# Los Angeles International Airport (LAX)
# Northside Plan Update
# Project Design Features, Commitments, and Mitigation Monitoring and Reporting Program

**February 2015**

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The California Environmental Quality Act (CEQA), Section 21081.6, requires public agencies to adopt a monitoring and reporting program for the changes to a project that have been adopted to mitigate or avoid significant effects on the environment. This document satisfies the CEQA requirements relative to the mitigation monitoring and reporting program for the Los Angeles International Airport (LAX) LAX Northside Plan Update (proposed Project). In addition to encompassing the mitigation measures set forth in the Final Environmental Impact Report (EIR) for the proposed Project, the monitoring and reporting program presented herein also includes, as further described below, project design features that Los Angeles World Airports (LAWA) will incorporate into the implementation of the proposed Project and LAX Master Plan Commitments that are applicable to the Project. As such, the entirety of this document is referred to as the Project Design Features, LAX Master Plan Commitments, and Mitigation Monitoring and Reporting Program (MMRP) for the proposed Project.

Based on the analysis contained in Chapter 4.0 (Environmental Impact Analysis) of the LAX Northside Plan Update Draft Environmental Impact Report (EIR), and revisions to the proposed Project included in the LAX Northside Plan Update Final EIR (as detailed in Chapter 3.0, Corrections and Additions to the Draft EIR, of this Final EIR), several Project-specific Project Design Features (PDFs) have been included as elements of the proposed Project to address suggestions requested by commenters on the LAX Northside Plan Update Draft EIR. The Final EIR for the LAX Master Plan (State Clearinghouse No. 1997061047) included an analysis of the environmental impacts of future development at LAX, including the LAX Northside. The LAX Master Plan Final EIR contains LAX Master Plan Commitments (Los Angeles World Airports [LAWA] adopted) and Mitigation Measures that apply to the LAX property, including the Project site. Therefore, LAWA would implement applicable commitments and mitigation measures identified in the LAX Master Plan Mitigation Monitoring and Reporting Program (LAX MMRP) as well as Project-specific Mitigation Measures (MM's) to reduce impacts associated with the proposed Project. The following table provides, first by type of measure (i.e., PDF, Commitment or MM), then by environmental discipline, the number, title, and text of each applicable Project-specific PDFs and MMs, LAX Master Plan Commitments and MMs. In addition, this information is intended to address Project-specific MMs and LAX Master Plan Commitments and MMs, the timing of implementation, monitoring frequency, and actions indicating compliance.

The LAX Northside Plan Update MMRP as adopted in conjunction with approval of the proposed Project will be in place through all phases of the proposed Project and will help ensure that project objectives are achieved while maintaining adherence to all PDFs, LAX Master Plan Commitments, and MMs. The agency responsible for administering the proposed Project (i.e., LAWA), and hence the implementation of the PDFs, Project-specific MMs, LAX Master Plan Commitments and MMs, will ensure compliance with all provisions and ensure that monitoring is documented through periodic reporting (i.e., LAX MMRP annual progress report) and that deficiencies, if any, are promptly addressed. The designated environmental monitor will track and document compliance, notify the appropriate parties of any non-compliance and work with such parties to correct the problem. Records pertaining to implementation of the LAX Northside Plan Update MMRP will be managed in keeping with LAWA's procedures and records management practices. The status of the measures applicable to LAWA will be summarized each year in the annual LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP) Progress Report, which is accessible to the public on LAWA's website (www.ourlax.org).

The PDFs, LAX Master Plan Commitments, and MMs in the following tables are from the EIR and apply to components of the Project as approved, as indicated below. PDFs from the Draft EIR that address multiple environmental topics have been consolidated for ease of

implementation. The corresponding DEIR PDF number is listed in the “DEIR PDF” column in the table below.

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| | **Site Access** | | | | |
| **LAXN-PDF- 1**<br>**Monitoring Agency: LAWA** | Direct access to and from the proposed Project is restricted from residential areas to the north of Area 2. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | LU-20 |
| **LAXN-PDF- 2**<br>**Monitoring Agency: LAWA** | Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the Northside area, including locations at Rayford and Stanmoor Drives, excluding the existing golf course on Manchester Avenue. Primary access drives, allowing left turns, along Westchester Parkway shall be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester Parkway medians. Reciprocal ingress and egress access with adjacent properties shall be provided for all properties. This requirement may be waived by due to extreme site constraints or unusual conditions. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | LU-21 |
| **LAXN-PDF- 3**<br>**Monitoring Agency: LAWA** | The proposed Project does not introduce any new streets, or open up existing streets that dead-end into the Project site adjacent to residential areas, thereby minimizing potential new traffic-related noise sources in existing residential areas. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of streets consistent with PDF | N-8;<br>T-12 |
| **LAXN-PDF- 4**<br>**Monitoring Agency: LAWA** | Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the Northside area, including locations at Rayford Drive and Stanmoor Drive, excluding the existing golf course on Manchester Avenue. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | N-9 |
| **LAXN-PDF- 5**<br>**Monitoring Agency: LAWA** | Primary access drives, allowing left turns, along Westchester Parkway shall be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester Parkway medians. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | N-10 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 6**<br>**Monitoring Agency: LAWA** | Reciprocal ingress and egress access with adjacent properties shall be provided for all properties. This requirement may be waived by due to extreme site constraints or unusual conditions. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | N-11 |
| **LAXN-PDF- 7**<br>**Monitoring Agency: LAWA** | Area 1 would be accessed via driveways from Falmouth Avenue. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-1 |
| **LAXN-PDF- 8**<br>**Monitoring Agency: LAWA** | Area 2-West would be accessed via one or more driveways from Westchester Parkway. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-2 |
| **LAXN-PDF- 9**<br>**Monitoring Agency: LAWA** | Area 2-East would be accessed via driveways from Westchester Parkway and/or Loyola Boulevard. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-3 |
| **LAXN-PDF- 10**<br>**Monitoring Agency: LAWA** | Area 3 would be accessed via driveways from Westchester Parkway and/or Loyola Boulevard. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-4 |
| **LAXN-PDF- 11**<br>**Monitoring Agency: LAWA** | Area 4 would be accessed via driveways from Westchester Parkway at its intersection with Falmouth Avenue and/or from within the airfield (with airfield access taken from World Way West). | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-5 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 12**<br>**Monitoring Agency: LAWA** | Areas 5 through 10 would be accessed via driveways from Westchester Parkway and/or from within the airfield (with airfield access taken from World Way West). | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-6 |
| **LAXN-PDF- 13**<br>**Monitoring Agency: LAWA** | Area 11 would be accessed via driveways on Westchester Parkway and/or La Tijera Boulevard and/or Sepulveda Westway. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-7 |
| **LAXN-PDF- 14**<br>**Monitoring Agency: LAWA** | Area 12A-West would be accessed via one or more driveways on Westchester Parkway. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-8 |
| **LAXN-PDF- 15**<br>**Monitoring Agency: LAWA** | Area 12A-East would be accessed via driveways on Westchester Parkway and/or La Tijera Boulevard. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-9 |
| **LAXN-PDF- 16**<br>**Monitoring Agency: LAWA** | Area 12B would continue to be accessed via driveways on Manchester Avenue. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-10 |
| **LAXN-PDF- 17**<br>**Monitoring Agency: LAWA** | Area 13 would continue to be accessed via driveways on Lincoln Boulevard. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of access driveways consistent with PDF | T-11 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| | **Air Quality and Greenhouse Gas Emissions** | | | | |
| **LAXN-PDF- 18**<br>**Monitoring Agency: LAWA** | Provide a minimum number of electric vehicle charging stations, which is equal to 5% of the total number of parking spaces. | Prior to approval of development plans for projects that include parking lots | Once, during plan review on a project-by-project basis | Provision of electric vehicle charging stations | GHG-4; AQ-4 |
| **LAXN-PDF- 19**<br>**Monitoring Agency: LAWA** | Provide necessary infrastructure (wiring and plugs) at appropriate locations on the proposed Project site that can be used for electric landscaping equipment. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of wiring and plugs per PDF | GHG-5; AQ-5 |
