

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

Specific Plan

Ordinance No. 176,345
Effective January 20, 2005

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

TABLE OF CONTENTS

| | |
|-------------|---|
| Section 1. | Establishment of the LAX Specific Plan |
| Section 2. | Purposes |
| Section 3. | Relationship to the Los Angeles Municipal Code and other Ordinances |
| Section 4. | Application of Specific Plan to Development in Specific Plan Area |
| Section 5. | Definitions |
| Section 6. | Safety of Airport Operations |
| Section 7. | LAX Plan Compliance Review |
| Section 8. | Land Use |
| Section 9. | Airport Airside Sub-Area |
| Section 10. | Airport Landside Sub-Area |
| Section 11. | LAX Northside Sub-Area |
| Section 12. | Transportation Regulations |
| Section 13. | Parking Regulations |
| Section 14. | Sign Regulations |
| Section 15. | Severability |
| Section 16. | Certification and Signature Page |
| Map 1 | Specific Plan Boundary Map |
| Map 2 | Specific Plan Sub-Areas Map |
| Map 3 | LAX Northside Sub-Area Map |

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 (Specific Plan) for the area bounded generally by 88th Street, Manchester Avenue, and 91st Street on the north, Imperial Highway on the south, Pershing Drive on the west, and La Cienega Boulevard on the east (Specific Plan Area) as shown on 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, and 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 159,526 is incorporated in this ordinance in Section 11 and the "LAX Northside Design Guidelines and Standards" and relate to property generally known as LAX Northside.

D. Site Plan Review and "Major" Development Project Ordinances.

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

E. Specific Plan Procedures. Notwithstanding LAMC Sections 11.5.7 B, 11.5.7 C, 11.5.7 D, 11.5.7 E, 11.5.7 H, and 11.5.7 J, and, except as set forth in Section 7 of this Specific Plan, Project Permit Compliance approvals, including modifications, adjustments and interpretations, shall not be required within this Specific Plan Area.

F. Mini-Shopping Centers and Commercial Corner Development

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

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

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

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

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

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

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

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

A. Development located in the Airport Airside Sub-Area or the Airport Landside Sub-Area, which requires a grading, building, mechanical, electrical, plumbing and/or sign permit, is subject to all of the regulations of this Specific Plan, with the exception of Section 11 of this Specific Plan. Development located in the Northside Sub-Area, which requires a grading, building, mechanical, electrical, plumbing and/or sign permit, is subject to all of the regulations of this Specific Plan (including the regulations in Section 11 of this Specific Plan) and the guidelines and standards in the LAX Northside Design Guidelines and Standards. The provisions of Section 7 apply only to Projects as defined in this Specific Plan.

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

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 or systems that moves passengers to and from the Central Terminal Area to the landside access facilities (CONRAC AND ITF) 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 Midfield Satellite Concourse in a below-grade configuration.

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 to and from landside facilities (ITF 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 a customer service facility, ready/return garage, rental car storage, and maintenance support.

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

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

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

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

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

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 City of Los Angeles Department of Transportation.

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

LAMC. Los Angeles Municipal Code.

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

LAWA. Los Angeles World Airports.

LAX. Los Angeles International Airport.

LAX 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.

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

LAX Northside Plan Update Mitigation Monitoring and Reporting Program (MMRP). The program adopted by BOAC and City Council for applying, monitoring and reporting with respect to the LAX Specific Plan LAX Northside Sub-Area's commitments and mitigation measures as future site specific improvements are developed. The Board of Airport Commissioners may modify the program in accordance with CEQA.

LAX Northside Sub-Area. That area as shown on Map 3.

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.

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

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. BOAC 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 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, safety and/or utility improvements to existing facilities and/or new security, safety and/or utility facilities.

17. Underground stormwater infiltration systems and facilities in order to comply with State or Federal mandatory environmental requirements or compliance.

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, hangars, 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.

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 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 LAX Northside, 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; and
- (d)** The most recent annual aviation activity analysis as required in Subsection G 1, below, except for projects located within the LAX Northside.

