

EXHIBIT B

LAX Plan and Map

Case No. CPC-2016-3390-GPA-ZC-SP

LOS ANGELES INTERNATIONAL AIRPORT

LAX PLAN

CONTENTS

ACTIVITY LOG

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LAX PLAN

LOS ANGELES INTERNATIONAL AIRPORT

ACTIVITY LOG

ADOPTION DATE	PLAN	CPC FILE NO.	COUNCIL FILE NO.
December 14, 2004	LAX Plan	CPC-2003-4647	00-1774-S4
December 14, 2004	LAX Specific Plan (Ordinance No. 176,345, effective January 20, 2005)	CPC-2003-4647	00-1774-S4
May 13, 1992	Los Angeles Airport/EI Segundo Dunes Specific Plan (Ordinance No. 167,940, effective June 28, 1992)	CPC-30014	80-4283

ADOPTION DATE	AMENDMENT	CPC FILE NO.	COUNCIL FILE NO.
August 24, 2007	LAX Specific Plan Amendment (Ordinance No. 179,148, effective September 29, 2007)	CPC-2007-3169	07-0541-S1
May 24, 2013	LAX Plan Amendment	CPC-2012-3357	13-0285
May 24, 2013	LAX Specific Plan Amendment (Ordinance No. 182,542, effective July 3, 2013)	CPC-2012-3357	13-0285
June 20, 2016	LAX Specific Plan Amendment (Ordinance No. 184,348, effective July 26, 2016)	CPC-2014-437-SP	13-0285-S3

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1. PURPOSE OF THE PLAN

1.1 Use of the Plan

The Los Angeles International Airport (LAX) Plan consists of this text and the accompanying maps. It is a part of the General Plan of the City of Los Angeles. The LAX Plan is intended to promote an arrangement of airport uses that encourages and contributes to the modernization of the airport in an orderly and flexible manner within the context of the City and region. It provides goals, objectives, policies, and programs that establish a framework for the development of facilities that promote the movement and processing of passengers and cargo within a safe and secure environment. The LAX Plan is intended to allow the airport to respond to emerging new technologies, economic trends and functional needs.

1.2 Vision

Los Angeles International Airport (LAX) is the primary airport serving the Greater Los Angeles Area and is a hub for several major US carriers. Besides serving an extensive domestic network, LAX is also a key international gateway, with flights to six continents and 71 international destinations. LAX is the busiest air carrier airport in terms of passenger volume and also handles the majority of the air cargo within the five-county Southern California region.

The City of Los Angeles envisions a regional system of airports that accommodates passenger demand and the economic demand for the movement of goods. As total demand grows for airport service in the Southern California region, the City of Los Angeles envisions a long-term shift in service to other regional airports with accompanying improvements to the ground access infrastructure and other services needed to provide both passengers and shippers, international and domestic, with more choices and convenience in their air travel needs.

Within the context of this regional framework, the City also envisions the evolution of LAX into a modern, safe, and secure airport of the 21st century, continuing to serve as the region's principal international gateway within a more regional Southern California aviation system. As the international gateway in our region, Los Angeles World Airports is committed to setting the global airport standard for customer satisfaction and security, regional economic leadership and organizational performance.

This plan sets forth the City's goals, objectives, policies, and programs that realize this vision.

1.3 The LAX Plan Area

The LAX Plan area includes approximately 3,900 acres located adjacent to the communities

of Westchester/Playa del Rey, El Segundo, Lennox and Inglewood. The Plan area is comprised of five general areas: the airfield, landside, supporting landside facilities, including the airport access system, LAX Northside and the Los Angeles Airport/El Segundo Dunes area.

2. GOALS AND OBJECTIVES

The following goals and supporting objectives have been developed to advance the LAX Plan vision and guide airport development. The specific policies and programs that will be used to implement the goals and objectives are discussed in the following section. The objectives listed under each goal are intended to help achieve that goal.

Goal 1: Strengthen LAX's unique role within the regional airport network as the international gateway to the Southern California region.

1. Provide the superior facilities, services, and operations needed to support the role of LAX as the principal airport and international gateway to the region.
2. Improve airport facilities and operations in order to provide world-class service for travelers and other airport users (i.e., employees, public service personnel, etc.).
3. Provide and upgrade needed facilities to accommodate current and next-generation larger aircraft associated with international and long-haul domestic travel.
4. Encourage other airports in the region to absorb growth in commercial service that is not essential to LAX's international gateway role.
5. Lead the effort to regionalize air service in Southern California by forging strategic partnerships that connect LAX and other regional airports.

Goal 2: Develop and maintain the highest standards of air traffic safety and passenger security through design and the latest innovations.

1. Reduce the possibility of runway incursions.
2. Promote safe air navigation.
3. Update and improve security for passengers, cargo, and surrounding communities through physical modifications and by using the most efficient available airport security systems as feasible, including multiple layers of security checks.

Goal 3: Optimize LAX's critical role in supporting the economy as a major generator of economic activity.

1. Operate LAX in an efficient and competitive manner to benefit local, regional, and state economies.

2. Maximize, where feasible, the public benefits of airport development to adjacent land uses, such as direct economic benefits to local business districts, (*i.e.*, Westchester Central Business District, Century Boulevard, El Segundo, Inglewood, *etc.*).

Goal 4: Recognize the responsibility to minimize effects on the physical environment.

1. Minimize negative impacts to the Los Angeles Airport/El Segundo Dunes and protect plant and animal species, to the extent practical for safe airport operation.
2. Where feasible, implement measures to improve air quality or limit the extent to which air quality is degraded by auto, aircraft, and construction equipment emissions.
3. Incorporate applicable mitigation measures and master plan commitments from environmental analyses into project design and operation.
4. Become a global leader in airport sustainability by integrating and reflecting sustainable practices into all aspects of airport operations and airport projects.

Goal 5: Acknowledge neighborhood context and promote compatibility between LAX and the surrounding neighborhoods.

1. Minimize negative impacts to surrounding residential land uses.
2. Maximize the public benefits of airport development, particularly to adjacent land uses.
3. Provide opportunities for community participation in Master Plan Program decisions that could affect stakeholders by consultation with an LAX Master Plan Stakeholder Liaison who will communicate with stakeholders, including: adjacent residential and business communities; airline representatives; airport concessionaires; cargo and freight forwarders; labor representatives; business organizations and neighborhood councils.

Goal 6: Improve ground access to LAX.

1. Establish secure and efficient airport ground connection systems to the regional ground transportation network, which consists of major and secondary highways, freeways, and public transit systems.
2. Relieve congestion in the CTA and on the surrounding street system by developing a flexible transportation system that provides travel options to passengers, airport employees and airport-related vendors.
3. Enhance the passenger experience by providing new access options, including a direct connection to transit.

4. Provide passengers easier and more efficient access to rental cars.

3. POLICIES AND PROGRAMS

The following policies and programs have been developed to implement the LAX Plan goals and objectives to guide airport development. These policies and programs are organized into ten topics that address functional and operational aspects of the airport and potential impacts to adjacent land uses. These topics are safety and security, land use, conservation, circulation and access, economic benefits, noise, air quality, hazardous waste, and design.

3.1 Safety and Security

3.1.1 Safety

Airfield safety is of primary concern to the City of Los Angeles, the U.S. Department of Transportation and the Federal Aviation Administration (FAA). Enhanced airfield safety can be achieved through airfield facility modifications. Runways will be maintained to accommodate the aircraft fleet mix at LAX with the goal of reducing delays and enhancing the safety of passengers. New taxiways will be added and existing taxiways reconfigured to improve taxiing and reduce the potential for runway incursions.

The following policies and programs are established:

- P1. Study and address runway realignment and taxiway separation to provide for larger aircraft maneuvering areas and clearances.
- P2. Provide for adequate aircraft queue space at departure ends of the runways.
- P3. Evaluate center taxiways to reduce the possibility of runway incursions.
- P4. Provide parallel taxiways between all new structures for improved aircraft maneuvering and reduced taxi times.
- P5. Improve taxiway spacing into gate locations to reduce gate congestion and improve taxi times and efficiency.
- P6. Consult with the Los Angeles Fire Department during the design phase of facilities to review plans and incorporate recommendations that enhance airport safety.
- P7. Establish runway protection zones contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone.
- P8. Prohibit uses within FAA designated runway safety areas, including, but not limited to, Runway Safety Areas (RSA) and Runway Protection Zones (RPZ) that create safety hazards.

- P9. Prohibit uses that would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.
- P10. Prohibit uses that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3.1.2 Security

Deterrence and prevention of terrorist attacks, as well as any other activity that poses a danger to passengers, visitors and staff at LAX, is essential to the modernization of LAX. The LAX Plan enables LAWA to meet current and future security needs and incorporate future technologies as they are developed.

The following policies and programs are established:

- P1. Evaluate, develop, and improve both physical and operational security measures at LAX, as necessary, in the Central Terminal Area and at other passenger processing facilities.
- P2. Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.
- P3. Consult with the Los Angeles Police Department, the Los Angeles World Airports Police Department, other law enforcement agencies, and security experts, as appropriate, during the facility planning, design, and review phase so that potential environmental contributors to criminal activity are reduced and to ensure the security of the airport, airline passengers, and the surrounding community.
- P4. Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.
- P5. Provide flexibility in facility design to allow for the incorporation of new technologies in security.

3.2 Land Use

LAX is comprised of five general areas, as shown on Figure 1. The land use designations for these areas are:

- **Airport Airside**
- **Airport Landside**
- **LAX Northside**
- **Open Space**

- **Airport Landside Support**

3.2.1 Airport Airside

The Airport Airside area includes those aspects of passenger and cargo movement that are associated with aircraft operating under power and related airfield support services. Uses may include four runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities.

Development of Airport Airside Area shall be governed by the following policies and programs:

- P1. Develop a balanced airfield to provide for more efficient and effective use of airport facilities.
- P2. Expand and improve employee parking.
- P3. Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from them as feasible.
- P4. Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.
- P5. No aircraft under power shall enter the Imperial Terminal Area located on the south side of the airport generally used for cargo and fixed-base operations. Continue the use of tug and tow procedures in this area.

3.2.2 Airport Landside

The Airport Landside area functions as the interface between Airport Airside and the regional ground transportation network, establishing access points for the efficient processing of people and goods. This area includes the Central Terminal Area and ground transportation facilities to the east including Intermodal Transportation Facilities, the Consolidated Rental Car Facility and the Automated People Mover system connecting these facilities to the Central Terminal Area. Aircraft are not permitted under power in this area. Examples of allowed uses include ground transportation facilities, passenger handling services, airport administrative offices, parking areas, cargo facilities, and other ancillary airport facilities.

The following ground transportation facilities are permitted in areas designated as Airport Landside:

Central Terminal Area (CTA). The Central Terminal, located in the center of the airport, is the primary passenger-processing facility and provides access for private, public, and commercial vehicles to and from landside facilities. Airport administration and tower control facilities are also located in the Central Terminal Area. Passenger support facilities and accommodations are allowed.

Intermodal Transportation Facilities (ITF). Intermodal Transportation Facilities will provide remote passenger pick up and drop off areas and connections to the APM, and accommodate public transit passengers, including but not limited to local, regional, charter and other buses and private shuttles. Two ITFs are planned to provide options for passengers to access the airport and facilitate access to nearby Metropolitan Transportation Authority (Metro) light rail service.

Consolidated Rental Car Facility (CONRAC). A Rental Car Facility that provides for rental car operations, facilities, pick-up, drop-off, storage, and maintenance support.

Automated People Mover (APM) A rail or fixed guideway based transportation system(s) will transport people from the ITFs, CONRAC and other ground transportation facilities and services into the Central Terminal Area of the airport.

Development of Airport Landside is governed by the following policies and programs:

- P1. Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.
- P2. Develop a connection between Airport Landside facilities and nearby Metropolitan Transportation Authority (Metro) facilities.
- P3. Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.
- P4. Develop direct links from each major Ground Transportation facility to other Airport Landside and Airport Airside facilities.
- P5. Provide adequate employee parking and short-term and long-term visitor parking facilities.
- P6. Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from adjacent residential neighborhoods as feasible.
- P7. Establish a Landscape Maintenance Program for parcels acquired in order to minimize visual impacts on adjacent residents, until the parcels are developed for airport purposes.

3.2.3 Airport Landside Support

The Airport Landside Support subarea will support the airport regional ground transportation network and allow for the development of commercial uses meeting the needs of passengers, visitors and employees of LAX, guests of hotels, and employees of businesses in or around the Specific Plan Area.

The primary allowable uses within Airport Landside Support subarea include, but are not limited to: retail, restaurants, entertainment, hotels and offices.

- P1. Allow development of a limited range of appropriate commercial uses, including retail commercial uses meeting the needs of passengers, hotel guests, and employees in the area, on land not needed for ground transportation facilities.

3.2.4 LAX Northside

LAX Northside includes a variety of land uses of an appropriate scale and level of activity to provide a buffer and transition between the Westchester/Playa del Rey community and the airport. It may also serve as a relocation area for businesses displaced by the implementation of the LAX Master Plan.

The primary allowable uses within LAX Northside include, but are not limited to: commercial development; office; light industrial; research and development; hotel and conference facilities; retail and restaurant uses; school and community facilities; open space; bicycle paths; and greenway buffers.

LAX Northside development shall be governed by the following policies and programs:

- P1. Provide and maintain landscaped buffer areas along the northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.
- P2. Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses.
- P3. Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside.

3.2.5 Open Space

The Los Angeles Airport/El Segundo Dunes area comprises the open space land use within the LAX Plan. Formerly part of the Westchester-Playa Del Rey Community Plan, it is now incorporated into the LAX Plan (see Figure 1). Development within the Los Angeles Airport/El Segundo Dunes is limited to existing and relocated Navigational Aids, restoration and maintenance of the Dunes Habitat Preserve, a park, and other ancillary facilities, per the adopted Los Angeles Airport/El Segundo Dunes Specific Plan.

Development in the Open Space area shall be governed by the following policies and programs:

- P1. Protect existing state-designated sensitive habitat areas.
- P2. Provide sites for habitat restoration or replacement by native habitat.

3.3 Conservation

3.3.1 Biotic Communities

Located to the west of the airport, the L.A. Airport/El Segundo Dunes contain state-designated sensitive habitats (See Figure 1). State-designated sensitive habitats within and adjacent to Habitat Restoration Areas will continue to be conserved and protected during airport construction, operation, and maintenance activities. Habitat replacement and restoration for native habitat that is impacted by development within the airfield operating area will continue to be implemented. Construction avoidance measures will be used in areas where construction or staging is adjacent to Habitat Restoration Areas.

