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## 6. EVALUATION OF AMENDMENTS TO THE LAX SPECIFIC PLAN

Section 6.1 below presents the LAX Specific Plan amendments identified in Chapter 7, *LAX Specific Plan Amendments*, of the SPAS Report. Section 6.2 provides an evaluation of potential environmental impacts associated with those amendments. Also included in analysis of each environmental topic addressed in Section 6.2 is a discussion of potential impacts associated with the combination of the LAX Specific Plan amendments (i.e., revision of Section 7.H) and the physical improvements proposed under the SPAS alternatives. That analysis considers, in particular, whether the impacts associated with the SPAS alternatives, as addressed in detail in Chapters 4 and 5 of the Draft EIR, would be materially different in light of the potential shift in aircraft and passenger activity from LAX to other airports in the region.

Similar to the structure of Chapter 7, *LAX Specific Plan Amendments*, of the SPAS Report, Section 6.1 below first presents the potential revision of LAX Specific Plan Section 7.H and then presents the other proposed administrative amendments that might be needed depending on the SPAS alternative.

### 6.1 Proposed LAX Specific Plan Amendments

#### 6.1.1 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 6.1.2 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).

## 6. Evaluation of Amendments to the LAX Specific Plan

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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).<sup>881</sup>

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."

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<sup>881</sup> 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.

### 6.1.2 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 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,<sup>883</sup> 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 land side facilities as envisioned under the approved LAX Master Plan. The definition of the Mitigation Monitoring and Reporting Program (MMRP) would be expanded to include both the LAX Master Plan MMRP, as well as the SPAS MMRP, which would include new mitigation measures developed as a result of the SPAS EIR. 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.

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<sup>883</sup> The West Satellite Concourse was subsequently renamed the Midfield Satellite Concourse.

## **6. Evaluation of Amendments to the LAX Specific Plan**

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### **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. Subsection 7.D(2) would be revised to refer to both the applicable LAX Master Plan commitments and mitigation measures, and any applicable mitigation measures from the SPAS MMRP. 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(1)(c) would be revised to refer to both the Master Plan MMRP and the SPAS MMRP. Subsection 7.G(3) would be deleted, as this 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. Section 12.B would be revised to reference both the certified LAX Master Plan Final EIS/EIR and the SPAS Final EIR. 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

## **6. Evaluation of Amendments to the LAX Specific Plan**

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alternative, however, it is anticipated that this amendment would be required under all alternatives except Alternative 3.

### **Section 14. Sign Regulations**

No amendments are anticipated to be required to this section.

### **Section 15. Severability**

No amendments are anticipated to be required to this section.

### **Appendix A**

No amendments are anticipated to be required to this section.

### **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 east of Vicksburg Avenue, and along the north side of Century Boulevard between Aviation Boulevard and La Cienega Boulevard. In addition, amendments to this map under Alternatives 1, 2, 4, 8, and 9 would remove a portion of the property currently within the LAX Specific Plan area between Century Boulevard and approximately 104th Street east of Aviation Boulevard.

### **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. In addition, the limits of the Airport Airside and Airport Landside Sub-Areas depicted on the map would be revised to reflect any changes that may occur as a result of a SPAS alternative. No amendment to this map would be required under Alternative 3. No amendment to the Sub-Area limits would be required under Alternatives 4 and 7. Under Alternatives 1, 2, 8, and 9, the area along the west side of Sepulveda Boulevard between 96th Street and Sky Way where the commercial vehicle holding lot is proposed would become part of the Airport Landside Sub-Area. The Airport Airside Sub-Area would also be expanded to the northeast to follow the realignment of Lincoln Boulevard under Alternatives 1, 5, and 6.

### **Map 3**

No amendments are anticipated to be required to this map as part of SPAS.

## **6.2 Environmental Analysis**

Implementation of the revision to Section 7.H of the LAX Specific Plan, described above in Section 6.1, calls for the completion of passenger and airline surveys and studies, the results of which would help inform LAWA as to potential actions that could be taken to encourage airlines to provide increased domestic passenger service at other airports in the region, particularly those owned or operated by LAWA. The actualization of those actions could result in environmental impacts at those other airports relative to increased aircraft and passenger activity. The general nature of those impacts are described below.

