

CPC-2012-3357-GPA-SP

LAX Specific Plan, LAX Plan
and Related General Plan
Amendments

City Planning Commission
February 14, 2013



Los Angeles Department of City Planning

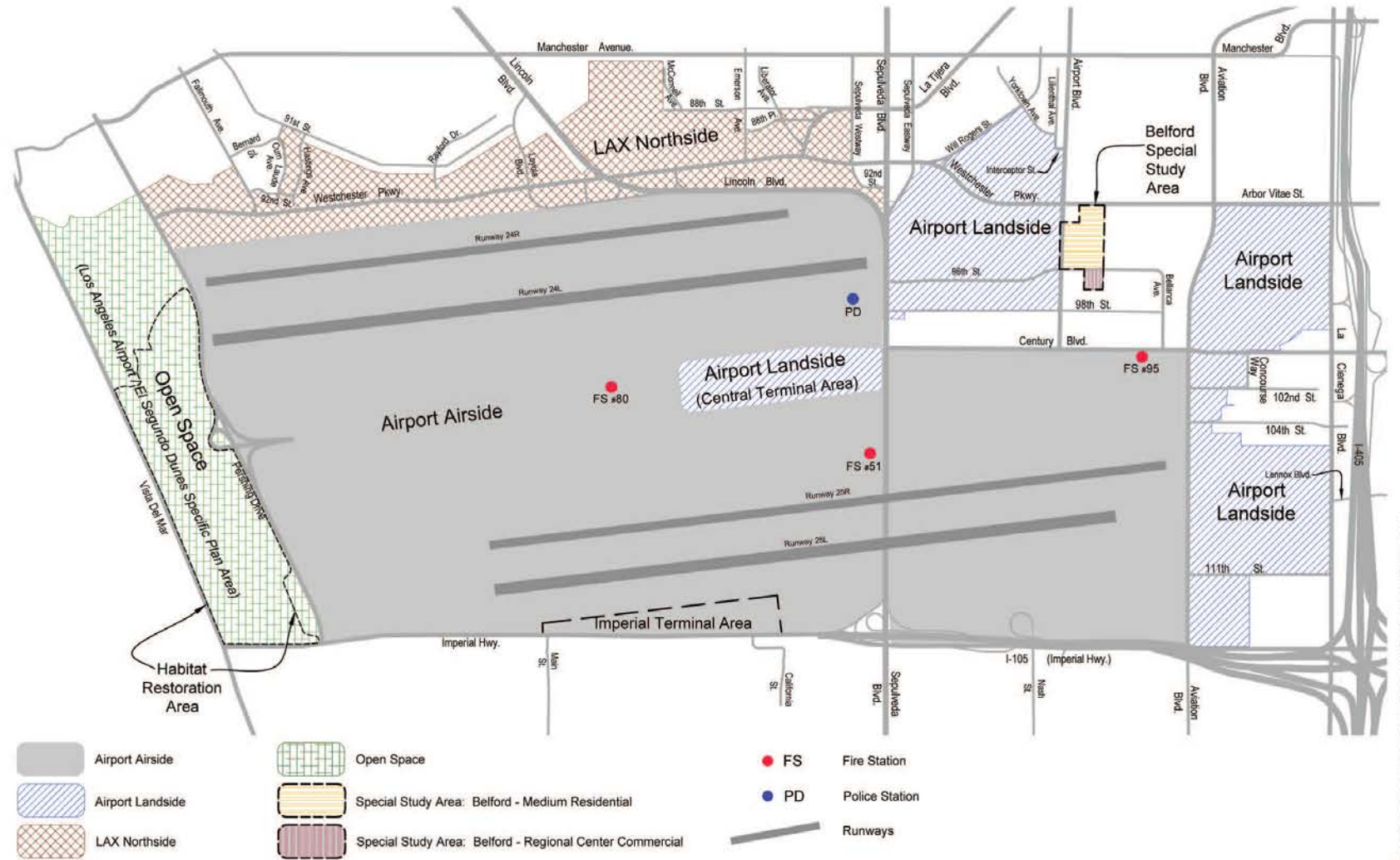
Background

LAX related planning documents

- LAX Plan
 - Component of Land Use Element
 - Community Plan for LAX
- LAX Specific Plan
- Related General Plan elements
 - Transportation
 - Noise
- Westchester – Playa del Rey Community Plan