The following policies and programs are established:

- P1. Protect the existing state-designated sensitive habitat areas.
- P2. Provide sites for habitat restoration or replacement by native habitat.

3.3.2 Sustainability

LAWA is committed to continuous sustainability performance improvement in future years to achieve the goal of being a global leader in sustainability.

The following policies and programs are established:

- P1. Design new facilities to meet or exceed energy prescriptive standards required under Title 24.
- P2. Reduce energy usage and increase usage of green power at all airport facilities and in all operations.

- P3. Increase recycling and source reduction efforts at all facilities and for all operations.
- P4. Increase water conservation in all airport facilities and for all operations.
- P5. Increase use of environmentally and socially responsible products.
- P6. Incorporate sustainable planning, design, and construction practices into all airport projects.
- P7. Integrate sustainable practices into internal policies, business processes, and written agreements.
- P8. Promote sustainability awareness to airport employees and the greater community.

3.4 Circulation and Access

The LAX Plan envisions improvements to the ground transportation system connecting LAX to the regional and local ground transportation network and transit systems to provide options for passengers and employees to access the airport along with sufficient parking. The regional ground transportation network consists of major and secondary highways, freeways, and the public transit system as shown on Figure 2. This system of connections is intended to reduce the impact of airport traffic on neighboring communities.

The regional airport system includes both LAWA and non-LAWA owned and/or operated facilities in the six-county Southern California region (Los Angeles, Orange, Imperial, San Bernardino, Riverside, and Ventura Counties). The regional ground access network includes the facilities described above and also includes strategically placed satellite terminal facilities to support utilizing the available capacity in the regional airport system through improvements to ground access and reductions in vehicle miles traveled.

The following policies and programs are established:

- P1. Develop direct links from each major Airport Airside and Airport Landside facilities to other Airport Landside and Airport Airside facilities, as appropriate.
- P2. Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.
- P3. Provide facilities that encourage transit ridership.
- P4. Consolidate rental car facilities.
- P5. Develop safe and efficient curbside check-in facilities.
- P6. Provide convenient short- and long-term parking facilities.
- P7. Provide dedicated employee parking facilities.
- P8. Continue transformation of LAX into a world-class destination airport and enhance the passenger experience.

- P9. Relieve traffic congestion in the CTA and on area surface streets and roads.
- P10. Consolidate/organize existing car rental companies into one centralized convenient location that will reduce visitor confusion and traffic on local streets.
- P11. Connect to transit, encouraging transit ridership to LAX.
- P12. Create new mobility options for passengers including pick-up and drop-off areas outside of the CTA.
- P13. Provide passengers a fast and reliable new way to get to their flights.
- P14. Reduce vehicle emissions and improve air quality.

3.5 Economic Benefits

Jobs and commerce are direct economic benefits attributable to LAX. Approximately 294,400 jobs, with labor income of \$13.6 billion and economic output of more than \$39.7 billion, were generated in Los Angeles County alone by the airport in year 2011. This economic activity also added \$2.5 billion to local and state tax revenues². As an international port for cargo and freight, LAX provides a foundation for businesses that depend on cargo operations and logistics. In this regard, LAX is a vital component of the local, regional, and state economy. Failure to modernize LAX would impede the ability to meet airport users' future needs and could threaten the airport's position as one of the nation's premiere airports, thereby limiting the region's future economic vitality.

The following policies and programs are established:

- P1. Sustain jobs and economic output provided to the local, regional, and state economies.
- P2. Modernize, upgrade, and improve LAX in order to sustain the airport's economic benefits.
- P3. Provide for an efficient arrangement of on-airport cargo facilities.
- P4. Locate those on-airport uses that are dependent on secondary, ancillary commercial uses, adjacent to such uses.

² *Los Angeles International Airport in 2011, Economic Impact Analysis*, August 2012, prepared by the Los Angeles County Economic Development Corporation.

3.6 Noise

Noise control is one of the most important environmental considerations in airport planning. LAX has a long history of addressing aircraft noise impacts through noise source control

and noise mitigation for certain land uses (residences, schools, hospitals, churches, and libraries) that are rendered incompatible due to airport noise impacts. Also, LAX enjoys the unique advantage of being located adjacent to the Pacific Ocean, benefiting from the ability to conduct operations over the ocean, greatly reducing take-off noise impacts on residential communities.

The following policies and programs shall be implemented to limit the noise impacts that result from LAX operations, including noise from aircraft, roadways, and construction:

- P1. Maintain and enhance applicable elements of the current Aircraft Noise Abatement Program that pertain to aircraft noise.
- P2. Update facilities, gates, and runways, to accommodate the New Large Aircraft (NLA) and the next generation of quieter jets.
- P3. Minimize the impacts of aircraft and airport noise through runway orientation.
- P4. Move nighttime noise-creating activities to the interior of the airfield and away from noise-sensitive areas situated north and south of the airport.
- P5. Continue use of tug and tow procedures in the Imperial Terminal Area.
- P6. Use over-ocean procedures during nighttime, when weather permits.
- P7. Conduct departures to the west along the runway heading until reaching the coastline.
- P8. Continue to implement LAX's Airport Noise Mitigation Program to mitigate noise impacts to incompatible land uses (residences, schools, hospitals, churches, and libraries).
- P9. Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.
- P10. Require new uses to adhere to applicable state airport land use compatibility regulations.
- P11. Encourage the conversion of incompatible land uses to uses that are compatible with the airport.
- P12. Support the construction and use of a ground run-up enclosure (GRE) to minimize aircraft engine testing noise.

3.7 Air Quality

Currently, LAWA implements Air Quality Mitigation Programs that contain measures to reduce air pollutant emissions from airport operations. In developing the LAX Plan, consideration was given to maintain or improve air quality using all reasonably available control measures.

The following policies and programs are established:

- P1. Modify runways and taxiways to reduce airfield delays and congestion in order to lessen air emissions through reduced idle time.
- P2. Expand and revise the Air Quality Mitigation Program in order to implement and coordinate methods to reduce air pollutant emissions.
- P3. Establish and implement source controls to reduce construction-related air emissions for on-road and non-road mobile sources and stationary engines.
- P4. Provide facilities that encourage transit ridership.
- P5. Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.
- P6. Encourage and facilitate the conversion of ground support equipment to extremely low emission technology, such as electric power or fuel cells.
- P7. Develop Intelligent Transportation Systems applications for highway and roadway improvements to minimize traffic and parking congestion and to provide passengers with information that allows them to make informed choices regarding ground access options to and from LAX and other regional airports.
- P8. Reduce emissions from all operations including stationary and mobile sources.

3.8 Hazardous Waste

Hazardous materials generated and used at LAX include substances such as motor oil, cleaning solvents, and wastes from spills and leaks. LAX will comply with regulations and procedures for handling and storage of hazardous materials, including adhering to local, state, and federal standards.

The following program shall be established:

- P1. Implement a program for handling of contaminated materials encountered during construction.

3.9 Design

The creation of multiple access points will enhance the functional nature of the airport and establish new interfaces with passengers and the adjacent community. A framework that guides the overall function and appearance of these new facilities will be developed.

The following policies and programs are established:

- P1. Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.

- P2. Relate Airport Landside facilities to the existing airport infrastructure in a clear, well-organized, functional, and compatible manner.
- P3. Update and/or integrate existing design plans into a comprehensive set of design guidelines for airport facilities.
- P4. Develop and incorporate signage guidelines that provide guidance and establish controls for signage that are appropriate to an airport.

4. IMPLEMENTATION

4.1 Relationship to LAX Specific Plan

Whereas the LAX Plan establishes a land use policy framework, the LAX Specific Plan establishes zoning and development regulations and standards consistent with the LAX Plan for the LAX Airside, Landside, Landside Support and Northside Areas. It is the principal planning tool for achieving the goals and objectives of the LAX Plan and for implementing the Plan's policies and programs. It also establishes the procedures for processing future specific projects and activities that are anticipated under the LAX Master Plan Program within the Specific Plan Area.

5. LAX SPECIFIC PLAN

Ordinance No. 176,345, effective January 20, 2005, as amended by Ordinance No. 179,148 effective August 29, 2007, Ordinance No. 182,542 effective July 3, 2013, and Ordinance No. 184,348 effective July 26, 2016. *[see separate document]*

6. LOS ANGELES AIRPORT/EL SEGUNDO DUNES SPECIFIC PLAN

Ordinance No. 167,940, effective June 28, 1992. *[see separate document]*

7. COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

Ordinance No. 168,999, effective September 22, 1993. *[see separate document]*



Figure 1.

LAX PLAN

CPC-2016-3390-GPA-ZC-SP
CF/ 040617

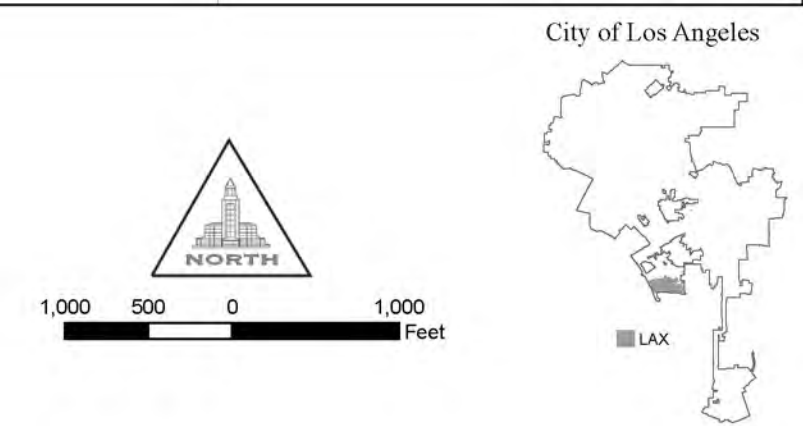




Figure 2.

CIRCULATION for LAX AREA

CPC-2016-3390-GPA-ZC-SP
TL / 040517



LEGEND			
Boulevard I	Boulevard II Modified	Avenue III Modified Scenic	City of Los Angeles Boundary
Boulevard I Modified	Avenue II	Collector	Existing Airfield Pavement
Boulevard II	Avenue III	Collector Modified	LAX Plan Area
	100/10 ROW / RD Widths		
		Private Street	