It is not possible to identify with certainty the specific actions that could be taken to encourage airlines to shift activity to other airports in the region, as these would be determined based on the results of the survey and study required by the revision to Section 7.H of the LAX Specific Plan identified above.

## **6. Evaluation of Amendments to the LAX Specific Plan**

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However, achievement of the basic objective to shift activity from LAX to other airports in the region would result in environmental impacts that can be addressed programmatically at this time. The following discussion describes the general types of environmental impacts that could occur, understanding that exact nature, location, and characteristics of those impacts would depend on the actions taken and extent to which individual airports receive some portion of the aircraft and passenger activity that would have otherwise occurred at LAX.

Air carrier airports within the Southern California regional airport system include the following:

- Los Angeles International Airport (LAX)
- Bob Hope International Airport (BUR)
- Long Beach International Airport (LBG)
- John Wayne International Airport (SNA)
- LA/Ontario International Airport (ONT)
- Palm Springs International Airport (PSP)

It is conceivable that any of the above facilities could receive some aspect of activity shifted from LAX. Although Palmdale Airport is generally recognized within the Southern California regional airport system and has, from time to time in the past, provided limited commuter passenger service, no commercial airline has been able to successfully sustain a sufficient passenger base at Palmdale Airport to maintain operations, even when subsidized by LAWA. No scheduled commercial passenger flights have occurred at Palmdale Airport since 2009. As such, the ability to encourage airlines to shift aircraft and passenger activity from LAX to Palmdale Airport is considered very unlikely.

Increased future activity levels at other airports in the region, including those listed above, are already contemplated in the currently adopted Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP), as well as in the previously adopted SCAG 2008 RTP, and their associated environmental impact reports.

The other proposed amendments described above in Section 6.1 are administrative in nature and would not result in environmental impacts beyond those resulting from the physical improvements that would occur as a result of the SPAS alternatives analyzed in Chapters 4 and 5 of this Draft EIR; hence, no further analysis of those amendments is warranted.

### **Aesthetics**

The shifting of aircraft and passenger activity from LAX to other airports is not expected to result in aesthetic or visual impacts, assuming such activity could be accommodated within existing and planned facilities at each affected airport. Should new or expanded facilities be required, it would be speculative at this point to estimate how existing views or aesthetic features at the affected airport(s) would be impacted.

The potential shift in activity from LAX to other airports would not materially change the potential aesthetics impacts of the SPAS alternatives, as described in Chapters 4 and 5, given that the basic physical improvements associated with each alternative would still likely be implemented.

### **Air Quality and Greenhouse Gases**

Air quality impacts would include pollutants such as carbon monoxide (CO), volatile organic compounds (VOC), oxides of nitrogen (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>), and carbon dioxide (CO<sub>2</sub>), from motor vehicle traveling to other airports that would have otherwise gone to LAX. Depending on whether the start and end points of such travel are closer to or farther from those alternate airports, compared to LAX, the air quality impacts associated with passenger activity being shifted to other airports would, in general, be either beneficial (i.e., reduced amounts of vehicle pollutants compared to traveling to and from LAX) or adverse (i.e., increased amounts of vehicle pollutants compared to traveling to and

## 6. Evaluation of Amendments to the LAX Specific Plan

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from LAX). It would be speculative to estimate the number, location, and vehicle miles traveled (VMT) of daily trips that would shift from LAX to other airports in the region, and the resultant air quality impacts. For general information purposes, it is estimated that for each passenger vehicle trip traveling a distance of 50 miles at an average speed of 55 miles per hour in the year 2025 within the South Coast Air Basin, the resultant air pollutant emissions would be as follows:

VOC = 0.003 pound (lb)

CO = 0.064 lb

NO<sub>x</sub> = 0.008 lb

SO<sub>x</sub> = Negligible

PM10 = 0.0002 lb

PM2.5 = 0.0001 lb

CO<sub>2</sub> = 0.011 metric tons

A shift in aircraft and passenger activity to other airports in the region could also result in air quality impacts from aircraft engine emissions, aircraft auxiliary power unit emissions, and aircraft ground support equipment emissions. To the extent that the shift in activity results in fewer flights at LAX and more flights at the other airports, there would be a corresponding local air quality benefit and local air quality detriment, respectively.