LAX PLAN MAP



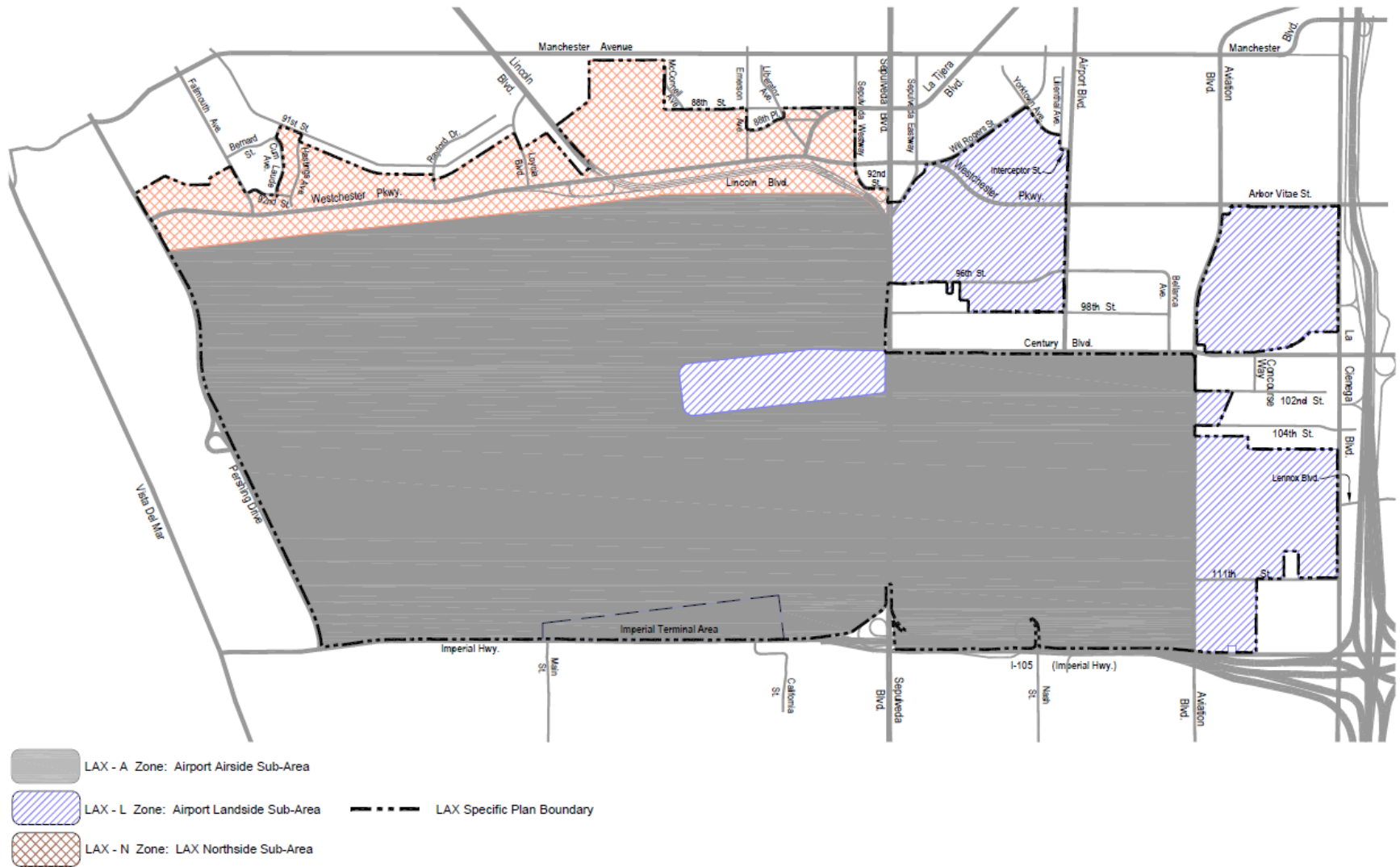
LAX Plan

Not to Scale



Figure 1
Plan Areas

LAX SPECIFIC PLAN MAP



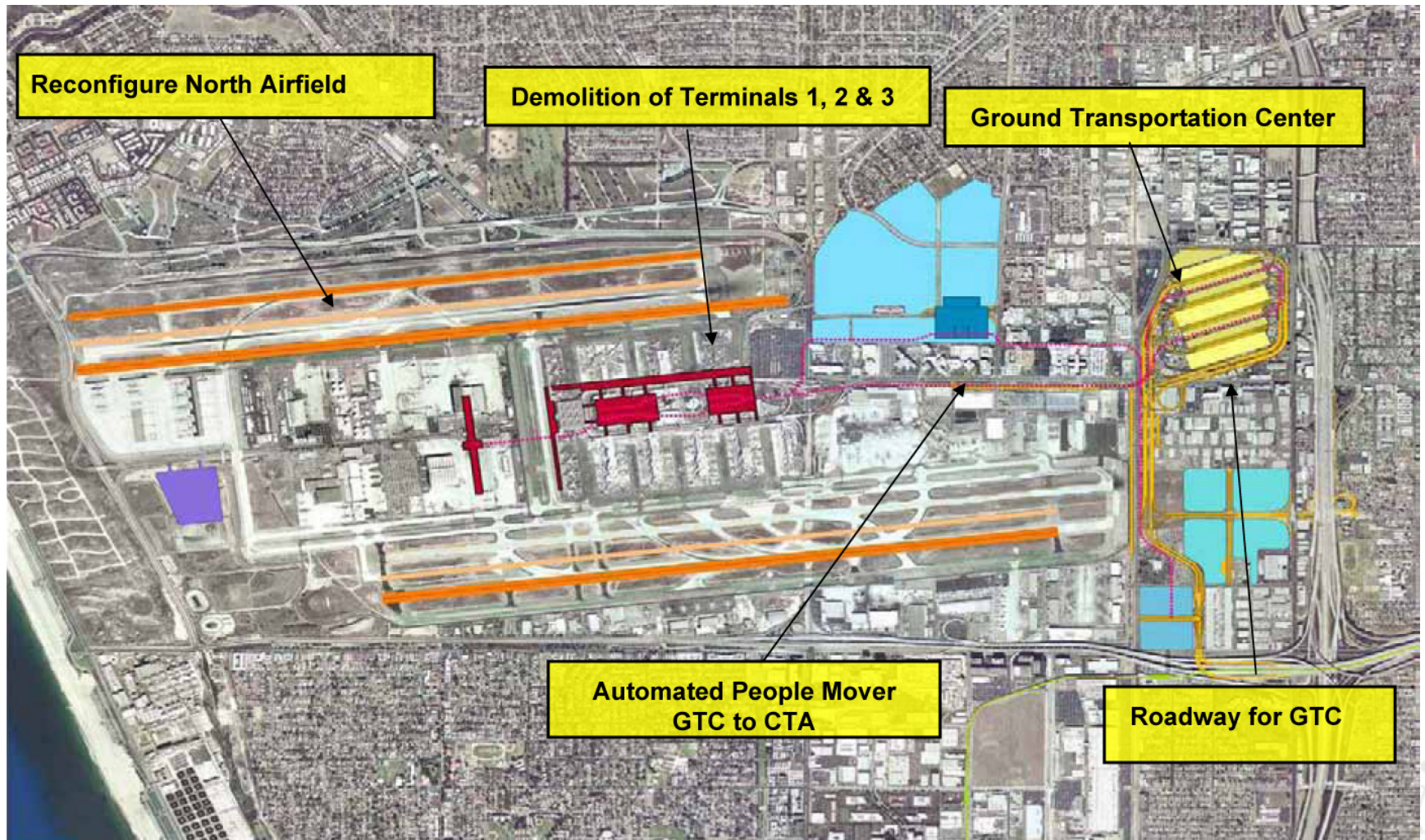
Background

LAX Specific Plan

- Adopted in December 2004 (Ordinance No's. 176,345 and 179,148)
- Establishes zoning, land use regulations, and implementation procedures for future projects
- Implemented by Los Angeles World Airports (LAWA)
- Specific Plan Amendment Study (SPAS) and associated environmental analysis for **Yellow Light projects**
 - Pursuant to Section 7.H of Specific Plan