City of Los Angeles

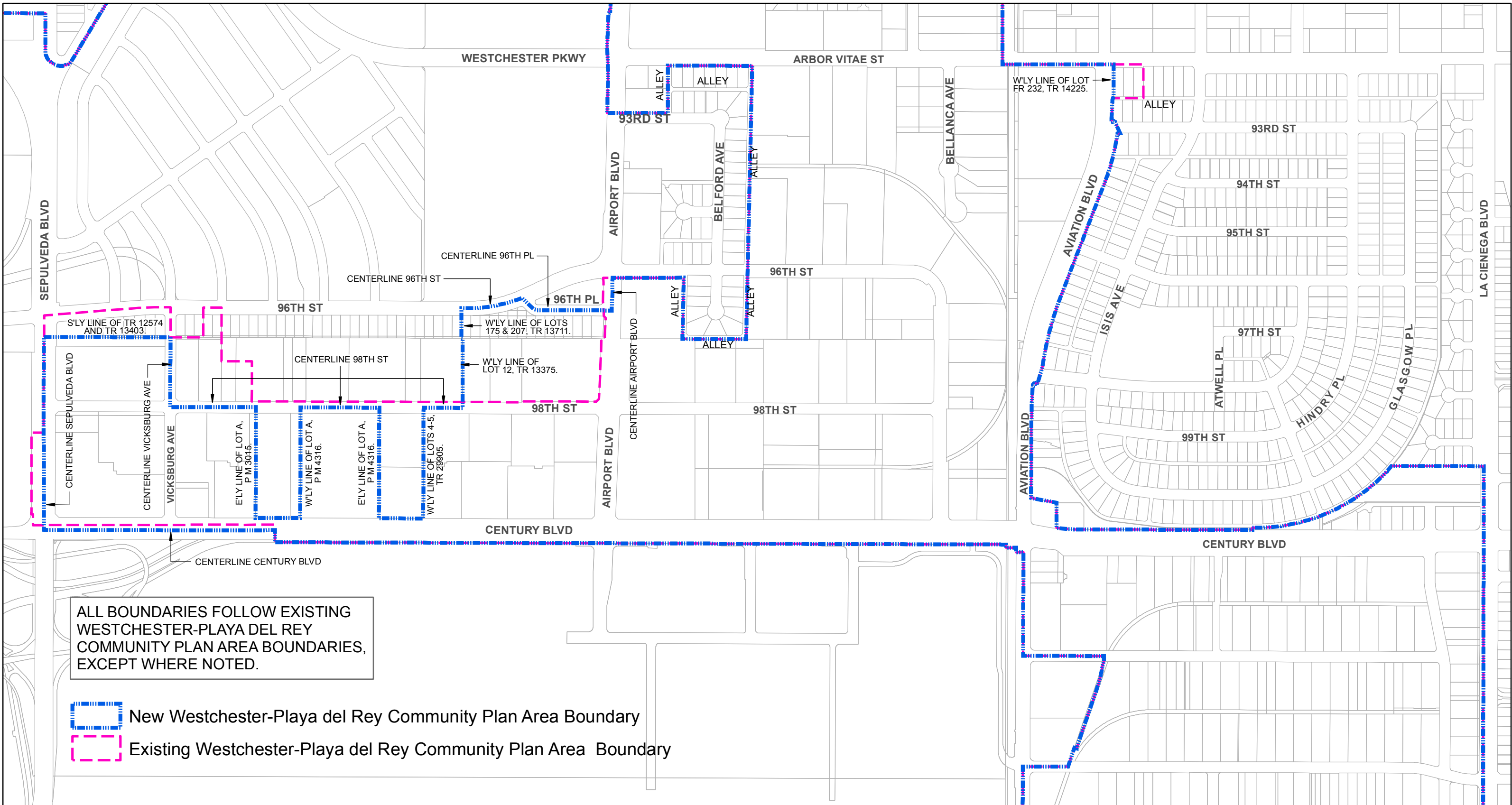


EXHIBIT C

Westchester-Playa del Rey Community Plan Area

Boundary Change

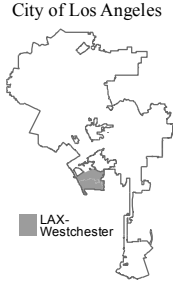
Case No. CPC-2016-3390-GPA-ZC-SP



Westchester-Playa del Rey Community Plan Area Boundary Changes

C.M. 090 B 165, 090 B 169, 090 B 173,
093 B 165, 093 B 169, 093 B 173. CPC-2016-3390-GPA-ZC-SP

CF/ LOS ANGELES INTERNATIONAL AIRPORT-WESTCHESTER 030617

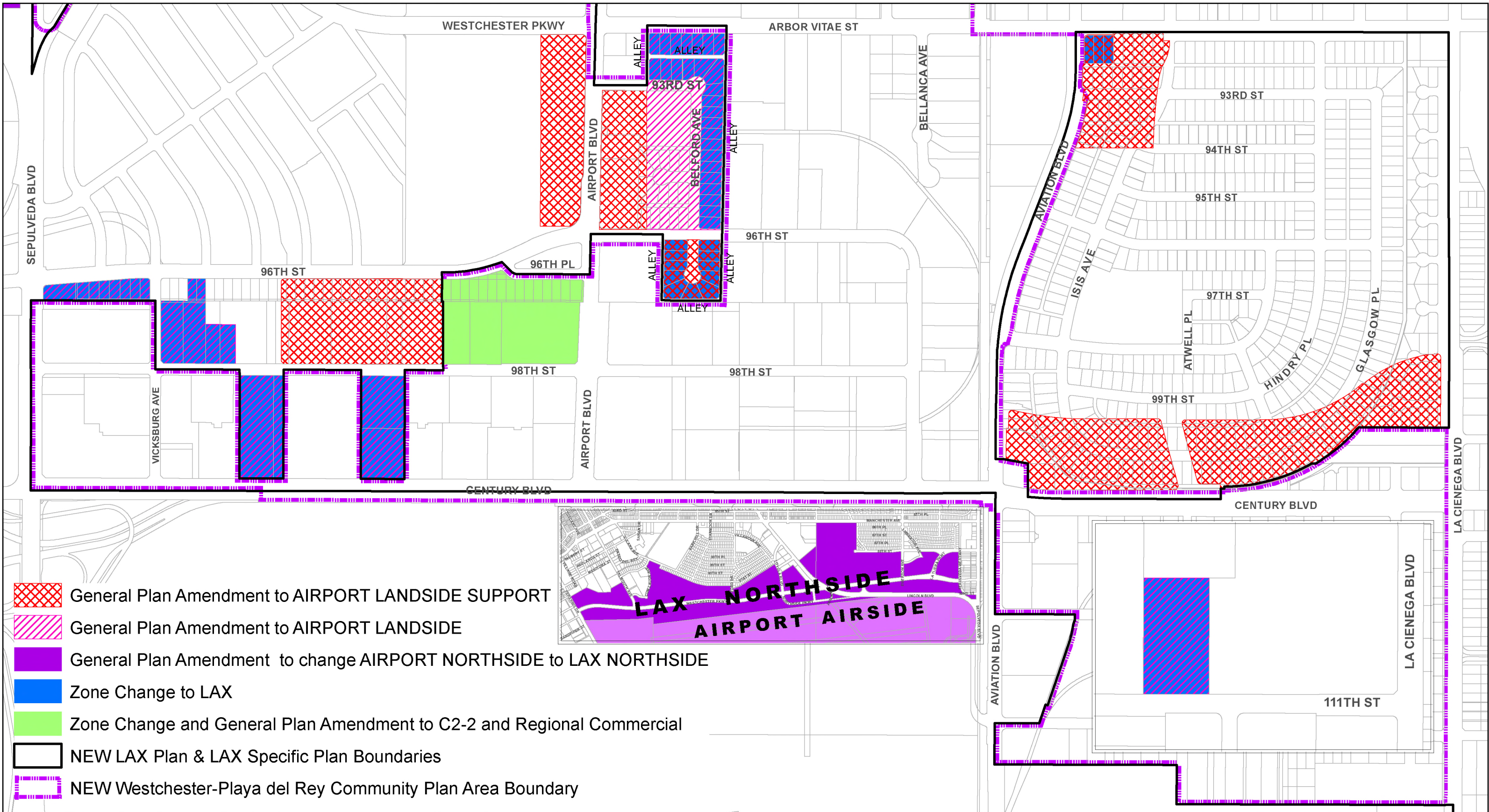


Data Sources: Department of City Planning & Bureau of Engineering.

EXHIBIT D

Consolidated Land Use and Zone Change Map

Case No. CPC-2016-3390-GPA-ZC-SP



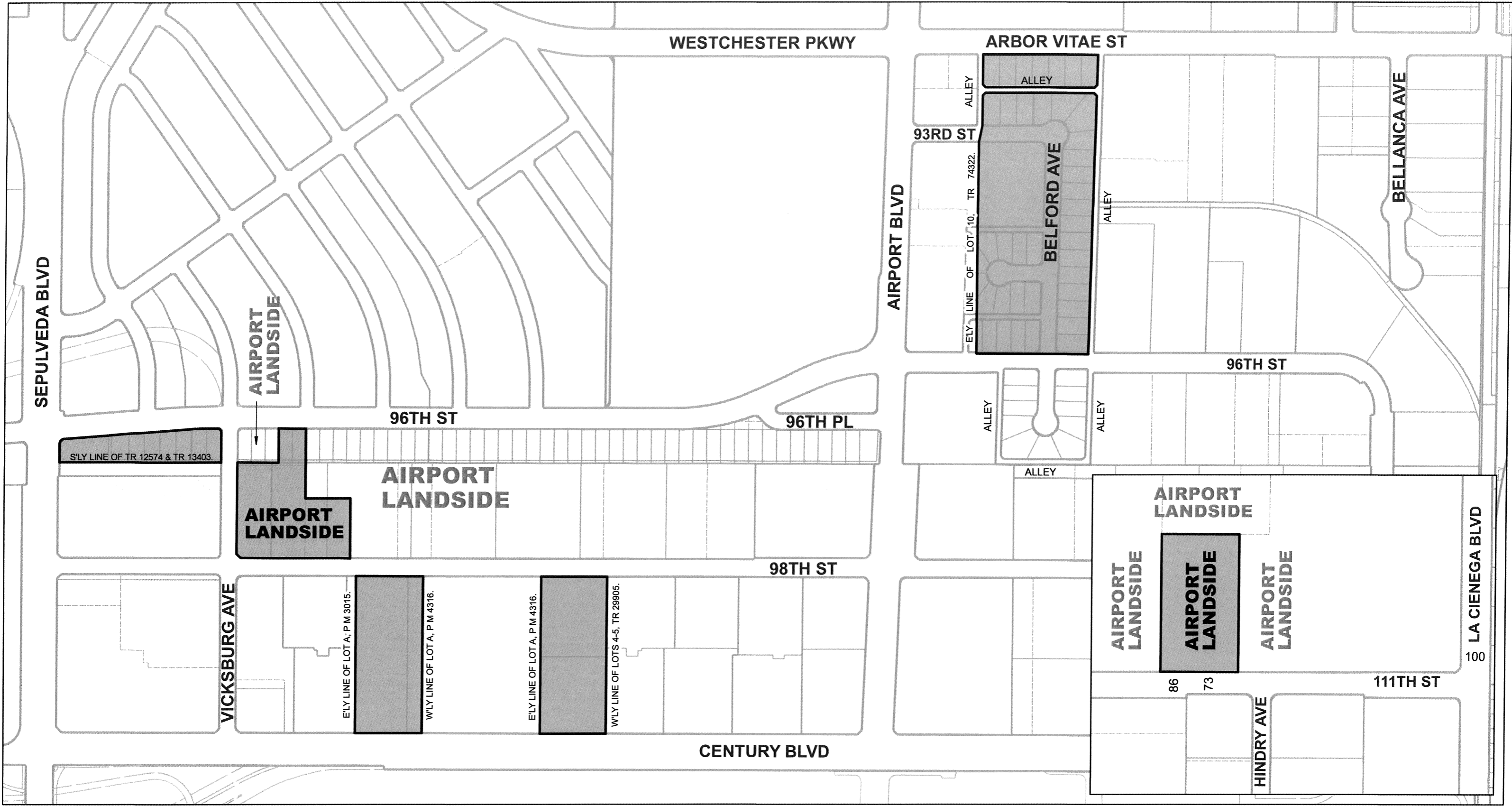
Changes in the LAX / Westchester-Playa del Rey Community Plan Areas



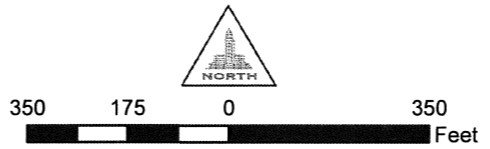
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AIRPORT LANDSIDE



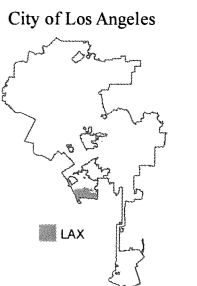
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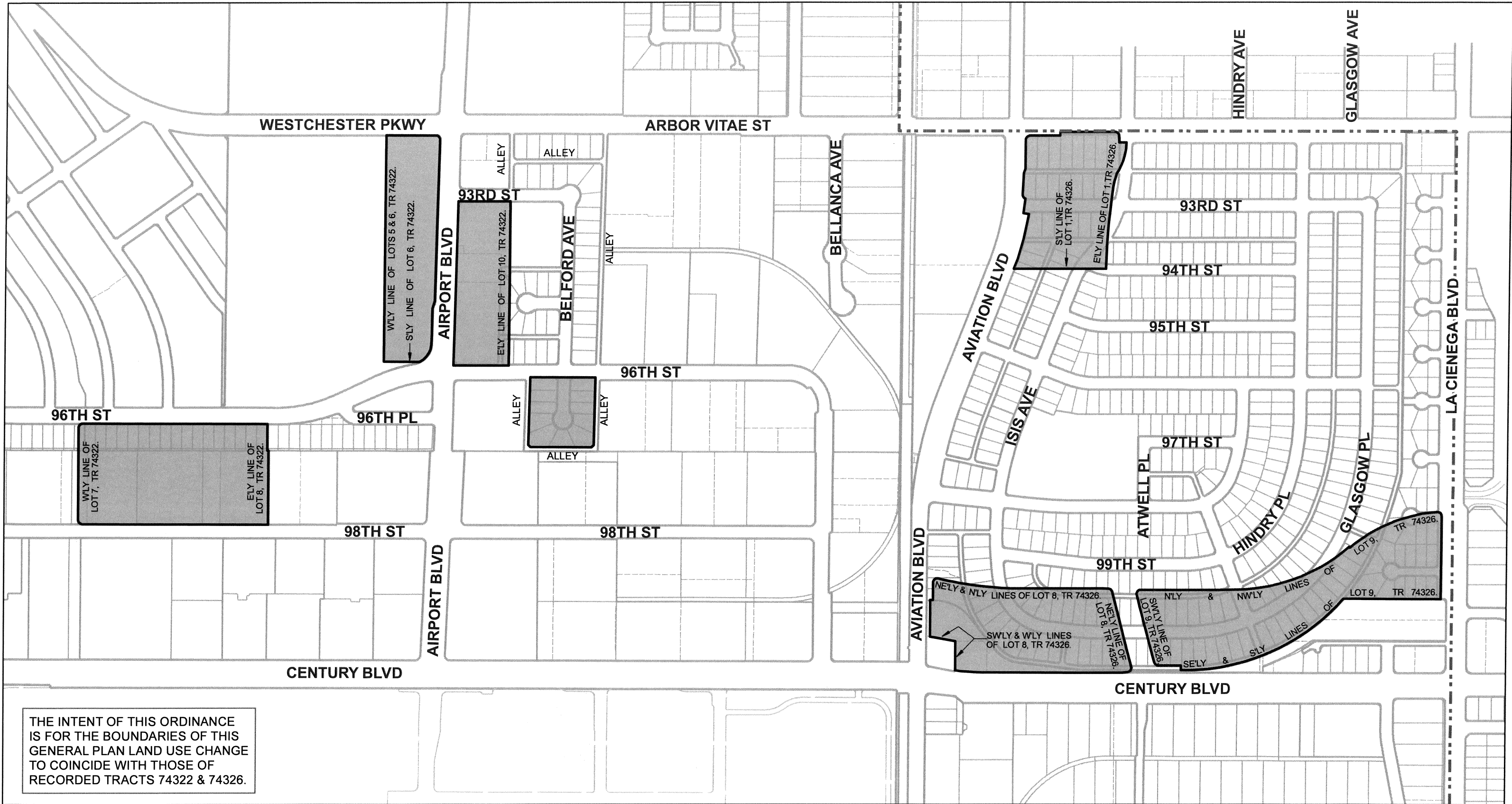
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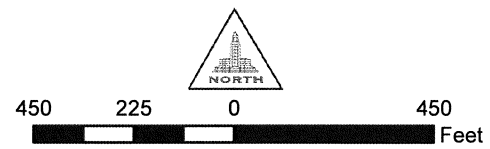
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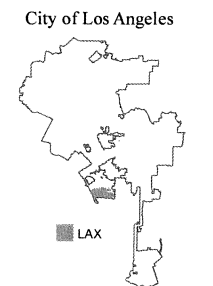


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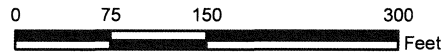


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Data Sources: Department of City Planning & Bureau of Engineering.



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City of Los Angeles

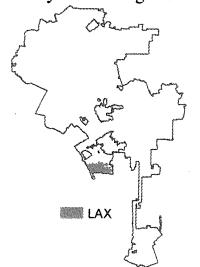




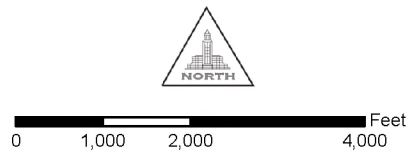
Figure 2.

CIRCULATION for LAX AREA

CPC-2016-3390-GPA-ZC-SP

TL /

040517



LEGEND			
Boulevard I	Boulevard II Modified	Avenue III Modified Scenic	City of Los Angeles Boundary
Boulevard I Modified	Avenue II	Collector	Existing Airfield Pavement
Boulevard II	Avenue III	Collector Modified	LAX Plan Area
100/10 ROW / RD Widths		Private Street	

City of Los Angeles

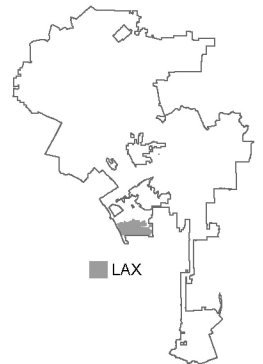


EXHIBIT F

LAX Specific Plan and Map

Case No. CPC-2016-3390-GPA-ZC-SP

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

Specific Plan

Ordinance No. 176,345

Effective _____

As amended by Ordinance Nos. 179,148; 182542;
184348; and _____.