| **LAXN-PDF- 20**<br>**Monitoring Agency: LAWA** | Watering three times daily to reduce fugitive dust emissions. | During construction of the proposed Project | Once, upon completion of implementation plan for construction-related measures, and as specified in the implementation plan | Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report | AQ-6 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 21**<br>**Monitoring Agency: LAWA** | On-road trucks used on LAX construction projects with a gross vehicle weight rating of at least 19,500 pounds shall, at a minimum, comply with USEPA 2010 on-road emission standards for Particulate Matter less than 10 microns in diameter ($PM_{10}$) and Oxides of nitrogen ($NO_x$). Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be subject to the provisions of LAWA Air Quality Control Measure 2"x" (part of LAX Master Plan Commitment LAX-AQ-2, LAX Master Plan – Mitigation Plan for Air Quality; Construction-Related Measures). | Prior to issuance of grading or demolition permit for the proposed Project | Once, upon completion of implementation plan, and as specified in the implementation plan | Inclusion of measure in construction contracts. Completion of implementation plan for construction-related measures within the MRP; status updates in annual LAX MMRP progress report | AQ-7 |
| **LAXN-PDF- 22**<br>**Monitoring Agency: LAWA** | LAWA will provide informational materials to developers regarding building materials that do not require painting. | Prior to issuance of RFP/RFB for each construction project | Once, upon approval of construction contract for each project | Confirmation that RFP/RFB includes information on said materials | AQ-9 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 23**<br>**Monitoring Agency: LAWA** | All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, US EPA Tier 3 off-road emission standards. In addition, all off-road diesel powered construction equipment greater than 50 hp with engines meeting USEPA Tier 3 off-road emission standards shall be retrofitted with a CARB-verified Level 3 Diesel Emissions Control Strategies (DECS). Any emissions control device used by the Contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. Wherever feasible, all off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards. In the event the Contractor is using off-road diesel-powered construction equipment with engines meeting the Tier 4 off-road emission standards and is already supplied with a factory-equipped diesels particulate filter, no retrofitting with DECS is required. Contractor requirements to utilize Tier 3 equipment or next cleanest equipment available will be subject to the provisions of LAWA Air Quality Control Measure 2"x" (part of LAX Master Plan Commitment LAX-AQ-2, LAX Master Plan – Mitigation Plan for Air Quality; Construction-Related Measures). LAWA will encourage construction contractors to apply for SCAQMD "SOON" funds to accelerate clean-up of off-road diesel engine emissions. | Prior to issuance of grading or demolition permit for the proposed Project | Once, upon completion of implementation plan, and as specified in the implementation plan | Inclusion of measure in construction contracts. Completion of implementation plan for construction-related measures within the MRP; status updates in annual LAX MMRP progress report. | GHG-6 |
| | **Buffer Areas** | | | | |
| **LAXN-PDF- 24**<br>**Monitoring Agency: LAWA** | A 20-foot buffer area is required along the northern boundary of Area 1 and a 100-foot buffer area is required along the northern boundary of Area 2. No buildings or other permanent noise-producing uses are allowed in buffer areas. | Prior to approval of development plans for projects in Area 1 | Once, during plan review on a project-by-project basis | Provision of buffer areas per PDF | N-12 |
| **LAXN-PDF- 25**<br>**Monitoring Agency: LAWA** | A 20-foot-wide Buffer is designated along the northern edge of Area 1.<br>o Buildings are prohibited within the Buffer.<br>o The Buffer is required to be secured by a fence that matches landscaping.<br>o Trees planted in the Buffer are required to be spaced to minimize obstruction of views from adjacent residences. | Prior to approval of development plans for projects in Area 1 | Once, during plan review on a project-by-project basis | Provision of buffer areas per PDF | A-68; B-9 ; HW-23; LU-43 |
| **LAXN-PDF- 26**<br>**Monitoring Agency: LAWA** | Subarea 2B is designated as a Buffer use along that extends along the north of subareas 2C, 2D, and 2E and directly south of existing residential uses.<br>o Buildings are prohibited in this 100-foot wide area.<br>o The Buffer is required to be secured by a fence that matches landscaping. | Prior to approval of development plans for projects in Area 2 | Once, during plan review on a project-by-project basis | Provision of buffer areas per PDF | A-75B-8, HW-24; LU-50 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| | **Building and Structure Design** | | | | |
| **LAXN-PDF- 27** **Monitoring Agency: LAWA** | No façade is allowed to be longer than 80 feet without four foot horizontal offset. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-20; LU-7 |
| **LAXN-PDF- 28** **Monitoring Agency: LAWA** | The visual mass of all buildings is required to be reduced by varying parapet or the roof by a minimum of two feet for every 40 feet of façade and varying façade material. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-21; LU-8 |
| **LAXN-PDF- 29** **Monitoring Agency: LAWA** | No material, including glass, may cover more than 35% of the façade. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-22; LU-9 |
| **LAXN-PDF- 30** **Monitoring Agency: LAWA** | Mirror or reflective surfaces are prohibited as primary building materials. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-23; LU-10; H-16 |
| **LAXN-PDF- 31** **Monitoring Agency: LAWA** | Long expanses of walls (50 feet or greater) shall be broken up with projections or recessed elements, landscape pockets or changes in materials. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-16 |
| **LAXN-PDF- 32** **Monitoring Agency: LAWA** | Areas dedicated to loading shall not be visible from a public street. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-52 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 33**<br>**Monitoring Agency: LAWA** | Roof parapets are required to be an integral part of building design, and not add-on elements. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-25 |
| **LAXN-PDF- 34**<br>**Monitoring Agency: LAWA** | Roofs are required to be painted a light color, preferably white, and are encouraged to be designed to collect rain water in the form of a green roof where applicable. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-26; LU-5; U-8 |
| **LAXN-PDF- 35**<br>**Monitoring Agency: LAWA** | Exterior roof ladders are prohibited. Roof mounted equipment shall be screened at a minimum equal to the height of the equipment and a maximum of 6 feet in height, measured from finish grade, which will buffer associated noise. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-27; A-50; N-7 |
| **LAXN-PDF- 36**<br>**Monitoring Agency: LAWA** | Auxiliary buildings are not allowed along Westchester Parkway, Sepulveda Westway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue, or Pershing Drive. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-34 |
| **LAXN-PDF- 37**<br>**Monitoring Agency: LAWA** | Buildings located adjacent to the 88$^{th}$ Street and La Tijera Boulevard property line are required to be stepped back by one foot for each additional foot of height above 15 feet. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-57; LU-29 |
| **LAXN-PDF- 38**<br>**Monitoring Agency: LAWA** | Buildings within 150 feet of residences shall be located to maximize privacy through building orientation or off-setting windows on any walls facing a residence to prevent direct views into any neighboring windows. | Prior to approval of development plans for projects in Area 2 | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-18; LU-5 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 39**<br>**Monitoring Agency: LAWA** | Clerestory windows, translucent glass, and/or vision glass beginning in elevation for the second story or higher at a minimum of four (4) feet from finish floor is required to prevent direct sight lines into neighbors' windows and livable outdoor spaces. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-19; LU-6 |
| **LAXN-PDF- 40**<br>**Monitoring Agency: LAWA** | All utility service equipment, including but not limited to meters, vaults, sprinkler risers, vacuum breakers, and all service and trash areas shall be screened from neighboring properties and public right-of-way and shall be located away from major pedestrian routes and outdoor seating areas. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-47 |
| **LAXN-PDF- 41**<br>**Monitoring Agency: LAWA** | All utility service equipment shall be screened by landscape materials including trees, shrubs, and groundcover and/or and fences or walls designed to conform to the standards outlined within the proposed LAX Northside Design Guidelines and Standards. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved building designs compliant with PDF | A-48 |
| | **Construction** | | | | |
| **LAXN-PDF- 42**<br>**Monitoring Agency: LAWA** | The proposed Project contractor shall utilize integrated pest/rodent management measures wherever feasible during construction in the LAX Northside Campus District, including efforts such as using pest-resistant or well-adapted native plant varieties; removing weeds by hand and avoiding the use of chemical pesticides, herbicides, and fertilizers; and maintaining the construction site free of unsealed food or open trash that could attract rodents. | During construction of any project in the LAX Northside Campus District | Periodic field inspections during construction phase of LAX Northside Campus District | Usage of integrated pest/rodent management measures by contractor | B-18 |
| | **Fences and Walls** | | | | |
| **LAXN-PDF- 43**<br>**Monitoring Agency: LAWA** | Fences and walls not associated to Recreation or Buffer Areas shall have a maximum height of eight (8) feet measured from the finished grade. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved fence and wall designs compliant with PDF | A-12 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 44**<br>**Monitoring Agency: LAWA** | Solid fences or walls shall be designed with both sides articulated with similar or complementary materials and colors as the primary buildings on site. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved fence and wall designs compliant with PDF | A-14 |
