FINDINGS AND ORDER OF THE COUNTY OF LOS ANGELES AIRPORT LAND USE COMMISSION (ALUC)

HEARING DATE: March 27, 2013

SYNOPSIS:
The applicant seeks the Airport Land Use Commission's ("ALUC") review of the Los Angeles International Airport ("LAX") Specific Plan Amendment Study ("SPAS") to determine consistency between proposed amendments to City of Los Angeles plans associated with the SPAS and the Los Angeles County Airport land Use Compatibility Plan ("ALUCP"), formally known as the Comprehensive Land Use Plan ("CLUP"). Affected City of Los Angeles plans include the LAX Plan, LAX Specific Plan, the Westchester-Playa del Rey Community Plan and the Transportation and Noise Elements of the General Plan.

Review of the general plan amendments is necessary because the affected plans are located within the adopted ALUCP planning boundary established for the Airport. The project must be reviewed for consistency with the policies of the adopted ALUCP.

Please note: the ALUCP is also known as the Los Angeles County Comprehensive Airport Land Use Plan ("CLUP") and the Los Angeles County Airport Land Use Plan ("ALUP"). To avoid confusion all references in this document will use ALUCP.

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

March 27, 2013 Public Hearing
A duly noticed public hearing was held. Staff explained the project to the Commission and provided recommendation that the plan amendments being proposed by LAWA be found consistent with the ALUCP. The staff presentation was followed by a presentation by the applicant, Diego Alvarez from LAWA. Mr. Alvarez explained the process LAWA has gone through to be at this point and the anticipated next steps, which includes City Council approval. The Commission then took testimony from the public; seven were opposed and five we in favor. Testifiers included two representatives from the Alliance for a Regional Solution to Airport Congestion ("ARSAC"). They discussed the issues associated with the broader project that includes airport improvement, which was not being decided by the ALUC at this time. After all testifiers had been heard and the applicant had been offered a rebuttal opportunity, the Commission closed the public hearing and began discussion. The Commission understood the narrow focus of the request before then, but they were uncomfortable with only seeing the plan amendments separately. Commissioners Helsley and Pedersen were concerned that there was a piecemealing issues with the way the project was presented. Commissioner Valadez requested that future project associated with the LAX improvements come to ALUC as a complete package. If parts of project come back to ALUC as individual small projects, she would be inclined to find those inconsistent with the ALUCP because it would not allow the commission to consider its responsibility to plan for orderly development of the airport and the surrounding areas. The other commissioners agreed with Commissioner Valadez's remarks. The commissioners also suggested that LAWA work with the ALUC staff on updating the ALUCP for LAX. A roll call vote was taken. Commissioners Valadez, Louie and Modugno voted yes, Commissioner Pedersen, no, and Commissioner Helsley abstained.

FINDINGS:

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code ("PUC") requires every county in which there is an airport served by a scheduled airline to establish an Airport Land Use Commission;

2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission for Los Angeles County and thereby coordinating the airport planning of public agencies within the County;

3. Pursuant to Section 21670(a)(1) of the PUC the purpose of the State Aeronautics Act that establishes Airport Land Use Commissions is to provide for the orderly development of each public use airport and the area surrounding these airports and to prevent the creation of new noise and safety problems;

4. Pursuant to Section 21674 of the PUC, the powers and duties of an Airport Land Use Commission include: assisting local agencies in ensuring compatible land uses in the vicinity of new and existing airports; coordinating planning at the state, regional and local levels so as to provide for the orderly development of air transportation; preparing and adopting Airport Land Use Compatibility Plans; and reviewing plans of local agencies to determine whether such plans are consistent with the applicable Airport Land use Compatibility Plan;

5. In 1991 the County ALUC adopted the Los Angeles County Airport Land Use Plan, which is known as the Airport Land Use Compatibility Plan ("ALUCP") that sets forth policies, purposes, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them;

6. The ALUCP provides for the orderly development of Los Angeles County's public use airports and the area surrounding them. The ALUCP contains policies and criteria, including a 65dB Community Noise Equivalent Level ("CNEL") contour, that minimize the public's exposure to excessive noise and safety hazards;

7. Pursuant to Sections 21674(d), 21676(b), 21672(c), 21661.5, 21664.5(a), and 21664.5(b) of the PUC, the County ALUC has the responsibility to review for consistency with the ALUCP, airport master plans, specific plans, general plan amendments and zoning ordinances for consistency with the adopted ALUCP, before final action is taken by the local agency;

8. Los Angeles World Airports ("LAWA") is a department of the City of Los Angeles ("City") and is the owner and operator of LAX;

9. LAWA has submitted an application, known as Project Number R2013-00396 /Aviation Case No. 201300001, to ALUC for its consideration to determine whether the proposed plan amendments are consistent with the ALUCP;

10. The fundamental consideration for the ALUC is to determine whether the amendments are consistent with the ALUCP. This includes determining whether any components of

the proposed general plan amendments would conflict with the goals and policies of the ALUCP;

11. The project location is the Los Angeles International Airport (LAX), which is within the City of Los Angeles. This airport is bounded by:
    - North City of Los Angeles community of Westchester,
    - East City of Inglewood and the unincorporated community of Lennox
    - South City of El Segundo
    - West Pacific Ocean;

12. The project includes amendments to the following parts of the City's General Plan:
    - LAX Specific Plan
    - Land Use Element
        - o LAX Plan,
        - o Westchester-Playa del Rey Community Plan
    - Transportation Element
    - Noise Element

13. The amendments relevant to ALUC can be characterized as two types, revisions to definition of proposed facilities and plan map revisions for individual properties switching from one plan area to another;

14. The amendments to the LAX Specific Plan and LAX Plan include standardizing definitions/terminology and deleting references to facilities that are no longer being proposed. Amendments also add new facilities and delete those that are no longer being considered. These changes are needed to ensure consistency among planning documents. An example of these changes is that the Ground Transportation Center is no longer included in an alternative and therefore references to it would be removed. The label used for the Intermodal Transportation Center will be replaced with the label Intermodal Transportation Facility. The ALUC finds that no evidence exists that the proposed plan amendments relevant to ALUC review authority are in direct conflict with the policies of the ALUCP. The ALUC therefore concludes that the general plan amendments are consistent with ALUCP;

15. The Westchester-Playa del Rey Community Plan and LAX Plan are to be amended by deleting areas from plan maps for properties that will no longer be acquired by LAWA because they are no longer needed for development of the airport. The amendments would remove those properties from the LAX Plan and transfer them to the Westchester-Playa del Rey Community Plan (see Attachment B). The ALUC finds that no evidence exists that the proposed general plan amendments relevant to ALUC review authority are in direct conflict with the policies of the ALUCP. The ALUC therefore concludes that the general plan amendments are consistent with ALUCP;

16. The precise language and figures that comprise of the general plan and specific plan text and map amendments are contained in the City of Los Angeles documents titled:

    - Proposed LAX Specific Plan Amendments, dated February 14, 2013
    - Proposed LAX Plan Amendments, dated February 14, 2013
    - Proposed General Plan Amendments Matrix, dated February 14, 2013

(Documents attached as Attachment A)

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION DETERMINES:
In view of the findings of fact and conclusions presented above, the ALUC finds no evidence that the proposed plan amendments relevant to ALUC review authority are in direct conflict with the policies of the ALUCP. ALUC therefore finds the plan amendments associated with SPAS that are contained in the LAX Plan, LAX Specific Plan, Westchester-Playa del Rey Community Plan, Transportation and Noise Elements of the City of Los Angeles reviewed as Project Number R2013-00396 and Aviation Permit Number 201300001 are consistent with the Los Angeles County Airport Land Use Compatibility Plan.

VOTE	**3:1:1:0**
Concurring:	**Valadez, Louie and Modugno**
Dissenting:	**Pedersen**
Abstaining:	**Helsley**
Absent:	**None**
Action Date:	**March 27, 2013**

Attachments:

Proposed LAX Specific Plan Amendments, February 14, 2013
Proposed LAX Plan Amendments, February 14, 2013
Proposed General Plan Amendments Matrix, February 14, 2013

Exhibit A:
Proposed LAX Specific Plan Amendments

Case No: CPC-2012-3357-GPA-SP

As approved by the City Planning Commission

February 14, 2013

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

Specific Plan

Ordinance No. 176,345
Effective January 20, 2005

As amended by Ordinance Nos. 179,148 and _____

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Ordinance No. _____

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

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

Section 1. ESTABLISHMENT OF THE LAX SPECIFIC PLAN. The City Council hereby establishes the LAX 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, as shown on Map 1.

Sec. 2. PURPOSES.

This Specific Plan is intended to:

1. Recognize the uniqueness of LAX as a regional economic engine, an international gateway to the Pacific Rim, and an important public amenity;

2. 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;

3. 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;

4. Promote the development of a regional airport system in Southern California through an improved regional ground access system;

5. 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;

6. Ensure the Los Angeles World Airport's ability to operate LAX safely and efficiently throughout implementation of the LAX Plan;

7. Recognize the important relationship between LAX and its neighbors and avoid development impacts to the extent practical and feasible;

8. Protect airport-related and community businesses by providing regulatory controls and incentives consistent with these goals; and

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

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

A. 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. Wherever this Specific Plan contains provisions that establish regulations (including, but not limited to, standards such as densities, 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. 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 Ordinance No. 159,526 is incorporated in this ordinance as Appendix A 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 apply 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 apply within the Airport Airside and Airport Landside Sub-Areas of 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 apply 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 When Located Within 500 Feet of an A or R Zone shall not apply 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.

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

L. Citywide Design Guidelines. *[Insert appropriate language such that the proposed ordinance amending LAMC Section 11.5.4, considered by the City Planning Commission on 12/13/12, shall not apply within this Specific Plan Area.]*

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

A. Except for the provisions of Section 7, the regulations of this Specific Plan apply to all development located in the Specific Plan Area which requires a grading, building, mechanical, electrical, plumbing and/or sign permit. 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, for any development within the Specific Plan Area unless the Executive Director has approved the proposed development.

Sec. 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 Sub-Area. That area as shown on Map 2.

Airport Landside Sub-Area. That area as shown on Map 2.

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

Automated People Mover System (APM). A rail or fixed guideway based transportation system that moves passengers to and from the Central Terminal Area to the landside access facilities (~~GTC~~CON~~,~~ RAC and ~~,~~ ITF~~C~~) and other mass transportation facilities in an above-grade configuration, and to and from the Central Terminal Area to the Tom Bradley International Terminal and the ~~West~~ Midfield Satellite Concourse in a below-grade configuration.~~ APM 1 extends from the ITC to the RAC and on to the CTA. APM 2 extends from the GTC to the CTA.~~

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

Central Terminal Area (CTA). The primary passenger check-in and processing center and the transition ~~point~~ to and from the landside facilities (~~GTC,~~ ITF~~C~~ and~~,~~ CONRAC).

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~~s~~ a customer service facility, ready/return garage, rental car storage, and maintenance support~~, and preliminary security screening~~.

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.