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. For Projects within the LAX Northside Sub-Area, the Director of Planning shall make a written determination approving or disapproving an LAX Plan Compliance within 75 days from the date the documents are received. If the Director of Planning disapproves an LAX Plan Compliance for a Project, the Project shall be required to seek 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. 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, ITF, CONRAC, Midfield Satellite Concourse, and APM (except that portion that connects the CTA with Tom Bradley International Terminal and the 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; 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 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 the Projects referred to as the Intermodal Transportation Facility, Automated People Mover System, and North Runway configuration, if the City Council does not take final action on the application for an LAX Plan Compliance determination within 45 days of receipt of the recommendation

from BOAC, the recommendation from BOAC shall become the final decision on the application.

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.

H. Additional Study Requirements.

1. Specific Plan Amendment Study. LAWA shall initiate a Specific Plan Amendment Study with corresponding environmental analysis in compliance with CEQA, in the following two circumstances:

(a) 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 78.9 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 origin 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 identify 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. 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 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 Section 11 and the LAX Northside Design Guidelines and Standards.

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 shall be allowed as permitted by and pursuant to any application procedures set forth in the LAMC;

(d) Incidental retail uses, which may include permanent or temporary retail uses and/or kiosks and carts; and

(e) Surface and structured parking lots (including those at-grade, above-grade, and subterranean).

2. All of the uses permitted in the M2 Zone, as specified in LAMC Section 12.19, including, but not limited to:

(a) Aircraft under power;

(b) Airline catering and food preparation;

(c) Airline maintenance and support, including, but not limited to, storage, aircraft engine or airframe repair and testing, and aircraft maintenance shops;

(d) Air Cargo Facilities;

(e) Commercial Passenger Vehicle Staging and Holding Area;

(f) Fixed-Base Operators;

(g) Helicopter operations, including but not limited to helicopter landings and take-offs, helipads, heliports, and helistops;

(h) Navigational Aids and any other equipment mandated by the FAA, TSA, or any other governmental agency;

(i) Run-up enclosures;

(j) Runways, Taxiways, aircraft parking aprons, and service roads; and

(k) Passenger handling facilities, including, but not limited to, baggage handling and processing, passenger 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, firefighting and training facilities;

- (d) Automated People Mover System, its stations and related facilities;
- (e) Compressed Natural Gas/Liquified Natural Gas (“CNG/LNG”) stations, central utility plant, and other fueling and energy sources;
- (f) Fuel Farm;
- (g) Hazardous waste storage;
- (h) Hydrogen cell;
- (i) Oil drilling for remediation purposes only;
- (j) Security-related equipment and facilities;
- (k) Surface water runoff treatment plant;
- (l) Uses customarily incident to any of the above uses, and accessory buildings or uses;
- (m) Uses and operations determined to be of a similar nature, or deemed necessary for the safe and efficient operation of the airport, by the Executive Director; 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, for both permitted and prohibited uses, specified in this section for the LAX-A Zone shall apply, except the following uses shall be prohibited:

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

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 shall be allowed as permitted by and pursuant to any applicable procedures set forth in 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

(h) Service roads.

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

(a) Passenger pick up and drop off areas;

(b) Automated People Mover System, its stations and related facilities;

(c) CNG/LNG stations, central utility plant, and other fueling and energy sources;

(d) Security-related equipment and facilities;

(e) Uses customarily incident to any of the above uses, and accessory buildings and uses;

(f) Uses and operations determined to be of a similar nature, or deemed necessary for the safe and efficient operation of the airport, by the Executive Director; and

(g) All uses requiring a Conditional Use Permit pursuant to LAMC Section 12.24. Notwithstanding the foregoing, as specified above, all establishments for the sale and service of alcoholic beverages shall be allowed as permitted by and pursuant to any applicable procedures set forth in the LAMC.

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

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

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

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

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

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

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

G. Site Development Standards. Land uses, setbacks, building orientation, heights, and floor area shall comply with the Site Development Standards contained in Table 1, Section 11 of this Specific Plan, and the LAX Northside Design Guidelines and Standards.

1. Total Floor Area Permitted. The Total Floor area of all development within the LAX Northside Sub-Area shall not exceed 2,320,000 square feet.

2. Intensity Allocation. The total floor area within the LAX Northside District shall not exceed the following:

(a) 1,075,000 square feet of Floor Area for Campus District (Areas 1, 2, and 3);

(b) 645,000 square feet square feet of Floor Area for Center District (Areas 11, 12A East, 12A West, 12B and 13); and

(c) 600,000 square feet of Floor Area for Airport Support District (Areas 4 - 10).

