

Appendix I
LAX Specific Plan Amendment Study

Land Use and Planning

July 2012

Prepared for:

Los Angeles World Airports
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Los Angeles, California 90045

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Appendix I-1
LAX Specific Plan Amendment Study

**Southern California Association of
Governments Plan Consistency Analysis**

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1. INTRODUCTION

This appendix analyzes the consistency of the SPAS alternatives with two key plans adopted by the Southern California Association of Governments (SCAG): the *SCAG 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)*¹ and the *2004 Compass Blueprint Growth Vision Report*.²

SCAG's RTP is a long-range transportation plan that provides a vision for transportation investments throughout the region. The SCS is a required element of the RTP that integrates land use and transportation strategies to achieve air quality emission reduction targets. In April 2012, SCAG adopted the *2012-2035 RTP/SCS*, which addresses mobility, economy, and sustainability. The *2012-2035 RTP/SCS* includes the Aviation and Airport Ground Access Appendix, which provides the regional air passenger demand forecast as well as regional aviation policies and action steps.³ **Table 1** provides an analysis of the consistency of the SPAS alternatives with the Aviation and Airport Ground Access Appendix.

SCAG's *Compass Blueprint Growth Vision Report*, adopted in 2004, outlines SCAG's vision for the Southern California region. **Table 2** provides an analysis of the consistency of the SPAS alternatives with the *Compass Blueprint Growth Vision Report* principles.

¹ Southern California Association of Governments, *2012 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future*, adopted April 4, 2012, Available: <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>.

² Southern California Association of Governments, *Compass Blueprint Growth Vision Report*, June 2004, Available: <http://www.compassblueprint.org/files/scag-growthvision2004.pdf>.

³ Southern California Association of Governments, *2012 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future, Aviation and Airport Ground Access Appendix*, April 2012, Available: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_Aviation.pdf.

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Table 1

Comparison of the LAX SPAS Alternatives to the SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix Airport Land Use Compatibility and Environmental Impacts Policies

Policy	Comparison
<p>Policy 1. Increased coordination between airport planning and land use planning on both regional and local levels should be promoted.</p>	<p>Alternative 1</p> <p>Consistent: Alternative 1 would promote coordination between airport and land use planning, as development of Alternative 1 would include major airfield, terminal, and ground access improvements which would require an amendment to, and determination of consistency with, the approved Airport Land Use Plan (ALUP). These changes are almost entirely focused on adjustments to roads and airport-related uses on airport property and would not create conflicts or incompatibility with existing airport adjacent uses. The proposed airfield improvements would be designed in conformance with FAA safety requirements and would be consistent with ALUP policies addressing RPZs and would limit uses within these zones. Refer to Section 4.7.2, <i>Safety</i>, of the SPAS EIR for a discussion regarding land uses within the RPZ for each alternative. Alternative 1 would not conflict with the general and noise-related policies of the ALUP, as LAWA would continue to adhere to the guidelines of the California Airport Noise Standards and make progress towards achieving full compatibility of all eligible land uses affected by aircraft noise under the ANMP, in compliance with ALUP policy. In addition, Alternative 1 would be consistent with the objectives of the Caltrans Airport Land Use Planning Handbook regarding noise, overflight, safety, and airspace protection. Consistency with the Caltrans Handbook is accomplished through implementation of LAWA's ANMP, which also involves coordination with local jurisdictions, and Alternative 1 would also be carried out in compliance with the City of Los Angeles Planning and Zoning Code, Section 12.50, Airport Approach and Zoning Regulations, and FAR Part 77. Alternative 1 would be consistent with ALUP policies and the Caltrans Handbook objectives, and, as such, it would promote coordination between airport and land use planning at the regional and local levels. In addition, LAWA serves on SCAG's Aviation Technical Advisory Committee (ATAC), which is a group of aviation professionals who provide SCAG with technical and professional expertise on regional aviation issues. ATAC serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Furthermore, as described below and in Table 2, Alternative 1 would be consistent with SCAG's Compass Blueprint Growth Vision and would promote attainment of other SCAG policies in the 2012-2035 RTP/SCS that relate to airport, surface transportation, and land use planning</p>
<p>Alternative 2</p>	<p>Consistent: Alternative 2 would promote coordination between airport and land use planning, as development of Alternative 2 would include major airfield, terminal, and ground access improvements which would require an amendment to, and determination of consistency with, the approved ALUP. The improvements proposed under Alternative 2 would be consistent with ALUP policies, the Caltrans Handbook objectives, SCAG's 2004 Compass Blueprint Growth Vision Report and RTP/SCS, as described above under Policy 1, Alternative 1. In addition, LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. As such, development of Alternative 2 would promote coordination between airport and land use planning at the regional and local levels.</p>
<p>Alternative 3</p>	<p>Consistent: Alternative 3 would promote coordination between airport and land use planning, as development of Alternative 3 would include major airfield, terminal, and ground access improvements. Implementation of Alternative 3 would not require an amendment to the approved ALUP, as the planned improvements are already consistent with the currently approved ALUP. As such, the improvements proposed under Alternative 3 would be consistent with ALUP policies and the Caltrans Handbook objectives, as described above under Policy 1, Alternative 1. In addition, LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. As such, development of Alternative 3 would promote coordination between airport and land use planning at the regional and local levels.</p>