~~**Ground Transportation Center (GTC).** A facility that may include a passenger-processing facility with adjacent parking facilities and/or a Commercial Passenger Vehicle Staging and Holding Area. This facility, in conjunction with the Intermodal Transportation Center, may serve commercial and private vehicular traffic for arriving and departing passengers and may provide preliminary security screening.~~

~~**Intermodal Transportation Center (ITC).** A facility providing airport access for regional public transit passengers (*i.e*. MTA's Green Line, chartered buses, public buses), as well as public parking and preliminary security screening.~~

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

LADOT. The Los Angeles City 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.

LAWA. Los Angeles World Airports.

LAX. Los Angeles International Airport.

LAX Master Plan Stakeholder Liaison. A person appointed by BOAC to assist the board and other decision-makers in communicating with the stakeholders regarding LAX Master Plan decisions.

LAX Northside. The development project that is to be built out within the LAX Northside Sub-Area, previously the subject of Ordinance No. 159,526 and a Final Environmental Impact Report.

LAX Northside Sub-Area. That area as shown on Map 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 Plan Compliance Review. A determination issued pursuant to Section 7 of this Specific Plan.

Mitigation Monitoring and Reporting Program (MMRP). The program adopted by BOAC and City Council for applying, monitoring and reporting with respect to the LAX

Plan's master plan commitments and mitigation measures as future site specific improvements and uses contemplated by the LAX Plan are developed. The Board of Airport Commissioners may modify the program in accordance with CEQA.

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.

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 Airport Airside or Airport Landside Sub-Areas of the Specific Plan Area.

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: (a) changes the footprint of a building or structure by 10% or less in square feet; or (b) increases the usable floor area by 10% or less;

3. Activity requiring building permits for the alteration of structures solely relating to mechanical, electrical, or plumbing work internal to the structure, fascia, or any combination of these;

4. Signs;

5. Fences/walls, retaining walls, or support structures;

6. The placement of Navigational Aids and any other equipment mandated by the FAA, TSA, or any other governmental agency;

7. Improvements mandated by the FAA, TSA, or any other governmental agency;

8. Airline operation activities;

9. Non-Master Plan Project infrastructure upgrades, airport maintenance activities, and repair of existing facilities approved by BOAC;

10. Temporary uses, for a period not to exceed 120 days;

11. Emergency uses and/or activities in response to safety and security issues (*i.e.*, activities required by heightened security levels or unsafe operating conditions);

12. Special events, as authorized by the Executive Director or BOAC;

13. 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;

14. 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;

15. 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; or

16. Security improvements to existing facilities.

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 Map 1 in this Specific Plan.

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

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~~ as these movements were studied in the LAX Master Plan final environmental impact report~~.

~~**West**~~ **Midfield Satellite Concourse.** A component of the terminal facilities located west of the existing Central Terminal Area accessed via the Automated People Mover System. Facility includes uses such as passenger waiting areas, aircraft loading and unloading, retail, and airline operations areas.

Sec. 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.

Sec. 7. LAX 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 Airport Airside and Airport Landside Sub-Areas of 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 and Airport Landside Sub-Areas unless the City Council grants an LAX 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 Plan Compliance determination. This recommendation shall be made to BOAC and the City Council pursuant to the procedures set forth in this section after consideration of the traffic generation report and aviation activity analysis required in Subsection G 1 below and following consultation with the LAX Master Plan Stakeholder Liaison.

D. Findings. The Executive Director shall recommend to BOAC that the proposed Project be granted an LAX 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 required by the LAX Plan, and all applicable provisions of this Specific Plan; and
>
> **2. Environmental Compliance.** That the Project has been adequately analyzed in compliance with CEQA, and the applicable master plan commitments and mitigation measures contained in the MMRP (as may be modified by BOAC in accordance with CEQA) or identified in any subsequent environmental review have been incorporated into the Project to the extent feasible.

E. Rights Granted Under LAX Plan Compliance. The issuance of an LAX 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 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 required in Subsection G 1 below;

(d) The most recent annual aviation activity analysis as required in Subsection G 1 below;

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 LADOT General Manager, the City Engineer, the Councilmember of the district in which the Specific Plan Area is located and the LAX Master Plan Stakeholder Liaison, and post notice of the application on the LAWA website. The LADOT General Manager and the City Engineer shall submit any written comments concerning parking, driveways, access, circulation, and infrastructure improvements to the Executive Director within 15 working days from the date the documents were received, unless the LADOT General Manager and the Executive Director agree more time is necessary. The Executive Director shall ensure that LAWA communicates with the LAX Master Plan Stakeholder Liaison. The Executive Director shall consider the comments and concerns of the stakeholders as early in the process as reasonable.

(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 clearance for the Project complies with CEQA.

(d) 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 Plan Compliance request. This written report shall include findings to support the Executive Director's recommendation, the applicable master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, the applicable traffic improvements and right-of-way dedications, and any conditions of approval that shall be imposed on the Project. As a part of this written report, the Executive Director shall summarize the traffic generation report and aviation activity analysis required in Subsection G 1 below, and the results of the consultation with the LAX Master Plan

Stakeholder Liaison. The Executive Director shall also attach the reports submitted by the LADOT General Manager and the City Engineer.

(e) 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) For the CTA, ~~GTC,~~ ITF~~C~~, CONRAC, ~~West~~ Midfield Satellite Concourse, and APM (except that portion that connects the CTA with Tom Bradley International Terminal and the ~~West~~ Midfield Satellite Concourse) Projects, notice shall also be given by sending written notice by First Class Mail at least 15 days prior to the meeting date to: the Department of City Planning; the Department of Building and Safety; the Councilmember(s) of the district in which the Specific Plan Area is located; LADOT; the Bureau of Engineering; the LAX Master Plan Stakeholder Liaison; the Department of Neighborhood Empowerment; the West Los Angeles Area Planning Commission; the president(s) of local neighborhood councils; ~~Air Transport Association~~the Airlines for America trade association, Airlines Airport Affairs Committee, and any other airline industry trade groups identified by the LAX Master Plan Stakeholder Liaison as stakeholders; the ~~Westchester/LAX/Marina del Rey~~LAX Coastal Chamber of Commerce; and local homeowners groups and interested parties who have filed a written request with LAWA.

4. Recommendation by BOAC. BOAC shall recommend to City Council that it approve, approve with conditions, modify or deny a request for LAX Plan Compliance. BOAC shall make the same findings required to be made by the Executive Director, supported by facts in the record. BOAC shall recommend that all appropriate master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, and any other requirements are included as a condition of the approval.

5. City Council Determination. City Council shall approve, approve with conditions, modify or deny a request for LAX Plan Compliance. The City Council

shall make the same findings required to be made by the Executive Director, supported by facts in the record. The City Council shall ensure that all appropriate master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, and any other requirements are included as a condition of the approval.

~~Except for those Projects listed in Subsection H 1 below, I~~if the City Council does not take final action on the application for an LAX Plan Compliance determination within 30 days of receipt of the recommendation from BOAC, the recommendation from BOAC shall become the final decision on the application. Within this 30-day period, any action of City Council to modify BOAC's recommendation or deny an LAX Plan Compliance determination requires ten affirmative votes.

G. Monitoring and Reporting.

1. LAWA shall prepare and submit annual reports to BOAC, the Department of City Planning, LADOT and City Council for the following:

(a) Traffic Generation Report. A traffic report, based on the information required by Section 12 C 1, that identifies the current number of Trips being generated by LAX (inclusive of all three Sub-Areas), the number of Trips anticipated to be generated at the completion of any Master Plan Project(s) in development at the time of the report, the Trips proposed to be generated following the full implementation of the Master Plan as informed by current and Project-based Trip counts, and the number of Trips anticipated to be generated by on-going Master Plan 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, and the volume of aviation activity anticipated to be served by on-going Master Plan construction activities. 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 Master Plan commitments and mitigation measures contained in the Mitigation Monitoring and Reporting Program.

2. The first of each annual report required in Subdivision 1 shall be submitted one year following the City Council's approval of the LAX Plan and MMRP, and the last report shall be submitted at the end of the year following completion of any pending Master Plan Project.

~~**3.** As a part of the Amendment Study requirement in Subsection H below, LAWA shall prepare and submit to BOAC and City Council a study analyzing the potential security benefits of those Projects yet to be initiated in the Master Plan.~~

H. ~~Specific Plan Amendment Study~~Additional Study Requirements.

1. Specific Plan Amendment Study. LAWA shall initiate a ~~complete LAX~~ Specific Plan Amendment Study ~~comprehensively addressing security, traffic, aviation activity and~~with corresponding environmental analysis ~~consistent~~ in compliance with CEQA, in the following ~~three~~ two circumstances:

(a)

~~**1.** Prior to seeking an LAX Plan Compliance determination for any one of the following Projects:~~

~~**(a)** Development of the Ground Transportation Center, including baggage tunnel, associated structures and equipment;~~
~~**(b)** APM 2 from GTC to CTA, including its stations and related facilities and equipment;~~
~~**(c)** Demolition of CTA Terminals 1, 2 and 3;~~
~~**(d)** North Runway re-configuration as contemplated in the Master Plan, including center taxiways; and~~
~~**(e)** On-site road improvements associated only with (a) and (b) above.~~

~~**2.**~~ If the annual traffic generation report required in Subsection G 1 above, and/or the annual traffic generation report considered together with any Project-specific traffic study, shows that any Master Plan Projects will be generating net new airport peak hour Trips in excess of 8,236 (unless the total Trips for that year are related to construction or phasing impacts).

(b) If the annual aviation activity analysis required in Subsection G 1 above forecasts that the annual passengers for that year are anticipated to exceed 78.9 million.

2. **LAX Domestic Passenger and Airline Market Survey/Study.** LAWA shall initiate an LAX Domestic Passenger Survey/Study and corresponding Airline Survey/Study, if the annual aviation activity analysis required in Section G 1 above forecasts that the annual passengers for that year are anticipated to exceed 75 million.

(a) LAX Domestic Passenger Survey and Study. LAWA shall conduct a survey and study of LAX domestic passengers (those passengers not flying internationally or connecting to international flights) designed to identify, at a minimum, (i) those LAX domestic passengers with origination or destination locations closer to other commercial airports in the region, (ii) why those domestic passengers chose to fly out of, or into, LAX rather than another commercial airport closer to their location of original or destination, and (iii) what actions, consistent with federal, state and local laws, LAWA could take to encourage those domestic passengers to use an airport closer to their location of origin or destination for domestic flights.

(b) Airline Survey and Study. Upon completion of the LAX Domestic Passenger Survey and Study described in 2(a) above, LAWA shall conduct a survey and study of airlines then serving the Southern California commercial air travel market designed to identity what action(s), consistent with federal, state and local laws, LAWA could take to encourage those airlines to provide increased domestic service at other airports in the region, particularly those owned or operated by LAWA.

~~**I. Conceptual Design Guidelines.** Prior to initiation of design of new central terminals; the ITC; the RAC; or the GTC, LAWA shall (a) prepare and present to the BOAC for its action, LAX Conceptual Design Guidelines; and (b) consider the feasibility of conducting an architectural design competition with a goal of producing world class architectural design for the buildings and make its recommendation on a competition to the BOAC.~~

~~J~~I. **LAX Master Plan Stakeholder Liaison**. The LAX Master Plan Stakeholder Liaison shall communicate with the stakeholders on Master Plan issues. The LAX Master Plan Stakeholder Liaison shall ensure that notice is provided to the stakeholders at the earliest reasonable time of initiation of Projects and any ~~LAX~~ Specific Plan Amendment Study.