| **LAXN-PDF- 45**<br>**Monitoring Agency: LAWA** | Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is prohibited within the Northside Center and Campus Districts. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved fence and wall designs compliant with PDF | A-15 |
| **LAXN-PDF- 46**<br>**Monitoring Agency: LAWA** | Walls designed to screen utilitarian equipment shall be a maximum of six (6) feet in height, measured from finish grade. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved fence and wall designs compliant with PDF | A-51 |
| | **Geology and Soils** | | | | |
| **LAXN-PDF- 47**<br>**Monitoring Agency: LAWA** | Within the LAX Northside Campus District, grading strategies in Areas 2 and 3 will bring building elevations down in height to orient the buildings to Westchester Parkway, while in Area 1 existing grading will be preserved to separate the potential open space uses planned for this area from Westchester Parkway. | Prior to issuance of a grading permit in Areas 2, 3, or 1 | Once, during plan review on a project-by-project basis | Approved building elevations compliant with PDF | G-15 |
| **LAXN-PDF- 48**<br>**Monitoring Agency: LAWA** | Existing grading will be preserved to separate Area 1 from the busy nature of Westchester Parkway. | Prior to issuance of a grading permit in Area 1 | Once, during plan review on a project-by-project basis | Approved building elevations compliant with PDF | A-70; HW-21; LU-45 |
| **LAXN-PDF- 49**<br>**Monitoring Agency: LAWA** | Grading would be used to decrease building frontage elevations in Areas 2 and 3. | Prior to issuance of a grading permit in Areas 2 and 3 | Once, during plan review on a project-by-project basis | Approved building elevations compliant with PDF | HW-20 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 50**<br>**Monitoring Agency: LAWA** | Grading in Area 2 will decrease elevations for building frontages relative to existing residential development and provide a more accessible relationship with Westchester Parkway. | Prior to issuance of a grading permit in Area 2 | Once, during plan review on a project-by-project basis | Approved building elevations compliant with PDF | A-78; LU-53 |
| **LAXN-PDF- 51**<br>**Monitoring Agency: LAWA** | Grading in Area 3 will decrease elevations for building frontages relative to existing residential development and provide a more accessible relationship with Westchester Parkway. | Prior to issuance of a grading permit in Area 3 | Once, during plan review on a project-by-project basis | Approved building elevations compliant with PDF | A-81; LU-56 |
| **LAXN-PDF- 52**<br>**Monitoring Agency: LAWA** | Site-specific geotechnical investigation and reports for any specific proposed construction or grading shall be submitted to the Grading Division of the LADBS for review. No permits shall be issued until said report(s) have been approved. | Prior to issuance of a grading permit | Once, prior to commencing grading | Issuance of permits by LADBS | G-1 |
| **LAXN-PDF- 53**<br>**Monitoring Agency: LAWA** | The proposed use of on-site materials for surcharging and backfilling will help reduce the import and export requirements of the proposed Project. Surcharging is defined by the placement of extra fill on an area to use the extra weight of the fill for consolidating and compacting the underlying soils and then, when the desired amount of compaction has occurred, removing the excess materials. Based on the amount of consolidation that occurs, the amount of material removed at the end of the surcharge process would be less than that originally placed. | Prior to issuance of a grading permit | Once, prior to commencing grading and during construction | Provision of surcharging per PDF | G-2 |
| **LAXN-PDF- 54**<br>**Monitoring Agency: LAWA** | The proposed Project would be compliant with specific recommendations for grading guidelines, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, design review, construction monitoring, and geotechnical testing to the satisfaction of the LADBS, as conditions to issuance of any grading and building permits. | Prior to issuance of a grading permit | Once, during plan review on a project-by-project basis | Issuance of permits by LADBS | G-3 |
| **LAXN-PDF- 55**<br>**Monitoring Agency: LAWA** | Grading would be scheduled, annually, for completion prior to the start of the rainy season (between November 1 and April 15 per the LADBS Building Code, Section 7002.), or detailed temporary erosion control plans would be implemented in a manner satisfactory to the LADBS to minimize potential erosion during construction. | Prior to issuance of a grading permit | Once, during plan review on a project-by-project basis | Provision of grading schedule or implementation of temporary erosion control plans | G-4 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 56**<br>**Monitoring Agency: LAWA** | The grading contractor will control surface water and the transportation of silt and sediment. | Prior to issuance of a grading permit | Once, prior to commencing grading and during construction | Inclusion of measure in contractor agreement; Periodic reporting by contractor monitor | G-6 |
| **LAXN-PDF- 57**<br>**Monitoring Agency: LAWA** | Backfilling would be used during the construction of the proposed Project. Backfilling involves mostly the placement and compaction of graded materials around the base of new structures as they are completed. | Prior to issuance of a grading permit | Once, prior to commencing grading and during construction | Provision of backfilling per PDF | G-8 |
| **LAXN-PDF- 58**<br>**Monitoring Agency: LAWA** | As part of the grading program, erosion and sedimentation control measures (e.g., SWPPP and Erosion Control Plan) would be implemented during site grading to reduce erosion impacts | Prior to issuance of a grading permit | Once, prior to commencing grading and during construction | Preparation and implementation of a SWPPP and Erosion Control Plan | G-9 |
| **LAXN-PDF- 59**<br>**Monitoring Agency: LAWA** | The grading concept ensures new buildings will comply with applicable FAA height restrictions and orient the LAX Northside project to Westchester Parkway while buffering the existing neighborhoods to the north. | Prior to issuance of a grading and building permit | Once, during plan review on a project-by-project basis | Written confirmation that consultation with FAA was completed; LADBS sign-off on grading plan prior to issuance of grading permits | G-13 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 60**<br>**Monitoring Agency: LAWA** | The grading concept will better link future development to recreational opportunities along Westchester Parkway and lower the grade of development of the proposed Project relative to existing residential neighborhoods to the north. | Prior to issuance of a grading permit | Once, during plan review on a project-by-project basis | LADBS sign-off on grading plan prior to issuance of grading permits | G-14 |
| **LAXN-PDF- 61**<br>**Monitoring Agency: LAWA** | Grading strategies and landscape berms will be preserved as they exist today and will work to limit the visual presence of the LAX Airport Support District from the view of neighbors north of Westchester Parkway. Where applicable, additional grading may be introduced to further enhance landscape berms. | Prior to issuance of a grading permit | Once, during plan review on a project-by-project basis | LADBS sign-off on grading plan prior to issuance of grading permits | A-85; A-86; HW-35; LU-61; LU-62 |
| **LAXN-PDF- 62**<br>**Monitoring Agency: LAWA** | The LAX Northside Campus District will be graded to provide a more accessible relationship with Westchester Parkway. | Prior to issuance of a grading permit | Once, during plan review on a project-by-project basis | Approved building elevations compliant with PDF | LU-40 |
| **LAXN-PDF- 63**<br>**Monitoring Agency: LAWA** | With regard to seismic considerations, all construction for the proposed Project would conform to the requirements of the LAMC Building Code, and the most recent UBC, including the provisions related to seismic safety. | Prior to issuance of a building permit | Once, upon approval of building plans | Approved building plans by LADBS | G-10 |
| **LAXN-PDF- 64**<br>**Monitoring Agency: LAWA** | Seismic design for structures and foundations will comply with the most current seismic building code standards for site-specific soil conditions. | Prior to issuance of a building permit | Once, upon approval building plans | Approved building plans by LADBS | G-11 |

**Project-Specific Project Design Features**

| | LAX Northside Plan Update Final EIR Project Design Feature (PDF) | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| | **Height Limits** | | | | |
| **LAXN-PDF- 65**<br>**Monitoring Agency: LAWA** | FAR Part 77 governs objects affecting navigable space. Proposed buildings heights would comply with these FAA requirements. If any construction activities would meet the thresholds set in FAR 77 Sec. 9, the proposed Project would be required to notify the FAA. These include construction or alterations more than 200 feet above ground level (AGL), any construction or alteration exceeding certain slope requirements, construction or alteration at a public use airport listed in the Airport/Facility Directory, and several other thresholds. As LAX is listed a public use airport listed in the Airport/Facility Directory, and the Project site falls within the LAX Plan, filing of notice of construction with the FAA would be required. | Prior to approval of building plan | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF. Filing of notice of construction with FAA as applicable. Written confirmation that consultation with FAA was completed | H-1 |