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An ordinance establishing a Specific Plan, known as the LAX Specific Plan, within the LAX Plan area.

Section 1. ESTABLISHMENT OF THE LAX SPECIFIC PLAN.

The City Council hereby establishes the LAX Specific Plan (Specific Plan) for the area bounded generally by 88th Street, Manchester Avenue, and 91st Street on the north, Imperial Highway on the south, Pershing Drive on the west, and La Cienega Boulevard on the east (Specific Plan Area), as shown on Figure 1.

Section 2. PURPOSES.

This Specific Plan is intended to:

- A.** Recognize the uniqueness of LAX as a regional economic engine, an international gateway to the Pacific Rim, and an important public amenity;
- B.** Provide regulatory controls and incentives for the systematic and incremental execution of the LAX Plan, an element of the General Plan, to provide for public needs, convenience and general welfare as the development of the airport necessitates;
- C.** Ensure the orderly development of infrastructure consistent with the intensity and design of the LAX Plan by establishing general procedures for development within the Specific Plan Area;
- D.** Promote the development of a regional airport system in Southern California through an improved regional ground access system;
- E.** Provide the appropriate zoning regulations for the development of the LAX Plan in conformance with the goals and objectives of other local and regional plans and policies;
- F.** Ensure the Los Angeles World Airport's ability to operate LAX safely and efficiently throughout implementation of the LAX Plan;
- G.** Recognize the important relationship between LAX and its neighbors and avoid development impacts to the extent practical and feasible;
- H.** Protect airport-related and community businesses by providing regulatory controls and incentives consistent with these goals; and

I. Ensure on-going participation in improvements to LAX by appropriate stakeholders - business, labor, community, airline industry trade groups, and government – through consultation with stakeholders.

Section 3. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE AND OTHER ORDINANCES.

A. Specific Plan Regulations. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in the LAMC or other ordinances, except as specifically provided in this ordinance.

B. More and Less Restrictive Uses. Wherever this Specific Plan contains provisions that establish regulations (including, but not limited to, standards such as floor area, uses, parking, signage, open space and landscape requirements), which are different from, more restrictive or more permissive than would be allowed pursuant to the provisions contained in the LAMC or any other relevant ordinances, this Specific Plan shall prevail and supersede the applicable provisions of the LAMC and those relevant ordinances.

C. Supersede “T” Tentative and “Q” Qualified Classifications. This Specific Plan shall supersede any and all "T" Tentative and "Q" Qualified classifications applicable to property within the Specific Plan Area prior to the adoption date of this Specific Plan, including those contained in Ordinance No. 159,526. The substance of the conditions in 159,526 is incorporated in this ordinance in Section 12 and the attached “LAX Northside Design Guidelines and Standards” and relate to property generally known as LAX Northside.

D. Site Plan Review and "Major" Development Projects Ordinances. Notwithstanding LAMC Sections 16.05 and 12.24 U 14, Site Plan Review and "Major" Development Projects approvals shall not be required within this Specific Plan Area.

E. Specific Plan Procedures. Notwithstanding LAMC Sections 11.5.7 B, 11.5.7 C, 11.5.7 D, 11.5.7 E, 11.5.7 H, and 11.5.7 J, Project Permit Compliance approvals, including modifications, adjustments and interpretations, shall not be required within this Specific Plan Area.

F. Mini-Shopping Centers and Commercial Corner Development Ordinance. Notwithstanding LAMC Sections 12.22 A 23 and 12.24 W 27, Mini-Shopping Center and Commercial Corner Development approvals shall not be required within this Specific Plan Area.

G. Landscape Ordinance. The provisions of LAMC Sections 12.21 A 6, 12.40, 12.41, 12.42, and 12.43 shall not apply within the Specific Plan Area.

H. Hotels. When Located Within 500 Feet of an A or R Zone. Notwithstanding LAMC Section 12.24 W 24, approvals for hotels located within 500 Feet of an A or R Zone shall not be required within this Specific Plan Area.

I. Parking. Where this Specific Plan contains language or standards that require more parking or permit less parking than LAMC Section 12.21 A 4, this Specific Plan shall supersede the LAMC. In addition, the requirements of Los Angeles Ordinance No. 182,386 shall not be required within this Specific Plan Area.

J. Telecommunications. Notwithstanding LAMC Section 12.24 W 49, approvals for Telecommunications Facilities shall not be required within this Specific Plan Area.

K. Kennels When Located Within 500 Feet of a Residential Zone. Notwithstanding LAMC Section 12.24 W 25, approvals for kennels or facilities for the boarding of dogs when located within 500 feet of any residential zone shall not be required within this Specific Plan Area.

L. Citywide Design Guidelines. Any ordinance amending LAMC Section 11.5.4 to require Projects to comply with the Citywide Design Guidelines shall not apply within this Specific Plan Area.

M. Sale or Dispensing of Alcoholic Beverages. Notwithstanding LAMC Sections 12.24 W. 1, 12.24 X.2 approvals for the sale or dispensing or consumption of alcoholic beverages within sterile area of the airport facilities shall be pursuant to Section 16 of this specific plan.

Section 4. APPLICATION OF SPECIFIC PLAN TO DEVELOPMENT IN SPECIFIC PLAN AREA.

A. Development located in the Airport Airside Subarea, Airport Landside Subarea, or the Airport Landside Support Subarea which requires a grading, building, mechanical, electrical, plumbing and/or sign permit, is subject to all of the regulations of this Specific Plan, with the exception of Section 12 of this Specific Plan. Development located in the Northside Subarea, which requires a grading, building, mechanical, electrical, plumbing and/or sign permit, is subject to all of the regulations of this Specific Plan (including the regulations in Section 12 of this Specific Plan) and the guidelines and standards in the LAX Northside Design Guidelines and Standards. The provisions of Section 7 apply only to Projects as defined in this Specific Plan.

B. No grading permit, building permit, or use of land permit shall be issued, and no construction shall occur, on any Project within the Specific Plan Area unless the Executive Director has approved the proposed development pursuant to the review process set forth in Section 7 of this Specific Plan.

Section 5. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, with the first letter or letters capitalized, they shall be construed as defined in this section. Words and phrases not defined in this section shall be construed as defined in LAMC Section 12.03.

Air Cargo Facility. Buildings, including any associated equipment and vehicles, used for the storage and transport of cargo to and from commercial aircraft.

Airport. An area of land that is used or intended to be used for the landing and taking off of aircraft, and includes its buildings, facilities and ancillary uses, if any.

Airport Airside Subarea. That area as shown on Figure 2.

Airport Landside Subarea. That area as shown on Figure 2.

Airport Landside Support Subarea. That area as shown on Figure 2.

Applicant. Any entity, LAWA or any person, as defined in LAMC Section 11.01, submitting a request for LAX Specific Plan Compliance Review.

Automated People Mover System (APM). A rail or fixed guideway based transportation system or systems.

BOAC. The Board of Airport Commissioners of Los Angeles World Airports.

Cargo Staging Area (CSA). A non-enclosed open area within the Airside Subarea where cargo is temporarily stored awaiting shipment.

Central Terminal Area (CTA). The primary passenger check-in and processing center and the transition to and from landside facilities.

CEQA. California Environmental Quality Act.

City Engineer. The City Engineer of the Department of Public Works, Bureau of Engineering, or his or her designee.

Commercial Passenger Vehicle Staging and Holding Area. An area for taxis, rental car company, hotel/motel, door-to-door, and scheduled buses and vans, chartered buses and vans, etc., to wait before picking up passengers.

Consolidated Rental Car Facility (CONRAC). A consolidated facility to accommodate rental car operators at LAX. This facility may include a customer service facility, ready/return garage, rental car storage, and maintenance support.

Director of Planning. The Director of the City of Los Angeles Department of City Planning, or his or her designee.

Executive Director. The Executive Director of Los Angeles World Airports, or his or her designee.

Federal Aviation Administration (FAA). A federal agency charged with regulating air commerce to promote its safety and development, encouraging and developing civil aviation, air traffic control and air navigation, and promoting the development of a national system of airports.

Fixed-Base Operators (FBO). A person, firm or corporation authorized by issuance of a commercial operator's permit to provide aeronautical activities, services or products at the airport for compensation or hire.

Fuel Farm. Facility used for the storage of aircraft jet fuel prior to distribution to the aircraft via hydrant system or fueling trucks.

Imperial Terminal Area. The Imperial Terminal Area is the approximately 42.5-acre area north of Imperial Highway between Main Street and California Street, as shown on Figure 2.

Intermodal Transportation Facility (ITF). A facility providing remote passenger pick up and drop off areas, public parking, and connections to the APM, public transit and/or other commercial vehicles (i.e. door-to-door shuttles and scheduled buses).

LADOT. The City of Los Angeles Department of Transportation.

LADOT General Manager. The General Manager of the City of Los Angeles Department of Transportation or his or her designee.

LAMC. Los Angeles Municipal Code.

Landscape Buffer. A required landscaped buffer as defined in the LAX Northside Design Guidelines and Standards.

LAWA. Los Angeles World Airports.

LAX. Los Angeles International Airport.

LAX Design Guidelines. Guidelines for site, building and landscape design of LAX facilities, development and streetscape within portions of the Airport Airside Subarea, Airport Landside Subarea and Airport Landside Support Subarea.

LAX Master Plan (Master Plan). A strategic framework for future improvements at LAX approved in 2004.

LAX Northside. The development of project(s) that are to be built out within the LAX Northside Subarea.

LAX Northside Design Guidelines and Standards. Design guidelines and standards promulgated by BOAC for the Northside Subarea and subject to review and approval by the Federal Aviation Administration.

LAX Northside Subarea. That area as shown on Figure 2.

LAX Plan. The area plan adopted by City Council as the land use element of the City's General Plan for the airport and LAX Northside.

LAX Specific Plan Compliance Review. A determination issued pursuant to Section 7 of this Specific Plan.

Midfield Satellite Concourse (MSC). A component of the terminal facilities located west of the Central Terminal Area. This component includes uses such as passenger waiting areas, aircraft loading and unloading, retail, and airline operations areas.

Mitigation Monitoring and Reporting Program (MMRP). An MMRP is a program to monitor and report on the implementation of mitigation measures adopted at the time a project is approved.

Navigational Aid (Nav Aid). Any facility used by an aircraft or its pilot for guiding or controlling flight in the air or the landing or takeoff of an aircraft.

Non-Sterile Area. Any portion of the airport accessible by the general public and located before TSA security screening of persons and property. Also referred to as non-secure areas.

Project. The construction, erection, addition to, or structural alteration of any building or structure, or use of building or land, or change of use of building or land located in whole or in part within the Specific Plan Area.

All activity within this Specific Plan is subject to review and is required to comply with the applicable Design Guidelines regardless of whether it meets the definition of a "Project" as defined below.

A Project shall not include the following:

1. Interior or exterior remodeling of a building;

2. The change of use of a building or land, or the relocation of existing uses, if the change of use or relocation changes the usable floor area by 10% or less;
3. Additions to existing structures provided that the addition will not result in an increase of more than: (a) 50% of the floor area of the structures before the addition or 2,500 square feet, whichever is less; or (b) changes the footprint of a building or structure by 10% or less in square feet;
4. Repair, installation, extension, and replacement of utilities, electrical power, natural gas, sewage, water, telephone, telecommunications and mechanical systems serving existing facilities, structures or building. Cell towers and rooftop utility work may be subject to the appropriate Design Guidelines;
5. Restoration or rehabilitation of deteriorated or damaged structures, facilities or mechanical equipment and systems to meet current standards of public health, safety, and environmental protection;
6. Repair or in-kind replacement in the existing location of existing streets, sidewalks, gutters, bicycle and pedestrian trails, parking lots (excluding parking structures), aircraft parking areas, and taxiways;
7. New construction, relocation or installation of small facilities, structures, buildings less than 15,000 square feet;
8. Signs;
9. Fences/walls, retaining walls, support structures or awnings/canopies;
10. Installation, relocation, and replacement of lighting, security equipment, noise and environmental monitoring systems, or storage tanks;
11. The placement of Navigational Aids and any other equipment mandated by the FAA, TSA, or any other governmental agency;
12. Improvements mandated by the FAA, TSA, or any other governmental agency;
13. Airline operation activities;
14. Infrastructure upgrades, airport maintenance activities, and repair of existing facilities approved by BOAC;
15. Temporary uses of land for a period not to exceed 180 days;

16. Emergency uses and/or activities in response to safety and security issues (i.e., activities required by heightened security levels or unsafe operating conditions);
17. Special events, as authorized by the Executive Director or BOAC;
18. Notwithstanding LAMC Section 12.23 A 4, the rehabilitation or reconstruction of a conforming or nonconforming building or structure that was damaged or destroyed by fire, flood, wind, earthquake, or other natural or man-made disaster;
19. Any construction required in order to comply with an order issued by the U.S. Department of Transportation, the FAA or the Department of Building and Safety to repair or replace an unsafe or substandard condition;
20. Construction, the value of which is within the jurisdiction of the Executive Director to approve and does not need to be approved by BOAC under Los Angeles Administrative Code Section 10.1.1 and BOAC Resolution No. 19593 or any subsequent amendment;
21. Security, safety and/or utility improvements to existing facilities and/or new security, safety and/or utility facilities;
22. Underground stormwater infiltration systems and facilities in order to comply with State or Federal mandatory environmental requirements or compliance;
23. Basic data collection, research, experimental management, and resource evaluation activities such as geologic testing.

Run-up Enclosure. Specialty facility used to test aircraft engines and disperse sound to reduce noise impacts on surrounding areas.

Runway. A defined rectangular area on the airport used to prepare for the takeoff or landing of aircraft along its length.

Specific Plan Area. That area within the heavy dashed lines on Figure 1 in this Specific Plan.

Sterile Area. Any portion of the airport such as a terminal, concourse or related facility that provides access generally controlled by TSA through security screening of persons and property.

Taxiway. A specially designated and prepared surface on an airport, including a taxilane, for aircraft to taxi to and from Runways, hangars, and aircraft parking positions.

TSA. Transportation Security Administration, U.S Department of Homeland Security.

