

FINDINGS

A. ENTITLEMENT FINDINGS

SIGN DISTRICT FINDINGS

1. **The Sign District Amendment substantially conforms with the purposes, intent and provisions of the General Plan.**

The City-initiated Sign District Amendment is in substantial conformance with the purposes, intent, and provisions of the General Plan, as explained below:

The proposal is consistent with and implements policies contained in portions of the General Plan, including the General Plan Framework and the LAX Plan. Specifically, the General Plan Framework states the following:

Economic Development Chapter, Introduction.

"...the City must take advantage of the critical role of the Port of Los Angeles and the Los Angeles International Airport in supporting the local economy. "

Economic Development Policy 7.2.13.

Facilitate environmentally sound operations and expansion of the Port of Los Angeles and the Los Angeles International Airport as major drivers of the local and regional economy.

Economic Development Policy 7.3.4.

Recognize the crucial role that the Port of Los Angeles and the Los Angeles International Airport play in future employment growth by supporting planned Port and Airport expansion and modernization that mitigates its negative impacts.

These policies recognize the crucial role that LAX plays as a major driver of the local and regional economy. Signage is a common feature at airports that plays a role in defining the image of the airport, and the proposed amended LAX Sign District is a part of the overall modernization effort to provide an improved image at LAX with state-of-the-art facilities for travelers. The proposed amended ordinance ensures that signage will be well designed and integrated into the architecture in a way that enhances the visual environment. In addition, the amended LAX Sign District is intended to allow for the promotion of the unique character of Los Angeles through positive imagery, illustrations, and sponsorships of familiar local attractions, industries, and landmarks.

Further, the LAX Plan states:

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

Policy 3.5, Program P2. Modernize, upgrade, and improve LAX in order to sustain the airport's economic benefits.

Consistent with the economic policies cited from the Framework Element, the LAX Plan also calls for airport improvements that will have beneficial economic impacts beyond the airport itself. As mentioned above, the proposed amended LAX Sign District will improve the image of the airport, facilitate modernization projects, and allow for the promotion of key components of the Los Angeles economy to visitors. In addition, the sign removal and aesthetic enhancement components of the amended ordinance will continue to remove visual blight in the surrounding communities and support beautification efforts that support increased economic activity.

Policy 3.9, Program P4 and Policy P4, Program 3.9. Develop and incorporate signage guidelines that provide guidance and establish controls for signage that are appropriate to an airport.

The LAX Plan calls for the development of sign guidelines and controls that are consistent with the property's use as a major international airport and primary point of entry to the City of Los Angeles. The proposed amended LAX Sign District ordinance, along with the LAX Sign District Design Standards and Guidelines, is consistent with and implements this program of the LAX Plan by specifying controls on the number of signs, sign type, sign dimensions, sign placement, sign illumination, and the use of digital technology. In addition, the proposed amended ordinance includes review processes that provide LAWA with the authority and flexibility to ensure that new off-site signs are consistent with a uniform standard of quality, similar to the existing LAX Airport Tenant Signage Standards for on-site signs. The signage review procedures and processes contained in the proposed amended ordinance would be administered by LAWA directly, including the establishment and development of the LAX Sign District Design Standards and Guidelines which would complement the regulations set forth by the amended LAX Sign District ordinance.

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

Policy P1, Program 3.2.2. Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.

Policy P6, Program 3.2.2. 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.

Policy P1, Program 3.9. Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.

Consistent with the above-referenced policies and programs, the proposed amended ordinance includes features to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. The proposed amended LAX Sign District ordinance includes standards which prohibit any electronic or light enhanced signage to be installed within the Airside Subarea and prohibit any off-site signs on a number of buildings within the project site, including the Theme Building, the current Airport Traffic Control Tower, and the Clifton A. Moore Administration Building (except the former 1961 Airport Traffic Control Tower). The proposed amended ordinance includes standards related to sign illumination (either internal or external), reflective materials, digital display illumination, and refresh rates, which regulate the use and operation of digital displays to ensure there is minimal potential for light- and glare-related impacts onto surrounding properties. As specified in the standards, the illuminance contribution of all proposed signage would be limited to 0.3 footcandle (fc) at the property line of residentially zoned properties.

Policy P2, Program 3.9.

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

The proposed amended Sign District is a part of the overall modernization effort underway at LAX to improve the visual environment by unifying disparate components in the Central Terminal Area through artful integration of lighting, graphics, and architecture. Signage is required to be well-designed and integrated into the architecture in a way that draws upon and is complementary to key existing airport elements as well as future planned improvements. The proposed project also accomplishes this policy goal through the establishment of the LAX Sign District Design Standards and Guidelines, which are intended to impose parameters for a sign program that respond to the complex and fluid nature of the airport environment by: prioritizing wayfinding signage; structure the approach to size and placement of off-site signs to minimize distractions to drivers and pedestrians; and providing signage opportunities within a visual field of a consistent size and type .

2. The proposed Sign District Ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice.

The amended ordinance is in conformity with the public necessity, convenience, general welfare, and good zoning practice. The proposed amended LAX Sign District would create unique signage regulations for the Central Terminal Area of LAX and connecting passenger boarding bridges. The provision of specially tailored dynamic signage regulations would advance the LAX Plan's goals for revitalization of the area by creating an engaging visual environment for travelers and reducing visual blight in surrounding communities. The amended LAX Sign District would enhance the means of promoting business, cultural, entertainment, and visitor-serving activities and events in the City of Los Angeles. The amended LAX Sign District would create a uniform aesthetic appearance in the messaging, theming, and branding occurring throughout LAX, and help contribute to Los Angeles' image as a world-class entertainment and tourist destination. As such,

the amended LAX Sign District conforms to the public necessity, convenience, and general welfare of the city.