3. Undeveloped Parcels. At the time any District reaches the maximum allowable floor area permitted, any undeveloped parcels shall be landscaped and maintained pursuant to Section 7 of the LAX Northside Design Guidelines and Standards.

Table 1

LAX Northside Sub Area Development Standards

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

Footnotes:

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

(b) For additional height restrictions, see the "LAX Northside Design Guidelines and Standards."

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

(a) All land uses within a District may be exchanged, so long as the proposed use is permitted by this Specific Plan.

(b) Floor Area within a District may be exchanged, so long as the proposed use and the maximum allowable Floor Area are permitted by this Specific Plan.

(c) Requests for Transfer or Equivalency Exchange shall be indicated in the application for LAX Plan Compliance Review Approval with the Executive Director.

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

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

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) Falmouth Avenue;
- (h) Imperial Highway;
- (i) La Cienega Boulevard;
- (j) La Tijera Boulevard;
- (k) Lincoln Boulevard;

- (l) Pershing Drive;
- (m) Sepulveda Boulevard; and
- (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 Final Environmental Impact Statement/Environmental Impact Report, 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 trips 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 buildout of the Master Plan. Any LAX Plan Compliance approval for a Project shall include any conditions necessary to ensure the ultimate, reduction. If Trip reduction program measures are recommended, LAWA shall include in future annual reports an analysis of the on-going effectiveness of those measures and, if the Trip reductions are not effectuated, additional measures may be implemented 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 and the Executive Director for consistency with the maximum allowable number of a.m. and p.m. peak Trips. LADOT and LAWA shall agree on procedures for this documentation. These counts shall be taken at the expense of the Applicant.

A reduction in the total number of Trips permitted to be generated by development in the LAX Northside 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 2,009 project-related Trips in the a.m. peak hour (part of the total 6,496 net new a.m. peak hour Trips for the LAX Master Plan) and 2,543 project-related Trips in the p.m. peak hour (part of the total 6,914 net new p.m. peak hour Trips for the LAX Master Plan). The number of Trips generated by a project shall be based on the trip generation rates used in Ordinance No. 168,999 (Coastal Transportation Corridor Specific Plan, as amended (CTCSP)) and/or determined appropriate by the LADOT General Manager and on square footages of the proposed project. In conjunction with each application for LAX Plan 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. APM(s) shall be optimally designed and constructed to minimize disruption and vehicle delay on the public roadway and transit system, and shall be elevated above street level wherever possible to minimize at-grade crossing points with public roadways. LAWA shall consult with the LADOT General Manager and the City Engineer early in the design process of the APM.

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

Sec. 13. PARKING REGULATIONS.

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

1. It is anticipated that approximately 32,155 off-street parking spaces may be provided at build-out of the LAX Master Plan; however, notwithstanding LAMC Section 12.21 A 4, no more than 35,712 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 per LAMC 12.21.A.4.

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. The Executive Director shall review signs for conformance with all other sign provisions of Article 4.4, Chapter 1 and Article 1, Division 62 of Chapter IX of the LAMC and provide a written approval to the Department of Building and Safety prior to issuance of any sign permit. Types of signs identified in this Specific Plan are defined in LAMC Section 14.4.2. Where materials for signs are not specified in the LAMC, materials shall be approved by the Departments of Building and Safety and Fire. Except for Subsections D and E, the provisions of this Section shall apply only to signs within the Airport Airside and Airport Landside 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, Chapter I of the LAMC.

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

C. Off-Site, Supergraphic, 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.

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

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

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 at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles at its meeting of _____.