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Table 1

Comparison of the LAX SPAS Alternatives to the SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix Airport Land Use Compatibility and Environmental Impacts Policies

Policy	Comparison
Alternative 4	Consistent: Alternative 4 would promote coordination between airport and land use planning, as development of Alternative 4 would include major airfield and ground access improvements which would require an amendment to, and determination of consistency with, the approved ALUP. The improvements proposed under Alternative 4 would be consistent with ALUP policies and the Caltrans Handbook objectives, as described above under Policy 1, Alternative 1. In addition, LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. As such, development of Alternative 4 would promote coordination between airport and land use planning at the regional and local levels.
Alternative 5	Consistent: Alternative 5 would promote coordination between airport and land use planning, as development of Alternative 5 would include major airfield and terminal improvements which would require an amendment to, and determination of consistency with, the approved ALUP. The improvements proposed under Alternative 5 would be consistent with ALUP policies and the Caltrans Handbook objectives, as described above under Policy 1, Alternative 1. In addition, LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. As such, development of Alternative 5 would promote coordination between airport and land use planning at the regional and local levels.
Alternative 6	Consistent: Alternative 6 would promote coordination between airport and land use planning, as development of Alternative 6 would include major airfield and terminal improvements which would require an amendment to, and determination of consistency with, the approved ALUP. The improvements proposed under Alternative 6 would be consistent with ALUP policies and the Caltrans Handbook objectives, as described above under Policy 1, Alternative 1. In addition, LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. As such, development of Alternative 6 would promote coordination between airport and land use planning at the regional and local levels.
Alternative 7	Consistent: Alternative 7 would promote coordination between airport and land use planning, as development of Alternative 7 would include major airfield and terminal improvements which would require an amendment to, and determination of consistency with, the approved ALUP. The improvements proposed under Alternative 7 would be consistent with ALUP policies and the Caltrans Handbook objectives, as described above under Policy 1, Alternative 1. In addition, LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. As such, development of Alternative 7 would promote coordination between airport and land use planning at the regional and local levels.
Alternative 8	Not Applicable: Alternative 8 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 8, a consistency analysis with this policy is not applicable.
Alternative 9	Not Applicable: Alternative 9 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 9, a consistency analysis with this policy is not applicable.
Policy 2. Regional support and coordination should be extended to the region's Airport Land Use Commissions.	
Alternative 1	Consistent: Alternative 1 would extend support and coordination with the Airport Land Use Commission, as the airfield, terminal, and ground access improvements would require an amendment to, and determination of consistency with, the approved ALUP, as described above under Policy 1, Alternative 1.