Sec. 8. LAND USE.

A. Designation of Sub-Areas. The Specific Plan is divided into three Sub-Areas, as shown on Map 2. The Sub-Areas are designated as: Airport Airside, Airport Landside, and LAX Northside.

B. Unified Development. For purposes of applying building ordinances and regulations, as well as the regulations of this Specific Plan, to the Airport Airside and Airport Landside Sub-Areas, 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 and Airport Landside Sub-Areas, 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 A 4(g), parking to serve the area or development may be located at any location within the Airport Airside and Airport Landside Sub-areas. Further, the provisions of LAMC Section 12.26 E 5 shall not apply;

(b) Floor Area Ratio (FAR). The total buildable area 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.

C. Yard and Setback Regulations. Notwithstanding the provisions set forth in the LAMC, no front, side, or rear yards or building setbacks are required in the Airport Airside or Airport Landside Sub-Areas. Landscape buffers shall be consistent with any street frontage and landscape guidelines as may be required by the LAX Plan and adopted by BOAC. These landscape buffers shall not be measured from lot lines, but

rather from perimeter roadways or as specified otherwise in any adopted street frontage and landscape guidelines. Development in the LAX Northside Sub-Area shall provide setbacks and landscape buffers as specified in Appendix A.

Sec. 9. AIRPORT AIRSIDE SUB-AREA.

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

B. Permitted Uses. The following uses shall be permitted in the Airport Airside Sub-Area, also designated as the LAX-A Zone, 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 if permitted by the LAMC;
(d) Incidental retail uses – permanent or temporary retail uses, which may include 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 holdrooms, 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, fire fighting and training facilities;
(d) Automated People Mover System, its stations and related facilities;
(e) 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; and
(n) All uses requiring a Conditional Use Permit pursuant to LAMC Section 12.24.

C. Prohibited Uses.

The following uses shall be prohibited within the LAX-A Zone:

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 Map 2. In this area, aircraft maneuvering may be conducted by tug and tow procedures. The use regulations, both permitted and prohibited uses, specified in this section for the LAX-A Zone shall apply, except, the following uses shall be prohibited:

(a) Aircraft under power; and
(b) Helicopter operations, including but not limited to helicopter landings and take-offs, helipads, heliports, and helistops.

Sec. 10. AIRPORT LANDSIDE SUB-AREA.

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 Sub-Area.

B. Permitted Uses. The following uses shall be permitted in the Airport Landside Sub-Area, also designated as the LAX-L Zone, 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 if permitted by the LAMC;
(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 passenger check-in functions; 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~~b~~) CNG/LNG stations, central utility plant, and other fueling and energy sources;
(d~~c~~) Security-related equipment and facilities;
(e~~d~~) Uses customarily incident to any of the above uses, and accessory buildings and uses;

(fe) 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; and

(gf) All uses requiring a Conditional Use Permit pursuant to LAMC Section 12.24.

C. Prohibited Uses.

The following uses shall be prohibited within the LAX-L Zone:

(a) Aircraft under power; and
(b) Any building containing dwelling units.

Sec. 11. LAX NORTHSIDE SUB-AREA.

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 Sub-Area serves as an airport buffer zone for the Westchester community.

B. General. The LAX Northside Sub-Area has fifteen areas – Areas 1, 2, 3, 4A, 4B, 5 through 11, 12A, 12B and 13 – as shown on Map 3.

C. Relationship to Ordinance No. 159,526. The LAX Northside Sub-Area, also designated as the LAX-N Zone, is comprised of property previously entitled under Ordinance No. 159,526. The limitations, including permitted uses, requirements and conditions of development in Ordinance No. 159,526 are incorporated into the Specific Plan as Appendix A. The requirements in Appendix A shall apply to all development in this Sub-Area.

D. Project Permit Compliance Review. The Project Permit Compliance Review procedures set forth in LAMC Section 11.5.7 C shall apply to all projects in the LAX Northside Sub-Area.

E. Design Plan and Guidelines. In addition to Appendix A, projects shall comply with the “Design Plan and Guidelines for LAX Northside” by Albert C. Martin and Associates, dated April 20, 1989, and any amendment adopted by BOAC after that date.

F. Area 13. Notwithstanding the provisions of Subsections C and E above, the requirements in Appendix A and the "Design Plan and Guidelines for LAX Northside" by Albert C. Martin and Associates, dated April 20, 1989, shall not apply to Area 13 of the LAX Northside Sub-Area. Area 13 shall be used for recreational facilities and other public benefit type uses, including child care, children's play area, picnic amenities, athletic fields, parks, libraries, *etc.*

Sec. 12. TRANSPORTATION REGULATIONS.

A. Right-of-Way Dedications.

1. Right-of-way dedications, or any similar grant of rights to use land for public street purposes, shall be made for any public streets to the satisfaction of the LADOT General Manager and the City Engineer. All dedications shall be in conformance with City of Los Angeles standard street dimensions, unless deemed unwarranted by the LADOT General Manager and the City Engineer based on any environmental review and/or traffic analyses. The LADOT General Manager and the City Engineer may also allow variations from dedications to standard street dimensions if the variation is necessary to assure proper integration of a dedication into existing on-site conditions. The following public roadways within the Specific Plan Area are designated as major or secondary highways:

(a) 96th Street
(b) 111th Street
(c) Airport Boulevard
(d) Aviation Boulevard
(e) Bellanca Avenue
(f) Century Boulevard
(g) Fallmouth Avenue
(h) Imperial Highway
(i) La Cienega Boulevard
(j) La Tijera Boulevard
(k) Lincoln Boulevard
(l) Pershing Drive
(m) Sepulveda Boulevard
(n) Westchester Parkway/Arbor Vitae Street

2. 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.

3. Any roadway within the Airport Airside and Airport Landside Sub-Areas, 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.

B. Required Traffic Improvements - Airport Airside and Airport Landside Sub-Areas Only. A transportation improvements phasing plan shall be prepared by LAWA and approved by the LADOT General Manager that is in conformance with the LAX Plan and the certified Master Plan FEIS/EIR, and includes all on-site and off-site improvements as required by the LADOT General Manager. Revisions may be made to the transportation improvements phasing plan in conformance with any subsequent

environmental review, or where appropriate, as determined by the LADOT General Manager.

Transportation improvements shall be constructed or suitably guaranteed to the satisfaction of the LADOT General Manager and the City Engineer in connection with individual Projects or development sites as specified in the transportation improvements phasing plan. Prior to the issuance of any final certificate of occupancy in the final phase of the transportation improvements phasing plan, all required improvements in the entire phasing plan shall be funded, completed, or resolved to the satisfaction of the LADOT General Manager. If a proposed traffic mitigation measure does not receive the required approval, a substitute mitigation measure may be provided subject to approval by the LADOT General Manager, or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the Project's significant traffic impact.

C. Project 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 within 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 at full build out of the Master Plan, after implementation of mitigation measures, to be no more than 8,236 at airport peak hour. If the annual traffic generation report described above, and/or the annual traffic generation report considered together with any Project-specific traffic study, shows that development of the Master Plan is likely to increase the Trips beyond 8,236, LAWA shall complete the Specific Plan Amendment Study required in Section 7 H of this Specific Plan.

No Specific Plan Amendment Study shall be required if the annual traffic generation report, and/or the annual traffic generation report considered together with any 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 build-out of the Master Plan and 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 and/or a Specific Plan Amendment Study may be triggered.

2. LAX Northside Sub-Area. 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 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 Sub-Area, 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 Sub-Area together shall not generate more than 3,922 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 4,421 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 (CTCSP)) and/or determined appropriate by the LADOT General Manager and on square footages of the proposed project. In conjunction with each application for Project Permit Compliance Review for a project within the LAX Northside Sub-Area, 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 Map 3.

D. Automated People Mover System. The APM 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.

Sec. 13. PARKING REGULATIONS.

A. Requirements – Airport Airside and Airport Landside Sub-Areas Only.

1. Notwithstanding LAMC Section 12.21 A 4, no more than ~~35,712~~32,155 off-street parking spaces shall be provided at build-out of the LAX Master Plan for passengers, visitors, and airport and airline employees. Parking shall be comprised of short-term, long-term, and employee parking spaces.

2. Notwithstanding LAMC Section 12.21 A 4 (g), parking may be located at any location within the Airport Airside and Airport Landside Sub-Areas.

3. Subsections 1 and 2 above shall not apply to off-street parking for visitors and employees of cargo-only facilities and commercial/industrial buildings located within the area bounded by Century Boulevard, Aviation Boulevard, Imperial Highway and Sepulveda Boulevard, and the area west of Sepulveda Boulevard and north of Imperial Highway. Off-street parking for these cargo-only facilities and commercial/industrial buildings shall be provided in compliance with the provisions of LAMC Section 12.21 A 4 (c). The Executive Director may also permit two or more of these uses to share off-street parking spaces, if the Executive Director determines that a lower total number of parking spaces than would otherwise be required will provide adequate parking for these uses.

B. Requirements – LAX Northside Sub-Area Only. All projects within the LAX Northside Sub-Area shall provide off-street parking as specified in Appendix A and the "Design Plan and Guidelines for LAX Northside" by Albert C. Martin and Associates, dated April 20, 1989, and any amendment adopted by BOAC after that date.

Sec. 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, 14.4.16 A, 14.4.16 C, 14.4.16 E, 14.4.18 H, 14.4.18 I, 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~~91.6201, 91.6202, 91.6203, 91.6205.1 - 91.6205.4, 91.6205.7 - 91.6205.18, 91.6206, 91.6207.3, 91.6208.6, 91.6209.6, 91.6210.6, 91.6211.3 - 91.6211.6, 91.6212.6, 91.6213.5, 91.6215.2 - 91.6215.4, 91.6216.1 - 91.6216.2, 91.6216.4, 91.6217.2, 91.6218.1, 91.6218.8 - 91.6218.9, and 91.6219~~. The Executive Director shall review signs for conformance with all other sign provisions of Article 4.4, Chapter 1 and Article 6, 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 ~~91.6203~~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 E and F, the provisions of this Section shall apply only to signs within the Airport Airside and Airport Landside Sub-Areas.

B. Area, Location, Spacing and Height and Review Procedure. Signs shall not be subject to the LAX 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~~6~~, Chapter I~~X~~ 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. Modifications**. Notwithstanding LAMC Section 91.6204~~91.6201.6~~, which authorizes the Board of Building and Safety Commissioners to grant significant modifications from the City's sign regulations, the BOAC shall have this authority for signs.~~

~~**D**~~**C. Off-Site, Supergraphic, 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.

~~**E**~~**D. Requirements - LAX Northside Sub-Area Only.** Signs within the LAX Northside Sub-Area shall be in compliance with the requirements set forth in Appendix A and the "Design Plan and Guidelines for LAX Northside" by Albert C. Martin and Associates, dated April 20, 1989, and any amendment adopted by BOAC after that date.

~~**F**~~**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.

Sec. 15. 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.

