The Specific Plan Amendment Study 2012

OBJECTIVES & ALTERNATIVES

STAFF RECOMMENDED ALTERNATIVE

The Preliminary SPAS Report and theSPAS Draft EIR identified and evaluated nine potential alternatives to certain components of the previously-approved LAX Master Plan, referred to as Yellow Light Projects, including various configurations for the north airfield, terminal improvements, and improvements to LAX’s ground transportation system. After an extensive review of public comments received during the 75-day public-comment period, staff analysis of the environmental impacts of each alternative; and review of the SPAS Project Objectives, LAWA staff has recommended a combination of the airfield and terminal elements of SPAS Alternative 1 with the ground transportation elements of Alternative 9 as the Recommended Alternative to be considered for adoption by the Board of Airport Commissioners. All components of the Staff Recommended Alternative were described and analyzed in the SPAS Draft EIR.

Key Features of Staff Recommended Alternative

Airfield/Terminal Features:

- Achieves construction of a controllable taxiway with a movement of an existing Runway 6L/24R 260 feet north
- Extends Runway 6R/24L eastward
- Supports standard operations on the North Airfield, except for Group B aircraft when visibility is less than 15 miles
- Provides pilot line-of-sight to and of departure runways for all except Group B operations
- Addresses Runway Safety Area and Taxiway/Taxilane deficiencies
- Allows development/Redevelopment/extension of Terminal 0, Terminal 1, Tom Bradley International Terminal and the future MultiField Satellite Concourse
- Proposes a maximum of 153 passenger gates

Ground Transportation Features:

- Significant new facilities to be developed based on airport ground transportation and passenger conveyance needs, including but not limited to:
  - Intermodal Transportation Facility (ITF) in the vicinity of Lot C
  - Consolidated Rent-A-Car Facility (CONRAC) and long-term parking in Manchester Square
  - Automated People Mover system (APM) to serve as conveyance between airport and Metro facilities
  - Redesign of Sky Way

Evaluation of Relationship Between Project Objectives and Staff Recommended Alternative

LAWA staff utilized the “Preliminary Evaluation of the Relationship Between the Project Objectives and the SPAS Alternatives” (see SPAS EIR Board 3.5) as it considered recommending a particular alternative to decision-makers. The results from the Preliminary Evaluation enabled staff to recommend the Alternative for the following reasons:

- The Staff Recommended Alternative provides for standardization of nearly all airfield operations, substantially improves pilot situational awareness, addresses all airfield hazards, and includes airfield efficiency features
- The Staff Recommended Alternative provides four of the four types of improvements associated with the ground transportation planning objective: reducing bottlenecks and congestion in the CTA; reducing the volume of vehicles in the CTA by providing alternative locations for pick-up and drop-off; providing grade-separated connection between the CTA and other airport transit facilities; and integrating with nearby transit facilities
- The Staff Recommended Alternative provides opportunities to modernize terminals and concourses for international passengers
- Like other Alternatives, the Staff Recommended Alternative would not result in more than 153 passenger gates at 78.9 Million Annual Passengers (MAP)
- The Staff Recommended Alternative would meet existing and anticipated federal security requirements
- The DERR identifies mitigation measures for the Staff Recommended Alternative to mitigate environmental impacts on surrounding communities
- Implementation of the Staff Recommended Alternative would provide low to moderate impact on LAWA finances

The chart below illustrates how the Staff Recommended Alternative components, the combination of Alternative 1 and Alternative 9, measure against the Project Objectives.