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Table 1

Comparison of the LAX SPAS Alternatives to the SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix Airport Land Use Compatibility and Environmental Impacts Policies

Policy	Comparison
Alternative 2	Consistent: Alternative 2 would extend support and coordination with the Airport Land Use Commission, as the airfield, terminal, and ground access improvements would require an amendment to, and determination of consistency with, the approved ALUP, as described above under Policy 1, Alternative 1.
Alternative 3	Consistent: Alternative 3 would extend support and coordination with the Airport Land Use Commission, as the airfield, terminal, and ground access improvements are already consistent with the currently approved ALUP, as described above under Policy 1, Alternative 3.
Alternative 4	Consistent: Alternative 4 would extend support and coordination with the Airport Land Use Commission, as the airfield and ground access improvements would require an amendment to, and determination of consistency with, the approved ALUP, as described above under Policy 1, Alternative 1.
Alternative 5	Consistent: Alternative 5 would extend support and coordination with the Airport Land Use Commission, as the airfield and terminal improvements would require an amendment to, and determination of consistency with, the approved ALUP, as described above under Policy 1, Alternative 1.
Alternative 6	Consistent: Alternative 6 would extend support and coordination with the Airport Land Use Commission, as the airfield and terminal improvements would require an amendment to, and determination of consistency with, the approved ALUP, as described above under Policy 1, Alternative 1.
Alternative 7	Consistent: Alternative 7 would extend support and coordination with the Airport Land Use Commission, as the airfield and terminal improvements would require an amendment to, and determination of consistency with, the approved ALUP, as described above under Policy 1, Alternative 1.
Alternative 8	Not Applicable: Alternative 8 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 8, a consistency analysis with this policy is not applicable.
Alternative 9	Not Applicable: Alternative 9 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 9, a consistency analysis with this policy is not applicable.

**Policy 3.
Information on aviation environmental “best practices” should be shared and disseminated on a regional level.**

Alternative 1	Consistent: As LAWA operates other airports in the region (LA/Ontario International Airport, Van Nuys Airport, and LA/Palmdale Regional Airport), aviation environmental best practices would be shared with these airports and others in the region. In addition, LAWA serves on the ATAC, which serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield, terminal, and ground access improvements proposed under Alternative 1 would be undertaken following environmental best practices through implementation of LAX Master Plan commitments and mitigation measures, the LAX Master Plan Community Benefits Agreement, and LAWA’s Sustainability Plan, further demonstrating consistency with Policy 3.
Alternative 2	Consistent: As described above under Policy 3, Alternative 1, LAWA operates other airports in the region, and aviation environmental best practices would be shared with these airports and

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Table 1

Comparison of the LAX SPAS Alternatives to the SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix Airport Land Use Compatibility and Environmental Impacts Policies

Policy	Comparison
	others in the region. In addition, LAWA serves on the ATAC, which serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield, terminal, and ground access improvements proposed under Alternative 2 would be undertaken with regards for environmental best practices, further demonstrating consistency with Policy 3.
Alternative 3	Consistent: As described above under Policy 3, Alternative 1, LAWA operates other airports in the region, and aviation environmental best practices would be shared with these airports and others in the region. In addition, LAWA serves on the ATAC, which serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield, terminal, and ground access improvements proposed under Alternative 3 would be undertaken with regards for environmental best practices, further demonstrating consistency with Policy 3.
Alternative 4	Consistent: As described above under Policy 3, Alternative 1, LAWA operates other airports in the region, and aviation environmental best practices would be shared with these airports and others in the region. In addition, LAWA serves on the ATAC, which serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield and ground access improvements proposed under Alternative 4 would be undertaken with regards for environmental best practices, further demonstrating consistency with Policy 3.
Alternative 5	Consistent: As described above under Policy 3, Alternative 1, LAWA operates other airports in the region, and aviation environmental best practices would be shared with these airports and others in the region. In addition, LAWA serves on the ATAC, which serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield and terminal improvements proposed under Alternative 5 would be undertaken with regards for environmental best practices, further demonstrating consistency with Policy 3.
Alternative 6	Consistent: As described above under Policy 3, Alternative 1, LAWA operates other airports in the region, and aviation environmental best practices would be shared with these airports and others in the region. In addition, LAWA serves on the ATAC, which also as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield and terminal improvements proposed under Alternative 6 would be undertaken with regards for environmental best practices, further demonstrating consistency with Policy 3.
Alternative 7	Consistent: As described above under Policy 3, Alternative 1, LAWA operates other airports in the region, and aviation environmental best practices would be shared with these airports and others in the region. In addition, LAWA serves on the ATAC, which serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties throughout the region. Development of the airfield and terminal improvements proposed under Alternative 7 would be undertaken with regards for environmental best practices, further demonstrating consistency with Policy 3.
Alternative 8	Not Applicable: Alternative 8 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 8, a consistency analysis with this policy is not applicable.
Alternative 9	Not Applicable: Alternative 9 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 9, a consistency analysis with this policy is not applicable.