| **LAXN-PDF- 66**<br>**Monitoring Agency: LAWA** | Building heights are limited as follows:<br>o Area 11 and 12A East: 60’<br>o Area 12A West: 20’<br>o Area 13: 45’<br>o Areas 1 and 2: 45’<br>o Area 3: 60’<br>o Areas 4, 5, 6, 7, 8, 9, and 10: 30’ | Prior to approval of building plan | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-53; A-58; A-61; A-64; A-67; A-71; A-79; A-82; H-11; LU-25; LU-30; LU-33; LU-36; LU-42; LU-46; LU-54; LU-58 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 67**<br>**Monitoring Agency: LAWA** | Building heights and locations are restricted to preserve views of visual resources to the maximum extent feasible. | Prior to approval of building plan | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-24 |
| | **Hydrology and Water Quality** | | | | |
| **LAXN-PDF- 68**<br>**Monitoring Agency: LAWA** | The proposed Project would tie into existing drainage infrastructure and would continue to drain to the Argo Basin as under existing conditions. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved drainage plans compliant with PDF | HW-1 |
| **LAXN-PDF- 69**<br>**Monitoring Agency: LAWA** | All areas would integrate LID best practices into future developments under the proposed Project to promote and facilitate water conservation. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved plans that integrate LID | HW-2; U-7 |
| **LAXN-PDF- 70**<br>**Monitoring Agency: LAWA** | As a part of compliance review for future buildout and implementation of the proposed Project, each phase will be required to submit a summary of the Stormwater Management strategies and design features incorporated into the proposed Project design. | During compliance review for each phase of implementation of the proposed Project | Once, upon implementation of each phase of the proposed Project | Submittal of summary on Stormwater Management strategies and design features | HW-3 |
| **LAXN-PDF- 71**<br>**Monitoring Agency: LAWA** | Site development will comply with all applicable LARWQCB, City of Los Angeles, and County of Los Angeles regulations for water quality and quantity including preparation of a SUSMP with Operation and Maintenance Guidelines. | Prior to approval of development plans | Once, upon completion of site development and a SUSMP | Approved SUSMP by City of Los Angeles Department of Public Works | HW-4 |
| **LAXN-PDF- 72**<br>**Monitoring Agency: LAWA** | Natural drainage systems will be used to the maximum extent feasible. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of drainage systems per PDF | HW-6; U-8 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 73**<br>**Monitoring Agency: LAWA** | Impervious area will be minimized to the maximum extent feasible. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of permeable areas per PDF | HW-7; U-9 |
| **LAXN-PDF- 74**<br>**Monitoring Agency: LAWA** | Non-structural BMPs will be used unless they are infeasible, in which case the infeasibility will be documented and structural BMPs implemented. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of BMPs per PDF | HW-8; U-10 |
| **LAXN-PDF- 75**<br>**Monitoring Agency: LAWA** | Stormwater will be pre-treated prior to infiltration or discharge from Project site. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of stormwater treatment systems compliant with PDF | PDF HW-9 |
| **LAXN-PDF- 76**<br>**Monitoring Agency: LAWA** | Landscaping in surface parking lots is required to be compatible with sustainable water management systems and is guaranteed to capably manage stormwater, such as via bioswales. | Prior to approval of development plans for projects that include surface parking lots | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-10; U-4 |
| **LAXN-PDF- 77**<br>**Monitoring Agency: LAWA** | Surface parking would incorporate stormwater management and water quality measures, such as permeable paving and bioswales. | Prior to approval of development plans for projects that include surface parking lots | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-12; HW-26; U-11 |
| **LAXN-PDF- 78**<br>**Monitoring Agency: LAWA** | Parking stalls would be paved with permeable pavers or porous paving materials. Drive aisles and primary and secondary entrance roadways would not be required to be permeable or porous. | Prior to approval of development plans for projects that include surface parking lots | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-14; HW-28; U-13 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 79**<br>**Monitoring Agency: LAWA** | Curb cuts in landscaping areas would be provided to allow drainage of stormwater into landscaping islands and fingers. | Prior to approval of development plans for projects that include landscaping areas | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-16; HW-30; U-14 |
| **LAXN-PDF- 80**<br>**Monitoring Agency: LAWA** | Provisions will be made for adequate surface drainage away from the areas of excavation as well as protection of excavated areas from flooding. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | G-5 |
| **LAXN-PDF- 81**<br>**Monitoring Agency: LAWA** | Appropriate erosion control and drainage devices will be incorporated to the satisfaction of the LADBS. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures. | Prior to development plans | Once, during plan review on a project-by-project basis | Approved development plans by the LADBS | G-7 |
| **LAXN-PDF- 82**<br>**Monitoring Agency: LAWA** | Temporary dewatering activities are not expected during construction of the proposed Project. However, if the water table is unexpectedly discovered during construction, dewatering would be conducted in accordance with the requirements of the Regional Water Quality Control Board (RWQCB) and would also be subject to the review and approval of the LADBS, as appropriate. | During construction of the proposed Project | Periodically during construction | Inclusion of measure in construction contracts; approved dewatering in accordance with the RWQCB and LADBS | G-12 |
| **LAXN-PDF- 83**<br>**Monitoring Agency: LAWA** | The proposed LAX Northside Design Guidelines and Standards require parking areas to be designed to mitigate stormwater, including sedimentation and erosion, through planters that capture and use runoff and curb cuts that allow stormwater drainage into landscaping islands and fingers. Planters, bioswales, and other catchment areas are designed to capture stormwater runoff. The capture of stormwater would allow for multiple functions, including minimizing sedimentation. | Prior to approval of development plans for projects that include surface parking lots | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | G-16 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 84**<br>**Monitoring Agency: LAWA** | Parking areas in the LAX Northside Center and LAX Northside Campus Districts would be designed to mitigate stormwater. | Prior to approval of development plans for projects that include surface parking lots | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-15; HW-29 |
| | **Land Use** | | | | |
| **LAXN-PDF- 85**<br>**Monitoring Agency: LAWA** | Should the property owner of any land proposed for higher educational use be any entity other than LAWA, the property owner shall be required to grant LAWA a permanent and irrevocable avigation easement. | Prior to plan submittal for any higher educational use by any property owner other than LAWA | Once, during plan review on a project-by-project basis | Approved plan compliant with PDF | LU-13; N-15 |
| **LAXN-PDF- 86**<br>**Monitoring Agency: LAWA** | Below grade stormwater treatment facilities proposed by Los Angeles Bureau of Sanitation (LABOS) would be permitted, with conditions, in the LAX Northside Campus District. This project would be a separate and independent related project within the Project site. | Prior to plan submittal for any below grade stormwater treatment facilities | Once, during plan review on a project-by-project basis | Approved plan compliant with the provisions of the proposed Project | HW-32 |
| **LAXN-PDF- 87**<br>**Monitoring Agency: LAWA** | Aircraft engine testing is prohibited. | Prior to plan submittal | Ongoing | LAWA will require tenants of the Project site to abide by the requirement | A-84; LU-6 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 88**<br>**Monitoring Agency: LAWA** | The proposed Project would not permit the research, development, or testing of hazardous and/or biological materials in the Research and Development land use designation. | Prior to plan submittal | Ongoing | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | H-17 |
| **LAXN-PDF- 89**<br>**Monitoring Agency: LAWA** | The proposed Project would permit land uses that include a mix of airport support employment, retail, restaurant, office, hotel, research and development, higher education, civic, recreation, and buffer uses. The permitted land use categories for each type of proposed land use shall comply with the proposed LAX Northside Design Guidelines and Standards**.** | Prior to plan submittal | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | LU-2 |
| **LAXN-PDF- 90**<br>**Monitoring Agency: LAWA** | The proposed Project prohibits residential land uses or K-12 educational uses that would be incompatible with the adjacent Airport. The proposed Project therefore would not have resident population or add permanent population and habitable structures in need of fire or police protection. | Prior to plan submittal | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | LU-3P-2; PSF-3; PSP-2 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 91**<br>**Monitoring Agency: LAWA** | Land uses are permitted in those areas shown on the LAX Northside Design Guidelines and Standards Land Use Plan Map. | Prior to plan submittal | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | LU-4 |
| **LAXN-PDF- 92**<br>**Monitoring Agency: LAWA** | Existing development on the Project site (i.e., the Los Angeles Fire Department Station Number 5, the Westchester Golf Course, and the First Flight Childcare Center), as well as existing soundwalls, would remain in their existing location and configuration. | Prior to plan submittal | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | LU-23; P-3; PSF-2 |