From a regional perspective, the air quality impact to the South Coast Air Basin would, on balance, likely be neutral because the emissions benefits of eliminating a flight(s) at one airport would be offset by the emissions of adding a flight(s) at another airport within the same airshed. This simplified analysis of aircraft-related air quality impacts associated with shifting passenger activity from one airport to another does not account for the complexities and intricacies of how airlines manage passenger assignments and flight routings. Key considerations such as aircraft type and size, seats per plane, load factors (i.e., percentage of seats filled on each flight), flight connections, temporal and seasonal demands, and other factors influence airline decisions regarding flights. It is not unusual for airlines to address changes in passenger activity levels and demands through various measures including, but not limited to, either up-gauging or down-gauging the size of aircraft used on regularly scheduled flights, modify connecting flight routing, and utilize "code sharing" whereby passengers buying a ticket with one airline would be assigned a seat on an aircraft of another airline (i.e., an alliance/partner airline) based on seat availability. Given these types of complexities in how airlines might handle changes in passenger activity levels, the diversity of aircraft types that could be affected, and uncertain nature of estimating how much activity from LAX may go to other specific airports in the region, it would be speculative to quantify or further address potential aircraft-related air quality impacts.

The shifting of aircraft and passenger activity from LAX to other airports is not expected to result in substantial construction activities, and associated air pollutant emissions, assuming such activity could be accommodated within existing and planned facilities at each affected airport. Should new or expanded facilities be required, it would be speculative at this point to estimate construction-related air quality impacts, other than to acknowledge that NO<sub>x</sub>, PM10, PM2.5, and CO<sub>2</sub> would likely be the primary pollutant emissions associated with construction.

As noted above, the combination of the LAX Specific Plan amendments and the SPAS alternatives could result in reduced air pollutant emissions at LAX if, and to the extent, that aircraft and motor vehicle activity at LAX is reduced due to a shift in activity to other airports. That reduction in emissions at/near LAX would, however, likely be offset by increased emissions at the other affected airport(s).

### **Biological Resources**

The shifting of aircraft and passenger activity from LAX to other airports is not expected to result in direct impacts to biological resources, assuming such activity could be accommodated within existing and

## **6. Evaluation of Amendments to the LAX Specific Plan**

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planned facilities at each affected airport. Should new or expanded facilities be required, it would be speculative at this point to estimate what biological resources would be affected. The potential for indirect impacts to biological resources resulting from increased flights at other airports (i.e., increased flights over any biological resource areas near those airports) due to shift in activity is acknowledged; however, given the uncertainties regarding whether and how other specific airports would be affected by shifting activity away from LAX, and the uncertainties regarding how airlines would handle a shift in activity (i.e., add new flights or modify existing flights), this potential impact is too speculative to further address.

The combination of the LAX Specific Plan amendments and the SPAS alternatives would not materially change the biological resource impacts described in Chapters 4 and 5, given that those impacts are primarily associated with airfield improvements proposed under each SPAS alternative and the need for those improvements would remain even with a shift in aircraft and passenger activity levels (i.e., the airfield improvements are proposed in light of the desire to meet FAA design standards for large aircraft and to enhance safety and efficiency).

### **Coastal Resources**

None of the other regional airports likely to be affected by a shift in aircraft and passenger activity from LAX are located in or near the coastal zone, with the exception of John Wayne Airport, which is approximately 0.7 mile north of Upper Newport Bay. A shift in activity from LAX to John Wayne Airport would have no direct impacts on coastal resources; however, there could be indirect impacts to coastal resources from overflights should there be an increase in daily flights resulting from the shift in activity. As indicated above for biological resources, indirect impacts associated with the potential for increased overflights are too speculative to further address at this time.