Yellow Light Projects



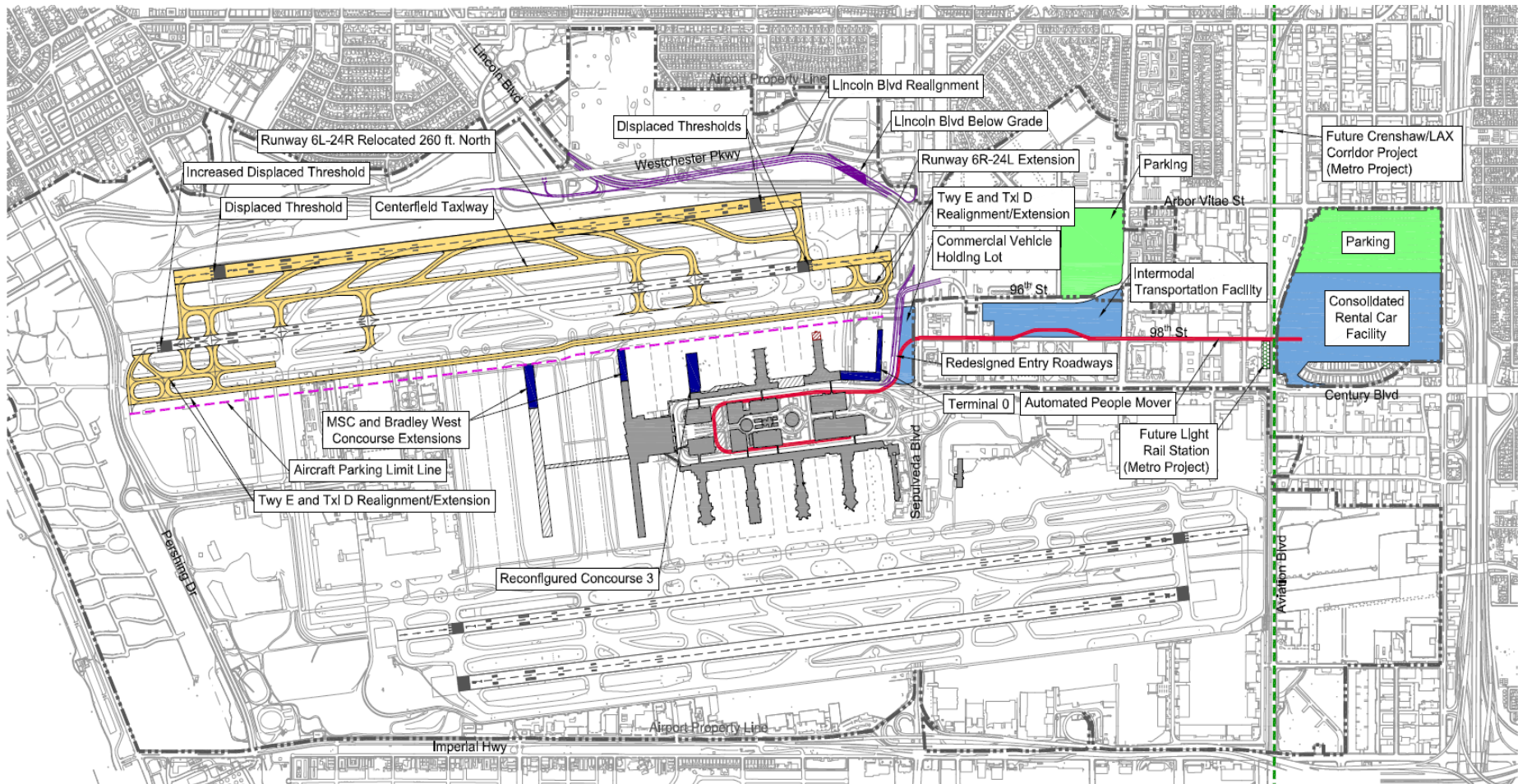
Background

SPAS Report, EIR and Recent Actions

- Preliminary SPAS Report released July, 2012
 - **Nine alternatives** to Yellow Light projects analyzed
- LAWA Staff Recommended Alternative released Dec. 3, 2012
 - Combination of Alternatives 1 & 9
 - Alternative 1 – airfield and terminal elements
 - Alternative 9 – ground access elements
- Draft EIR released July 27, 2012 (75-day comment period)
- Final EIR released January 25, 2013
- Board of Airport Commissioners (BOAC) selected LAWA Staff Recommended Alternative on February 5, 2013
- BOAC certified FEIR at same meeting

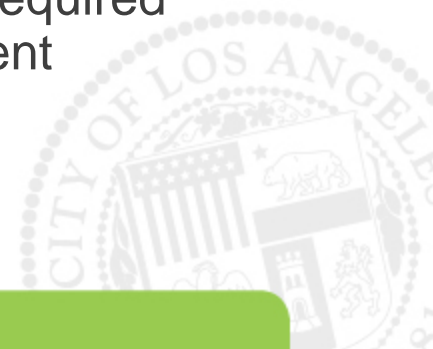


BOAC Selected Alternatives 1 and 9



SPAS Summary Points

- All of the Alternatives are designed to have the same practical capacity as the LAX Master Plan – 78.9 million annual passengers (MAP).
- The implementation of the airfield included in the LAWA Staff-Recommended Alternative (“260’ North”) would not result in the taking of any homes.
- None of the Alternatives would move the runway north of Westchester Parkway or beyond areas already designated for airport uses in the LAX Plan.
- LAWA cannot require airlines or passengers to use another airport.
- Additional project-level design and engineering review is required before construction could start on any SPAS project element



