

LAX Plan

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1. PURPOSE OF THE PLAN

1.1 Use of the Plan

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

1.2 Vision

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

The City of Los Angeles envisions a regional system of airports that accommodates passenger demand and the economic demand for the movement of goods. Although forecasts of passenger demand at LAX are projected to be as high as 98 million annual passengers by 2015, total regional demand is anticipated to exceed 156 million passengers. It is, therefore, imperative to utilize the available runway space in Southern California in a more strategic and environmentally compatible manner by linking various regional airport facilities through a network of ground access systems and improvements. After evaluation of various scenarios for future growth at LAX, the City of Los Angeles has determined that a preferred scenario for LAX would be to modernize LAX to accommodate only a portion of the future anticipated LAX and regional demand. In order to implement this vision, the City has developed a Master Plan program that includes safety, ground access and passenger/cargo serving upgrades and at the same time limiting the capacity of LAX by restricting the number of gates to 153. As total demand grows for airport service in the Southern California region, the City of Los Angeles envisions a long-term shift in service to other regional airports with accompanying improvements to the ground access infrastructure and other services needed to provide both passengers and shippers, international and domestic, with more choices and convenience in their air travel needs.

Within the context of this regional framework, the City also envisions the evolution of LAX into a modern, safe, and secure airport of the 21st century, continuing to serve as the region's principal international gateway within a more regional Southern California

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

1.3 The LAX Plan Area

The LAX Plan area consists of 3,900 acres and is located adjacent to the communities of Westchester, El Segundo, Lennox and Inglewood. It is comprised of four general areas: the airfield, an airport access portal system, LAX Northside and the Los Angeles Airport/El Segundo Dunes.

2. GOALS AND OBJECTIVES

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

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

01. Provide superior facilities, services, and operations to meet the position of LAX as the principal airport and international gateway to the region.
02. 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.*).
03. Provide and upgrade needed facilities to accommodate current and next-generation larger aircraft associated with international and long-haul domestic travel.
04. Encourage other airports in the region to absorb growth in commercial service that is not essential to LAX's international gateway role.
05. 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.

01. Reduce the possibility of runway incursions.
02. Promote safe air navigation.

- o3. Update and improve security for passengers, cargo, and surrounding communities through physical modifications and by using the most efficient available airport security systems as feasible, including multiple layers of security checks.

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

- o1. Operate LAX in an efficient and competitive manner to benefit local, regional, and state economies.
- o2. Maximize, where feasible, the public benefits of airport development to adjacent land uses, such as direct economic benefits to local business districts, (*i.e.*, Westchester Business District, Century Boulevard, El Segundo, Inglewood, *etc.*).

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

- o1. Minimize negative impacts to the Los Angeles Airport/El Segundo Dunes and protect plant and animal species, to the extent practical for safe airport operation.
- o2. Where feasible, implement measures to improve air quality or limit the extent to which air quality is degraded by auto, aircraft, and construction equipment emissions.
- o3. Incorporate mitigation measures and master plan commitments from LAX Master Plan environmental analyses into project design and operation.

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

- o1. Minimize negative impacts to surrounding residential land uses.
- o2. Maximize the public benefits of airport development, particularly to adjacent land uses.
- o3. Provide opportunities for community participation in Master Plan Program decisions that could affect stakeholders by consultation with an LAX Master Plan Stakeholder Liaison who will communicate with stakeholders, including: adjacent residential and business communities; airline representatives; airport concessionaires; cargo and freight forwarders; labor representatives; business organizations and neighborhood councils.

Goal 6: Improve ground access to LAX and encourage improved access to other regional airports.

- o1. Establish secure and efficient airport ground connection systems to the regional ground transportation network, which consists of major and secondary highways, freeways, and public transit systems.
- o2. Re-direct regional airport traffic from the local roadway system, including working in partnership with other governmental agencies to encourage: access improvements on interstate and state highways; improvements in transit connectivity to LAX; and reduction of airport trips through implementation of the regional satellite terminal FlyAway full service transportation centers.
- o3. Establish and encourage the development of regional satellite FlyAway full service transportation centers where passengers can receive ticketing, bag check and transportation services to and from regional airports.
- o4. Encourage improved safety and mobility improvements on the Interstate freeway system, such as I-405, I-10, I-105, *etc.*, adjacent to regional airports

3. POLICIES AND PROGRAMS

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

3.1 Safety and Security

3.1.1 Safety

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

The following policies and programs are established:

- p1. Study and address runway realignment and taxiway separation to provide for larger aircraft maneuvering areas and clearances.