Sec. 16. 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 in the Main Street lobby to the City

Hall; one copy on the bulletin board located at the ground level at the Los Angeles Street entrance to the Los Angeles Police Department; 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 this ordinance was passed by the Council of the City of Los Angeles, at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____
Deputy

Approved _____

_____
Mayor

Approved as to Form and Legality

, City Attorney

By _____

Date _____

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend it be adopted . . . .
September , 2004
See attached report

Michael J. LoGrande
Director of Planning

File No. _____

APPENDIX A

Requirements for Development within the LAX Northside Sub-Area

1. The subject property shall be used for those principal and accessory uses in development areas as indicated on Map 3, as follows:

   a. Area East of Lincoln Boulevard
   Area 8 – Commercial uses, including office and restaurant uses; and automobile service station.
   Area 9 – Commercial uses, including office and restaurant uses; automobile service station in the western portion only; public automobile parking in the eastern portion only; and an airport view site.
   Area 10 – Public automobile parking.
   Area 11 – Commercial uses, including hotel, office, restaurant, service and retail uses and a movie theater complex.
   Area 12A – Commercial uses, including offices, hotel, restaurant, service and retail uses.
   Area 12B – A commercial golf course, including golf driving tees and ranges and similar commercial golf uses.

   b. Area Between Lincoln Boulevard and Falmouth Avenue (Extended)
   Area 2 – Offices, business park and research and development center.
   Area 3 – Commercial uses, including hotel, offices, restaurant, service and retail uses.
   Area 4B – Light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices within 400 feet west of the prolongation of Loyola Boulevard on the south side of Westchester Parkway.
   Areas 5, 6 and 7 – Offices, business park and research and development center; airport view site; airline and airport support and accessory uses.

   c. Area West of Falmouth Avenue (Extended)
   Area 1 – Offices, business park and research and development center.
   Area 4A – Light industrial uses, airline and airport support services, including flight kitchens, caterers, ticket reservation centers, custom house brokers, warehouse, airport maintenance and ground services (excluding engine shops), freight forwarders, package delivery services, security services, import/export services and other similar accessory or support services; business park and research and development center; and offices within 400 feet east of Pershing Drive on the south side of Westchester Parkway.

2. No aircraft or engine run-ups shall be permitted within the project boundaries.

3. The height of structures shall be controlled as follows:

   a. Area 2 – No structure located within 100 feet of the north airport property line between Loyola Boulevard and Hastings Avenue shall exceed three stories (including parking levels) or 45 feet in height measured from the finished grade of the lot. All accessory facilities on the roofs of such buildings, such as air conditioning units and other equipment, shall not be visible from nearby residential properties to the north and are exempted from the height restriction.

   b. Areas 1 and 4A – No structures located within 200 feet of the north airport property line between Falmouth Avenue and Pershing Drive shall exceed three stories (including parking levels) or 45 feet in height measured from the finished grade of the lot. No structure located within Areas 1 or 4A south thereof, shall exceed four stories (including parking levels) or 55 feet in height measured from the finished grade of the lot. All accessory facilities on the roofs of buildings within Area 1, such as air conditioning units and other equipment, shall not be visible from nearby residential properties to the north and are exempted from the height restriction.

4. Structures shall observe minimum setbacks, as follows:

   a. Area 2 – all structures shall observe a minimum setback of 50 feet from the north airport property line between Loyola Boulevard and Hastings Avenue. Open parking areas are permitted within the required building setback area, except as may be modified by required landscape buffer setbacks.

   b. Area 1 – All structures shall observe a minimum setback of 100 feet from the north airport property line between Falmouth Avenue and Pershing Drive. Open parking areas are permitted within the required building setback area, but not within the required landscape buffer setback.

5. Landscaped buffer setbacks shall be required as follows:

   a. Areas 11 and 12A – A 30-foot-wide landscaped buffer setback along 88th Street between Sepulveda Westway and Liberator Avenue shall be required containing no buildings or structures, except for walls or fences and include trees, 15 gallons and 10 feet tall at the time of planting, planted at a maximum of 30 feet apart, of a type similar to those contained in Section 7 of the Planning Department's Technical Report on "Shrubs and Trees for Landscaping and Screening". Further, a 15-foot-wide landscaped buffer setback along Liberator Avenue and 88th Place

(adjacent to the Emerson Manor School site) shall be required and include a dense screen of closely planted evergreen trees.

b. Area 2 – A 15-foot-wide landscaped buffer setback along Cum Laude Avenue and 92nd Street (adjacent to the St. Bernard High School site) shall be required and include a dense screen of closely planted evergreen trees.

c. Area 1 – A 50-foot-wide landscaped buffer setback along the north airport property line between Falmouth Avenue and Pershing Drive shall be required and include low, minimum-view-obstructing shrubs and ground cover (no trees) which are compatible, where appropriate, with adjacent off-airport landscaping.

6. Prior to the issuance of building permits, an on-site roadway/highway construction phasing plan and individual parcel access plan shall be submitted to the Department of City Planning for approval and for coordination and review with LADOT and the Bureau of Engineering.

7. Prior to the recordation of a final tract map covering all or any portion of the subject property and prior to the approval of any variance granting use of any portion of the property before recordation of a final tract map, the Board of Airport Commissioners shall cause to be prepared and shall approve a project design plan, together with developmental guidelines for the entire project area. The primary purposes of the design plan and guidelines shall be to provide future developers with a unifying theme and design handbook and to provide the Department of Airports with a basis for reviewing and coordinating project development plans. The project design plan shall establish a unifying architectural theme, while the elements of the developmental guidelines shall include consideration of: Building design, height, bulk, locations and interrelationships; building materials, colors and textures; public and private area landscaping; public and private signage and graphics; airport view sites; street furniture; exterior lighting; internal pedestrian and vehicular circulation; parking area design; on- and off-airport interfaces; and other design considerations as may be appropriate. The project design plan and developmental guidelines shall be governed by the conditions of approval attached to this change of zone, wherever relevant.

8. The project design plan and developmental guidelines shall treat Area 11, as a single comprehensive planned unit, providing a compatible interface with the existing and potential future uses on the privately owned property adjoining the east side of Sepulveda Westway between La Tijera Boulevard and Will Rogers Street. Convenient pedestrian access to Area 11 shall be provided from Sepulveda Westway and the Sepulveda Westway frontage shall be attractively landscaped. The design of Area 11 shall provide to the extent practicable and

feasible for visual continuity and accessibility between Area 11 and the properties on the east side of Sepulveda Westway.

9. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped in accordance with a landscape development plan prepared by a licensed landscape architect or licensed architect. Approved copies of such plans shall be submitted to the Department of Building and Safety before issuance of a building permit. All landscaped areas shall be equipped with automatic sprinklers and shall be maintained in a first-class condition at all times. All types of plants selected and required watering systems for such landscaping shall, to the extent possible, conserve water and shall be consistent with any water conservation ordinance enacted by the City.

10. All open parking areas located within Area 1 shall devote at least four percent of the parking area to landscaping, with at least three-fourths of the four percent devoted to interior landscaping distributed throughout the parking area.

11. A 6-foot-high chain link fence shall be provided along the airport property line in the following locations: Along Liberator Avenue and 88th Place (adjacent to the Emerson Manor School site in Area 12A); along Cum Laude Avenue and 92nd Street (adjacent to the St. Bernard Senior High School site in Area 2); and between Falmouth Avenue and Pershing Drive (along the north boundary of Area 1).

12. A solid 8-foot-high masonry block wall shall be constructed along with north airport property line between Loyola Boulevard an Hastings Avenue (along the north boundary of Area 2) and trees and tall shrubs shall be planted immediately south of the wall on airport property to provide additional visual screening above the wall. The wall shall be installed and measured in height from the finished grade of the alley between Loyola Boulevard and Rayford Drive and from the finished grade of the adjoining residential lots between Rayford Drive and Hastings Avenue.

13. All development on the property shall provide off-street parking on the following basis: One space for each guest room; one space for each 300 square feet of floor area for office use and for business parks and research and development centers; one space for each 250 square feet of floor area for retail and service commercial uses; 16 spaces for each 1,000 square feet of floor area for restaurants; and not less than three stalls for each four employees on the main shift for light industrial uses. Floor area shall mean the area enclosed within the walls of buildings, exclusive of floor area devoted to off-street parking or accessory areas, as defined under Section 12.21-A, 4 of the Municipal Code. The Director of Planning may modify these parking standards where appropriate to permit reduce parking in mixed-use or joint-use facilities.

14. The hours of operation for trash pickup or freight deliveries or pickup, within 300 feet of the north boundary line of the project, shall be limited to between 7 a.m. and 9 p.m.

15. Adequate protection against exterior noise shall be included in the design and construction of hotels and motels. Adequate protection shall mean a noise reduction (exterior to interior) sufficient to insure that the interior community noise equivalent level (CNEL) in all habitable rooms does not exceed 45dB during aircraft operations.

16. All central air heating and/or air conditioning units shall be installed with an air filtration system (either charcoal or electronic) to improve the air quality effects on the project occupants. This requirement shall not preclude the installation of operable windows for passive or natural heating or cooling opportunities.

17. The use of any outdoor public address or paging system shall be permitted only south of the Westchester Parkway and shall utilize: (1) a low-pressure speaker system with each speaker having an audible range limited to a 400-square-foot area and placed a maximum of 40 feet apart or (2) a sound system designed by a qualified sound engineer so as to reduce the impulse noise level to inaudibility beyond the premises of the establishment.

18. In Areas 1, 2, 4A, 4B, 5, 6, and 7, all buildings and enclosing walls or fences shall be constructed, the machinery and equipment shall be so installed and maintained and the activities shall be so conducted that all noise, vibration, dust, odor and other objectionable factors shall be confined or reduced to the extent that no reduction in the use of property will result to persons residing adjacent to the subject property. Whenever there is any difficulty in determining the application of these provisions to any specific case, the Department of Building and Safety shall make such determination.

19. All Building Identification Signs shall be designed by the architect of the building or facility. These Building Identification Signs shall be wall signs designed for placement on the face of the proposed building and not projecting above the roof or parapet wall. Except that free-standing Identification or Project Directory Signs not exceed 50 sq. ft. in area on each face and not exceeding 8 ft. in height may be permitted subject to individual review and approval by the Department of Airports.

20. All lighting shall be directed onto the site and no flood-lighting shall be located as to be seen directly by the adjacent residential areas. This condition shall not preclude the installation of low-level security lighting.

21. All buildings within 100 feet of the north airport property line between Loyola Boulevard and Hastings Avenue shall be designed so that all second-story or higher windows that overlook the adjacent single-family residential homes shall

not be transparent below an eye level of 6 feet on any floor, but shall be translucent; or the building shall be designed in such a way that windows will not overlook the single-family residential properties to the north.

22. Vehicular driveway ingress and egress from the subject property shall be prohibited from Cum Laude Avenue and from 92nd Street (Area 2); from Lincoln Boulevard between Sepulveda Boulevard and the airport property line north of the Westchester Parkway (Areas 6, 7, 8, 9, 10 and 12A); and from 88th Street, Liberator Avenue, 88th Place and Emerson Avenue (Area 12A).

23. In Areas 1, 2, 5, 6, and 7, all activities shall be conducted within an enclosed building. Within Areas 4A and 4B, all outdoor activities shall be located on the southerly side of the buildings and screened from public streets.