The combination of the LAX Specific Plan amendments and the SPAS alternatives would not materially change the coastal resources impacts described in Chapters 4 and 5, given that those impacts are primarily associated with airfield improvements, which, as described above, would still occur.

### **Cultural Resources**

The shifting of aircraft and passenger activity from LAX to other airports is not expected to result in impacts to cultural resources, assuming such activity could be accommodated within existing and planned facilities at each affected airport. Should new or expanded facilities be required, it would be speculative at this point to estimate whether and how cultural resources would be affected.

The combination of the LAX Specific Plan amendments and the SPAS alternatives would not materially change the cultural resources impacts described in Chapters 4 and 5, given that those impacts are primarily associated with improvements that would still occur even with a shift in aircraft and passenger activity. Such impacts are related to improvements that would still likely occur.

### **Hazards/Hazardous Materials**

The shifting of aircraft and passenger activity from LAX to other airports is not expected to result in impacts related to hazardous materials, assuming such activity could be accommodated within existing and planned facilities at each affected airport. Should new or expanded facilities be needed to accommodate an increase in activity attributable to this shift and require subsurface excavation, there would be the potential for encountering contaminated soils or groundwater. Given that it is not presently known whether or where such new or expanded facilities would be required, it would be speculative at this point to further address this potential impact.

To the extent that a shift in activity from LAX to other airports in the region occurs and results in increased flights or the use of larger aircraft, there is the potential for increased air pollutant emissions including toxic air contaminants (TAC), which could contribute to increased human health risk hazards near the airports. Emissions associated with increased motor vehicle travel at the affected airport(s) would also contribute to that potential impact, as would air pollutant emissions associated with the construction and operation of new facilities, if required due to increased activity. Given the current uncertainties as to whether and how other specific airports in the region would be affected by shifting activity away from LAX,



## **6. Evaluation of Amendments to the LAX Specific Plan**

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as well as uncertainties regarding how airlines would handle a shift in passenger activity, it would be speculative at this point to further address potential impacts related to human health risk.

An evaluation of potential safety impacts as related to airfield design and operational characteristics and the nature of nearby land uses and obstructions, is an airport-specific analysis and, relative to the issue of shifting activity from LAX to other airports in the region, would depend on whether there is a potential increase in flight activity at the affected airport(s). Such an evaluation at this point would be speculative.

The combination of the LAX Specific Plan amendments and the SPAS alternatives would not materially change the impacts described in Chapters 4 and 5 relative to hazardous materials and safety, given that those impacts are primarily associated with improvements that would still occur even with a shift in aircraft and passenger activity. Similar to air quality above, it is possible that there would be a reduction in TAC and associated human health risk if, and to the extent, there is a reduction in aircraft operations at LAX due to a shift in activity to other airports; however, there would be an accompanying increase in TAC emissions and associated human health risk at the other affected airport(s).

### **Hydrology/Water Quality**

The shifting of aircraft and passenger activity from LAX to other airports is not expected to result in hydrology or water quality impacts, assuming such activity could be accommodated within existing and planned facilities at each affected airport. Should new or expanded facilities be required, there is the potential for such impacts, particularly if the improvement area is currently vacant and undeveloped. It would be speculative at this point, however, to further address such potential impacts without knowing whether, what, and where new or expanded facilities would be developed as a result in the shift in activity.

The combination of the LAX Specific Plan amendments and the SPAS alternatives would not materially change the hydrology/water quality impacts described in Chapters 4 and 5, given that the impacts are primarily associated with improvements that would still occur even with a shift in aircraft and passenger activity, and the fact that the majority of the SPAS project area (LAX) is already developed.