| **LAXN-PDF- 93**<br>**Monitoring Agency: LAWA** | Proposed land uses are designed to be compatible with neighboring airport uses and to provide a buffer between existing residences and airfield activity. | Prior to plan submittal | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | N-3 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 94**<br>**Monitoring Agency: LAWA** | The proposed Project would permit up to approximately 49.79 acres of new recreation and open space opportunities, 39.5 acres of which would be publicly accessible, as follows:<br>o Up to approximately 22.2 acres of Recreation and Open Space in Area 1, in conjunction with other uses that achieve fair market value.<br>o Up to approximately 14.3 acres of Recreation and Open Space in Area 2.<br>o Up to approximately 10.29 acres of Landscape Buffer in Areas 2 and 3.<br>o Up to approximately 3.0 acres of Paseo in Areas 1-3, 12B, 12A East, 12A West, and 11. | Prior to plan submittal in Areas 1, 2, and 3 | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | R-1 |
| **LAXN-PDF- 95**<br>**Monitoring Agency: LAWA** | The proposed Project would permit the continuation of open space at the Westchester Golf Course. With the existing Westchester Golf Course, the proposed Project provides 118.79 acres of land for recreation and open space, 108.5 acres of which would be publicly accessible. | Prior to plan submittal at the Westchester Golf Course | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | R-2 |
| **LAXN-PDF- 96**<br>**Monitoring Agency: LAWA** | Buildings are prohibited within the Limited Development Area. | Prior to plan submittal | Ongoing | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | A-54; A-83; A-93; LU-26; LU-59; LU-69 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 97**<br>**Monitoring Agency: LAWA** | No materials, supplies or equipment, including trucks or other motor vehicles (excluding company vehicles for passenger use) shall be stored on-site unless located inside a closed building or screened from public view. | Prior to plan submittal | Once, during plan review on a project-by-project basis | Approved plans compliant with the provisions of the LAX Northside Design Guidelines and Standards | A-49 |
| | **Landscaping** | | | | |
| **LAXN-PDF- 98**<br>**Monitoring Agency: LAWA** | A 100-foot Landscape Buffer is located on the northern property line in Area 2, and a 20-foot Landscape Buffer is located along the northwest property line in Area 1. These buffers will be planted primarily with locally-native trees, shrubs and ground cover, and when needed, will provide appropriate ground cover to control erosion. When applicable, existing trees will be preserved if they are compatible to the proposed landscape material palettes in the proposed LAX Northside Design Guidelines and Standards. The buffer will function as a visual screen that physically separates the proposed land uses from the adjacent neighborhoods. These areas would not be accessible to the general public; however, they would contribute to the proposed Project's open space character. | Prior to approval of development and landscape plans of buffer areas for Areas 2 and 1 | Once, during plan review on a project-by-project basis | Provision of landscape buffer areas in the development and landscape plans | R-3 |
| **LAXN-PDF- 99**<br>**Monitoring Agency: LAWA** | The Parking and Development landscape zone will apply to surface parking areas in the LAX Northside Center and Campus District. This landscape zone is one of the largest landscaped areas within the Project site. The planting palette for these areas will consist of a hybrid mix of 40 percent non-native and 60 percent native plants. It is recommended that the trees, shrubs, and groundcover options be compatible with stormwater management systems, such as bioswales or permeable paving systems. This landscape zone applies to Areas 2C, 2D, 2E, 3, 11, 12A East, 12A West, and 13. | Prior to approval of development and landscape plans of the landscape zone for Areas 2c, 2D, 2E, 3, 11, 12A East, 12A West, and 13 | Once, during plan review on a project-by-project basis | Provision of compliant planting palette in the development and landscape plans | HW-17; HW-31 |
| **LAXN-PDF- 100**<br>**Monitoring Agency: LAWA** | Landscaping would be designed to advance sustainability. Drought-tolerant plant materials would be allowed preserve water resources and bioswales would be used to remove silt and pollution from surface runoff water. The proposed Project would use rotating sprinkler nozzles for landscape irrigation, would use weather based irrigation control, and would implement at least 30 percent native California plants in landscaping. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Provision of compliant planting pallette in landscape plans | HW-18; HW-33; HW-36 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 101**<br>**Monitoring Agency: LAWA** | A six (6) foot planting strip shall be located adjacent to walls and fences and shall include shrubs, vines and ground cover identified in Chapter 7 of the proposed LAX Northside Design Guidelines and Standards. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved planting strip designs compliant with PDF | A-13 |
| **LAXN-PDF- 102**<br>**Monitoring Agency: LAWA** | Where a wall or fence is located adjacent to a public right-of-way, a minimum six (6) feet landscaped setback shall be provided. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | A-17 |
| **LAXN-PDF- 103**<br>**Monitoring Agency: LAWA** | A ten foot landscape island is required around any parking structure. | Prior to approval of development and landscape plans that include parking structures | Once, during plan review on a project-by-project basis | Approved development and landscape plans compliant with PDF | A-30 |
| **LAXN-PDF- 104**<br>**Monitoring Agency: LAWA** | Parking areas are required to be landscaped with one tree per every four parking spaces. | Prior to approval of development and landscape plans that include parking areas | Once, during plan review on a project-by-project basis | Approved development and landscape plans compliant with PDF | A-32 |
| **LAXN-PDF- 105**<br>**Monitoring Agency: LAWA** | All areas not used for parking, loading, or pedestrian connectivity are also required to be landscaped. | Prior to approval of development and landscape plans that include parking areas | Once, during plan review on a project-by-project basis | Approved development and landscape and landscape plans compliant with PDF | A-33 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 106**<br>**Monitoring Agency: LAWA** | Landscape design would put an emphasis on enhanced streetscapes and pedestrian experiences and safety. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape designs compliant with PDF | A-43; LU-14 |
| **LAXN-PDF- 107**<br>**Monitoring Agency: LAWA** | **T**he palette will primarily be evergreen and native, allowing a consistent visual appeal year round, in addition to being drought-tolerant and non-invasive. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | A-44; LU-15 |
| **LAXN-PDF- 108**<br>**Monitoring Agency: LAWA** | Required landscaping at the LAX Northside is designed to create a sustainable and functional urban landscape that prevents any unnecessary impact on adjacent uses. | Prior to approval of development and landscape plans | Once, during plan review on a project-by-project basis | Approved development and landscape plans compliant with PDF | B-1 |
| **LAXN-PDF- 109**<br>**Monitoring Agency: LAWA** | The proposed LAX Northside Design Guidelines and Standards requires landscaping that unifies the Project site, is compatible with adjacent aircraft operation, is sustainable, and responds to the local plant palette. | Prior to approval of development and landscape plans | Once, during plan review on a project-by-project basis | Approved development and landscape plans compliant with PDF | B-2 |
| **LAXN-PDF- 110**<br>**Monitoring Agency: LAWA** | The landscape palette requires native, drought-tolerant, and locally-native plants. Introduction of these species into the LAX Northside supports the preservation of plant species native to the Southern California region and local habitats. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | B-3 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 111**<br>**Monitoring Agency: LAWA** | Casting and spraying of seed for sod installation is prohibited to further reduce the possibility of attracting the presence of flocking birds. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis. Periodic field inspection during operation. | Prohibition included in approved landscape plans | B-6; H-9 |
| **LAXN-PDF- 112**<br>**Monitoring Agency: LAWA** | Trees, small trees, and shrubs shall be planted at spacing of two times the full growth radius in order to prevent the development of a thick canopy that could attract birds that would be hazardous to airport operations. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | B-7H-8 |
| **LAXN-PDF- 113**<br>**Monitoring Agency: LAWA** | Due primarily to the proximity to the adjacent airfield, plantings in the Airport Support District are required to be limited. Most plant material will be groundcover and shrubs, and will limit the amount of trees introduced to the area and will combine eighty (80) percent native and twenty (20) percent non-native plant materials. | Prior to approval of landscape plans in the Airport Support District | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | B-10; H-2, H-3 |
| **LAXN-PDF- 114**<br>**Monitoring Agency: LAWA** | Existing trees will be preserved when compatible with the proposed Project's landscape material palettes. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | B-11 |
| **LAXN-PDF- 115**<br>**Monitoring Agency: LAWA** | Existing streetscape and median materials will be preserved where they coexist with the proposed Project paseo. | Prior to approval of landscape plans for the proposed Project paseo | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | B-12 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 116**<br>**Monitoring Agency: LAWA** | Replacement trees that are introduced to replace dying or damaged existing trees along existing airport security fence boundaries are required to be chosen to prevent illegal access to the airfield. | Prior to approval of landscape plans for replacement trees in Airport Support District | Ongoing, following death or damage to existing trees along existing airport security fence | Approved landscape plans compliant with PDF | H-4 |