The signage regulations reflect good zoning practice in that they include controls on the type, size, height, hours of operation, illumination level, and other physical characteristics of new, off-site signs at the airport. Appropriate and balanced sign regulations are necessary to maintain compatibility and sensitivity to surrounding uses. The amended LAX Sign District would establish regulations that minimize potential traffic hazards and protect public safety, including minimizing any potential traffic hazards to the surrounding roadways. Such standards include a reduction of existing off-site signs in surrounding communities, no increase in off-site signage along surrounding public streets, including Sepulveda Boulevard, except for signage associated with future terminals, and regulation of refresh rates on digital display signs.

The proposed amendment to the LAX Sign District also conforms to good zoning practice in that it clarifies and establishes certain signage design criteria, standards, location, and types of permitted and prohibited signs. The amended LAX Sign District would not create visual impacts on the surrounding communities, and no signs would be placed on the following significant architectural features or buildings within LAX, including the Theme Building, the current Airport Traffic Control Tower, and the Clifton A. Moore Administration Building (except the former 1961 Airport Traffic Control Tower).

The amended LAX Sign District allows for the erection, installation, or construction of new off-site signs or the alteration, redesign, or replacement of existing off-site signs within the Airside and Landside Subareas, pursuant to the amendment of a Sign District as set forth in LAMC Section 13.11 of Chapter 1 and Section 13B.1.4 of Chapter 1A. While the LAX Specific Plan supersedes the sign regulations contained in the LAMC, the process of permitting off-site signs through the supplemental use district application process is specifically provided for by the LAX Sign District and represents good zoning practices consistent with the City's standardized process for review of off-site sign requests.

Further, the proposed amended ordinance is in support of the General Plan Framework and LAX Plan as discussed above.

B. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

Background

Pursuant to the California Environmental Quality Act, Public Resources Code Sections 21000 et seq. (CEQA) and the State CEQA Guidelines, Title 14, California Code of Regulations, Sections 15000 et seq. (CEQA Guidelines), on June 17, 2015, the City of Los Angeles (City), acting as lead agency, certified an Environmental Impact Report (EIR) for the LAX Sign District Project (Case No. ENV-2011-1965-EIR, State Clearinghouse No. 2012031055) (Certified EIR). The Certified EIR analyzed the development and implementation of new off-site signage within LAX. The City found that the Certified EIR was completed in compliance with CEQA and State

and City CEQA Guidelines, and adopted findings. The Certified EIR concluded that all of the LAX Sign District Project's environmental impacts would be less than significant.

Subsequently, an Addendum, dated February 2026, was prepared to document and analyze the environmental impacts from revisions to the project that have been made (Modified Project).

Revisions under the Modified Project include:

- To allow new digital display signage on the 1961 Airport Traffic Control Tower (ATCT), in compliance with Secretary of Interior Standards;
- Clarify allowable locations for certain off-site signs;
- Clarify permitted sign types;
- Modify Controlled Refresh Rate standards and frequencies for digital displays;
- Remove the maximum permitted sign area provision for the Landside Subarea of 60,542 square feet of signage activated at any one time, while maintaining the maximum permitted sign area for off-site signs at a total of 80,722 square feet within the Landside Subarea and 289,600 square feet within the Airside Subarea; and
- Other updates and technical corrections.

CEQA Authority for an Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that: *"The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."*

Sections 15162 and 15163 of the CEQA Guidelines respectively require preparation of a Subsequent or Supplemental EIR when an EIR has been certified and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, California Public Resources Code Section 21166 states that no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occur:

1. Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
3. New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated in the Addendum, the Modified Project would not result in any new significant impacts, nor would it substantially increase the severity of any previously anticipated significant impacts set forth in the Certified EIR. No substantial changes would occur with respect to the circumstances under which the Modified Project is undertaken that require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Additionally, the Addendum supplements the information necessary for evaluation of the Modified Project and does not present new information of substantial importance which would create one or more significant effects not previously disclosed or increase the severity of the significant events already evaluated in the Certified EIR. In addition, all the applicable mitigation measures included as part of the Certified EIR, as modified in the Addendum, would continue to be implemented under the Modified Project as part of the Sign District Ordinance. Additionally, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Certified EIR.

Based on this determination, the Modified Project does not meet the criteria for preparation of a Supplemental or Subsequent EIR pursuant to Sections 15162 and 15163 of the CEQA Guidelines.

CEQA Findings

Pursuant to CEQA, the City serves as the lead agency with respect to the Modified Project in connection with the subject City actions. Accordingly, the City (a) has considered the Certified EIR, Addenda, and other pertinent evidence in the record, including studies, reports, and other information from qualified experts (collectively the Environmental Documents) and the environmental effects of the Modified Project as set forth in the Environmental Documents, and (b) makes the following findings:

Based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously Certified EIR, certified on June 17, 2015; and pursuant to CEQA Guidelines 15162 and 15164, and the Addendum dated February 2026, that no major revisions are required to the EIR and no subsequent EIR is required for approval of the project.

Record of Proceedings

The record of proceedings for the decision includes the Record of Proceedings for the CEQA Findings for the Certified EIR, all items in the Addendum files, and all written and oral information submitted at the hearing on this matter. The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA Findings are based are located at the Department of City Planning, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021, and any other relevant City department.