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Table 1

Comparison of the LAX SPAS Alternatives to the SCAG 2012-2035 RTP/SCS Aviation and Airport Ground Access Appendix Airport Land Use Compatibility and Environmental Impacts Policies

Policy	Comparison
<p>Policy 4. Mechanisms for promoting cleaner and quieter aircraft at the region's airports should be identified and supported.</p>	
<p>Alternative 1</p>	<p>Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, such as the improvements currently underway at the Tom Bradley International Terminal that will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. A number of the airfield and terminal improvements proposed under Alternative 1 would also be designed to accommodate the new-generation of aircraft. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. As such, Alternative 1 is consistent with Policy 4.</p>
<p>Alternative 2</p>	<p>Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, as the improvements currently underway at the LAX Tom Bradley International Terminal will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. Under Alternative 2, current restrictions and operating procedures in place today would remain, as the separation between the runways would not be sufficient to hold the new-generation aircraft. Nevertheless, Alternative 2 is consistent with Policy 4, as LAX currently accommodates and promotes the use of new-generation aircraft.</p>
<p>Alternative 3</p>	<p>Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, as the improvements currently underway at the Tom Bradley International Terminal will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. The airfield and terminal improvements proposed under Alternative 3 would also be designed to accommodate these new, larger aircraft, by providing sufficient space and separation to hold these aircraft. As such, Alternative 3 is consistent with Policy 4.</p>
<p>Alternative 4</p>	<p>Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, as the improvements currently underway at the LAX Tom Bradley International Terminal will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. Under Alternative 4, current restrictions and operating procedures in place today would remain, as the separation between the runways would not be sufficient to hold the new-generation aircraft. Nevertheless, Alternative 4 is consistent with Policy 4, as LAX currently accommodates and promotes the use of new-generation aircraft.</p>
<p>Alternative 5</p>	<p>Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, as the improvements currently underway at the Tom Bradley International Terminal will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. The airfield and terminal improvements proposed under Alternative 5 would also be designed to</p>

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**Comparison of the LAX SPAS Alternatives to the SCAG 2012-2035
RTP/SCS Aviation and Airport Ground Access Appendix Airport Land Use Compatibility
and Environmental Impacts Policies**

Policy	Comparison
	accommodate these new, larger aircraft, by providing sufficient space and separation to hold these aircraft. As such, Alternative 5 is consistent with Policy 4.
Alternative 6	Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, as the improvements currently underway at the LAX Tom Bradley International Terminal will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. Under Alternative 6, current restrictions and operating procedures in place today would remain, as the separation between the runways would not be sufficient to hold the new-generation aircraft. Nevertheless, Alternative 6 is consistent with Policy 4, as LAX currently accommodates and promotes the use of new-generation aircraft.
Alternative 7	Consistent: LAWA currently promotes the development and use of cleaner and quieter aircraft, as the improvements currently underway at the Tom Bradley International Terminal will accommodate the new-generation of aircraft, which are more fuel efficient, quieter, and less polluting. LAWA's participation in the ATAC provides coordinated information-sharing on aviation issues. In addition, LAWA is also working with policy-making authorities to encourage the development and use of quieter aircraft and phasing out of older noisier aircraft at LAX. The airfield and terminal improvements proposed under Alternative 7 would also be designed to accommodate these new, larger aircraft, by providing sufficient space and separation to hold these aircraft. As such, Alternative 7 is consistent with Policy 4.
Alternative 8	Not Applicable: Alternative 8 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 8, a consistency analysis with this policy is not applicable.
Alternative 9	Not Applicable: Alternative 9 includes only ground access improvements. As no airfield or terminal improvements are proposed under Alternative 9, a consistency analysis with this policy is not applicable.
Source: PCR Services Corporation, 2012.	