Proposed Amendments

- LAX Specific Plan
- LAX Plan
- Other General Plan Amendments:
 - Transportation Element
 - Noise Element
 - Westchester-Playa Del Rey Community Plan



LAX Specific Plan Amendments

- Remove Specific Plan Amendment Study requirements satisfied by the LAX SPAS and EIR
- Add requirement for Passenger & Airline Market survey and study when annual aviation activity forecast exceeds 75 million passengers
- Administrative/technical changes to ensure consistency among planning document, update references to the LAMC, remove references to Yellow Light projects and replace with references to new facilities included in the Preferred Alternative
- Updates to Specific Plan maps to show smaller airport boundary and potential realignment of Lincoln Blvd



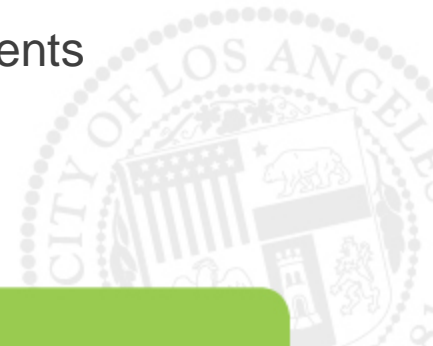
LAX Plan Amendments

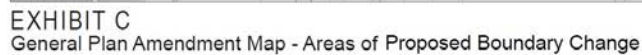
- Administrative/technical changes to ensure consistency among planning documents, including:
 - Updating airport statistics
 - Updating references to policies and projects replace Yellow Light projects with those in the Preferred Alternative
 - Updating references to Metro Rail connections
 - Updating references to LAX Specific Plan
- Updates to Plan maps to show smaller airport boundary and potential realignment of Lincoln Blvd