- P2. Provide for adequate aircraft queue space at departure ends of the runways.
- P3. Construct center taxiways to reduce the possibility of runway incursions.
- P4. Provide parallel taxiways between all new structures for improved aircraft maneuvering and reduced taxi times.
- P5. Improve taxiway spacing into gate locations to reduce gate congestion and improve taxi times and efficiency.
- P6. Consult with the Los Angeles Fire Department during the design phase of facilities to review plans and incorporate recommendations that enhance airport safety.
- P7. Establish runway protection zones contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone (clear zone).
- P8. Prohibit uses within a designated runway protection zone that will create safety hazards.
- P9. Prohibit uses that would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.
- P10. Prohibit uses that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

3.1.2 Security

Deterrence and prevention of terrorist attacks is essential to the modernization of LAX. The LAX Plan enables Los Angeles World Airports to meet current and future security needs and incorporate future technologies as they are developed. It limits commercial and private vehicle access to primary passenger processing facilities and gates, and develops multiple access points to the airport that are away from critical airport infrastructure.

The following policies and programs are established:

- P1. Evaluate, develop, and improve, as necessary, Central Terminal Area, Intermodal Transportation Center, and Satellite Terminal FlyAway security – both physical and operational – as part of overall security improvements at LAX.
- P2. Develop entry security improvements in the Central Terminal Area by limiting access by non-secure private, public, and commercial vehicles.

- P3. Design and construct facilities that provide for security of passengers by providing multiple levels of security screening procedures while maintaining ease of use.
- P4. Consult with the Los Angeles Police Department, the Los Angeles World Airports Police Department, other law enforcement agencies, and security experts, as appropriate, during the facility planning, design, and review phase so that potential environmental contributors to criminal activity are reduced and to ensure the security of the airport, airline passengers, and the surrounding community
- P5. Provide law enforcement and fire facilities to enhance the ability to respond to emergency situations and facilitate coordination with other emergency response agencies.
- P6. Provide flexibility in facility design to allow for the incorporation of new technologies in security.

3.2 Land Use

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

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

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

3.2.1 Airport Airside

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

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

- P1. Develop a balanced airfield to provide for more efficient and effective use of airport facilities.
- P2. Limit airport capacity by restricting the number of gates (including remote gates) to no more than 153 at Master Plan build-out.

- p3. Expand and improve employee parking.
- p4. Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spillover, odor, vibration, and other consequences of airport operations and development, as far from them as feasible.
- p5. Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.
- p6. No aircraft under power shall enter the Imperial Terminal Area located on the south side of the airport generally used for cargo and fixed-base operations. Continue the use of tug and tow procedures in this area.

3.2.2 Airport Landside

The Airport Landside area functions as the interface between Airport Airside and the regional ground transportation network, establishing access portals for the efficient processing of people and goods. This area includes a Central Terminal Area and other facilities (*i.e.*, Intermodal Transportation Center) to the east. Aircraft are not permitted under power in this area. Examples of these uses include passenger handling services, airport administrative offices, parking areas, cargo facilities, and other ancillary airport facilities.

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

- **Central Terminal Area (CTA).** The Central Terminal, located in the center of the airport, may have restricted access for non-secure private, public, and commercial vehicles. Secure linkages to and from access portals and FlyAway Terminals will be allowed. Airport administration and tower control facilities are also located in a Central Terminal Area. Passenger support facilities and accommodations are allowed.
- **Ground Transportation Center (GTC).** A Ground Transportation Center may include a passenger-processing facility with adjacent parking and/or a Commercial Passenger Vehicle Staging and Holding Area.
- **Intermodal Transportation Center (ITC).** An Intermodal Transportation Center will provide premium public parking and accommodate charter, regional, and other buses as well as private shuttles, and will provide access to and from the MTA Green Line station.
- **Consolidated Rental Car Facility (RAC).** A Rental Car Facility shall provide for all rental car operations, facilities, pick-up, drop-off, storage, and maintenance.

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

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

- P1. Ensure that the scale and activity level of airport facilities appropriately relates to any abutting neighborhood edges.
- P2. Develop a connection between Airport Landside facilities and the Metropolitan Transit Authority (MTA) Green Line Station.
- P3. Develop connections between Airport Landside facilities and the regional ground transportation network, defined as major and secondary highways, freeways, and public transit systems.
- P4. Develop secure, direct links from each major Airport Landside facility to other Airport Landside and Airport Airside facilities.
- P5. Provide adequate employee parking and short-term and long-term visitor parking facilities.
- P6. Locate airport uses and activities with the potential to adversely affect nearby land uses through noise, light spill-over, odor, vibration, and other consequences of airport operations and development as far from, or oriented away from adjacent residential neighborhoods as feasible.
- P7. Provide and maintain landscaped buffer areas along the southern boundary of Airport Airside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.
- P8. Establish a Landscape Maintenance Program for parcels acquired in order to minimize visual impacts on adjacent residents, until the parcels are developed for airport purposes.