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Table 2

Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Principle #1. Improve mobility for all residents.	
Alternative 1	<p>Consistent: Alternative 1 would be consistent with Growth Vision Principle #1, as it would improve mobility for residents by constructing major ground access improvements and providing transit connectivity, including the modification of Sky Way, parking within Manchester Square, development of an elevated/dedicated busway connecting the CTA, the ITF, and the future Metro LAX/Crenshaw Light Rail Transit Station, while also providing connectivity to other public transit. New airfield and terminal improvements, including redesigned airport entry roadways, would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. These improvements would encourage transportation investments, transit-oriented development, and the promotion of a variety of travel choices. In addition, the proposed improvements would be developed within portions of the study area identified as Compass 2% Strategy Opportunity Areas.</p>
Alternative 2	<p>Consistent: Alternative 2 would be consistent with Growth Vision Principle #1, for the same reasons as described above in Alternative 1, as it would improve mobility for residents by constructing major ground access and transit improvements that would encourage transportation investments, transit-oriented development, and the promotion of a variety of travel choices. New airfield and terminal improvements, including redesigned airport entry roadways, would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. In addition, the proposed improvements would be developed within portions of the study area that identified as Compass 2% Strategy Opportunity Areas.</p>
Alternative 3	<p>Consistent: Alternative 3 would be consistent with Growth Vision Principle #1, similar to Alternative 1, as it would improve mobility for residents by constructing major ground access and transit improvements that would encourage transportation investments, transit-oriented development, and the promotion of a variety of travel choices. New airfield and terminal improvements would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. In addition, the proposed improvements would be developed within portions of the study area that are identified as Compass 2% Strategy Opportunity Areas.</p>
Alternative 4	<p>Consistent: Alternative 4 would be consistent with Growth Vision Principle #1, similar to Alternative 1, to the extent that it would improve mobility for residents by constructing ground access and transit improvements that would encourage transportation investments and transit-oriented development. New airfield improvements would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. No new transit connectivity is proposed under Alternative 4. In addition, the proposed improvements would be developed within portions of the study area that are identified as Compass 2% Strategy Opportunity Areas.</p>
Alternative 5	<p>Consistent: Alternative 5 includes only airfield and terminal improvements. No ground access or transit connectivity improvements are proposed. Similar to Alternative 1, Alternative 5 would improve mobility for residents by encouraging transportation investments and land use decisions that are mutually supportive and promoting air travel as a desirable travel choice. New airfield and terminal improvements, including redesigned airport entry roadways, would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. In addition, the proposed improvements would be developed within portions of the study area that are identified as Compass 2% Strategy Opportunity Areas.</p>