24. All Utilities within the project shall be installed underground.

25. All development within the project shall contain trash compactors to reduce the volume of solid waste to be removed from the site.

26. LAWA and individual developers shall develop and implement a transportation system and parking management plan which shall include the following as a minimum:

    a. Individual developers shall encourage public transit use by offering subsidized transit passes to employees.

    b. The Department of Airports shall evaluate the potential for subscription bus service for large concentrations of employees.

    c. Each developer employing 500 or more permanent employees shall provide company-owned vans and/or offer subsidies to individual vanpool operators and encourage the formation of vanpools.

    d. The Department of Airports shall make carpooling information available to building occupants and encourage formation of carpools and vanpools and shall establish a carpool-matching service.

    e. Individual developers shall develop and implement programs to offer preferential parking to carpooling and vanpooling building occupants.

    f. The Department of Airports shall make transit schedules, maps and other transit information available to building employees and users.

    g. To the extent feasible, individual developers shall encourage flexible working hours.

h. The Department of Airports and each developer employing 500 or more permanent employees shall appoint a rideshare coordinator to administer the functions required by this condition.

27. Prior to major grading of the project site, a rodent control effort shall be undertaken to reduce the existing rodent population within the project area.

28. Developers of individual projects shall take the following steps relative to energy conservation:

    a. Consult with the Los Angeles Department of Water and Power and Southern California Gas Company to determine feasible energy conservation features which could be incorporated into the design of structures, beyond those required by State and City laws.

    b. Utilize, where cost-effective, alternative sources of energy such as solar water and pool heating.

    c. Utilize the Department of Water and Power's energy pre-audits on all new industrial developments.

29. Individual developers shall consult with the Los Angeles Police Department on the provision of security measures for developments, which measures shall include the following at the minimum:

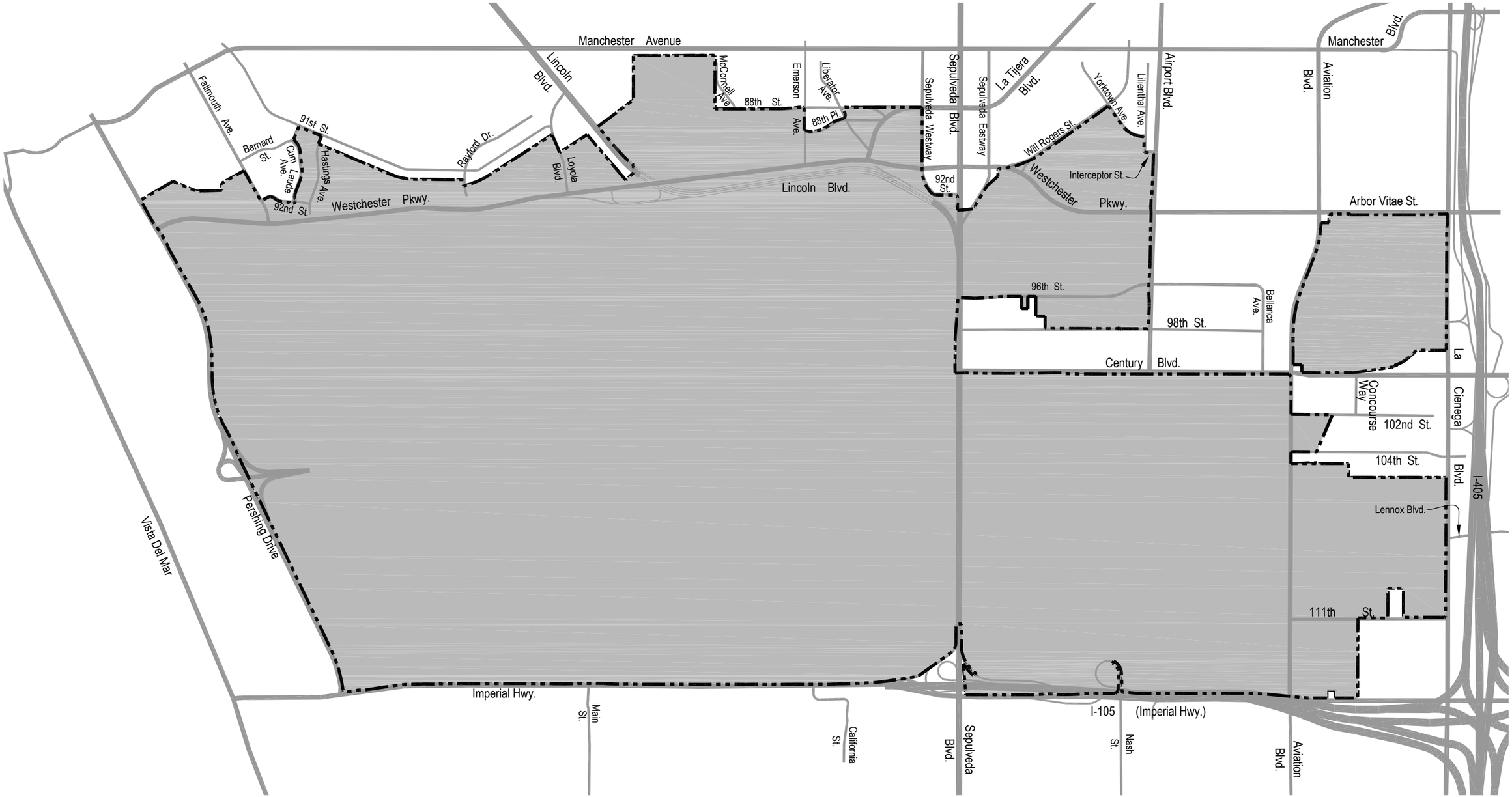
    a. For each developer responsible for 200,000 or more square feet of total floor area (Los Angeles Municipal Code 12.21.1), guards shall patrol all levels of buildings and access to and from buildings shall be monitored by a guard on duty during nighttime and weekends.

    b. Subterranean parking levels shall be lighted 24 hours a day.

    c. All parking levels, corridors and arcades shall be lighted during the nighttime and weekends.

30. A qualified archaeologist shall be available, as needed, during site grading and subsurface operations, with the authority to assure reasonable measures to insure protection and recovery of significant archaeological resources.

31. All conditions imposed by this action, with the exception of Condition No. 9 relating to a project design plan and development guidelines, may be fulfilled incrementally as individual phases o the subject property are developed.



LAX Specific Plan Area

LAX Specific Plan Boundary

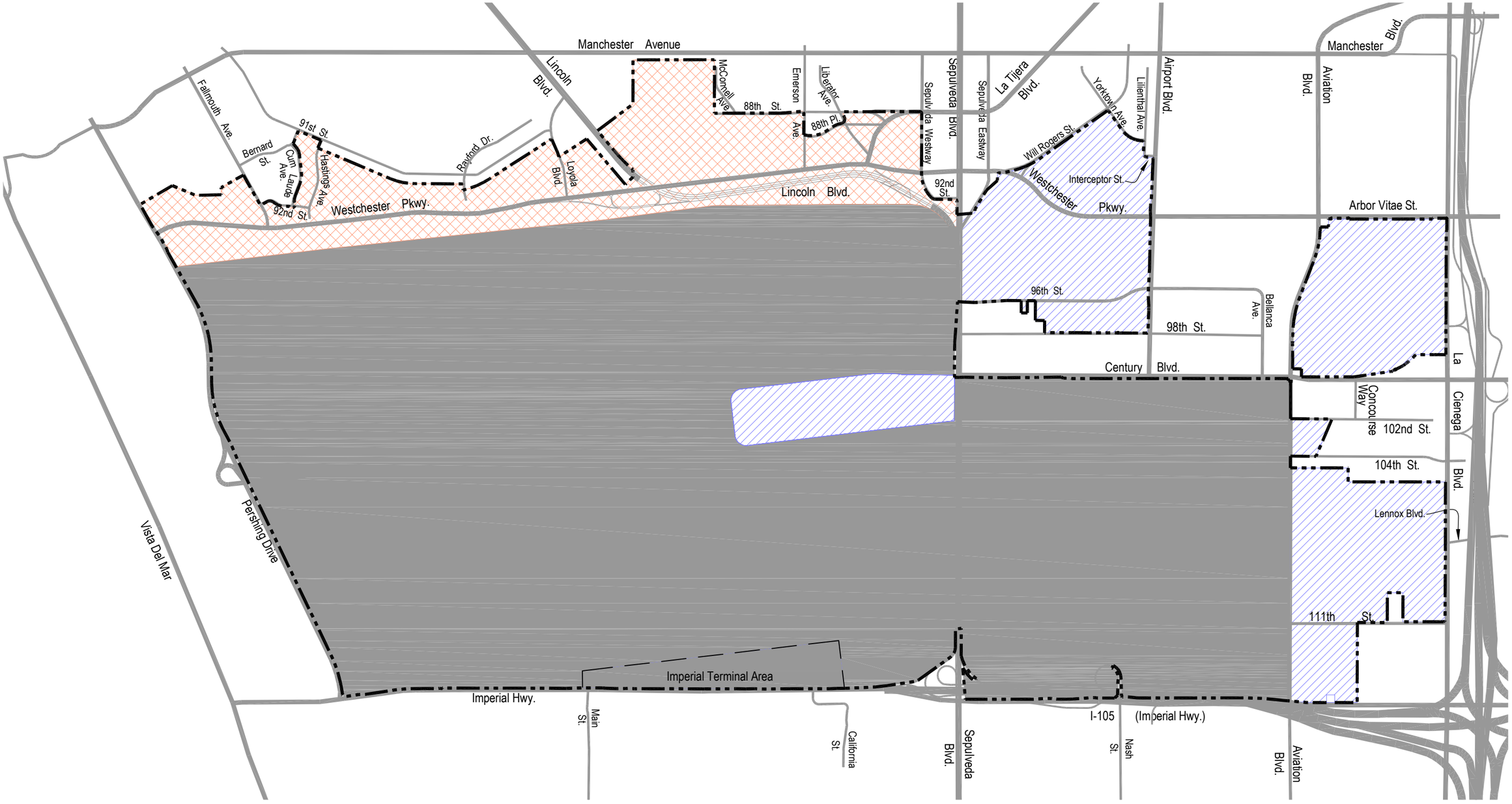
DRAFT - BASED ON STAFF-RECOMMENDED ALTERNATIVE

LAX Specific Plan

300' 600' 1,800'
600' 0 1,200'

Map 1
Specific Plan Boundary

CPC DRAFT - February 14, 2013



LAX - A Zone: Airport Airside Sub-Area

LAX - L Zone: Airport Landside Sub-Area

LAX - N Zone: LAX Northside Sub-Area

LAX Specific Plan Boundary

DRAFT - BASED ON STAFF-RECOMMENDED ALTERNATIVE

LAX Specific Plan

300' 600' 1,800'
600' 0 1,200'

Map 2
Specific Plan Sub-Areas
CPC DRAFT - February 14, 2013

Exhibit B:
Proposed LAX Plan Amendments

Part of the Land Use Element of the City of Los Angeles General Plan

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Case No: CPC-2012-3357-GPA-SP

As approved by the City Planning Commission

February 14, 2013

LAX Plan

DRAFT

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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

~~In 2002,~~ Los Angeles International Airport (LAX) handles~~d~~ ~~close to one hundred~~approximately ninety-five percent of the international passengers and air cargo, and approximately seventy to seventy-five percent of the domestic passengers and air cargo, ~~over seventy-five percent of domestic passengers and cargo~~ within the five-county Southern California region~~[1]~~. LAX's role as an international gateway establishes it as the principal airport of the Los Angeles World Airports' regional network of airports, which also includes Van Nuys, Ontario, and Palmdale Airports.