Other General Plan Amendments

- Transportation Element
 - Technical amendments to update series of maps to reflect smaller airport boundaries and realignment of Lincoln Blvd
- Noise Element
 - Technical amendments to update statistical information and zoning references
 - No changes to existing policies in the Noise Element
- Westchester-Playa Del Rey Community Plan (*see map*)
 - Properties no longer planned for future airport use to be transferred from LAX Plan into the boundaries of the Westchester-Playa Del Rey Community Plan Area, with previous land use designations to be restored for these properties
 - Updating references to LAX and related transit improvements





 Area of change

▲ Not to scale



DCP Public Hearing & Communications

- Recorded attendance of 539 persons for Jan. 8, 2013 Open House/Public Hearing
 - Testimony from 59 speakers
 - 32 written comments submitted
- Written comments (email/mail) from approx. 120 correspondents



Key Issues

- **Specific Plan Thresholds**

- 3 existing thresholds that trigger the need for future studies:
 - “Yellow Light” projects
 - Net new airport peak hour trips exceed 8,236
 - Forecast projects annual passengers in excess of 78.9 million
- Proposed new threshold to require domestic passenger & airline market study/survey if annual aviation activity forecast exceeds 75 million passengers

- **Regionalism**

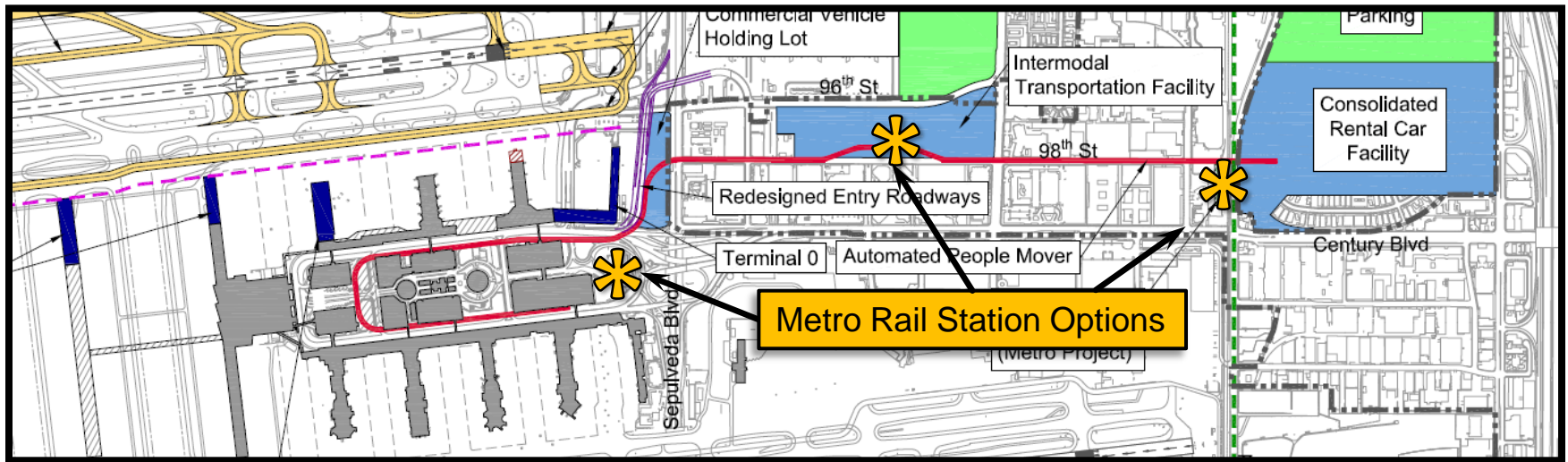
- Existing LAX Plan encourages regionalization of air passenger traffic
- Proposed new threshold requiring future market study/survey strengthens regionalism goals