Trip. A vehicle trip will be administratively defined by agreement between the General Manager of LADOT and LAWA to include the entrance or exit of a vehicle from airport or airport-related property.

Section 6. SAFETY OF AIRPORT OPERATIONS.

Notwithstanding any other provision of this Specific Plan, no use, development or activity within the Specific Plan Area may compromise the safety of airport flight operations in any way. Final authority for determining whether airport flight operation safety is compromised rests solely with the U.S. Department of Transportation and the FAA.

Section 7. LAX SPECIFIC PLAN COMPLIANCE REVIEW

A. General. The provisions of Subsections B, C, D, E, and H of LAMC Section 11.5.7 do not apply to any Projects proposed for construction within the Specific Plan Area.

B. Prohibition. No grading permit, building permit, or use of land permit shall be issued, and no construction shall occur, on any Project within the Airport Airside Subarea, Airport Landside Subarea, Airport Landside Support Subarea and LAX Northside Subarea unless BOAC grants an LAX Specific Plan Compliance approval pursuant to the procedures set forth in this section.

C. Recommendation by Executive Director. The Executive Director shall have the authority to recommend approval, approval with conditions, modification or denial of a request for an LAX Specific Plan Compliance determination. This recommendation shall be made to BOAC pursuant to the procedures set forth in this section.

D. Findings. The Executive Director shall recommend to BOAC that the proposed Project be granted an LAX Specific Plan Compliance approval upon written findings that the Project satisfies each of the following requirements:

1. LAX Plan Consistency. That the Project complies with the LAX Plan, any design guidelines and standards required by the LAX Specific Plan, and all applicable provisions of this Specific Plan; and

2. Environmental Compliance. That the environmental effects of the Project have been assessed in compliance with CEQA.

E. Rights Granted Under LAX Specific Plan Compliance. The issuance of an LAX Specific Plan Compliance approval indicates compliance with the LAX Plan and this Specific Plan, but does not in any way indicate compliance with other applicable provisions of LAMC Chapter I (Planning and Zoning Code), nor with Chapter IX (Building Code).

F. Procedures.

1. The Executive Director shall review a Project for LAX Specific Plan Compliance based upon the following information:

- (a) A written description of the Project including location, size, proposed use, and any other pertinent information;
- (b) A completed initial environmental study, including a traffic study, where appropriate, or other analysis;
- (c) The most recent annual traffic generation report as contained in Appendix A; and
- (d) The most recent annual aviation activity analysis as contained in Appendix A, except for projects located within the LAX Northside Subarea.

2. Executive Director's Review.

- (a) Upon receipt of a request for review, the Executive Director shall transmit a copy of the written description of the Project and appropriate documents to, the Councilmember of the district in which the Specific Plan Area is located, the Neighborhood Council of Westchester/Playa del Rey, and post notice of the application on the LAWA website.
- (b) The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.
- (c) The Executive Director shall determine whether the environmental process for the Project complies with CEQA.
- (d) Director of Planning Consistency Determination for Projects located in the LAX Northside Subarea North of Westchester Parkway and the LAX Landside Support Subarea. For proposed Projects located within the LAX Northside Subarea north of Westchester Parkway and the LAX Landside Support Subarea, the Executive Director shall transmit a copy of the written description of the proposed Project to the Director of Planning. The Director of Planning shall review the proposed Project for consistency with the following LAX Specific Plan Sections: Northside north of Westchester Parkway - Sections 12, 13.C.2, 14.D, and 15A; Landside Support Subarea – Sections 11, 13.C.3 and 14; and shall provide the Executive Director with a written determination within 75 days from the date the documents were received, unless the Director of Planning and the Executive Director agree more time is necessary. The Executive Director shall provide the BOAC with a copy of the Director of Planning's Consistency Determination.
- (e) If the Executive Director determines that the Project is consistent with the LAX Plan, all applicable provisions of this Specific Plan and with the requirements of CEQA, the Executive Director shall prepare a written report and transmit this report to BOAC for its action on the LAX Specific Plan Compliance request. This written report shall include findings to support the Executive Director's recommendation,

the mitigation measures identified in applicable environmental review documents, the applicable traffic improvements and right-of-way dedications, any conditions of approval that shall be imposed on the Project and if applicable, pursuant to Section 7.F.2.(d), the Director of Planning Consistency Determination. As a part of this written report, the Executive Director shall summarize the traffic generation report and aviation activity analysis, if applicable and any written comments received.

- (f) If the Executive Director determines that the Project is not consistent with the LAX Plan and all applicable provisions of this Specific Plan, the Executive Director may direct staff to reconsider the Project, analyze or redesign the Project, or recommend that BOAC seek an amendment to the LAX Plan and/or an amendment or exception to the Specific Plan pursuant to LAMC Sections 11.5.6 and/or 11.5.7 F and G, as appropriate.
3. Notice Requirements for BOAC Hearing. After receipt of the Executive Director's report and recommendation, BOAC shall set the matter for hearing. Notice of the time, place, and purpose of the hearing shall be given in the following manner:
 - (a) By posting the BOAC meeting agenda in the LAWA offices, on the LAWA website, and on the City of Los Angeles website at least 72 hours prior to the meeting.
 - (b) Notice shall also be given by sending written notice by First Class Mail or email at least 15 days prior to the meeting date to: the Councilmember of the district in which the Specific Plan Area is located, the Neighborhood Council of Westchester/Playa del Rey, owners of all property within and outside of the City that is within 500 feet of the proposed Project, and interested parties who have filed a written request with LAWA for the Project.
 4. BOAC Determination. BOAC shall approve, approve with conditions, modify or deny a request for LAX Specific Plan Compliance. BOAC shall make the same findings required to be made by the Executive Director, supported by facts in the record. BOAC shall ensure that all mitigation measures identified in applicable environmental review documents, and any other requirements are included as conditions of the approval.
 5. Effective Date of Decision. Unless a City Council Consistency Determination Review is required pursuant to Section 7.F.6 (Consistency Determination Review by City Council), BOAC's decision shall become final at the expiration of the next five meeting days of the City Council during which the Council has convened in regular session, unless, pursuant to Los Angeles City Charter, the action is brought before it or Council waives review of that action.
 6. Consistency Determination Review by City Council.

- (a) If the BOAC approves a proposed Project located within the LAX Northside Subarea north of Westchester Parkway or the LAX Landside Support Subarea with a Consistency Determination that is inconsistent with the Director of Planning Consistency Determination for that proposed Project, the Consistency Determination shall be reviewed by the City Council.
- (b) Public Hearing and Notice. Before acting on the Consistency Determination, the City Council shall set the matter for hearing, giving a minimum of 15 days notice to the applicant, the Councilmember of the district in which the Specific Plan Area is located, the Executive Director and the Director of Planning, and interested parties who have requested notice in writing for the Project.
- (c) City Council Consistency Determination. The City Council shall make the same Consistency Determination required to be made by the Director of Planning pursuant to section 7.F.2.(d) above, supported by facts in the record, and indicate why the BOAC Consistency Determination is either approved or disapproved. The City Council shall act upon a Consistency Determination within 90 days after the matter is provided to the City Council for determination. The failure to act within the 90 days shall be deemed City Council concurrence with the BOAC Consistency Determination, and the original action on the matter shall become final. If the City Council determines that the BOAC approved Project is consistent with the applicable provisions of the LAX Specific Plan, the BOAC action shall become final. If the City Council determines the BOAC approved Project is not consistent with the applicable provisions of the LAX Specific Plan, the applicant shall be required to seek an Amendment, Exception, or a Project Permit Adjustment to the Specific Plan pursuant to LAMC Sections 11.5.6 and/or 11.5.7E, F and G, as appropriate.

Section 8. ZONING & LAND USE.

A. Zoning. The LAX zone applies to the entire LAX Specific Plan Area.

B. Designation of Subareas. The Specific Plan area is divided into 4 land use Subareas, as shown on Figure 2. The Subareas are designated as follows: Airport Airside, Airport Landside, Airport Landside Support and LAX Northside. The LAX Northside Subarea has three Districts: LAX Northside Campus District, LAX Northside Center District, and LAX Northside Airport Support District. As shown on Figure 3, there are fifteen areas within these three Districts: Areas 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A East, 12A West, 12B and 13.

C. Unified Development. For purposes of applying building ordinances and regulations, as well as the regulations of this Specific Plan, to the Airport Airside, Airport Landside and Airport Landside Support Subareas, these areas may be treated as a unified development (or unified developments).

1. A unified development shall mean an area or development that
 - (a) has a combination of functional linkages, such as pedestrian or vehicular connections; and
 - (b) is composed of two or more contiguous parcels or lots of record, except where divided by a public street (or streets).

2. Before applying building ordinances and regulations to any area or development within the Airport Airside, Airport Landside and Airport Landside Support Subareas, the Department of Building and Safety shall determine whether or not the area or development is a unified development, or part of a unified development, as defined in this subsection. The following provisions may be applied to any area or development determined to be a unified development:
 - (a) Location of Parking Area. Notwithstanding LAMC Section 12.21 A4(g), parking to serve the area or development may be located at any location within the Airport Airside, Airport Landside and Airport Landside Support Subareas. Further, the provisions of LAMC Section 12.26 E 5 shall not apply;
 - (b) Floor Area Ratio (FAR). The total buildable area, which excludes awnings and canopies, of all parcels may be used to determine FAR;
 - (c) Building Site. Construction of a building and/or structure may be across common interior property lines;
 - (d) Driveways, Entry/Exiting, and Drainage. Driveway access, building entry and exiting, and drainage may be across common interior property lines;
 - (e) Fire Resistance and Opening Protection of Exterior Walls. The requirements for fire resistance and opening protection of exterior walls are not applicable to the common interior property lines. The property line abutting public roadways or adjacent to properties outside of the boundaries of the unified development is not a common interior property line;
 - (f) Construction and Maintenance. The construction and maintenance of all buildings, structures, and site improvements within each unified development shall be in accordance with all building ordinances and regulations that would otherwise be applicable if the buildings, structures, and improvements were located on or within a single lot.

D. Temporary Uses for Relocation. For relocation purposes associated with LAWA projects, certain uses that are not identified in the permitted uses list or that may be prohibited as identified

in each subarea listed below, shall be permitted on a temporary and case-by-case basis as determined by the Executive Director and subject to CEQA review, if necessary.

Section 9. AIRPORT AIRSIDE SUBAREA.

A. Purpose. To allow for the safe and efficient operation of airport airfield activities, aircraft are permitted to operate under power in this Subarea, except as prohibited in Subsection D below.

B. Permitted Uses. The following uses shall be permitted in the Airport Airside Subarea within the Specific Plan Area, subject to approval by the Executive Director.

1. All of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14, including, but not limited to:
 - (a) Airline clubs, retail uses, and restaurants;
 - (b) Aviation school;
 - (c) Establishments for the sale and service of alcoholic beverages for on-site and off-site consumption shall be allowed as permitted by and pursuant to any application procedures set forth in the LAMC and Section 16 of this Specific Plan, as applicable;
 - (d) Incidental retail uses – which may include permanent or temporary retail uses and/or kiosks and carts; and
 - (e) Surface and structured parking lots (including those at-grade, above-grade, and subterranean).

2. All of the uses permitted in the M2 Zone, as specified in LAMC Section 12.19, including, but not limited to:
 - (a) Aircraft under power;
 - (b) Airline catering and food preparation;
 - (c) Airline maintenance and support, including but not limited to storage, aircraft engine or airframe repair and testing, and aircraft maintenance shops;
 - (d) Air Cargo Facilities;
 - (e) Commercial Passenger Vehicle Staging and Holding Area;
 - (f) Fixed-Base Operators;
 - (g) Helicopter operations, including but not limited to helicopter landings and take-offs, helipads, heliports, and helistops;
 - (h) Navigational Aids and any other equipment mandated by the FAA, TSA, or any other governmental agency;
 - (i) Run-up Enclosures;
 - (j) Runways, Taxiways, aircraft parking aprons, and service roads; and

- (k) Passenger handling facilities, including but not limited to baggage handling and processing, passenger hold rooms, boarding gates, ticketing, and passenger check-in functions.

3. In addition, the following uses shall be permitted:

- (a) Aggregate/asphalt grinding and recycling facility;
- (b) Airport police fire arms training facility;
- (c) Aircraft rescue, firefighting and training facilities;
- (d) Automated People Mover System, its stations and related facilities;
- (e) Compressed Natural Gas/Liquefied Natural Gas (“CNG/LNG”) stations, central utility plant, and other fueling and energy sources;
- (f) Fuel Farm;
- (g) Hazardous waste storage;
- (h) Hydrogen cell;
- (i) Oil drilling for remediation purposes only;
- (j) Security-related equipment and facilities;
- (k) Surface water runoff treatment plant;
- (l) Uses customarily incident to any of the above uses, and accessory buildings or uses;
- (m) Uses and operations determined to be of a similar nature, or deemed necessary for the safe and efficient operation of the airport, by the Executive Director;
- (n) Cargo Staging Area

C. Prohibited Uses. The following uses shall be prohibited within the Airport Airside Subarea:

Any building containing dwelling units.

D. Imperial Terminal Area. The Imperial Terminal Area is the approximately 42.5-acre area north of Imperial Highway between Main Street and California Street, as shown on Figure 2. In this area, aircraft maneuvering may be conducted by tug and tow procedures. The use regulations, for both permitted and prohibited uses, specified in this section for the LAX Zone shall apply, except the following uses shall be prohibited:

- 1. Aircraft under power; and
- 2. Helicopter operations, including but not limited to helicopter landings and take-offs, helipads, heliports, and helistops.

E. Building Heights. All Projects within the Airport Airside Subarea shall be permitted a maximum building height subject to FAA height regulations and restrictions.

F. Setbacks. Notwithstanding the provisions set forth in the LAMC, no front, side, or rear yards or building setbacks are required in the Airport Airside Subarea. Landscape buffers shall be

consistent with any street frontage and landscape guidelines. These landscape buffers shall not be measured from lot lines, but rather from perimeter roadways.

Section 10. AIRPORT LANDSIDE SUBAREA.

A. Purpose. To allow for the safe and efficient operation of airport facilities, the primary function of which is to provide access to the airport and process passengers. Aircraft are not permitted to operate under power in this Subarea.

B. Permitted Uses. The following uses shall be permitted in the Airport Landside Subarea within the Specific Plan Area, subject to approval by the Executive Director.