The City of Los Angeles envisions a regional system of airports that accommodates passenger demand and the economic demand for the movement of goods. ~~Although R~~~~forecasts of passenger demand at LAX are projected to be as high as 98 million annual passengers by 2015, total r~~egional passenger demand is ~~anticipated~~ forecasted to ~~exceed~~ be ~~156~~ 146 million annual passengers (MAP) by 2035, with LAX planned to accommodate only 78.9 MAP[1]. It is, therefore, imperative to utilize the available runway space in Southern California in a more strategic and environmentally compatible manner by linking various regional airport facilities through a network of ground access systems and improvements. After evaluation of various scenarios for future growth at LAX, the City of Los Angeles ~~has~~ determined, in 2004, that a preferred scenario for LAX would be to modernize LAX to accommodate only a portion of the future anticipated LAX and regional demand. In order to implement this vision, the City ~~has~~ developed a Master Plan program that includes safety, ground access and passenger/cargo serving upgrades and at the same time ~~limiting~~ limits the capacity of LAX by restricting the number of gates to 153. Los Angeles World Airports (LAWA) subsequently embarked on a Specific Plan Amendment Study (SPAS) to, consistent with previous local and federal approvals, identify Specific Plan amendments that plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers (MAP), while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that

[1] Southern California Association of Governments (SCAG) Regional Transportation Plan 2012-2035, adopted April 2012.

encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA. The SPAS focused on potential alternative designs, technologies and configurations for the LAX Master Plan Program that would provide solutions to the problems that certain Master Plan improvements were designed to address consistent with a practical capacity of 78.9 MAP. 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. 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 consists of 3,900 acres and is located adjacent to the communities of Westchester, El Segundo, Lennox and Inglewood. It is comprised of four general areas: the airfield, a landside~~n~~ airport access ~~portal~~ system, LAX Northside and the Los Angeles Airport/El Segundo Dunes.

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 are listed under the primary goal that they are intended to help achieve.

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

O1. Provide superior facilities, services, and operations to meet the position of LAX as the principal airport and international gateway to the region.

O2. 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.*).

O3. Provide and upgrade needed facilities to accommodate current and next-generation larger aircraft associated with international and long-haul domestic travel.

O4. Encourage other airports in the region to absorb growth in commercial service that is not essential to LAX's international gateway role.

O5. 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.

O1. Reduce the possibility of runway incursions.

O2. Promote safe air navigation.

O3. 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.

O1. Operate LAX in an efficient and competitive manner to benefit local, regional, and state economies.

O2. 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 Business District, Century Boulevard, El Segundo, Inglewood, *etc.*).

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

O1. 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.

O2. 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.

O3. Incorporate applicable mitigation measures and master plan commitments from ~~LAX Master Plan~~ environmental analyses into project design and operation.

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

O1. Minimize negative impacts to surrounding residential land uses.

O2. Maximize the public benefits of airport development, particularly to adjacent land uses.

O3. 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 and encourage improved access to other regional airports.

O1. 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.

O2. Re-direct regional airport traffic from the local roadway system, including working in partnership with other governmental agencies to encourage: access improvements on interstate and state highways; improvements in transit connectivity to LAX; and reduction of airport trips through implementation of the regional satellite terminal FlyAway full service transportation centers.

O3. Establish and encourage the development of regional satellite FlyAway full service transportation centers where passengers can receive ticketing, bag check and transportation services to and from regional airports.

O4. Encourage improved safety and mobility improvements on the Interstate freeway system, such as I-405, I-10, I-105, *etc.,* adjacent to regional airports

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. They 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 reconfigured to accommodate new larger airplanes, thereby 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. Construct 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 ~~(clear zone)~~.

P8. Prohibit uses within FAA~~a~~ designated runway safety areas, including, but not limited to, Runway Safety Areas (RSA) and Runway P~~p~~rotection Z~~z~~ones (RPZ) that ~~will~~ 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.

~~**P10.**~~**P11.** Support the completion of Runway Status Lights (RWSL) on all runway entrances to ensure the full safety benefit of the successful RWSL system.

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 ~~Los Angeles World Airports~~LAWA to meet current and

future security needs and incorporate future technologies as they are developed. ~~It limits commercial and private vehicle access to primary passenger processing facilities and gates, and develops multiple access points to the airport that are away from critical airport infrastructure.~~

The following policies and programs are established:

P1. Evaluate, develop, and improve security measures at LAX, as necessary, in the Central Terminal Area~~, Intermodal Transportation Center~~ and at other passenger processing facilities~~, and Satellite Terminal FlyAway security~~ – both physical and operational. ~~– as part of overall security improvements at LAX.~~

~~**P2.** Develop entry security improvements in the Central Terminal Area by limiting access by non-secure private, public, and commercial vehicles.~~

~~P3.~~P2. Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.

~~P4.~~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

~~P5.~~P4. Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.

~~P6.~~P5. Provide flexibility in facility design to allow for the incorporation of new technologies in security.

3.2 Land Use

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

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

In addition, the Belford areas, generally east of Airport Boulevard and south of Arbor Vitae Street are designated for Medium Residential and Regional Center Commercial land uses, as shown on Figure 1. This area is subject to additional study prior to any new development.

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. Limit airport capacity by restricting the number of gates (including remote gates) to no more than 153 at Master Plan build-out.

P3. Expand and improve employee parking.

P4. 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.

P5. 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.

P6. 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 ~~portals~~ points for the efficient processing of people and goods. This area includes a Central Terminal Area and other facilities (*i.e.*, Intermodal Transportation ~~Center~~Facility) to the east. Aircraft are not permitted under power in this area. Examples of these uses include passenger handling services, airport administrative offices, parking areas, cargo facilities, and other ancillary airport facilities.

The following ~~four~~ Landside interfaces are located in areas designated as Airport Landside:

- ***Central Terminal Area (CTA).*** The Central Terminal, located in the center of the airport, ~~may have restricted~~is the primary passenger-processing facility and provides access for ~~non-secure~~ private, public, and commercial vehicles. ~~Secure linkages to and from access portals and FlyAway Terminals will be allowed.~~ Airport administration and tower control facilities are also located in a Central Terminal Area. Passenger support facilities and accommodations are allowed.

- ~~***Ground Transportation Center (GTC).*** A Ground Transportation Center may include a passenger-processing facility with adjacent parking and/or a Commercial Passenger Vehicle Staging and Holding Area.~~

- ***Intermodal Transportation Facility ~~Center~~ (ITF~~C~~).*** An Intermodal Transportation Facility~~Center~~ will provide passenger pick up and drop off areas, as well as ~~premium~~ public parking. It may also ~~and~~ accommodate public transit passengers, including but not limited to charter, regional, and other buses, as well as private shuttles~~, and will provide access to and from the MTA Green Line station~~.

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

In addition, an Automated People Mover (APM) will transport people from the Landside interfaces into the Central Terminal Area of the airport. The Automated People Mover will carry people from other airport adjacent facilities, such as an Intermodal Transportation ~~Center~~Facility ~~, a Ground Transportation Center,~~ and a Consolidated Rental Car Facility, to the terminal area.

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~~the~~ Metropolitan Transit Authority (MTA) ~~Green Line Station~~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 ~~secure,~~ direct links from each major Airport Landside 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. 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.

P8. 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 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 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.

3.2.4 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 Energy and Resources

Energy and resource efficiency will be promoted through good airport design and sound operational practices.

The following policies and programs are established:

P1. Design and provide new facilities to meet or exceed energy prescriptive standards required under Title 24.

P2. Enhance and expand current waste reduction programs to promote recycling at terminals and enhance recycling procurement practices.

3.4 Circulation and Access

The LAX Plan envisions a ground transportation system that connects LAX to the regional ground transportation network and the regional airport system as well as provides for sufficient parking facilities. 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. Integrated intra-airport transportation systems will also be established to link the various Airport Landside interfaces.

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, as described above and which also includes strategically placed satellite terminal/FlyAway facilities, provides the basis for utilizing ample runway capacity in the regional airport system through improvements to ground access and reductions in vehicle miles traveled.

The following policies and programs shall govern circulation and access:

P1. Develop ~~secure,~~ direct links from each major Airport Airside and Airport Landside facility 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. Develop and construct at least eight FlyAway service terminals in regional locations that serve LAWA and encourage development of other FlyAway services for other airports in the region.

P4. Provide facilities that encourage transit ridership.

P5. Consolidate rental car facilities.

P6. Develop safe and efficient curbside check-in facilities.

P7. Provide convenient short- and long-term parking facilities.

P8. Develop a connection point between the airport and ~~the Green Line station and other mass transportation~~MTA facilities~~ as well as provide facilities for the regional bus system~~.

P9. Provide dedicated employee parking facilities.

3.5 Economic Benefits

Jobs and commerce are direct economic benefits attributable to LAX. Approximately ~~425,000~~294,400 jobs, ~~in the region and~~with labor income of $13.6 billion and economic

output of more than $39.7 billion, ~~$65 billion in yearly economic activity~~ were generated in Los Angeles County alone by the airport in year 2011~~00~~[*]. This economic activity also added $2.5 billion to local and state tax revenues[2]. 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.

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.

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[*] ~~*LAX Master Plan Supplement to the Draft EIS/EIR*, July 2003, (Section 4.4.1.3).~~

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

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. Update and expand LAX's Airport Noise Mitigation Program to mitigate noise impacts to land uses that would be rendered incompatible (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 recycling of incompatible land uses to uses that are compatible with the airport.

P12. Establish the Belford areas as a special study area in order to identify appropriate future uses.

~~**P12.**~~**P13.** Support the construction and use of a run-up enclosure 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. Develop and construct at least eight FlyAway service terminals in regional locations that serve LAWA in order to provide direct access via clean-fueled transport and encourage development of other FlyAway services for other airports in the region.

P5. Provide facilities that encourage transit ridership.

P6. Establish land use and traffic circulation patterns that reduce traffic and congestion, thereby reducing automobile idle times and subsequent motor vehicle emissions.

P7. Encourage and facilitate the conversion of ground support equipment to extremely low emission technology, such as electric power or fuel cells.

P8. Develop Intelligent Transportation Systems applications for highway and roadway improvements in order 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.

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 ~~portals~~ points will ~~change~~ 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.** Develop an LAX Conceptual Plan and/or Design Guidelines.~~

~~**P2.**~~**P1.** Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.

~~**P3.**~~**P2.** Relate Airport Landside facilities to the existing airport infrastructure in a clear, well-organized, functional, and compatible manner.

~~P4.~~P3. Update and/or integrate the following existing design plans~~ into the LAX Conceptual Plan and/or Design Guidelines~~: LAX Street Frontage and Landscape Development Plan (June 1994); LAX Air Cargo Facilities Design Guidelines (April 1998); LAX Northside Design Plan and Development Guidelines (1989); Design and Construction Handbook (May 2012).