- **Noise Impacts**

- Existing LAX Plan contains policies & programs to limit noise impacts, and no changes are proposed
- Implementation of the BOAC Selected Alternative would reduce the number of people newly impacted by aviation noise compared to the “no build” alternative (Alternative 4)



Ground Access Strategy



- The BOAC Selected Alternative includes an Automated People Mover (APM) to circulate within the CTA and to other airport facilities and serve private and public transit users.
- 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 BOAC Selected Alternative preserves two additional opportunities to connect Metro light rail directly to the airport.

Staff Recommendations













Air Traffic Safety

- The EIR itemized safety enhancements included in each Alternative in accordance with North Airfield Planning Objectives.
- The NASA-Ames Study concluded that operations on the existing airfield are already extremely safe.
- All Safety Studies concluded that safety on the north airfield would be enhanced by separating the north runways and installing a centerline taxiway.
- The FAA stated that airfield safety would be greatly improved by separating the runway and building a centerfield taxiway



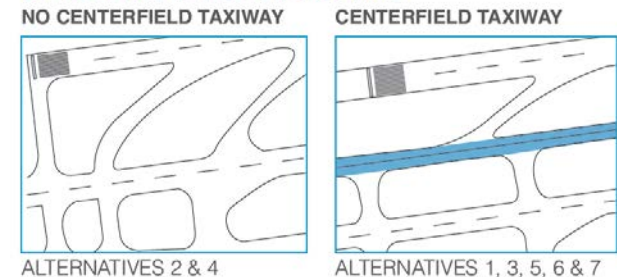
Air Traffic Safety

- Safety Features included in the Preferred Alternative:
 - 99.87% of operations on north airfield standardized
 - Centerline taxiway
 - Pilot line-of-sight for aircraft up through Group 5
 - Relocated/Redesigned Crossing Taxiways
 - Runway Safety Area (RSA) compliance
 - No residential uses in the Runway Protection Zone (RPZ)
- LAWA to continue implementation of other safety enhancements, such as Runway Status Lights and full staffing of Air Traffic Controllers.