3.2.3 LAX Northside

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

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

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

- p1. Provide and maintain landscaped buffer areas along the northern boundary of LAX Northside that include setbacks, landscaping, screening, or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening view of airport facilities from adjacent residential uses.
- p2. Provide community outreach efforts to property owners and occupants through measures such as public notification and public meetings, when new development on airport property is in proximity to, and could potentially affect, nearby residential uses.
- p3. Orient LAX Northside development to encourage access from Westchester Parkway and other roadways internal to LAX Northside.

3.2.4 Open Space

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

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

- p1. Protect existing state-designated sensitive habitat areas.
- p2. Provide sites for habitat restoration or replacement by native habitat.

3.3 Conservation

3.3.1 Biotic Communities

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

operating area will continue to be implemented. Construction avoidance measures will be used in areas where construction or staging is adjacent to Habitat Restoration Areas.

The following policies and programs are established:

- p1. Protect the existing state-designated sensitive habitat areas.
- p2. Provide sites for habitat restoration or replacement by native habitat.

3.3.2 Energy and Resources

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

The following policies and programs are established:

- p1. Design and provide new facilities to meet or exceed energy prescriptive standards required under Title 24.
- p2. Enhance and expand current waste reduction programs to promote recycling at terminals and enhance recycling procurement practices.

3.4 Circulation and Access

The LAX Plan envisions a ground transportation system that connects LAX to the regional ground transportation network and the regional airport system as well as provides for sufficient parking facilities. The regional ground transportation network consists of major and secondary highways, freeways, and the public transit system as shown on Figure 2. This system of connections is intended to reduce the impact of airport traffic on neighboring communities. Integrated intra-airport transportation systems will also be established to link the various Airport Landside interfaces.

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

The following policies and programs shall govern circulation and access:

- p1. Develop secure, direct links from each major Airport Airside and Airport Landside facility to other Airport Landside and Airport Airside facilities, as appropriate.

- P2. Connect airport facilities to, and to the extent feasible, improve the safety, operation, and mobility of, the regional ground transportation network.
- P3. Develop and construct at least eight FlyAway service terminals in regional locations that serve LAWA and encourage development of other FlyAway services for other airports in the region.
- P4. Provide facilities that encourage transit ridership.
- P5. Consolidate rental car facilities.
- P6. Develop safe and efficient curbside check-in facilities.
- P7. Provide convenient short- and long-term parking facilities.
- P8. Develop a connection point between the airport and the Green Line station and other mass transportation facilities as well as provide facilities for the regional bus system.
- P9. Provide dedicated employee parking facilities.

3.5 Economic Benefits

Jobs and commerce are direct economic benefits attributable to LAX. Approximately 425,000 jobs in the region and \$65 billion in yearly economic activity were generated by the airport in year 2000*. 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.

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

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. Update and expand LAX's Airport Noise Mitigation Program to mitigate noise impacts to land uses that would be rendered incompatible (residences, schools, hospitals, churches, and libraries).
- P9. Locate airport uses and activities with the potential for noise impacts as far from adjacent residential neighborhoods as feasible.
- P10. Require new uses to adhere to applicable state airport land use compatibility regulations.
- P11. Encourage the recycling of incompatible land uses to uses that are compatible with the airport.
- P12. Establish the Belford areas as a special study area in order to identify appropriate future uses.

3.7 Air Quality

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

The following policies and programs are established:

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

3.8 Hazardous Waste

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

The following program shall be established:

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

3.9 Design

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

The following policies and programs are established:

- P1. Develop an LAX Conceptual Plan and/or Design Guidelines.
- P2. Appropriately relate those airport facilities that are adjacent to community land uses to the scale and level of activity of those uses.
- P3. Relate Airport Landside facilities to the existing airport infrastructure in a clear, well-organized, functional, and compatible manner.
- P4. Update or integrate the following existing design plans into the LAX Conceptual Plan and/or Design Guidelines: LAX Street Frontage and Landscape Development Plan (June 1994); LAX Air Cargo Facilities Design Guidelines (April 1998); LAX Northside Design Plan and Development Guidelines (1989).
- P5. Develop and incorporate signage guidelines that provide guidance and establish controls for signage that are appropriate to an airport.

4. IMPLEMENTATION

4.1 Relationship to LAX Specific Plan

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

5. LAX SPECIFIC PLAN

[Insert Here.]

6. LOS ANGELES AIRPORT/EL SEGUNDO DUNES SPECIFIC PLAN

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

[Insert Here.]

7. COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

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

[Insert Here.]