~~P5.~~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 ~~(when adopted), will~~ establishes zoning and development regulations and standards consistent with the LAX Plan for the airport and LAX Northside. It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and programs are implemented. It establishes procedures for processing future specific projects and activities that are anticipated under the LAX Master Plan Program.

5. LAX SPECIFIC PLAN

Ordinance No. 176,345, effective January 20, 2005, as amended by Ordinance No. 179,148 effective August 29, 2007, and Ordinance No. _____.

[Insert Here.]

6. LOS ANGELES AIRPORT/EL SEGUNDO DUNES SPECIFIC PLAN

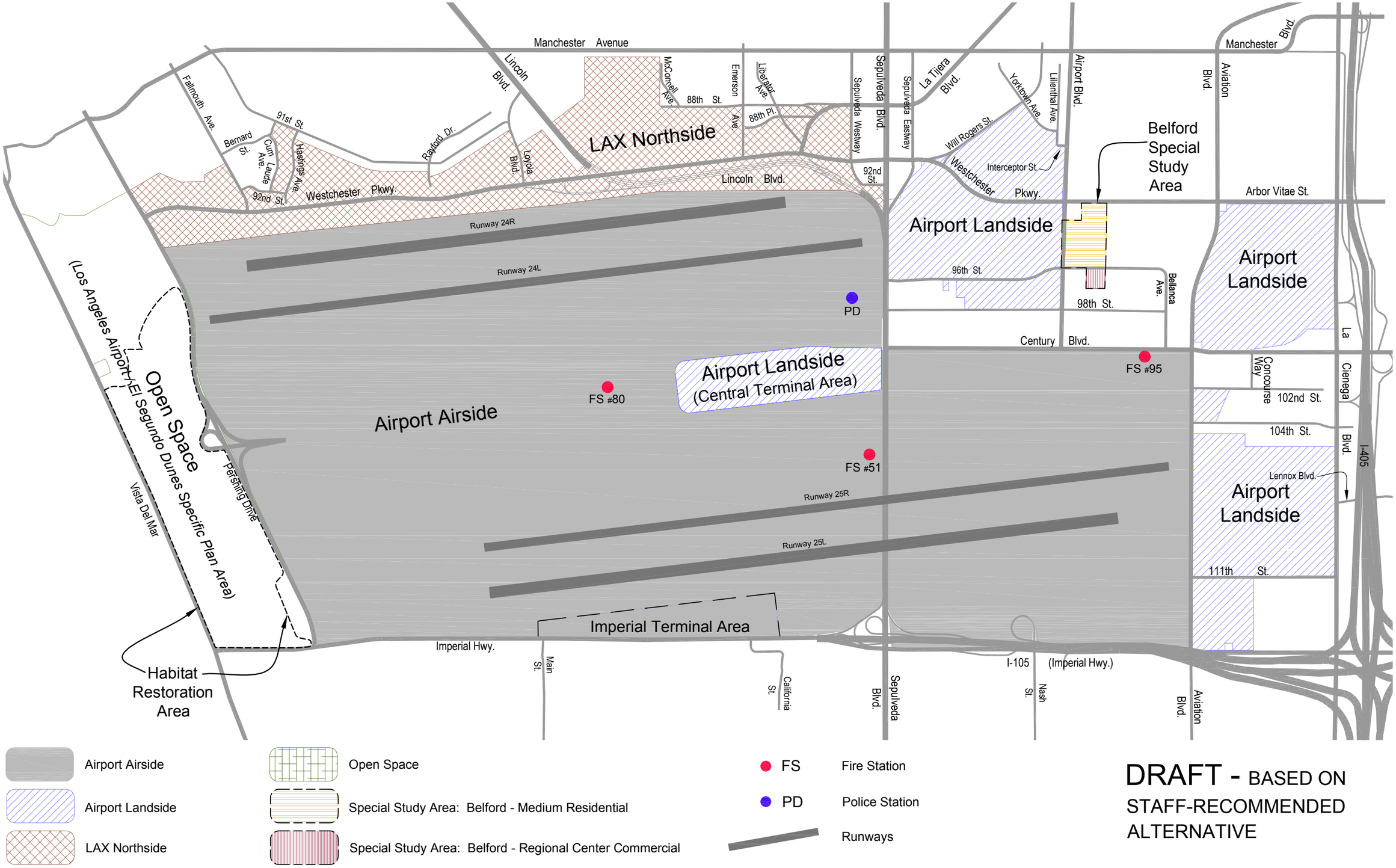
Ordinance No. 167,940, effective June 28, 1992.

[Insert Here.]

7. COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

Ordinance No. 168,999, effective September 22, 1993.

[Insert Here.]



LAX Plan

Not to Scale

Figure 1
Plan Areas

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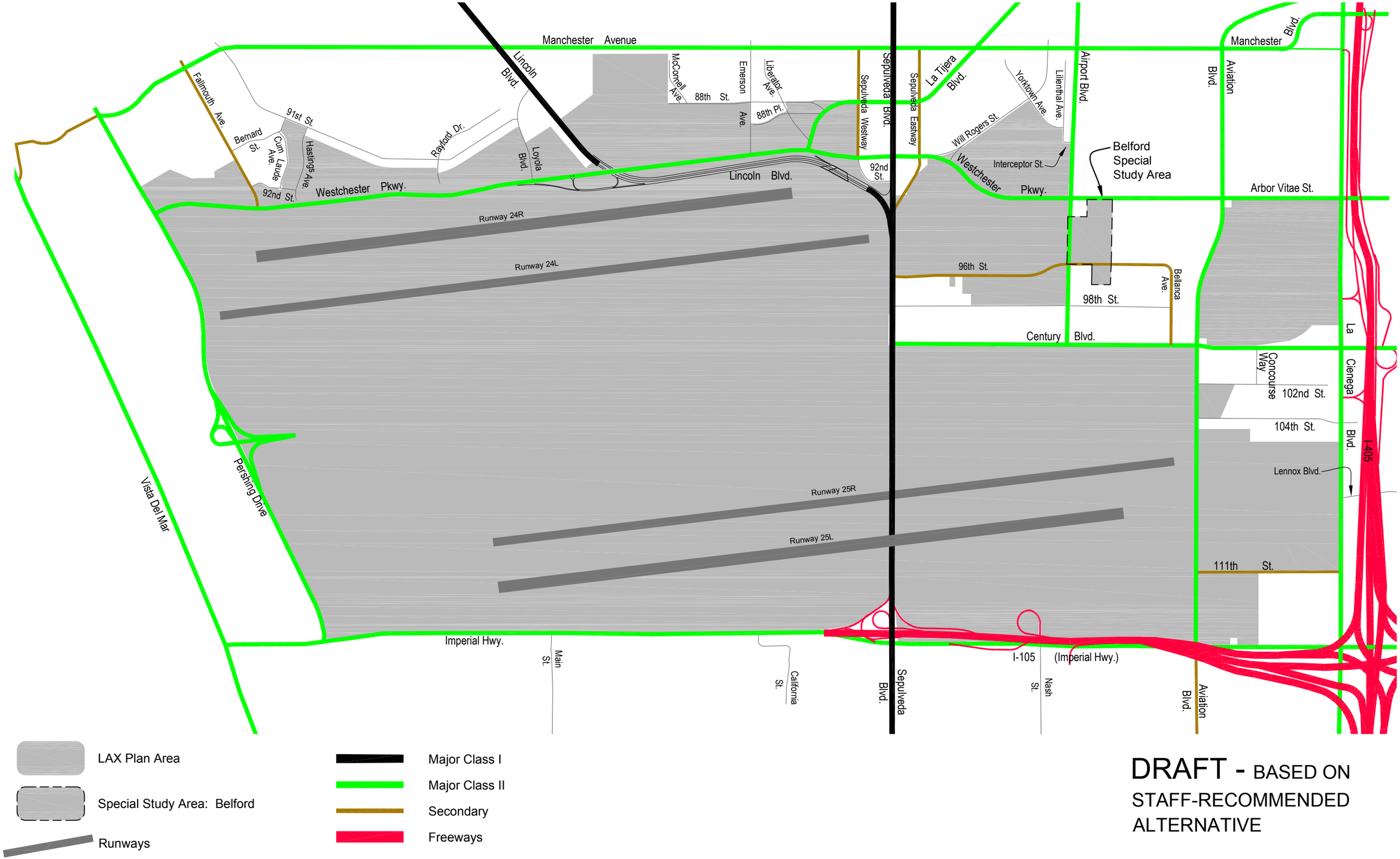

DRAFT - BASED ON STAFF-RECOMMENDED ALTERNATIVE

LAX Plan

Not to Scale

Figure 2
Transportation Element - Regional Highways and Freeways

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Exhibit C:
Proposed General Plan Amendments Matrix

Case No: CPC-2012-3357-GPA-SP

As approved by the City Planning Commission

February 14, 2013

Proposed General Plan Amendments

to components of the Los Angeles General Plan as related to the Specific Plan Amendment Study

Reference	Former Text	Amendments Previously Adopted under the LAX Master Plan	SPAS Proposed Amendments
I. Westchester-Playa del Rey Community Plan			
Relationship to Los Angeles International Airport (LAX) • (Page III-59)	Relationship to LAX. LAWA is responsible for proposing and formulating LAX development plans and their implementation, subject to approval by the City Council. The LAX development and facilities existing in 2003 were approved under the *LAX Interim Master Plan* adopted in 1981. However, passenger travel and air cargo demand at LAX have significantly increased in recent years, and LAWA is presently workingon a new Master Plan to address the relevant growth and transportation issues to the year 2025.	LAWA is responsible for proposing and formulating LAX development plans and their implementation, subject to approval by the City Council. The LAX development and facilities existing in 2003 were approved under the *LAX Interim Plan* adopted in 1981. The *LAX Plan* adopted in 2004 replaces the *LAX Interim Plan* and addresses airport land use to the year 2015.	LAWA is responsible for proposing and formulating LAX development plans and their implementation, subject to approval by the City Council. The LAX development and facilities existing in 2003 were approved under the *LAX Interim Plan* adopted in 1981. The *LAX Plan* adopted in 2004, as amended, replaced ~~replaces~~ the *LAX Interim Plan* and addresses airport land use to the year 2025~~2015~~.
Relationship to Los Angeles International Airport (LAX) • Policy 20-3.2 • Program • (Page III-61)	Program. The Plan encourages LAWA to coordinate with local and regional transit agencies and operators to improve public transportation links by increasing express bus line access, consolidating shuttle services, and by improving connections between the Green Line rail system and the airport.	Encourage local and regional transit agencies and operators to improve public transportation links by increasing express bus line access, consolidating shuttle services, and by improving connections between the Green Line rail system and the airport.	Encourage local and regional transit agencies and operators to improve public transportation links by improving ~~increasing express~~ bus ~~line~~ access, consolidating shuttle services, and by improving connections between the Metro ~~Green Line~~ rail system and the airport.
Subarea 1620	*South side of W. 96th Street, between Sepulveda Boulevard and Airport Boulevard. Proposed land use designation change from Light Industrial to Regional Center Commercial. Proposed change in corresponding zoning from C2-1 & [Q]M2-1 to C2-2.*	This site was incorporated into the LAX Plan and LAX Specific Plan.	A portion of this Subarea (APNs 4124-025-049; 4124-026-900; 4124-027-900, 901, 008, 009, 016, 017, and 029; and 4124-027-030 [partial]) would be put back into the Westchester-Playa del Rey Community Plan to reflect the smaller acquisition area proposed under the staff-recommended SPAS alternative, as compared to the approved LAX Master Plan. General Plan Land Use designations would revert to previous designations under Westchester-Playa del Rey Plan.
Subarea 1640	*North side of Century Boulevard between Sepulveda Boulevard and Aviation Boulevard. Proposed change to all C2-2 zoning, addition of "pedestrian bridge" symbol denoting general location of future pedestrian bridge.*	This site was incorporated into the LAX Plan and LAX Specific Plan.	APN 4124-026-002 would be put back into the Westchester-Playa del Rey Community Plan to reflect the smaller acquisition area proposed under the staff-recommended SPAS alternative, as compared to the approved LAX Master Plan. General Plan Land Use designations would revert to previous designations under Westchester-Playa del Rey Plan.
Subarea 1660	*Southeast corner of Aviation Boulevard and Arba Vitae Street. Change in land use designation from Highway Oriented Commercial to General Commercial. No change in zoning. Legend change.*	This site was incorporated into the LAX Plan and LAX Specific Plan.	This Subarea (APN 4128-002-015) would be put back into the Westchester-Playa del Rey Community Plan, as it is not proposed for acquisition under the staff-recommended SPAS alternative. General Plan Land Use designations would revert to previous designations under Westchester-Playa del Rey Plan.

