

MOTION

TRADE, TRAVEL AND TOURISM  
PLANNING & LAND USE MANAGEMENT

Los Angeles International Airport (LAX) is one of the busiest airports in the world, and the neighborhoods surrounding it have lived with the impacts of aircraft noise and airport operations for generations. Los Angeles World Airports (LAWA) publishes detailed noise-contour maps that illustrate where the most significant noise exposure occurs. These maps make clear that several communities continue to experience levels of aircraft noise that are incompatible with the types of sensitive uses increasingly being proposed in these areas.

In addition to noise, communities within and adjacent to the noise-contour boundaries experience a range of environmental and health burdens associated with airport activity, including exposure to ultrafine particles, nitrogen oxides, and other aviation-related emissions. Emerging public-health research links these cumulative exposures to increased risks of cardiovascular and respiratory illness, sleep disruption, impaired learning outcomes in children, and other long-term health impacts. These concerns are amplified in neighborhoods where high-density, income-restricted, or other disadvantaged communities may be disproportionately located, raising significant equity considerations for future planning and land-use decisions.


Land-use compatibility guidelines have long held that new residential development, schools, hospitals, and similar noise-sensitive uses are generally inappropriate in high-noise areas unless substantial sound-attenuation measures are incorporated. While the City has taken steps over time to mitigate existing impacts, the continued introduction of new noise-sensitive development into high-exposure areas—without fully accounting for cumulative environmental health risks—creates long-term land-use conflicts, exposes residents to unhealthy conditions, and generates ongoing tensions between airport operations, community well-being, and City planning objectives.

Given the scale of airport operations and the public-health implications of sustained noise and emissions exposure, the City has a responsibility to ensure that future development within these areas is compatible with existing environmental conditions, consistent with State noise-compatibility standards, and informed by modern environmental-health research.

**I THEREFORE MOVE** that the Department of City Planning, in coordination with LAWA, the Department of Building and Safety, the Los Angeles Housing Department, the Bureau of Sanitation, and the Office of the City Attorney, be instructed to **report back** within *90 days* on:

1. The range of environmental and public-health impacts associated with airport-adjacent residential development, including both noise and emissions;
2. Equity impacts related to the siting of high-density or affordable housing projects within high-exposure areas, including disproportionate burdens on low-income communities;
3. Best-practice standards for protecting residents in airport-impacted zones, including noise, air quality, mechanical ventilation, filtration, and building-envelope strategies; and
4. **The feasibility, scope, and policy implications of creating an Airport Noise-Contour and Environmental Exposure Overlay Zone**, including options for tiered subzones, land-use controls, performance standards, and required mitigation measures.

PRESENTED BY:

  
TRACI PARK  
Councilwoman, 11<sup>th</sup> District

SECONDED BY:



  
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