### **Land Use and Planning**

The shifting of aircraft and passenger activity from LAX to other airports is, in general, not expected to result in impacts related to local land uses and planning, assuming such activity could be accommodated within existing and planned facilities at each affected airport. A possible exception to this would be if there is an increase or modification in aircraft flights, even if there are no new or expanded facilities, resulting in increased aircraft noise levels around the affected airport(s). This could result in land use incompatibility impacts relative to noise-sensitive land uses being newly exposed to noise levels of 65 Community Noise Equivalent Level (CNEL) or greater. As indicated below in the discussion of noise, it would be speculative at this time to further address whether and where such aircraft noise impacts would occur as a result of the shift in activity.

If new or expanded facilities are required to accommodate the shift in activity, the potential impacts related to land use and planning would depend on the specific location(s) of the improvement(s) and the nature and design of the improvement(s). This information is currently not known; therefore, it would be speculative to address further.

The combination of the LAX Specific Plan amendments and the SPAS alternatives would not likely change the land use and planning impacts conclusions in Chapters 4 and 5, given that the overall nature and locations of improvements proposed under each SPAS alternatives would remain the same. It is possible that if, and to the extent that, there is a shift in aircraft activity to other airports in the region, there would be a reduction in aircraft noise levels around LAX, which would reduce land use incompatibility impacts. There would, however, be an accompanying increase in aircraft noise levels and potential land use incompatibility impacts around the other affected airport(s).

## **6. Evaluation of Amendments to the LAX Specific Plan**

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### **Noise**

The shifting of aircraft and passenger activity from LAX to other airports in the region could result in noise impacts to the extent that the shift results in increased flights, increased motor vehicle traffic, and/or construction activities at the affected airport. The level and geographic extent of impact associated with changes in aircraft noise would depend on the number of increased flights and/or the type of aircraft utilized for new or modified flights. The impact would also depend on time of day that a new or modified flight(s) occurs, given that CNEL values assign a 4.77 A-Weighted decibel (dBA) penalty for noise events occurring in the evening (i.e., 7 p.m. to 10 p.m.) and a 10 dBA penalty for noise events occurring in the night (i.e., 10 p.m. to 7 a.m.). Additional or modified aircraft arrivals and departures occurring during the night, as a result of the shift in activities from LAX, would pose the potential for impacts related to nighttime awakenings. Given the current uncertainties as to whether and how other specific airports in the region would be affected by shifting activity away from LAX, as well as uncertainties regarding how airlines would handle a shift in passenger activity, it would be speculative at this point to further address potential impacts related to changes in aircraft noise levels.

Noise impacts associated with increased motor vehicle traffic at airports experiencing an increase in passenger activity due to a shift away from LAX would depend on the amount of increased traffic and time of day. In general terms, a doubling of traffic volumes would result in a 3 dBA increase, assuming no changes in travel speed, overall vehicle fleet mix, and topography. Without knowing which airports would be affected by a shift in activity, and to what degree, it would be speculative to further address potential traffic noise impacts.

Noise impacts associated with construction activities, if any, occurring as a result in the shift in activity to other airports would depend on the nature of the construction and its location relative to noise-sensitive uses such as residential areas, schools, libraries, and hospitals. Assuming a construction equipment mix and daily activity schedule similar to that identified in Section 4.10.3, *Construction Traffic and Equipment Noise*, for the SPAS project, construction activities would generate a CNEL of 89.0 dBA at 50 feet, which would dissipate at a rate of 4.5 dBA per doubling of distance (i.e., 84.5 dBA at 100 feet, 80 dBA at 200 feet, 75.5 dBA at 400 feet, and so on). Without knowing which airports would be affected by a shift in activity, and whether and what new or expanded facilities would be required to accommodate that shift, it would be speculative to further address potential construction noise impacts.

As indicated above, the combination of the LAX Specific Plan amendments and the SPAS alternatives could result in reduced aircraft noise impacts around LAX, compared to those described in Chapters 4 and 5, if, and to the extent, there is a reduction in aircraft activity at LAX due to a shift in activity to other airports. That would also essentially be the same case for roadway traffic noise. The potential reduction in noise impacts around LAX would be accompanied by potential increases in noise levels and impacts around the other affected airport(s).