Reference	Former Text	Amendments Previously Adopted under the LAX Master Plan	SPAS Proposed Amendments
Subarea 1740	*North side of Century Boulevard between Aviation Boulevard and La Cienega Boulevard (Century Corridor). Zone and height district changes from various commercial and parking/height district 1, to C2-2.*	This site was incorporated into the LAX Plan and LAX Specific Plan.	A portion of this Subarea (APNs 4128-024-002 and 011) would be put back into the Westchester-Playa del Rey Community Plan to reflect the smaller acquisition area proposed under the staff-recommended SPAS alternative, as compared to the approved LAX Master Plan. General Plan Land Use designations would revert to previous designations under Westchester-Playa del Rey Plan.
Subarea 1760 and adjacent parcel	*Southeast orner of Century Boulevard and Aviation Boulevard. Land use designation change from Community Commercial to Regional Center Commercial, with corresponding zone change from M2-1 to C2-2 (including height district change).*	This site was incorporated into the LAX Plan and LAX Specific Plan.	A portion of this Subarea (APNs 4129-029-011, 013, 014, 015, 018, 021 thru 024; 4129-033-006, 012, 013, 023, and 024; 4129-034-001, 002, and 011) would be put back into the Westchester-Playa del Rey Community Plan, as it is not proposed for acquisition under the staff-recommended SPAS alternative, as compared to the approved LAX Master Plan. General Plan Land Use designations would revert to previous designations under Westchester-Playa del Rey Plan.
Subarea 1840	*Northeast corner of Aviation Boulevard and Imperial Highway.*	This site was incorporated into the LAX Plan and LAX Specific Plan.	A portion of this Subarea (APN 4129-037-902) would be put back into the Westchester-Playa del Rey Community Plan to reflect the smaller acquisition area proposed under the staff-recommended SPAS alternative, as compared to the approved LAX Master Plan. General Plan Land Use designations would revert to previous designations under Westchester-Playa del Rey Plan.
Westchester-Playa del Rey Land Use Maps	*Maps. Westchester-Playa del Rey Generalized Land Use Map, Index Map, detail maps, and Circulation Map.*	This map was amended to show the boundary adjustment with the LAX Plan.	Amend to reflect modifications to the airport boundary associated with the smaller acquisition area under the staff-recommended SPAS alternative.

Reference	Former Text	Amendments Previously Adopted under the LAX Master Plan	SPAS Proposed Amendments
III. Transportation Element			
Goals, Objectives & Policies (Between Page IV-8 and IV-9)	Map. Transit Systems Linked To Urban Form	On this map, the boundaries of the LAX airport area were amended, the Green Line extension was incorporated, and Continental City was removed as a Regional Center.	Amend to reflect modifications to the airport boundary associated with the smaller acquisition area under the staff-recommended SPAS alternative. Also amend to reflect the realignment of Lincoln Boulevard, as well as the connector streets between Lincoln Boulevard and Westchester Pkwy.
Transportation Element Maps (Chapter V)	Map A.1. Citywide Highways and Freeways Map	On this map, street classifications were amended pursuant to the *LAX Plan* , and the portion of Sky Way designated as Freeway/Interchange off Sepulveda was removed.	Amend to reflect the realignment of Lincoln Boulevard.
Transportation Element Maps (Chapter V)	Map A.4. Westside Sub Area Highways and Freeways Map	On this map, street classifications were amended pursuant to the LAX Plan, and the portion of Sky Way designated as Freeway/Interchange off Sepulveda was removed.	Amend to reflect the realignment of Lincoln Boulevard.
Transportation Element Maps (Chapter V)	Map C.1. Freight Movement Map	On this map, the airport boundaries were changed. The location of major truck terminal and truck routes were also confirmed and amendments considered pursuant to the *LAX Master Plan.*	Amend to reflect modifications to the airport boundary associated with the smaller acquisition area under the staff-recommended SPAS alternative.
Bicycle Plan Maps	Maps. 1. Designated Bikeways 2. Citywide Bikeway System 3. Existing and Funded Bikeways	None, since existing Bicycle Plan was adopted on March 1, 2011.	Amend to reflect modifications to the airport boundary associated with the smaller acquisition area under the staff-recommended SPAS alternative and to reflect the realignment of Lincoln Boulevard, keeping the realigned Lincoln Boulevard as part of the future Backbone Bikeway Network.
IV. Noise Element			
Existing Conditions, Noise Impact Issues, & Noise Management History • Aircraft & Airports (Page 2-23)	Airport Statistics. The airport was located in the middle of a bean field. It rapidly expanded until today it occupies an approximately 3,500-acre site. It has four lighted runways ranging from 8,925 feet to 12,090 feet in length, each of which can accommodate wide-bodied passenger jet aircraft.	The airport was located in the middle of a bean field. It rapidly expanded until today it occupies an approximately 3,900-acre site. It has four lighted runways ranging from approximately 10,420 feet to 12,091 feet in length, each of which can accommodate new large aircraft (NLA) passenger jet aircraft.	The airport was located in the middle of a bean field. It rapidly expanded until today it occupies an approximately 3,900-acre site. It has four lighted runways ranging from approximately 8,925 ~~10,420~~ feet to 12,091 feet in length, each of which can accommodate new large aircraft (NLA) passenger jet aircraft.
Existing Conditions, Noise Impact Issues, & Noise Management History • Aircraft & Airports (Page 2-23)	LAX Zoning. The majority of the LAX site is classified in the M2 and M3 (manufacturing) zones, which allow airport uses by right.	None	~~The majority~~ All of the LAX site is classified in the ~~M2 and M3 (manufacturing)~~ LAX zones, which ~~allow~~ permits airport uses ~~by right~~ in accordance with the LAX Specific Plan.

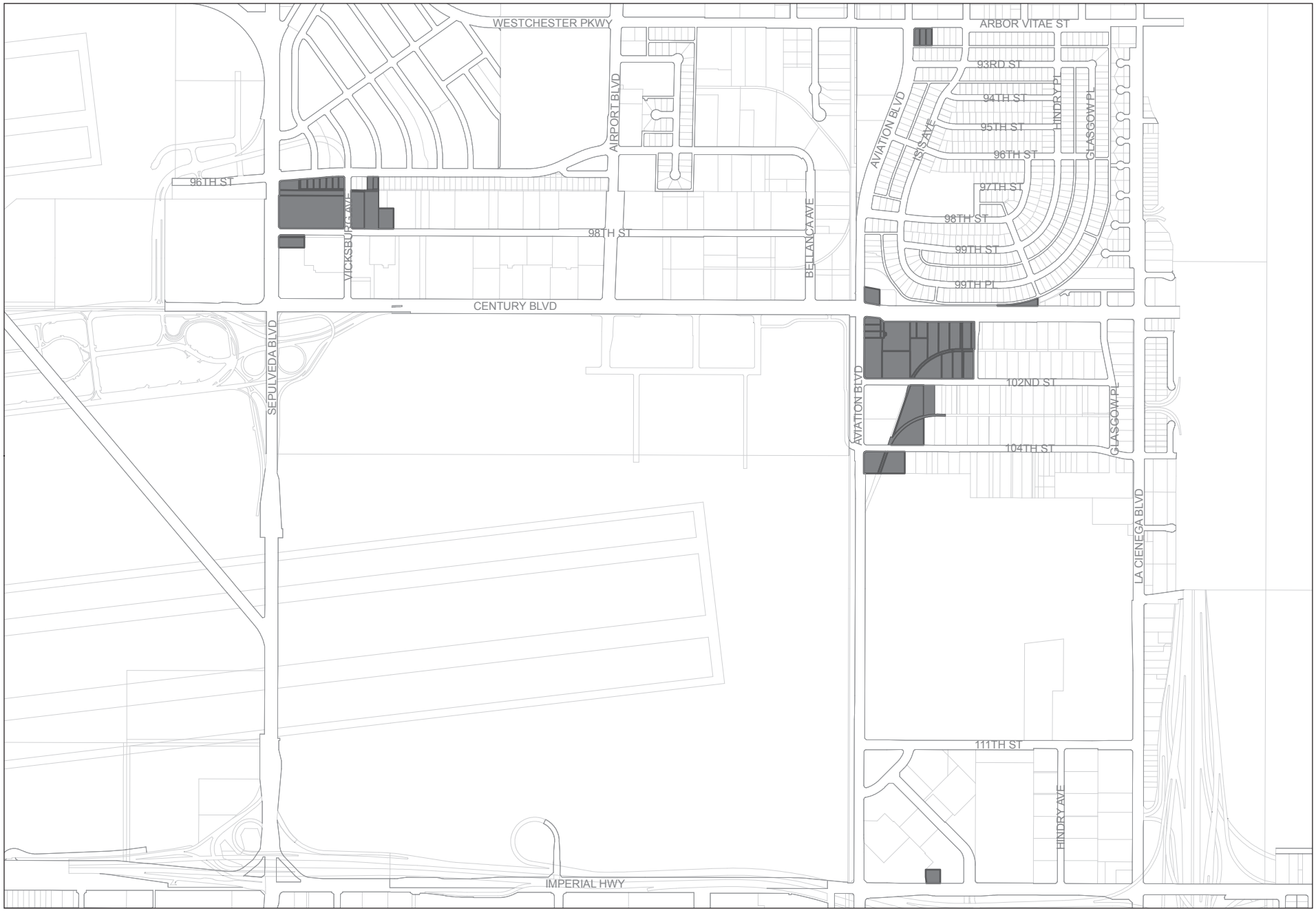

EXHIBIT C

General Plan Amendment Map - Areas of Proposed Boundary Change

Area of change

N

Not to scale

Los Angeles Department of City Planning

CPC DRAFT - February 14, 2013