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Table 2

Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 6	Consistent: Similar to Alternative 5, Alternative 6 includes only airfield and terminal improvements, which would improve mobility for residents by encouraging transportation investments and land use decisions that are mutually supportive and promoting air travel as a desirable travel choice. New airfield and terminal improvements, including redesigned airport entry roadways, would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. In addition, the proposed improvements would be developed within portions of the study area that are identified as Compass 2% Strategy Opportunity Areas.
Alternative 7	Consistent: Similar to Alternative 5, Alternative 7 includes only airfield and terminal improvements, which would improve mobility for residents by encouraging transportation investments and land use decisions that are mutually supportive and promoting air travel as a desirable travel choice. New airfield and terminal improvements, including redesigned airport entry roadways, would provide more convenient access to air transportation services, as well as increase the efficiency of the region's air transportation system. In addition, the proposed improvements would be developed within portions of the study area that are included in the Compass 2% Strategy Opportunity Areas.
Alternative 8	Consistent: Alternative 8 would be consistent with Growth Vision Principle #1, similar to Alternative 1, as it would improve mobility for residents by constructing major ground access improvements and providing transit connectivity, including the modification of Sky Way, parking and CONRAC at Manchester Square, and the development of an elevated/dedicated busway along 98 th Street, connecting the CTA, the ITF, CONRAC/parking, and the future Metro LAX/Crenshaw Light Rail Transit Station. These improvements would encourage transportation investments, transit-oriented development, and the promotion of a variety of travel choices. In addition, the proposed improvements would be developed within portions of the study area that are identified as Compass 2% Strategy Opportunity Areas.
Alternative 9	Consistent: Alternative 9 would be consistent with Growth Vision Principle #1, similar to Alternative 1, as it would improve mobility for residents by constructing major ground access improvements and providing transit connectivity, including the modification of Sky Way, parking and CONRAC at Manchester Square and development of an APM along 98 th Street connecting the CTA, the ITF, CONRAC/parking, and the future Metro LAX/Crenshaw Light Rail Transit Station. These improvements would encourage transportation investments, transit-oriented development, and the promotion of a variety of travel choices. In addition, the proposed improvements would be developed within portions of the study area that are identified as Compass 2% Strategy Opportunity Areas.

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Table 2

Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
<p>Principle #2. Foster livability in all communities.</p>	
<p>Alternative 1</p>	<p>Consistent: Alternative 1 would be consistent with Growth Vision Principle #2, as it would foster livability in nearby communities by constructing major airfield, terminal, and ground access improvements, as described above under Principle #1, Alternative 1. These improvements would promote infill development to revitalize existing communities and create people-scaled and pedestrian-friendly amenities. Off-airport improvements would be constructed as infill development on currently vacant and underutilized properties, and they would improve upon existing conditions by providing new airport-related facilities which would benefit surrounding communities. Ground access improvements, such as the redesigned entry roadways, the parking facility at Manchester Square, the ITF and the new transit connections, would provide community accessibility to public transportation options as well as new people-scaled, pedestrian-friendly facilities in the airport area. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.</p>
<p>Alternative 2</p>	<p>Consistent: Alternative 2 would be consistent with Growth Vision Principle #2, as it would foster livability in nearby communities by constructing major airfield, terminal, and ground access improvements, as described above under Principle #1, Alternative 2. These improvements would promote infill development to revitalize existing communities and create people-scaled and pedestrian-friendly amenities. Off-airport improvements would be constructed as infill development on currently vacant and underutilized properties, and they would improve upon existing conditions by providing new airport-related facilities which would benefit surrounding communities. Ground access improvements would provide community accessibility to public transportation options as well as new people-scaled, pedestrian-friendly facilities in the airport area. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.</p>

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Table 2

Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 3	Consistent: Alternative 3 would be consistent with Growth Vision Principle #2, as it would foster livability on nearby communities by constructing major airfield, terminal, and ground access improvements, as described above under Principle #1, Alternative 3. These improvements would promote infill development to revitalize existing communities and create people-scaled and pedestrian-friendly amenities. Off-airport improvements would be constructed as infill development on currently vacant and underutilized properties, and they would improve upon existing conditions by providing new airport-related facilities which would benefit surrounding communities. Ground access improvements would provide community accessibility to public transportation options as well as new people-scaled, pedestrian-friendly facilities in the airport area. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.
Alternative 4	Consistent: Alternative 4 would be consistent with Growth Vision Principle #2, to the extent that it would foster livability by constructing major airfield and ground access improvements, as described above under Principle #1, Alternative 4. These improvements would promote infill development to revitalize existing communities. Off-airport improvements would be constructed as infill development on currently vacant and underutilized properties, and they would improve upon existing conditions by providing new airport-related facilities which would benefit surrounding communities. Ground access improvements would provide community accessibility to public transportation options as well as new people-scaled, pedestrian-friendly facilities in the airport area. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.
Alternative 5	Consistent: Alternative 5 includes only airfield and terminal improvements. No ground access or transit connectivity improvements are proposed. Alternative 5 would be consistent with Growth Vision Principle #2, to the extent that it would foster livability by constructing major airfield and terminal improvements, as described under Principle #1, Alternative 5. These improvements would promote infill development to revitalize existing communities. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.
Alternative 6	Consistent: Similar to Alternative 5, Alternative 6 includes only airfield and terminal improvements, which would be consistent with Growth Vision Principle #2, to the extent that it would foster livability by constructing major airfield and terminal improvements, as described under Principle #1, Alternative 6. These improvements would promote infill development to revitalize existing communities. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.
Alternative 7	Consistent: Similar to Alternative 5, Alternative 7 includes only airfield and terminal improvements, which would be consistent with Growth Vision Principle #2, to the extent that it would foster livability by constructing major airfield and terminal improvements, as described under Principle #1, Alternative 7. These improvements would promote infill development to revitalize existing communities. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.

