

LOS ANGELES INTERNATIONAL AIRPORT

LAX PLAN

CONTENTS

ACTIVITY LOG

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LAX PLAN

LOS ANGELES INTERNATIONAL AIRPORT

ACTIVITY LOG

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

ADOPTION DATE	AMENDMENT	CPC FILE NO.	COUNCIL FILE NO.
August 24, 2007	LAX Specific Plan Amendment (Ordinance No. 179,148, effective September 29, 2007)	CPC-2007-3169	07-0541-S1
May 24, 2013	LAX Plan Amendment	CPC-2012-3357	13-0285
May 24, 2013	LAX Specific Plan Amendment (Ordinance No. 182,542, effective July 3, 2013)	CPC-2012-3357	13-0285
June 20, 2016	LAX Specific Plan Amendment (Ordinance No. 184,348, effective July 26, 2016)	CPC-2014-0437	13-0285-S3
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September 8, 2017	LAX Specific Plan Amendment (Ordinance No. 185,164, effective October 28, 2017)	CPC-2016-3390	17-0276-S2

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1. PURPOSE OF THE PLAN

1.1 Use of the Plan

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

1.2 Vision

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

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

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

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

1.3 The LAX Plan Area

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

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

2. GOALS AND OBJECTIVES

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

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

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

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

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

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

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

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

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

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

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

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

Goal 6: Improve ground access to LAX.

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

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

3. POLICIES AND PROGRAMS

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

3.1 Safety and Security

3.1.1 Safety

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

The following policies and programs are established:

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

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

3.1.2 Security

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

The following policies and programs are established:

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

3.2 Land Use

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

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

- **Airport Landside Support**

3.2.1 Airport Airside

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

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

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

3.2.2 Airport Landside

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

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

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

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

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

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

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

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

3.2.3 Airport Landside Support

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

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

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

3.2.4 LAX Northside

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

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

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

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

3.2.5 Open Space

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

The following policies and programs are established:

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

3.3.2 Sustainability

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

The following policies and programs are established:

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

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

3.4 Circulation and Access

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

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

The following policies and programs are established:

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

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

3.5 Economic Benefits

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

The following policies and programs are established:

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

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

3.6 Noise

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

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

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

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

3.7 Air Quality

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

The following policies and programs are established:

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

3.8 Hazardous Waste

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

The following program shall be established:

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

3.9 Design

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

The following policies and programs are established:

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

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

4. IMPLEMENTATION

4.1 Relationship to LAX Specific Plan

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

5. LAX SPECIFIC PLAN

Ordinance No. 176,345, effective January 20, 2005, as amended by Ordinance No. 179,148 effective August 29, 2007, Ordinance No.182,542 effective July 3, 2013, Ordinance No. 184,348 effective July 26, 2016, and Ordinance No. 185,164 effective October 28, 2017. *[see separate document]*

6. LOS ANGELES AIRPORT/EL SEGUNDO DUNES SPECIFIC PLAN

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

7. COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

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



Figure 1.

LAX PLAN

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

Data Sources: Department of City Planning & Bureau of Engineering

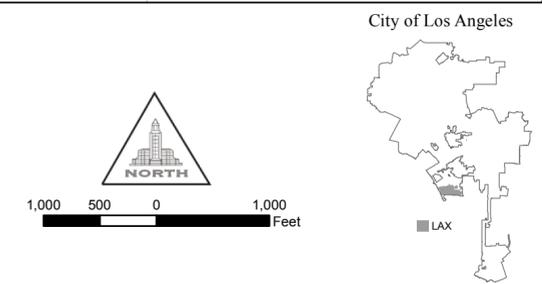
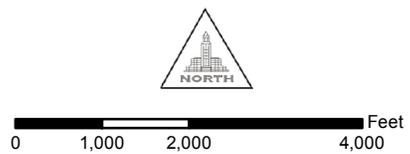




Figure 2.

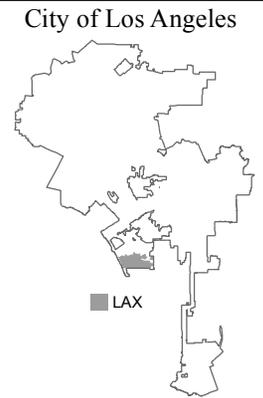
CIRCULATION for LAX AREA

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



LEGEND

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



Data Sources: Department of City Planning