| **LAXN-PDF- 117**<br>**Monitoring Agency: LAWA** | Landscaping throughout the Project site is designed to create a sustainable and functional urban landscape that prevents any unnecessary impact on adjacent uses. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | H-5 |
| **LAXN-PDF- 118**<br>**Monitoring Agency: LAWA** | Landscaping is allowed if it is compatible with the operation of aircraft at the adjacent airfield. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | H-6 |
| **LAXN-PDF- 119**<br>**Monitoring Agency: LAWA** | Landscaping would not be permitted to promote the proliferation of wildlife that might have an impact on the functioning of the airfield. As such, plant materials are restricted to those that:<br>o Have a sparse to moderately dense foliage growth;<br>o Do not produce fruits or seeds; and/or<br>o Do not require extensive maintenance to maintain appropriate foliage. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | B-4, B-5; H-7 |
| **LAXN-PDF- 120**<br>**Monitoring Agency: LAWA** | The landscape zones defined in the proposed LAX Northside Design Guidelines and Standards control allowable plant materials to ensure appropriate locations | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | H-10 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 121**<br>**Monitoring Agency: LAWA** | Natural vegetation and native and/or drought tolerant plants will be planted in parking lot islands and other landscaped areas where feasible. | Prior to approval of development and landscape plans that include parking areas | Once, during plan review on a project-by-project basis | Approved development and landscape plans compliant with PDF | HW-5 |
| **LAXN-PDF- 122**<br>**Monitoring Agency: LAWA** | Any portion of the parking area not used for parking, loading, drive aisles, or pedestrian connectivity would be landscaped. | Prior to approval of development and landscape plans that include parking areas | Once, during plan review on a project-by-project basis | Approved development and landscape plans compliant with PDF | LU-12; HW-13; HW-27 |
| **LAXN-PDF- 123**<br>**Monitoring Agency: LAWA** | Landscape buffers in the LAX Northside Campus District would be planted with locally-native trees, shrubs, and ground cover and, when needed, would provide appropriate ground cover to control erosion. | Prior to approval of landscape plans that include landscape buffers in the LAX Northside Campus District | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | HW-22 |
| **LAXN-PDF- 124**<br>**Monitoring Agency: LAWA** | Drought-tolerant plants that require moderate to limited maintenance are required in certain areas. | Prior to approval of landscape plans | Once, during plan review on a project-by-project basis | Approved landscape plans compliant with PDF | U-2 |
| **LAXN-PDF- 125**<br>**Monitoring Agency: LAWA** | Landscaped buffers, landscaped setbacks, and recreational areas are required to have only drought-tolerant plants. | Prior to approval of and landscape plans | Once, during plan review on a project-by-project basis | Approved and landscape plans compliant with PDF | U-3 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 126**<br>**Monitoring Agency: LAWA** | The project requires a hybrid landscape that provides non-native planting strategies along Westchester Parkway, a mix of non-native and native plantings in the development zones and parking areas, and a full native planting palette for all areas that exist along the northern property lines, adjacent to the residential communities (Refer to the proposed LAX Northside Design Guidelines and Standards). The landscaping is required to be:<br>o 50% non-native and 50% native in the landscape setback zone<br>o 70% non-native and 30% native in the paseo and streetscape zone<br>o 80% native and 20% non-native in the airport support zone<br>o 100% locally-native, drought-tolerant in the buffer zone<br>o 80% native and 20% non-native in the recreation zone<br>o 40% non-native and 60% native in parking and development zones | Prior to approval of and landscape plans along Westchester Parkway, in the development zones and parking areas, and along northern property lines | Once, during plan review on a project-by-project basis | Approved and landscape plans compliant with PDF | U-16 |
| | **Lighting Standards** | | | | |
| **LAXN-PDF- 127**<br>**Monitoring Agency: LAWA** | Lighting shall be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-1; PSP-4 |
| **LAXN-PDF- 128**<br>**Monitoring Agency: LAWA** | Indirect wall lighting or "wall washing" and overhead down lighting may be used to help reduce light trespass into adjacent properties. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-2 |
| **LAXN-PDF- 129**<br>**Monitoring Agency: LAWA** | Spotlighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-3 |
| **LAXN-PDF- 130**<br>**Monitoring Agency: LAWA** | Exposed bulbs shall not be used. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Provision of lighting standards compliant with PDF | A-4 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 131**<br>**Monitoring Agency: LAWA** | Building light fixtures shall be designed or selected to be architecturally compatible with the main structure. | Prior to approval of building plans | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-5 |
| **LAXN-PDF- 132**<br>**Monitoring Agency: LAWA** | Lighting mounted above ten (10) feet from finish grade shall incorporate a full cut-off shield - fixture. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-6; B-14 |
| **LAXN-PDF- 133**<br>**Monitoring Agency: LAWA** | When security lighting is necessary, it shall be recessed, hooded, and located to illuminate only the intended area. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-7 |
| **LAXN-PDF- 134**<br>**Monitoring Agency: LAWA** | Glare or light trespass is prohibited on any adjacent streets, or within any adjacent properties. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-8; A-9; H15; B-13 |
| **LAXN-PDF- 135**<br>**Monitoring Agency: LAWA** | Service area lighting shall be contained within the service yard boundaries and enclosure walls. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-10; B-15 |
| **LAXN-PDF- 136**<br>**Monitoring Agency: LAWA** | No light spillover shall occur outside the service area. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-11; B-16 |
| **LAXN-PDF- 137**<br>**Monitoring Agency: LAWA** | Lighting is required to be shielded so that the source of lighting is not visible at the property line. | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-29 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 138**<br>**Monitoring Agency: LAWA** | The parking lot illumination level shall achieve a uniformity ratio of 3 to 1 (average to minimum) with a maintained average of 1 foot candle and minimum of 0.3 foot candle. | Prior to approval of site plans that include parking lots | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | A-31 |
| **LAXN-PDF- 139**<br>**Monitoring Agency: LAWA** | Lighting for buildings will be designed to prevent disruption of the function of the airfield. | Prior to approval of building plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | H-13 |
| **LAXN-PDF- 140**<br>**Monitoring Agency: LAWA** | Recreational uses will be secured with a 10-foot tall perimeter fence and will have "established hours of operation, preventing the need for lighted fields and possibility of light trespass." | Prior to approval of site plans | Once, during plan review on a project-by-project basis | Approved site plans compliant with PDF | H-14 |
| | **Noise** | | | | |
| **LAXN-PDF- 141**<br>**Monitoring Agency: LAWA** | The proposed Project includes restrictions within which development can occur in each Area by establishing buffer areas and setbacks. These buffer areas and setbacks will influence the relationship of noise receptors to sources of noise. The following buffer areas and setbacks apply:<br>o LAX Northside Campus District<br>▪ Area 1<br>• 80 feet (Adjacent to 20 feet landscape buffer)<br>• 30 feet Falmouth Avenue<br>• 38 feet Westchester Parkway<br>▪ Area 2A<br>• 15 feet St. Bernard/West 91st Street/South Cum Laude Avenue<br>• 20 feet West Cum Laude Avenue and eastern edges<br>• 30 feet Falmouth Avenue<br>• 38 feet Westchester Parkway<br>▪ Area 2C and Area 2D<br>• 20 feet North, west, and east edges<br>• 38 feet Westchester Parkway<br>▪ Area 2E and Area 3 | Prior to approval of development plans in each Area | Once, during plan review on a project-by-project basis | Provision of buffer areas and setbacks compliant with PDF | N-6 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| | • 15 feet Loyola Boulevard<br>• 20 feet North and west edges<br>• 38 feet Westchester Parkway<br>o LAX Northside Center District<br>▪ Area 11<br>• 50 feet Southern edge<br>• 30 feet South La Tijera Avenue<br>• 15 feet Sepulveda Avenue /La Tijera Avenue<br>▪ Area 12A East<br>• 30 feet West 88th Street<br>• 18 feet Westchester Parkway<br>• 15 feet La Tijera Avenue /West 88th Place<br>• 20 feet on north and west edge of existing building<br>▪ Area 12A West<br>• 15 feet Westchester Parkway/Emerson Avenue<br>• 20 feet West and north edges<br>▪ Area 13<br>• 15 feet Lincoln Boulevard<br>• 20 feet North and east edges<br>o LAX Northside Airport Support District<br>▪ Area 4<br>• 50 feet South Pershing Drive/Westchester Parkway<br>• 20 feet Southern edge<br>• 15 feet Northside Parkway<br>▪ Area 5 and Area 6<br>▪ Area 7<br>• 15 feet Lincoln Boulevard/McClean Parkway<br>▪ Area 8<br>• 15 feet All edges<br>▪ Area 9<br>• 15 feet Westchester Parkway /South McConnell Avenue | | | | |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 142**<br>**Monitoring Agency: LAWA** | The Project site will be graded and/or developed so that sound propagating towards existing residential areas to the north will be attenuated. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | N-5 |