HOLLY L. WOLCOTT, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

MICHAEL N. FEUER, City Attorney

By *Kenneth T. Fong*
KENNETH T. FONG
Deputy City Attorney

Date 4-13-2016

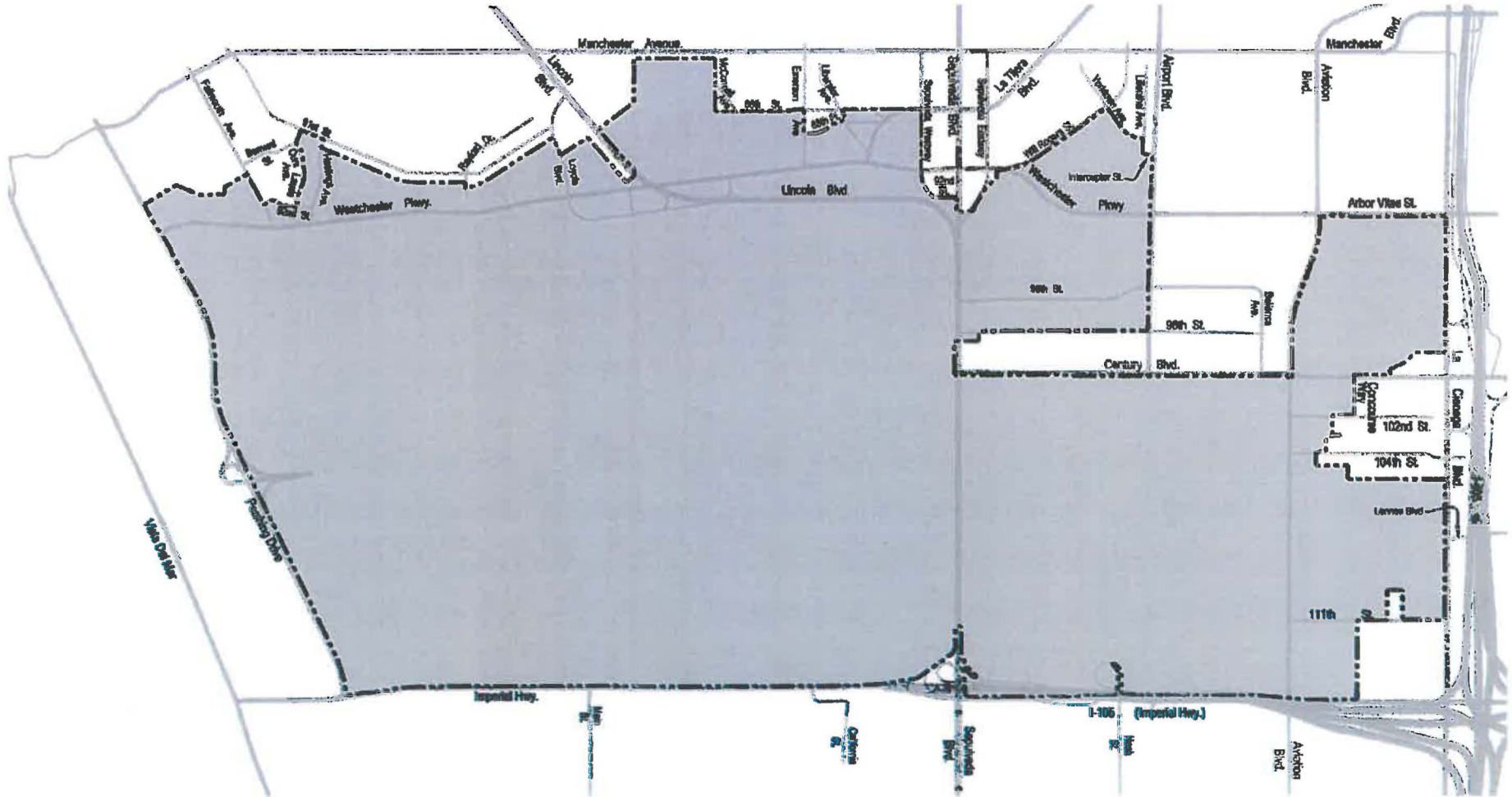
File No(s). CF 13-0285-S3

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted.

April 12, 2016

See attached report.