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Table 2

Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 8	Consistent: Alternative 8 would be consistent with Growth Vision Principle #2, as it would foster livability in nearby communities by constructing major ground access improvements, as described above under Principle #1, Alternative 8. These improvements would promote infill development to revitalize existing communities and create people-scaled and pedestrian-friendly amenities. Off-airport improvements would be constructed as infill development on currently vacant and underutilized properties, and they would improve upon existing conditions by providing new airport-related facilities which would benefit surrounding communities. Ground access improvements would provide community accessibility to public transportation options as well as new people-scaled, pedestrian-friendly facilities in the airport area. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.
Alternative 9	Consistent: Alternative 9 would be consistent with Growth Vision Principle #2, as it would foster livability in nearby communities by constructing major ground access improvements, as described above under Principle #1, Alternative 9. These improvements would promote infill development to revitalize existing communities and create people-scaled and pedestrian-friendly amenities. Off-airport improvements would be constructed as infill development on currently vacant and underutilized properties, and they would improve upon existing conditions by providing new airport-related facilities which would benefit surrounding communities. Ground access improvements would provide community accessibility to public transportation options as well as new people-scaled, pedestrian-friendly facilities in the airport area. The continued implementation of LAX Master Plan commitments and LAX Master Plan mitigation measures would also foster livability by promoting compatibility with nearby communities through the implementation of the ANMP, the use of airport buffer areas, and ongoing coordination with surrounding property owners and neighborhoods.
Principle #3. Enable prosperity for all people.	
Alternative 1	Consistent: Alternative 1 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield and terminal facilities and surface transportation systems, as described above under Principle #1, Alternative 1. Construction of major airfield, terminal, and ground access improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Alternative 2	Consistent: Alternative 2 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield and terminal facilities and surface transportation systems, as described above under Principle #1, Alternative 2. Construction of major airfield, terminal, and ground access improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.

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Table 2

Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 3	Consistent: Alternative 3 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield and terminal facilities and surface transportation systems, as described above under Principle #1, Alternative 3. Construction of major airfield, terminal, and ground access improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Alternative 4	Consistent: Alternative 4 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield facilities and surface transportation systems, as described above under Principle #1, Alternative 4. Construction of major airfield and ground access improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Alternative 5	Consistent: Alternative 5 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield and terminal facilities, as described above under Principle #1, Alternative 5. Construction of major airfield and terminal improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Alternative 6	Consistent: Alternative 6 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield and terminal facilities, as described above under Principle #1, Alternative 6. Construction of major airfield and terminal improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Alternative 7	Consistent: Alternative 7 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving LAX airfield and terminal facilities, as described above under Principle #1, Alternative 7. Construction of major airfield and terminal improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAWA's ANMP and other LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.