1. All of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14, including, but not limited to:
 - (a) Airline clubs, retail uses, and restaurants;
 - (b) Aviation school;
 - (c) Establishments for the sale and service of alcoholic beverages for on-site and off-site consumption shall be allowed as permitted by and pursuant to any applicable procedures set forth in the LAMC and Section 16 of this Specific Plan, as applicable;
 - (d) Rental car operations, including but not limited to vehicle maintenance and car washing;
 - (e) Incidental retail uses - permanent or temporary retail uses, which may include kiosks and carts; and
 - (f) Surface and structured parking lots (including those at-grade, above-grade, and subterranean).

2. All of the uses permitted in the M2 Zone, as specified in LAMC Section 12.19, including, but not limited to:
 - (a) Airline catering and food preparation;
 - (b) Airline maintenance and support, including but not limited to storage, aircraft engine or airframe repair and testing, and aircraft maintenance shops;
 - (c) Air Cargo Facilities;
 - (d) Commercial Passenger Vehicle Staging and Holding Area;
 - (e) Helicopter operations, including but not limited to helicopter landings and take-offs, helipads, heliports, and helistops;
 - (f) Navigational Aids and any other equipment mandated by the FAA, TSA, or any other governmental agency;
 - (g) Passenger handling facilities, including but not limited to baggage handling and processing, passenger holdrooms, boarding gates, ticketing; and
 - (h) Service roads.

3. In addition, the following uses shall be permitted:

- (a) Passenger pick up and drop off areas;
- (b) Automated People Mover System, its stations and related facilities;
- (c) CNG/LNG stations, central utility plant, and other fueling and energy sources;
- (d) Security-related equipment and facilities;
- (e) Uses customarily incident to any of the above uses, and accessory buildings and uses;
- (f) Uses and operations determined to be of a similar nature, or deemed necessary for the safe and efficient operation of the airport, by the Executive Director.

C. Prohibited Uses. The following uses shall be prohibited within the Airport Landside Subarea:

- 1. Aircraft under power; and
- 2. Any building containing dwelling units.

D. Building Heights. All Projects within the Airport Landside Subarea shall be permitted a maximum building height subject to FAA height regulations and restrictions.

E. Setbacks. Notwithstanding the provisions set forth in the LAMC, no front, side, or rear yards or building setbacks are required in the Airport Landside Subarea. The location of new buildings and structures, landscape buffers and streetscape design shall conform to the LAX Design Guidelines.

F. Parking Requirements.

- 1. Projects located in the LAX Landside subarea are not required to provide on-site or off-site automobile parking to encourage the use of shared public parking structures planned in this Subarea.

Section 11. AIRPORT LANDSIDE SUPPORT SUBAREA.

A. Purpose. To support the Airport regional ground transportation network and to allow for the development of commercial uses meeting the needs of passengers, visitors and employees of LAX, guests of hotels and employees of businesses in or around the Specific Plan Area.

B. Permitted Uses. The following uses shall be permitted in the Airport Landside Support Subarea, within the Specific Plan Area, subject to approval by the Executive Director.

- 1. All of the uses permitted in the C2 Zone, as specified in LAMC Section 12.14, including, but not limited to:
 - (a) Retail uses and restaurants;

- (b) Establishments for the sale and service of alcoholic beverages for on-site and off-site consumption shall be allowed as permitted by and pursuant to any applicable procedures set forth in the LAMC;
- (c) Entertainment uses;
- (d) Hotels;
- (e) Offices; and
- (f) Construction staging and laydown area.

C. Prohibited Uses. The following uses shall be prohibited within the Airport Landside Support Subarea:

- 1. Aircraft under power; and
- 2. Any building containing dwelling units.

D. Building Heights. All Projects within the Airport Landside Support Subarea shall be permitted a maximum building height subject to FAA height regulations and restrictions.

E. Setbacks. Notwithstanding the provisions set forth in the LAMC, no front, side, or rear yards or building setbacks are required in the Airport Landside Support Subarea. The location of new buildings and structures, landscape buffers and streetscape design shall conform to the LAX Design Guidelines.

F. Development Standards. The Airport Landside Support Subarea is divided into two areas. Area 1 contains parcels located in proximity to Aviation Boulevard and Century Boulevard; Area 2 contains parcels located in proximity to Airport Boulevard.

- 1. The total floor area of all development within the Airport Landside Support Subarea shall not exceed 900,000 square feet.
- 2. The total floor area within Area 1 shall not exceed 600,000 square feet and the maximum allowable Floor Area Ratio (FAR) for a lot shall be 2.0.
- 3. The total floor area within Area 2 shall not exceed 600,000 square feet and the maximum allowable Floor Area Ratio (FAR) for a lot shall be 2.0.

G. Parking Requirements.

- 1. Projects located in the Airport Landside Support Subarea are not required to provide on-site or off-site automobile parking to encourage the use of adjacent shared public parking structures.

Section 12. LAX NORTHSIDE SUBAREA.

A. Purpose. To provide for the redevelopment of land previously used for residential purposes with uses that are consistent with airport needs and neighborhood conditions. This Subarea serves as an airport buffer zone for the Westchester community.

B. Districts. The LAX Northside Subarea has three Districts (the LAX Northside Campus District, LAX Northside Center District, and LAX Northside Airport Support District) and fifteen areas within these Districts - Areas 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A East, 12A West, 12B and 13 - as shown on Figure 3.

C. Relationship to Section 7 and the LAMC. The provisions of Section 7 of this Specific Plan shall replace the Project Permit compliance provisions in LAMC Section 11.5.7., however, requests for a Project Permit Adjustments or Exceptions from Specific Plans shall comply with LAMC Section 11.5.7 E and F, as appropriate.

D. Modification Procedures. The LAX Northside Subarea is guided by the LAX Northside Design Guidelines and Standards, as may be amended by BOAC from time to time. LAWA shall notify the Department of City Planning, the Council Office and local Neighborhood Council(s) at least 45 days prior to the proposed BOAC Board Meeting for which changes to the LAX Northside Design Guidelines and Standards will be considered.

E. Permitted Uses. The following land use categories shall be permitted in the LAX Northside Subarea within the Specific Plan Area, subject to approval by the Executive Director. For a more detailed list of permitted uses for each land use category, see the “LAX Northside Design Guidelines and Standards”.

1. Recreation and Open Space;
2. Office, Research and Development;
3. Community and Civic;
4. Commercial;
5. Airport Support;
6. Landscape Buffer; and
7. Uses permitted by and pursuant to the procedures set forth in LAMC Section 12.24W.

F. Prohibited Uses. The following uses shall be prohibited in the LAX Northside:

1. Residential, or dwelling units of any kind, except hotels;
2. K-12 education;
3. A retail store over 100,000 gross square feet of floor area;
4. Auto dealerships;
5. Adult business as defined in LAMC 12.70;
6. Parking as a primary use, except in the Airport Support and Mixed Use-Commercial permitted use categories;
7. Hazardous materials testing; and
8. Aircraft under power.

G. Site Development Standards. Land uses, setbacks, building orientation, heights, and floor area shall comply with the Site Development Standards contained in Table 1, Section 12 of this Specific Plan, and the LAX Northside Design Guidelines and Standards.

1. **Total Floor Area Permitted.** The Total Floor area of all development within the LAX Northside Subarea shall not exceed 2,320,000 square feet.
2. **Intensity Allocation.** The total floor area within the LAX Northside District shall not exceed the following:
 - (a) 1,075,000 sf of Floor Area for Campus District (Areas 1, 2 and 3)
 - (b) 645,000 sf of Floor Area for Center District (Areas 11, 12A East, 12A West, 12B and 13)
 - (c) 600,000 sf of Floor Area for Airport Support District (Areas 4 - 10)
3. **Undeveloped Parcels.** At the time any District reaches the maximum allowable floor area permitted, any undeveloped parcels shall be landscaped and maintained pursuant to Section 7 of the LAX Northside Design Guidelines and Standards.

H. LAX Northside Subarea Zone Development Standards Table. Table 1 summarizes the LAX Northside Subarea development standards for permitted land uses, height, and net new Floor Area.

District (Areas)	Permitted Land Use Category ^a	Maximum Height from Grade ^b	Net New Floor Area
LAX Northside Campus District (Area 1, 2, 3)	Open Space and Recreation Community and Civic Buffer Office, Research and Development	60'	1,075,000
LAX Northside Center District (Area 11, 12A East, 12A West, 12B, 13)	Mixed Use-Commercial Community and Civic Open Space and Recreation	60'	645,000
LAX Northside Airport Support District (Area 4, 5, 6, 7, 8, 9, 10)	Airport Support	30'	600,000
Total			2,320,000 sf

Footnotes:

- (a) For a more detailed list of permitted uses, see the "LAX Northside Design Guidelines and Standards."
- (b) For additional height restrictions, see the "LAX Northside Design Guidelines and Standards."

I. Transfer and Equivalency Program. Transfers of floor area between all Areas within a District are permitted per the Land Use Equivalency Matrix of the “LAX Northside Design Guidelines and Standards”, however, transfers between LAX Northside Districts are prohibited.

1. All land uses within a District may be exchanged, so long as the proposed use is permitted by this Specific Plan.
2. Floor Area within a District may be exchanged, so long as the proposed use and the maximum allowable Floor Area are permitted by this Specific Plan.
3. Requests for Transfer or Equivalency Exchange shall be indicated in the application for LAX Plan Compliance Review Approval with the Executive Director.

J. Setbacks. Setbacks in the LAX Northside Subarea are measured from the LAX Northside Subarea or Right-of-Way, regardless of internal parcels or lot lines. Setbacks apply to buildings and ancillary structures and shall comply with the standards in the LAX Northside Design Guidelines and Standards.

K. Building Orientation. Building orientation shall comply with the standards in the LAX Northside Design Guidelines and Standards.

L. Parking Requirements. All Projects within the LAX Northside Subarea shall provide off-street parking per LAMC 12.21.A.4.

SECTION 13. TRANSPORTATION REGULATIONS AND STREETScape.

A. The use of airspace above a public street shall be permitted so long as the surface elements of that street may be maintained for street purposes.

B. Any roadway within the Airport Airside, Airport Landside and Airport Landside Support Subareas, which is not already designated as a public street, may be designated as an internal airport roadway. The LADOT General Manager's authority in the design of these roadways shall be advisory only, except that the intersection of these roadways with public streets shall be to the satisfaction of the LADOT General Manager and the City Engineer. Maintenance of internal airport roadways shall be the responsibility of LAWA.

C. Trip Generation.

1. In an effort to monitor traffic impacts and traffic mitigation measures, LADOT and LAWA shall jointly conduct traffic counts or otherwise determine the traffic impacts of Projects

identified in the Master Plan. The conclusions of these counts and other determinations shall be incorporated into a traffic generation report, which shall be approved by the LADOT General Manager and annually submitted to BOAC, City Council, and the Department of City Planning.

The Master Plan FEIS/EIR forecasts the net new Trips from Projects identified at full build out of the Master Plan, after implementation of mitigation measures, to be no more than 8,236 trips at airport peak hour. If the annual traffic generation report described in Appendix A of this Specific Plan, and/or the annual traffic generation report considered together with any Project-specific traffic study for a project identified in the Master Plan, shows that development of the projects identified in the Master Plan is likely to increase the Trips beyond 8,236, LAWA shall complete a Study to identify and recommend additional trip reduction program measures and LAWA shall include in future annual reports an analysis of the on-going effectiveness of those measures.

No Study shall be required if the annual traffic generation report, and/or the annual traffic generation report considered together with any Master Plan Project-specific traffic study, determines that the net new Trips are anticipated to exceed 8,236 in the airport peak hour, but this increase in Trips will only be temporary until the Project(s) and associated mitigation measures are complete and/or if this increase in Trips is consistent with the number of Trips anticipated to occur during the peak year of traffic impacts as analyzed in the Master Plan FEIS/EIR. In this case, the traffic generation report shall evaluate the effectiveness of future Projects and mitigation measures in ultimately reducing the number of net new Trips to 8,236 in the airport peak hour at buildout of the Master Plan. Any LAX Plan Compliance approval for a Project shall include any conditions necessary to ensure the ultimate reduction. If Trip reduction program measures are recommended, LAWA shall include in future annual reports an analysis of the on-going effectiveness of those measures and, if the Trip reductions are not effectuated, additional measures may be implemented.

- 2. LAX Northside Subarea.** As part of the annual traffic generation report, the number of Trips generated by each project shall be documented so that the total number of Trips generated by on-going development is monitored and reviewed by the LADOT General Manager and the Executive Director for consistency with the maximum allowable number of a.m. and p.m. peak Trips. LADOT and LAWA shall agree on procedures for this documentation. These counts shall be taken at the expense of the Applicant.

A reduction in the total number of Trips permitted to be generated by development in the LAX Northside Subarea, from that which was approved for this area under previous entitlements is required as a result of the LAX Plan and shall be imposed by way of this Specific Plan.

All projects within the LAX Northside Subarea together shall not generate more than 2,009 project-related Trips in the a.m. peak hour (part of the total 6,496 net new a.m.

peak hour Trips for the LAX Master Plan) and 2,543 project-related Trips in the p.m. peak hour (part of the total 6,914 net new p.m. peak hour Trips for the LAX Master Plan). The number of Trips generated by a project shall be based on the trip generation rates used in Ordinance No. 168,999 (Coastal Transportation Corridor Specific Plan, as amended (CTCSP)) and/or determined as appropriate by the LADOT General Manager and on square footages of the proposed project. In conjunction with each application for LAX Specific Plan Compliance for a Project within the LAX Northside Subarea, the Applicant shall estimate the number of Trips generated by each Project and submit the estimate to the LADOT General Manager for review and approval. This subsection shall not apply to development within Area 13 as shown on Figure 3.

3. LAX Landside Support Subarea. Projects in the Landside Support Area are not subject to the limitation in Trips defined in this section.

D. Automated People Mover System (APM). APM(s) shall be optimally designed and constructed to minimize disruption and vehicle delay on the public roadway and transit system, and shall be elevated above street level wherever possible to minimize at-grade crossing points with public roadways. LAWA shall consult with the LADOT General Manager and the City Engineer early in the design process of the APM.

Any rules and regulations of the Public Utilities Commission of the State of California governing the APM, including but not limited to its design, operation, and maintenance, shall supersede any other provision of this Specific Plan and any building or zoning ordinances to the contrary.

E. Streetscape. All projects shall comply with any adopted Streetscape Plan as applicable.

Section 14. SIGN REGULATIONS.