Vincent P. Bertoni
Vincent P. Bertoni, AICP
Director of Planning

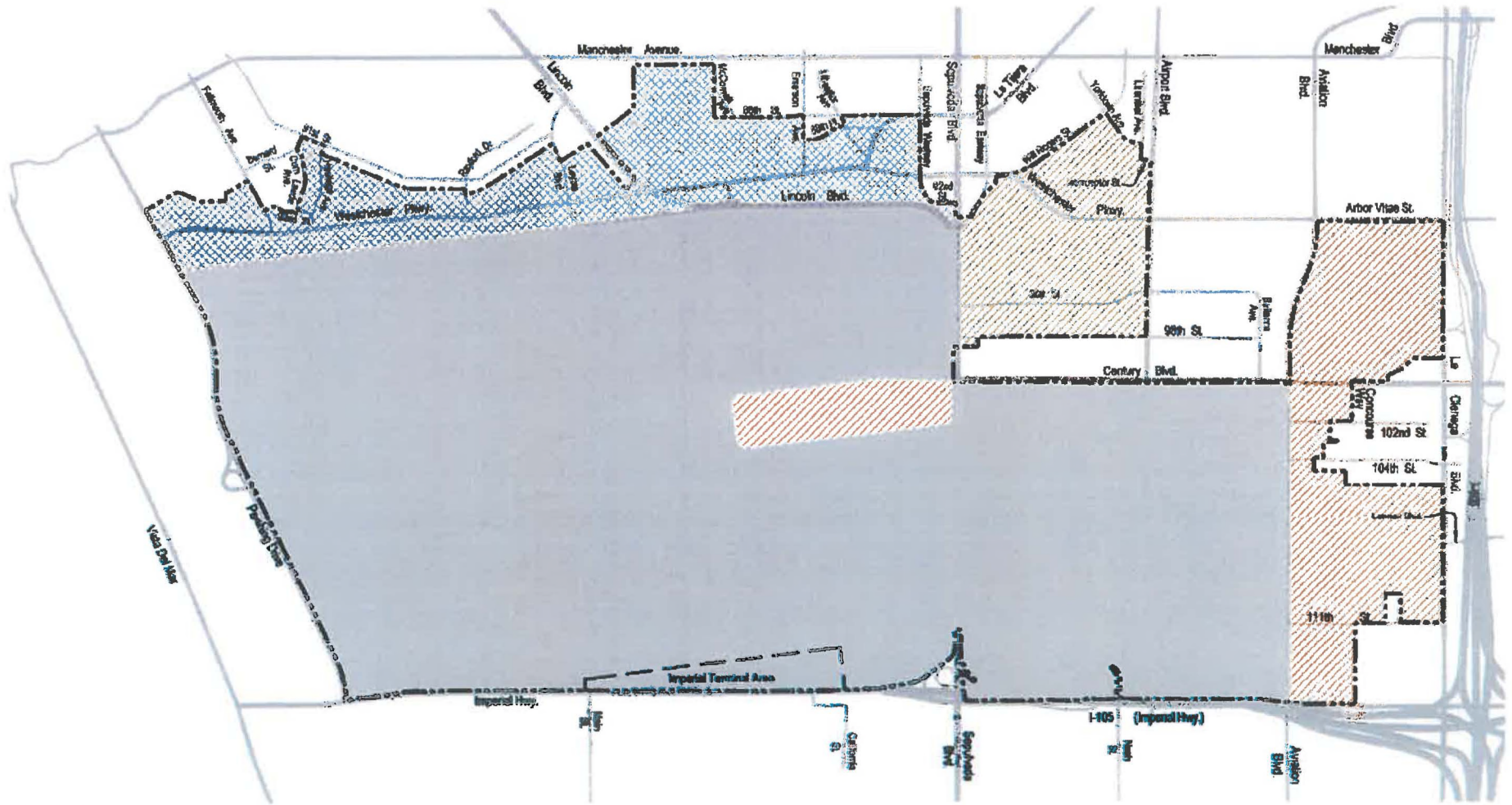






Map 1: LAX Specific Plan Boundary. Source: City of Los Angeles, Department of Transportation, 2015.

LAX Specific Plan



Map 1 Specific Plan Boundary



-  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

LAX Specific Plan



Air 2010 Report: The Council on the Environment of the City of Los Angeles, 2010.



LEGEND

- LAX NORTHSIDE DESIGN GUIDELINE DISTRICTS
-  LAX NORTHSIDE CAMPUS
-  LAX NORTHSIDE CENTER
-  LAX NORTHSIDE AIRPORT SUPPORT

LAX SPECIFIC PLAN



MAP 3
Areas within the LAX Northside Sub-Area