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Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 8	Consistent: Alternative 8 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving surface transportation systems, as described above under Principle #1, Alternative 8. Construction of major ground access improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Alternative 9	Consistent: Alternative 9 would be consistent with Growth Vision Principle #3, as it would enable prosperity by improving surface transportation systems, as described above under Principle #1, Alternative 9. Construction of major ground access improvements would increase employment and foster economic growth associated with LAX, which plays an important role in the Southern California economy through employment, generation of taxes and other revenue, and by facilitating the movement of people, goods, and services. Furthermore, development of all alternatives would include environmental justice considerations in their planning process, as demonstrated by the ongoing implementation of LAX Master Plan commitments, LAX Master Plan mitigation measures, and the LAX Master Plan Community Benefits Agreement.
Principle #4. Promote sustainability for future generations.	
Alternative 1	Consistent: Alternative 1 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield, terminal, and ground access improvements, as described above under Principle #1, Alternative 1. Development of major ground access improvements would be focused in an existing urban center and would be integrated with existing and future public transit facilities, including, but not limited to, the Metro Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, thereby reducing vehicle miles traveled by supporting alternative means of travel to and from LAX and other areas. Furthermore, airfield, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.
Alternative 2	Consistent: Alternative 2 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield, terminal, and ground access improvements, as described above under Principle #1, Alternative 2. Development of major ground access improvements would be focused in an existing urban center and would be integrated with existing and future public transit facilities, including, but not limited to, the Metro Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, thereby reducing vehicle miles traveled by supporting alternative means of travel to and from LAX and other areas. Furthermore, airfield, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.

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Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 3	Consistent: Alternative 3 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield, terminal, and ground access improvements, as described above under Principle #1, Alternative 3. Development of major ground access improvements would be focused in an existing urban center and would be integrated with existing and future public transit facilities, including, but not limited to, the Metro Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, thereby reducing vehicle miles traveled, by supporting alternative means of travel to and from LAX and other areas. Furthermore, airfield, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.
Alternative 4	Consistent: Alternative 4 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield and ground access improvements, as described above under Principle #1, Alternative 4. Development of major ground access improvements would be focused in an existing urban center and would be integrated with existing and future public transit facilities, including, but not limited to, the Metro Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, thereby reducing vehicle miles traveled by supporting alternative means of travel to and from LAX and other areas. Furthermore, airfield and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.
Alternative 5	Consistent: Alternative 5 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield and terminal improvements, as described above under Principle #1, Alternative 5. Development of these improvements would be focused in an existing urban center, thereby reducing vehicle miles traveled. Furthermore, airfield, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.
Alternative 6	Consistent: Alternative 6 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield and terminal improvements, as described above under Principle #1, Alternative 6. Development of these improvements would be focused in an existing urban center, thereby reducing vehicle miles traveled. Furthermore, airfield, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.

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Comparison of the LAX SPAS Alternatives to the SCAG 2004 Southern California Compass Blueprint Growth Vision Report

Principle	Comparison
Alternative 7	Consistent: Alternative 7 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing airfield and terminal improvements, as described above under Principle #1, Alternative 7. Development of these improvements would be focused in an existing urban center, thereby reducing vehicle miles traveled. Furthermore, airfield, terminal and other facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR. The replacement of old and inefficient terminal buildings and mechanical systems with new buildings, which incorporate state of the art energy-efficient materials and systems, would further promote sustainability.
Alternative 8	Consistent: Alternative 8 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing ground access improvements, as described above under Principle #1, Alternative 8. Development of major ground access improvements would be focused in an existing urban center and would be integrated with existing and future public transit facilities, including, but not limited to, the Metro Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, thereby reducing vehicle miles traveled, by supporting alternative means of travel to and from LAX and other areas. Furthermore, any facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR.
Alternative 9	Consistent: Alternative 9 would be consistent with Growth Vision Principle #4, as it would promote sustainability by developing ground access improvements, as described above under Principle #1, Alternative 9. Development of major ground access improvements would be focused in an existing urban center and would be integrated with existing and future public transit facilities, including, but not limited to, the Metro Crenshaw/LAX Transit Corridor, which is part of Metro's regional light rail/transit system, thereby reducing vehicle miles traveled, by supporting alternative means of travel to and from LAX and other areas. Furthermore, any facility improvements would be designed in compliance with LAWA's Sustainability Plan, thereby implementing strategies which use resources efficiently and utilize "green" development techniques, as further described in Section 4.6, <i>Greenhouse Gases</i> , of the SPAS EIR.

Source: PCR Services Corporation, 2012.