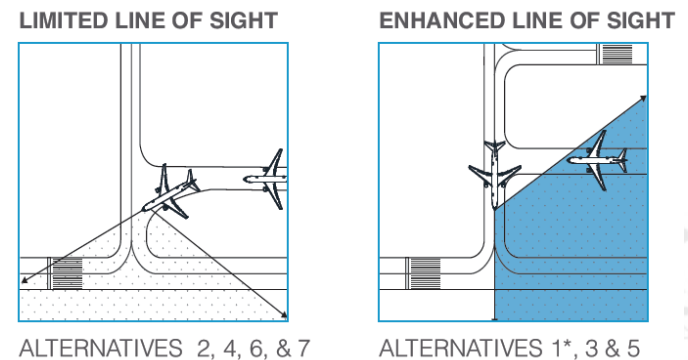
STANDARDIZED RUNWAY OPERATIONS



CENTERFIELD TAXIWAY

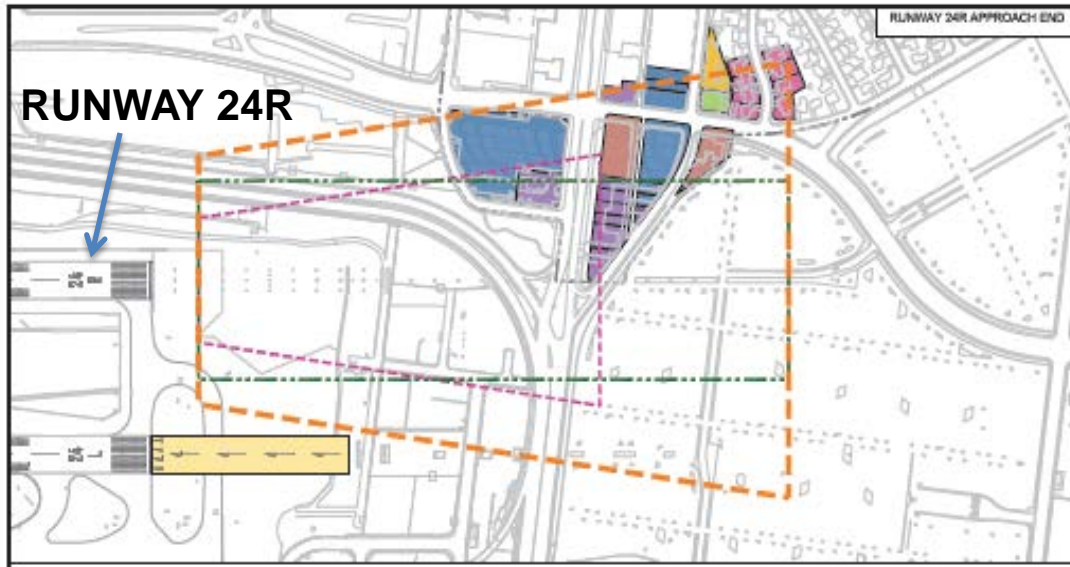


AIRCRAFT LINE OF SIGHT



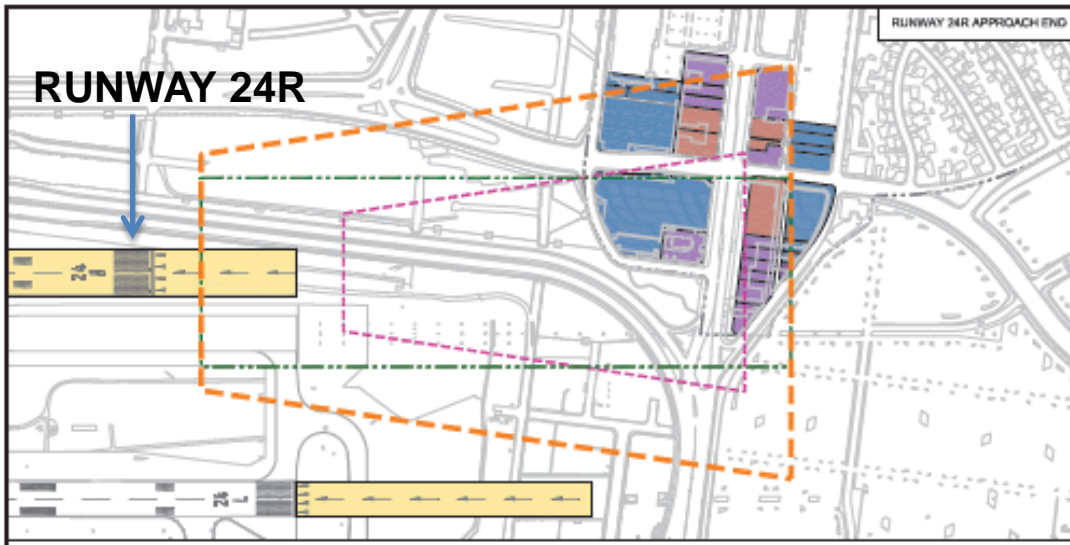
* Does not apply to Group 6 Aircraft

Runway Protection Zones



Existing Conditions

RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	7
Sales & Service	8
Office	2
Residential- Single	8
Residential-Multi	1
Vacant	4
Government	1
24R TOTAL	31



Preferred Alternative

RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	12
Sales & Service	12
Office	5
Vacant	1
24R TOTAL	30

EIR Comments Highlights

- Scope of SPAS
- EIR Design/Methodology
- Construction Feasibility/Cost Estimates
- Finance
- Airfield Safety
- Air Quality
- Aircraft Noise
- Transit Connections at LAX
- Traffic/Congestion
- Regionalism
- Suggested Alternatives
- Suggested Mitigation Measures
- Selection of Alternative

