist Planning Department in its consideration of any potential LAX Specific Plan changes.
- Continue to work with Metro as it considers transit opportunities near and at LAX.