A. General Requirements. The Department of Building and Safety shall issue sign permits for any signs otherwise requiring a permit pursuant to Article 6, Chapter IX of the LAMC that are regulated by this Specific Plan. All signs and sign support structures that are erected and maintained on property owned or controlled, in whole or in part, by LAWA shall be reviewed by the Department of Building and Safety pursuant to LAMC Sections 14.4.1, 14.4.2, 14.4.3, 14.4.4 A - 14.4.4 I, 14.4.11 C - 14.4.11. E, 14.4.12 F, 14.4.15, 14.4.16A, 14.4.16 C, 14.4.16 E, 14.4.18 H, 14.4.181, 14.4.19, 91.6201.2.1, 91.6201.3, 91.6202, 91.6204, 91.6205, 91.6205.18, 91.6207, 91.6209, 91.6210, 91.6211, 91.6212, 91.6213, and 91.6216. The Executive Director shall review signs for conformance with all other sign provisions of Article 4.4, Chapter 1 and Article 1, Division 62 of Chapter IX of the LAMC and provide a written approval to the Department of Building and Safety prior to issuance of any sign permit. Types of signs identified in this Specific Plan are defined in LAMC Section 14.4.2. Where materials for signs are not specified in the LAMC, materials shall be approved by the Departments of Building and Safety and Fire. Except for

Subsections D and E, the provisions of this Section shall apply only to signs within the Airport Airside and Airport Landside Subareas.

B. Area, Location, Spacing and Height and Review Procedure. Signs shall not be subject to the LAX Specific Plan Compliance Review procedure, but shall be reviewed and approved by the Executive Director prior to issuance of any permit for, or installation of, a sign or sign support structure.

Prior to approving any sign, the Executive Director shall determine if the proposed sign is in conformance with the sign guidelines adopted by BOAC. If the adopted guidelines address area, spacing, location, and height of signs, the Executive Director may only approve a sign if it is consistent with those guidelines. If the guidelines do not address area, spacing, location, and height of signs, then the Executive Director may only approve signs that are consistent with the appropriate area, spacing, location, and height regulations in Article 4.4, Chapter I of the LAMC.

Prior to approving any sign, the Executive Director, after consultation with LADOT, shall also determine that the sign is not a hazard to traffic nor will it result in unsafe freeway exposure.

C. Off-Site, Supergraphic, Digital Display and Mural Signs. Alteration, redesign or replacement of existing off-site signs, or erection, construction or installation of new off-site signs, supergraphic signs, and mural signs shall be permitted pursuant to the establishment of a sign district as set forth in LAMC Section 13.11. This Specific Plan supersedes LAMC Section 13.11 B to the extent that Section 13.11 B limits Sign Districts to the C, M or R5 Zones. The LAX Sign District regulates an area of the LAX Specific Plan that includes the LAX Central Terminal Area and the area along Sepulveda Boulevard known as the Park One Property, and existing passenger boarding bridges located in the Airport Airside Subarea east of Taxiway R and surrounding the Central Terminal Area. Refer to the LAX Sign District Ordinance No. 183737 for signage requirements in the LAX Sign District.

D. Requirements - LAX Northside Subarea Only. Signs within the LAX Northside Subarea shall be in compliance with the requirements set forth in the LAX Northside Design Guidelines and Standards.

E. State and Federally Required Signage. Any signs or sign restrictions mandated by the FAA, TSA, or any other State or Federal regulatory agency shall supersede any other provision of this Specific Plan to the contrary.

Section 15. Design Guidelines and Standards

A. LAX Northside Design Guidelines and Standards. Projects in the LAX Northside Subarea shall substantially conform to the LAX Northside Design Guidelines and Standards and shall take precedence where there is a conflict with any Citywide design guidelines.

B. LAX Design Guidelines. The LAX Design Guidelines establish LAWA's comprehensive vision for the passenger experience at LAX. Projects located in the LAX Design Guidelines area, as shown on the map in the LAX Design Guidelines, shall substantially conform to the LAX Design Guidelines as approved by BOAC and shall take precedence where there is a conflict with any Citywide design guidelines.

C. Amendments. Both the LAX Northside Design Guidelines and Standards and LAX Design Guidelines may be amended by BOAC from time to time. LAWA shall notify the Department of City Planning, the Council Office and local Neighborhood Council(s) at least 45 days prior to the proposed BOAC Board Meeting at which changes to the LAX Northside Design Guidelines and Standards will be considered.

Section 16. Alcohol Use Authorizations

The sale and service of alcoholic beverages for consumption may be authorized by the Executive Director in sterile areas only. Entities authorized to sell and serve alcoholic beverages for on-site and off-site consumption shall also obtain licenses or permits from the State Department of Alcoholic Beverage Control (ABC).

A. Procedures.

1. The Executive Director shall have the authority to approve or deny a request for an Authorization for the sale and consumption of alcoholic beverages.
2. The Executive Director and/or their designee, shall review a request for authorization based on the submittal of a complete Authorization for the Sale of Alcohol form or application.
 - (a) Upon receipt of a request, the Executive Director shall determine whether the request complies with the provisions of this Specific Plan.
 - (b) If the Executive Director determines that the request is consistent with all applicable provisions of this Specific Plan, the Executive Director will prepare and issue a letter of authorization.

B. Non-Sterile Areas. Requests for Alcohol in non-sterile areas shall be subject to Department of City Planning Conditional Use permit and processes under LAMC Section 12.24.

C. Conditions. The following operating Conditions shall be applicable to all alcohol use authorizations issued by the Executive Director.

1. Operating Conditions.

- (a) The authorized use shall be conducted at all times with due regard for the character of surrounding facility operations.
- (b) The hours of alcoholic beverage sales and dispensing shall be determined by the State of California ABC.
- (c) All operators, managers and employees serving and/or selling alcohol to patrons shall enroll in and complete a certified, ABC-recognized, training program, such as the Los Angeles Police Department's "Standardized Training for Alcohol Retailers" (STAR) program, for the responsible service of alcohol. This training shall be scheduled for new employees within 6 months of opening of the establishment or within 60 days after the start of employment, whichever applies. A record of the completion of this training program shall be maintained on the premises and shall be submitted to LAWA as evidence of compliance. In addition, a record of the completion of this training program shall be presented to LAWA or ABC upon request.

Section 17. SEVERABILITY.

If any provision of this Specific Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Specific Plan provisions, clauses or applications, which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

Section 18. CERTIFICATION AND SIGNATURE PAGE.

The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Appendix A: Monitoring and Reporting

Monitoring and Reporting

1. LAWA shall prepare and submit annual reports listed below to BOAC, the Department of City Planning, LADOT and City Council, and shall post the annual reports on the LAWA website. LAWA shall target the release of each of the annual reports not later than 180 days after the end of the calendar year for the report.

(a) Traffic Generation Report. A traffic report, based on the information required by Section 13 C 1, that identifies the current number of Trips being generated by LAX (inclusive of all the following Subareas: Airport Airside, Airport Landside and LAX Northside Subareas), the number of Trips anticipated to be generated at the completion of any Project(s) in development at the time of the report, and the number of Trips anticipated to be generated by on-going Airport construction activities.

(b) Aviation Activity Analysis. An aviation activity analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX. In order to monitor that regional aviation system improvements are taking place in a timely manner, LAWA will also compile aviation activity statistics for other airports in the Los Angeles region for monitoring and reporting purposes. Passengers, volume of air cargo and aircraft operations activity at all airports with scheduled passenger or cargo activity in Los Angeles, Orange, Riverside, San Bernardino and Ventura counties will be compiled in coordination with the Southern California Association of Governments (SCAG). The analysis shall also include the proportion of aviation activity served at each airport in the region.

(c) Mitigation Monitoring and Reporting Program. A status report on compliance with commitments and mitigation measures contained in any adopted Mitigation Monitoring and Reporting Program.

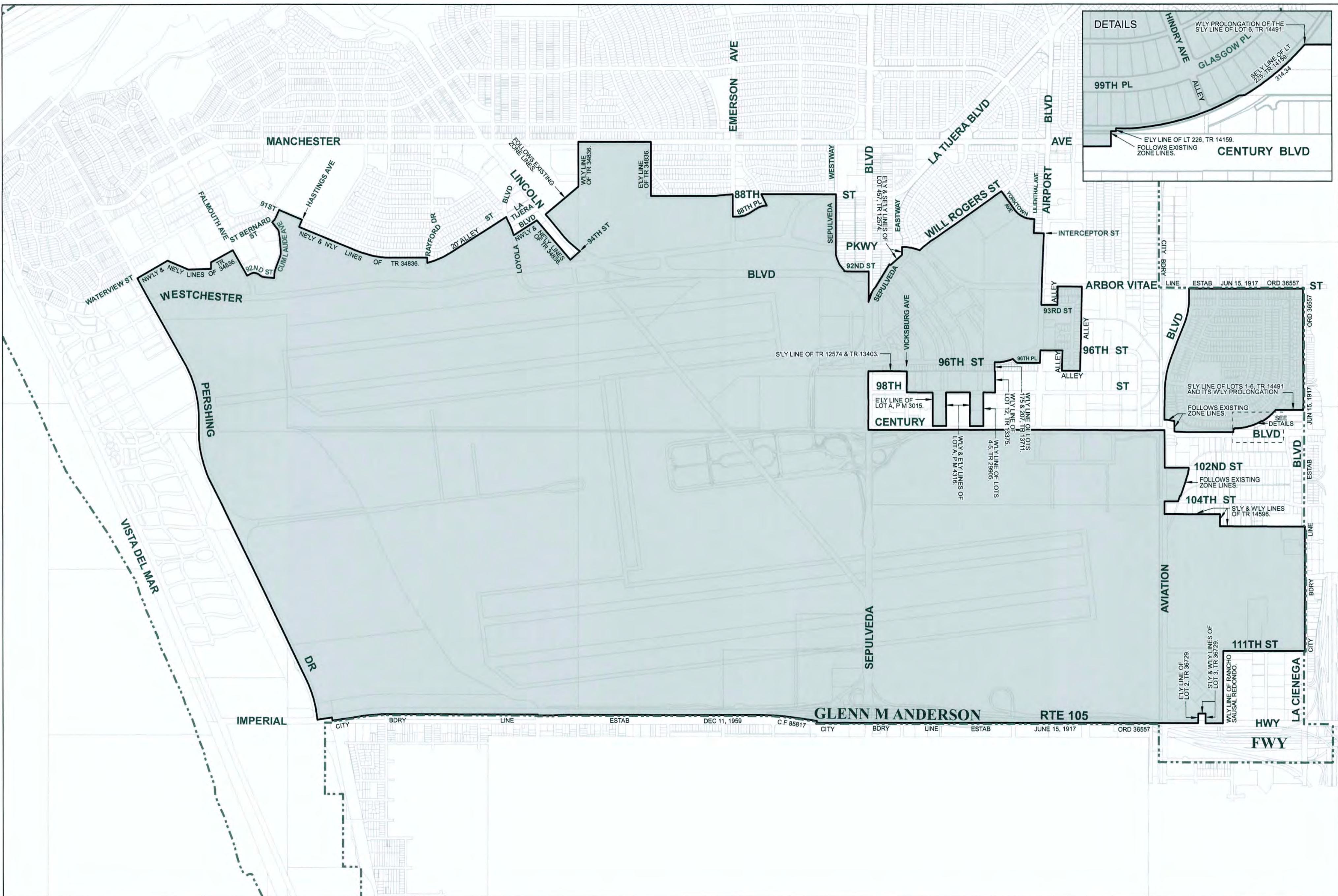


Figure 1.
 LAX Specific Plan Boundary

LAX SPECIFIC PLAN

C.M. 096 B 157, 096 B 161, 096 B 165, 096 B 169, 093 B 153, 093 B 157, 093 B 161, 093 B 165, 093 B 169, 093 B 173, 090 B 153, 090 B 157, 090 B 161, 090 B 165, 090 B 169, 090 B 173, 087 B 153, 087 B 157, 087 B 161, 087 B 165, 087 B 169, 087 B 173

CPC-2016-3390-GPA-ZC-SP

Data Sources: Department of City Planning & Bureau of Engineering

City of Los Angeles








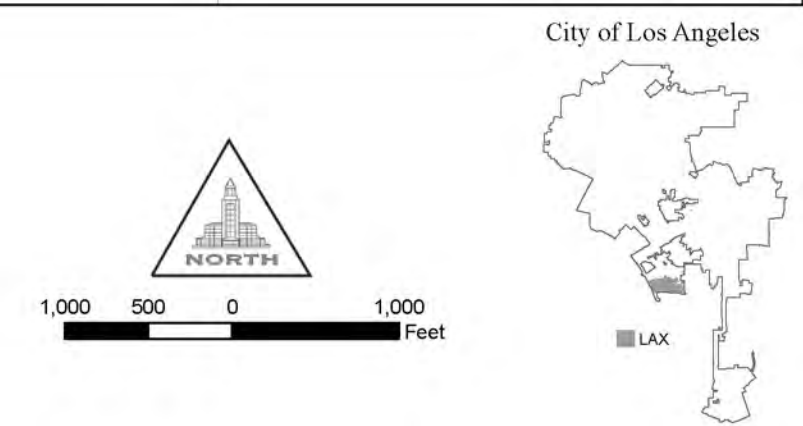
Figure 2.