### **Public Services**

The shifting of aircraft and passenger activity from LAX to other airports could result in increased demands on public services related to fire protection and law enforcement. The nature and extent of such impacts would largely depend on the extent to which specific airports experience an increase in activity as a result of the shift relative to the existing and planned service capabilities specific to each affected airport. Given the current uncertainties as to which airports would be affected and to what degree, it would be speculative at this point to further address potential impacts related to public services.

The combination of the LAX Specific Plan amendments and the SPAS alternatives could result in reduced demands on public services at LAX, compared to those described in Chapters 4 and 5, if, and to the extent, there is a reduction in aircraft and passenger activity at LAX due to a shift in activity to other airports. The potential reduction in impacts to public services demands at LAX would be accompanied by an increase in such demands at the other affected airport(s).

### **Transportation**

The shifting of aircraft and passenger activity from LAX to other airports in the region would result in increased vehicle trips to, from, and at the affected airports, and a reduction in traffic to, from, and at LAX. The nature, location, and extent of resultant traffic impacts would be influenced by a number of factors including, but not limited to, the locations of the affected airports, the amount of activity shifted to each affected airport, the general locations of population centroids likely to utilize the affected airports, the nature, location, and operations characteristics of major travel routes serving the affected airports, and the nature, location, and operational characteristics of transportation options available to the affected airports. Given the current uncertainties as to which airports would be affected and to what degree, and the complexities of such a regional traffic analysis, it would be speculative to further address potential impacts related to transportation that could result from a shift in activity from LAX.

A surface transportation analysis that would address traffic impacts associated with shifting activity from LAX to other airports would be best accomplished through the application of a regional traffic model that accounts for reduced traffic at LAX and increased traffic at the other airports in the region. The development and use of such a traffic model relating to regional airport activity in the future is identified in the Aviation and Airport Ground Access appendix of the SCAG 2012 RTP as a recommendation to assist future RTP updates. In conjunction with such a study, the SCAG 2012 RTP Aviation and Airport Ground Access appendix also recommends performing airport-specific ground access studies, development of region-wide air passenger surveys such as what LAX conducts periodically at LAX, preparation of a region-wide study of airport employee trips, analysis of the potential for airport express bus services, completion of a study to better understand how passengers in Southern California make airport choices, and analysis of funding opportunities and constraints. Implementation of these recommendations by SCAG in conjunction with future RTP updates, the next one being the 2016 update, would provide the foundation for assessing the transportation implications of shifting aircraft and passenger activity from LAX to other airports in the region, and provide a more comprehensive means to address and possibly facilitate such a shift.

The combination of the LAX Specific Plan amendments and the SPAS alternatives could result in reduced on-airport and off-airport traffic levels and impacts for LAX, compared to those described in Chapters 4 and 5, if, and to the extent, there is a reduction in passenger activity at LAX due to a shift in activity to other airports. The potential reduction in traffic levels and impacts at and around LAX would be accompanied by potential increases in traffic levels and impacts at and around the other affected airport(s).

### **Utilities**

The shifting of aircraft and passenger activity from LAX to other airports could result in increased demands on utilities related to energy, solid waste disposal, wastewater generation, and water supply at other airports. The nature and extent of such impacts would largely depend on the extent to which specific airports experience an increase in activity as a result of the shift relative to the existing and planned utility infrastructure and service capabilities specific to each affected airport. Given that it is not currently known which airports would be affected and to what degree, it would be speculative at this point to further address potential impacts related to utilities.

The combination of the LAX Specific Plan amendments and the SPAS alternatives could result in reduced demands on utilities at LAX, compared to those described in Chapters 4 and 5, if, and to the extent, there is a reduction in aircraft and passenger activity at LAX due to a shift in activity to other airports. The potential reduction in impacts to utilities demands at LAX would be accompanied by an increase in such demands at the other affected airport(s).

## **6. Evaluation of Amendments to the LAX Specific Plan**

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