| **LAXN-PDF- 143**<br>**Monitoring Agency: LAWA** | Prior to the issuance of building permits for any proposed higher educational uses, the Project Applicant shall utilize an acoustical engineer to demonstrate to the City of Los Angeles that the 45 dBA interior noise standard and an outdoor to indoor Noise Level Reduction of at least 25 dB and 30 dB has been achieved. Outdoor areas associated with higher educational uses shall be designed to minimize noise exposure. | Prior to issuance of building permits for any proposed higher educational uses | Once, upon approval of noise standards and Noise Level Reduction by City of Los Angeles | Issuance of building permits by Los Angeles Department of Public Works | LU-12; N-14 |
| **LAXN-PDF- 144**<br>**Monitoring Agency: LAWA** | All heating, ventilation, and air conditioning (HVAC) and related rooftop mechanical equipment for the proposed Project shall be restricted to provide acoustic shielding. HVAC units will be shielded with parapets to minimize noise. Where feasible, HVAC and rooftop equipment with a limited noise profile shall be selected and installed. | Prior to approval of building plans | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | N-1 |
| **LAXN-PDF- 145**<br>**Monitoring Agency: LAWA** | Existing soundwalls located along the northern property line of Area 11 and Area 12A East will be maintained in their current locations and configurations. | Prior to approval of development plans for Areas 11 and 12A East | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | N-2 |
| **LAXN-PDF- 146**<br>**Monitoring Agency: LAWA** | Multi-story parking that extends beyond existing soundwall height will be shielded on the north side to eliminate noise and glare towards residential areas. This could be achieved through either a solid wall or baffling louvers. | Prior to approval of development plans that include multi-story parking in Area 11 or Area 12A East | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | N-4 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 147**<br>**Monitoring Agency: LAWA** | Roof mounted equipment shall be screened at a maximum of 6 feet in height, measured from finish grade, which will buffer associated noise. | Prior to approval of building plans | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | N-7 |
| | **Parking Standards** | | | | |
| **LAXN-PDF- 148**<br>**Monitoring Agency: LAWA** | Surface and subterranean parking would be permitted in the LAX Northside Center District. | Prior to approval of development plans for the Center District | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-11 |
| **LAXN-PDF- 149**<br>**Monitoring Agency: LAWA** | Construction of the proposed Project in the LAX Northside Center District would require excavation and building footings reaching up to 20 feet bgs. Subterranean parking uses are not anticipated to exceed this typical depth; however, in Area 11 and Area 12A East subterranean parking would require excavation and footings reaching up to approximately 45 feet bgs. | Prior to approval of grading plans for the LAX Northside Center District | Once, during plan review on a project-by project basis | Approved grading plans | HW-19 |
| **LAXN-PDF- 150**<br>**Monitoring Agency: LAWA** | Surface and subterranean parking would be permitted in the LAX Northside Campus District. | Prior to approval of development plans for the Campus District | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | HW-25 |
| **LAXN-PDF- 151**<br>**Monitoring Agency: LAWA** | Construction of the proposed Project in the LAX Northside Campus District would require excavation and building footings reaching up to 20 feet bgs. Subterranean parking is permitted in the LAX Northside Campus District but is not anticipated to exceed this typical depth. | Prior to approval of grading plans for the LAX Northside Campus District | Once, during plan review on a project-by project basis | Approved grading plans | HW-34 |
| **LAXN-PDF- 152**<br>**Monitoring Agency: LAWA** | Construction of the proposed Project in the LAX Northside Airport Support District would require excavation and building footings reaching up to 20 feet bgs. Subterranean parking is permitted in the LAX Northside Airport Support District but is not anticipated to occur given the lower intensity of development of this district. | Prior to approval of grading plans for the LAX Airport Support District | Once, during plan review on a project-by project basis | Approved grading plans | HW-37 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 153**<br>**Monitoring Agency: LAWA** | Required parking spaces shall conform to standards set forth in the provisions of LAMC Section 12.21.A.4. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with LAMC Section 12.21.A.4 | LU-22 |
| **LAXN-PDF- 154**<br>**Monitoring Agency: LAWA** | Once 50% of Area 11 and Area 12 are occupied on a square foot basis, LAWA will conduct a supplemental parking study to evaluate potential off-site parking related to the proposed Project. | Initiation of study upon 50% occupancy on a square foot basis of Areas 11 and 12 | Once, upon commencement of LAWA parking study | LAWA completion of study | T-15 |
| **LAXN-PDF- 155**<br>**Monitoring Agency: LAWA** | Parking structures are required to be designed to minimize visual impact from public view and residential areas through architectural articulation and additional accents at circulation points. | Prior to approval of development plans that include parking structures | Once, during plan review on a project-by-project basis | Provision of parking structures compliant with PDF | A-28 |
| | **Pedestrian and Bicycle Facility Standards** | | | | |
| **LAXN-PDF- 156**<br>**Monitoring Agency: LAWA** | Benches shall be located adjacent to walkways, with a maximum distance of one thousand (1,000) feet between each seating area. In addition, various configurations and seat types shall be located in appropriate quantities to respond to user needs at transit stations, retail environments, bus shelters, street intersections, and public plazas. | Prior to approval of development plans that include walkways, transit stations, retail environments, bus shelters, street intersections, or public plazas | Once, during plan review on a project-by-project basis | Provision of benches compliant with PDF | R-8 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 157**<br>**Monitoring Agency: LAWA** | Bike racks shall be located adjacent to walkways, near building entrances, intersections, transit stations, bus shelters, and any other pedestrian gathering areas. Spacing shall be at a maximum distance of one thousand (1,000) feet and in clusters of three (3). | Prior to approval of development plans that include walkways, building entrances, intersections, transit stations, bus shelters, and other pedestrian gathering areas | Once, during plan review on a project-by-project basis | Provision of benches compliant with PDF | R-9 |
| **LAXN-PDF- 158**<br>**Monitoring Agency: LAWA** | **T**he paseo will introduce consistent landscaping and lighting that will provide a cohesive and improved visual appearance across the Project site. | Prior to approval of development plans for the paseo | Once, during plan review for the paseo | Provision of paseo compliant with PDF | A-46; LU-17 |
| **LAXN-PDF- 159**<br>**Monitoring Agency: LAWA** | A pedestrian environment would be encouraged along Westchester Parkway as commercial development occurs, with connections to the adjacent Westchester Business District. The proposed Project proposes a pedestrian accessible paseo that connects all areas of the LAX Northside from East to West along Westchester Parkway. The paseo begins in Area 11 adjacent to the existing Sepulveda Business district and town center Westchester and continues west along Westchester Parkway until it reaches Pershing Drive and will terminate at an existing recreation path to the beach. The paseo stretches nearly three miles and will accommodate active and passive forms of recreation, extending the existing right-of-way with an additional 12 feet of area, and would be composed of the existing 10 feet of sidewalk pavers and an additional 12 foot wide path of stabilized decomposed granite, allowing appropriate surface materials to accommodate various types of recreation. | Prior to approval of development plans for the paseo | Once, during plan review for the paseo | Provision of paseo compliant with PDF | A-45; LU-16; LU-18; R-4 |
| **LAXN-PDF- 160**<br>**Monitoring Agency: LAWA** | Activity along the paseo will be promoted with the introduction of entry plazas and shared common spaces that respond to adjacent land uses. These could include outdoor restaurant patios, additional features such as fountains and green space, potential for a community farmer's market, or plaza spaces that connect buildings to the pedestrian realm along Westchester Parkway. Landscape materials shall be introduced along the paseo that foster a dynamic sense of color and annual bloom, while being resilient enough for the high pedestrian traffic in the area. | Prior to approval of development and landscape plans for the paseo | Once, during plan review for the paseo | Provision of paseo compliant with PDF | R-6 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
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| **LAXN-PDF- 161**<br>**Monitoring Agency: LAWA** | The introduction of the paseo will consolidate pedestrian traffic and activity in the LAX Northside. This critical aspect to the design and location of the paseo reinforces the overall concept of the LAX Northside serving as a buffer between LAX and adjacent neighbors. By focusing pedestrian activity along Westchester Parkway and restricting access from the north and into adjacent neighborhoods, a safe environment shall be maintained that does not infringe on airfield security to the south, or the comfort and privacy of the communities to the north. | Prior to approval of development plans for the paseo and site access plans | Once, during plan review for the paseo | Provision of paseo and access points compliant with PDF | R-7 |