LAX SPECIFIC PLAN SUBAREAS

CPC-2016-3390-GPA-ZC-SP

CF/

040617



City of Los Angeles

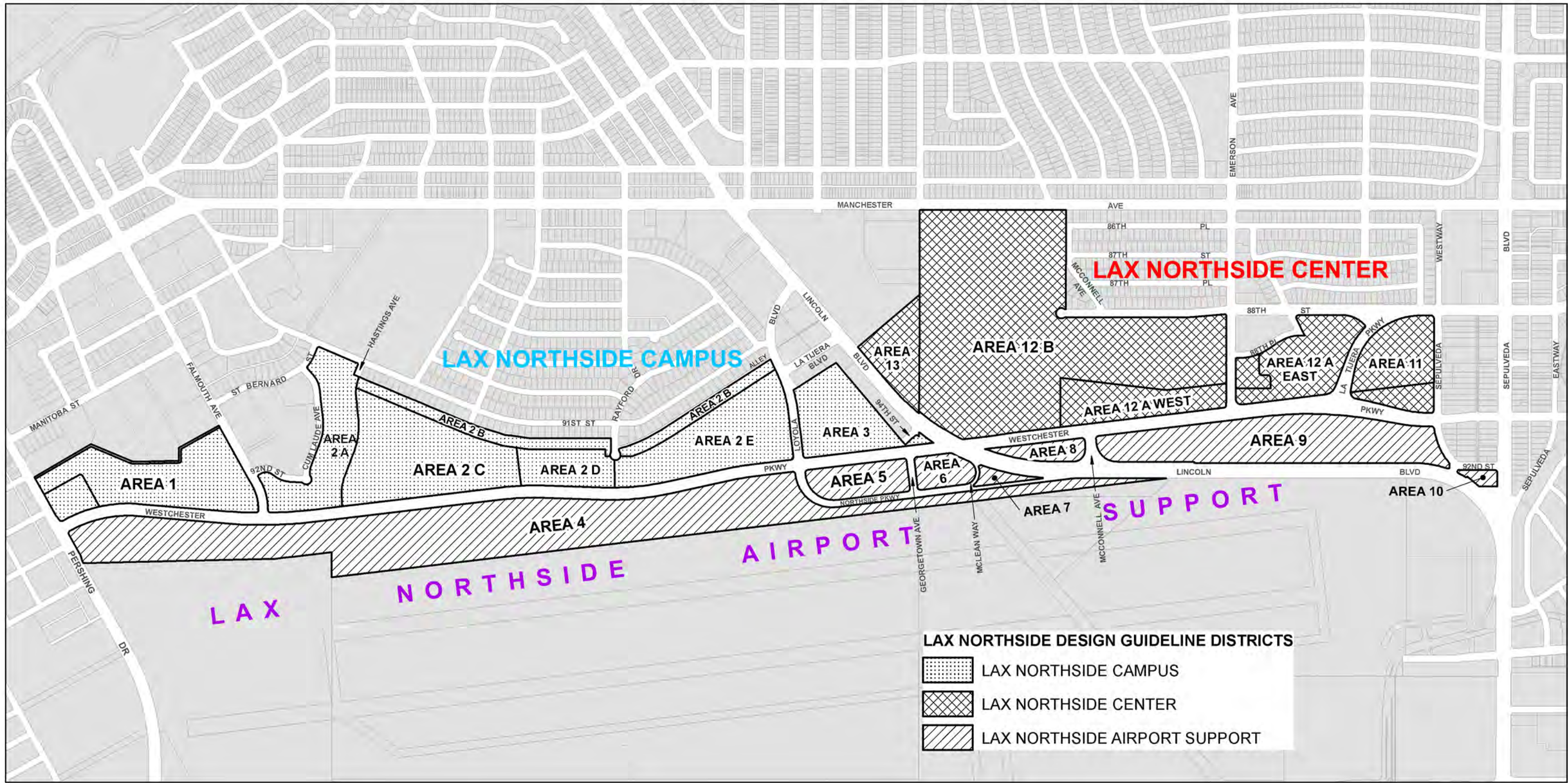


Figure 3.
 LAX Specific Plan
 Areas within the LAX Northside Subarea



 NORTH
 CPC-2016-3390-GPA-ZC-SP
 CF 040617



EXHIBIT G

Zone Change Maps

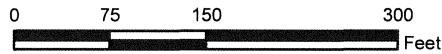
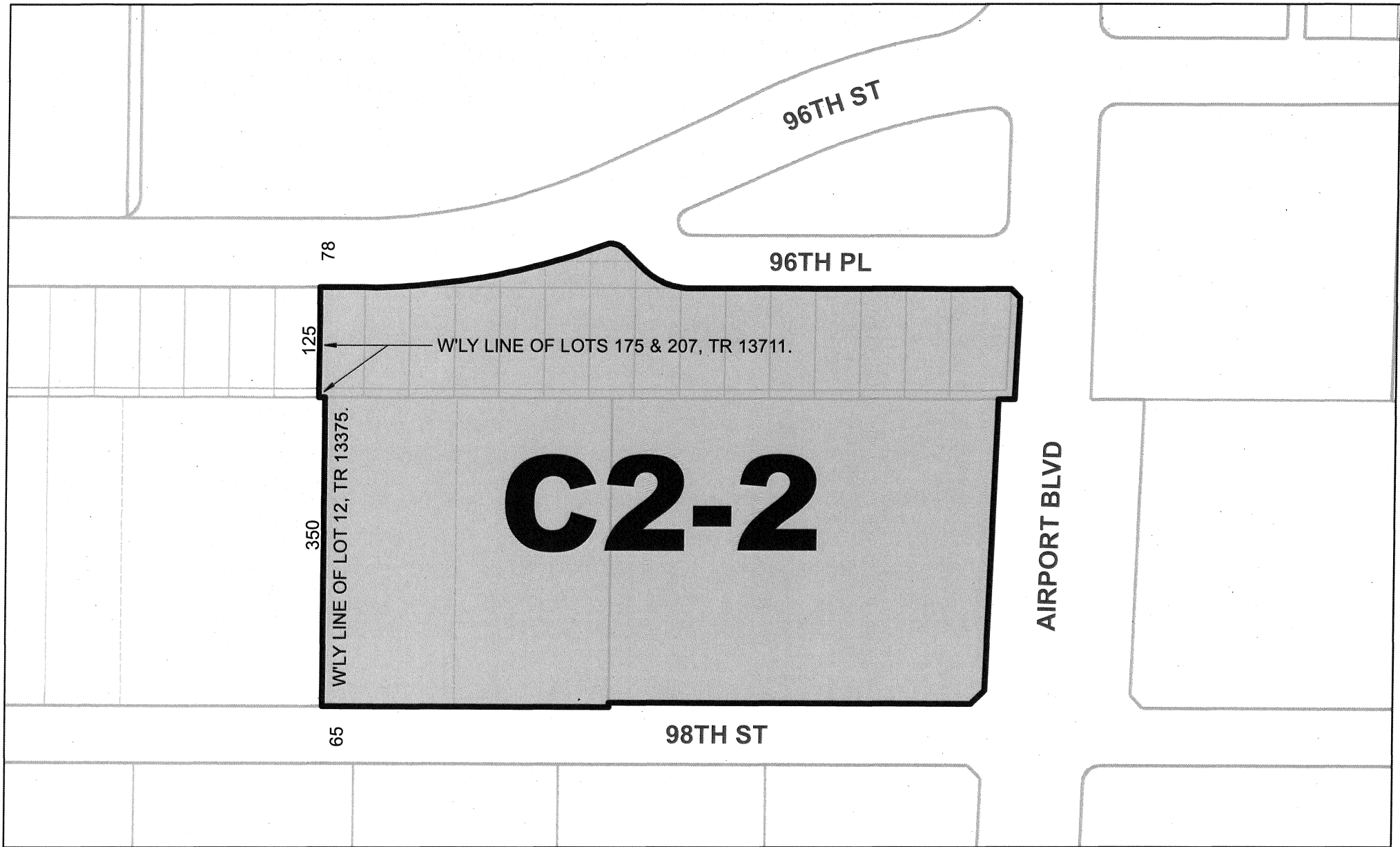
Case No. CPC-2016-3390-GPA-ZC-SP

ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

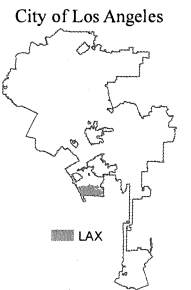
Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the zoning map shall be as follows:

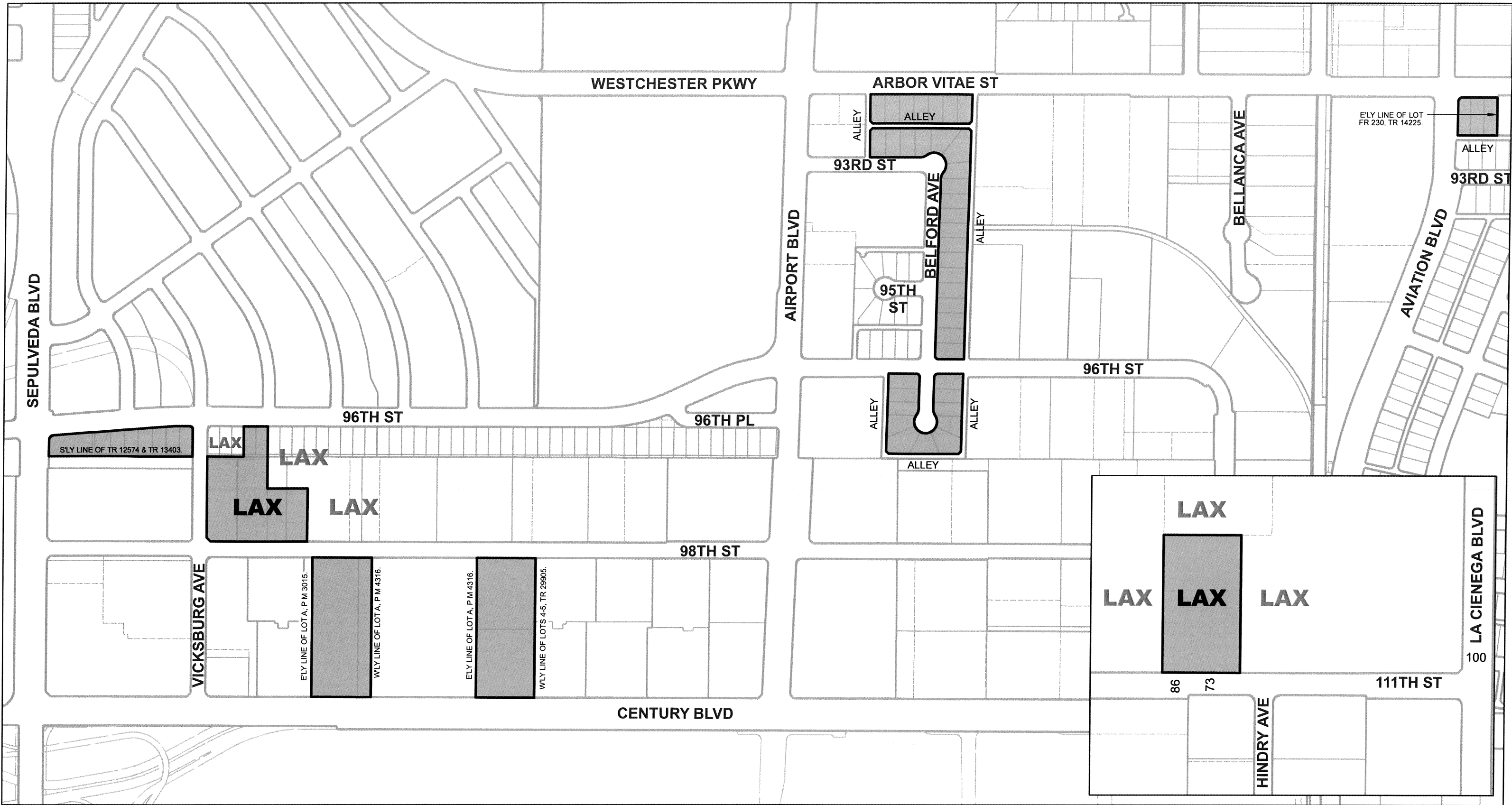


C.M. 093 B 169	CPC-2016-3390-GPA-ZC-SPA
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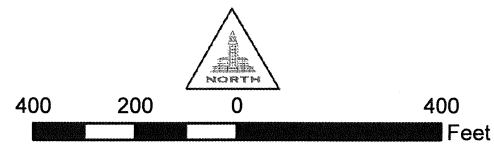
CF/aa

030217





LAX



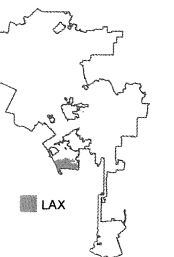
C.M. 090 B 165, 090 B 169, 090 B 173, 093 B 165,
093 B 169, 093 B 173, 087 B 173.

CPC-2016-3390-GPA-ZC-SP

CFI/aa

030617

City of Los Angeles



Section __. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed at the Council of the City of Los Angeles, by a majority vote of all its members, at the meeting of _____.

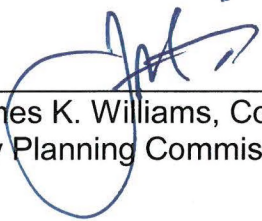
Holly L. Wolcott, City Clerk

By _____
Deputy

Approved _____

Mayor

Pursuant to Section 558 of the City Charter,
the City Planning Commission on March 23, 2017
recommends this ordinance be adopted by the City Council.



James K. Williams, Commission Executive Assistant II
City Planning Commission

File No. _____

RESOLUTION

WHEREAS, the LAX Plan was adopted by the City Council on December 14, 2005; and

WHEREAS, the Landside Access Modernization Program (LAMP) Proposed Amendments consist of related map and text amendments to the LAX Plan, LAX Specific Plan, Westchester – Playa Del Rey Community Plan, Mobility 2035 Plan (Mobility Element); and

WHEREAS, the Hearing Officer, as a representative of the City Planning Commission held public hearings on the Proposed Amendments on February 2, 2017; and

WHEREAS, the City Planning Commission conducted a public hearing on March 23, 2017; and

WHEREAS, evidence, both written and oral, was duly presented to and considered by the City Planning Commission at the aforesaid public hearing, including but not limited to a staff report, exhibits, and public testimony; and

WHEREAS, the Proposed Amendments reflect changes in land use policies that correspond with the identified LAMP improvement project at LAX; and

WHEREAS, on March 23, 2017 the City Planning Commission reviewed and considered the Environmental Impact Report, (ENV-2016-3391-EIR), affirmed the California Environmental Quality Act Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program as certified by The Board of Airport Commissioners on March 2, 2017; and

WHEREAS, pursuant to the City Charter and ordinance provisions, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the City Council has reviewed and considered the Environmental Impact Report (ENV-2016-3391-EIR) in its determination of adopting the Proposed Amendments; and

NOW, THEREFORE, BE IT RESOLVED, that the LAX Plan, including the Plan Area boundaries, be amended as described in Exhibit D in accordance with the Proposed Amendments; and

BE IT FURTHER RESOLVED, that the Westchester – Playa Del Rey Community Plan, including the Plan Area boundaries, be amended as described in Exhibit C in accordance with the Proposed Amendments; and

BE IT FURTHER RESOLVED that the Mobility Plan 2035 (Mobility Element) of the City's General Plan be amended as described in Exhibit D in accordance with the Proposed Amendments; and

BE IT FURTHER RESOLVED that the Environmental Impact Report, the Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program has been found adequate to comply with the California Environmental Quality Act and the State and City Guidelines relating thereto and, that the City Council hereby adopts the Environmental Impact Report.