| **LAXN-PDF- 162**<br>**Monitoring Agency: LAWA** | Pedestrian safety will be ensured within the proposed Project through pedestrian crosswalk signage, specific finish materials to reinforce crossings, and streetscape lighting strategies that promote pedestrian awareness and safety at all hours of the day. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of benches compliant with PDF | PSP-3 |
| **LAXN-PDF- 163**<br>**Monitoring Agency: LAWA** | Continuity of the pedestrian experience will be preserved by minimizing vehicular entries and breaks in the paseo. Pedestrian safety will be ensured where breaks in the paseo are needed with appropriate pedestrian crosswalk signage, specific finish materials to reinforce these crossings and streetscape lighting strategies that promote pedestrian awareness and safety at all hours of the day. | Prior to approval of development plans for the paseo and site access plans | Once, during plan review for the paseo | Provision of paseo and access points compliant with PDF | R-5 |
| **LAXN-PDF- 164**<br>**Monitoring Agency: LAWA** | The Project would require the installation of a crosswalk across Loyola Boulevard at 91st Street or a roundabout at the intersection of Loyola Boulevard and La Tijera Boulevard if a land use is put into the Project side of the street that requires or encourages pedestrians to cross from the Project Site to the other side of Loyola Boulevard. | Prior to approval of development plans in Area 2 and Area 3 | Once, during plan review for Area 2 and Area 3 | Provision of crosswalk or roundabout if warranted by land use | T-16 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 165**<br>**Monitoring Agency: LAWA** | The proposed Project would encourage multiple modes of transportation by reserving a location for a potential light-rail station in the LAX Northside Center District, enhancing pedestrian connections, and including bicycle facilities such as lockers and showers. Bike racks shall be located adjacent to walkways, near building entrances, intersections, transit stations, bus shelters, and any other pedestrian gathering areas. Spacing shall be at a maximum distance of one thousand (1,000) feet and in clusters of three (3). | Prior to approval of development plans in the LAX Northside Center District and for development plans that include walkways, building entrances, intersections, transit stations, bus shelters, and other pedestrian gathering areas | Once, during plan review on a project-by-project basis | Provision of benches and reserved location for potential light-rail transit station compliant with PDF | LU-19 |
| | **Safety and Security** | | | | |
| **LAXN-PDF- 166**<br>**Monitoring Agency: LAWA** | The proposed Project would be required to provide design features consistent with the Fire Protection Regulations established within the LAMC. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of design features consistent with Fire Protection Regulations of LAMC | PSF-1 |
| **LAXN-PDF- 167**<br>**Monitoring Agency: LAWA** | The proposed Project would be required to provide design features consistent with the Police Protection Regulations established within the LAMC as well as appropriate design features recommended as part of compliance with LAX Master Plan Commitment LE-2. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Provision of design features consistent with Fire Protection Regulations of LAMC | PSP-1 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 168**<br>**Monitoring Agency: LAWA** | The proposed Project Buffer areas (100-feet along the northern edge of Area 2 and 20' along the northern edge of Area 1) are required to be secured by a ten foot tall fence and are not publicly accessible. | Prior to approval of development plans in Area 1 and Area 2 | Once, during plan review on a project-by-project basis | Provision of buffer area fencing compliant with PDF | PSP-8 |
| **LAXN-PDF- 169**<br>**Monitoring Agency: LAWA** | The proposed Project maintains security fences in their existing location and configuration the LAX Northside Airport Support District to prevent access to the LAX North Airfield. | Prior to approval of development plans for the LAX Northside Airport Support District | Once, during plan review on a project-by-project basis | Maintenance of fencing compliant with PDF | PSP-5 |
| **LAXN-PDF- 170**<br>**Monitoring Agency: LAWA** | The proposed Project maintains the existing secured access point at the intersection of Falmouth Avenue and Westchester Parkway that restricts access to the LAX Northside Airport Support District. | Prior to approval of development plans for the LAX Northside Airport Support District | Once, during plan review on a project-by-project basis | Maintenance of secured access points compliant with PDF | PSP-6 |
| **LAXN-PDF- 171**<br>**Monitoring Agency: LAWA** | The proposed Project requires that recreation areas are secured with an eight foot tall fence and provide limited and controlled access to the general public. | Prior to approval of development plans for recreation areas | Once, during plan review on a project-by-project basis | Provision of fencing compliant with PDF | PSP-7 |
| | **Setbacks** | | | | |
| **LAXN-PDF- 172**<br>**Monitoring Agency: LAWA** | Buildings within subareas 2C and 2E are required to be located with a minimum of 65 percent of the proposed Project ground floor building square footage within 250 feet of the Westchester Parkway property line. | Prior to approval of building plans for subareas 2C and 2E | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-77; LU-52; N-13 |
| **LAXN-PDF- 173**<br>**Monitoring Agency: LAWA** | Buildings in Area 11 are required to be set back:<br>o 15 feet from Sepulveda Westway;<br>o 30 feet from South La Tijera Boulevard; and<br>o 50 feet from the Limited Development Area. | Prior to approval of building plans for Area 11 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-55; LU-27 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 174**<br>**Monitoring Agency: LAWA** | Buildings within Area 11 are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setbacks. | Prior to approval of building plans for Area 11 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-56; LU-28; N-13 |
| **LAXN-PDF- 175**<br>**Monitoring Agency: LAWA** | Buildings in Area 12A East are required to be set back:<br>o 15 feet from La Tijera/West 88th Place;<br>o 18 feet from Westchester Parkway;<br>o 20 feet from the south and west edges of existing structures; and<br>o 30 feet from West 88th Street. | Prior to approval of building plans for Area 12A East | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-59; LU-39 |
| **LAXN-PDF- 176**<br>**Monitoring Agency: LAWA** | Buildings within Area 12A East are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setbacks. | Prior to approval of building plans for Area 12A East | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-60; LU-32 |
| **LAXN-PDF- 177**<br>**Monitoring Agency: LAWA** | Buildings in Area 12A West are required to be set back:<br>o 15 feet from Westchester Parkway; and<br>o 20 feet from the south and west edges of existing structures. | Prior to approval of building plans for Area 12A East | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-62; LU-34 |
| **LAXN-PDF- 178**<br>**Monitoring Agency: LAWA** | Buildings within Area 12A West are required to be located adjacent to the Westchester Parkway setback. | Prior to approval of building plans for Area 12A East | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-63; LU-35 |
| **LAXN-PDF- 179**<br>**Monitoring Agency: LAWA** | Buildings in Area 13 are required to be set back:<br>o 15 feet from Lincoln Boulevard; and<br>o 20 feet from the south and west edges of the existing structures. | Prior to approval of building plans for Area 13 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-65; LU-37 |
| **LAXN-PDF- 180**<br>**Monitoring Agency: LAWA** | Buildings within Area 13 are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setbacks. | Prior to approval of building plans for Area 13 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-66; LU-38 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 181**<br>**Monitoring Agency: LAWA** | Buildings in Area 1 are required to be set back:<br>o 30 feet from Falmouth Avenue;<br>o 38 feet from Westchester Parkway; and<br>o 80 feet from the Buffer. | Prior to approval of building plans for Area 1 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-69; LU-44 |
| **LAXN-PDF- 182**<br>**Monitoring Agency: LAWA** | In subarea 2A, buildings are required to be set back:<br>o 15 feet from St. Bernard/West 91st Street/South Cum Laude Avenue;<br>o 20 feet from West Cum Laude Avenue and the eastern edge of the subarea;<br>o 30 feet from Falmouth Avenue; and<br>o 38 feet from Westchester Parkway. | Prior to approval of building plans for subarea 2A | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-72; LU-47 |
| **LAXN-PDF- 183**<br>**Monitoring Agency: LAWA** | In subareas 2C and 2D buildings are required to be set back:<br>o 20 feet from the north and west edges of the subareas; and<br>o 38 feet from Westchester Parkway. | Prior to approval of building plans for subareas 2C and 2D | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-73; LU-48 |
| **LAXN-PDF- 184**<br>**Monitoring Agency: LAWA** | In subarea 2E buildings are required to be set back:<br>o 15 feet from Loyola Boulevard;<br>o 20 feet from the north and west edges of the subarea; and<br>o 38 feet from Westchester Parkway. | Prior to approval of building plans for subarea 2E | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-74; LU-49 |
| **LAXN-PDF- 185**<br>**Monitoring Agency: LAWA** | Buildings within Area 2 are required to be located adjacent to the Westchester Parkway, La Tijera Boulevard, and Sepulveda Westway setback. | Prior to approval of building plans for Area 2 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-76; LU-51; N-13 |
| **LAXN-PDF- 186**<br>**Monitoring Agency: LAWA** | Buildings in Area 3 are required to be set back:<br>o 15 feet from Loyola Boulevard;<br>o 20 feet from the north and west edges of the Area; and<br>o 38 feet from Westchester Parkway. | Prior to approval of building plans for Area 3 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-80; LU-55 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 187**<br>**Monitoring Agency: LAWA** | Buildings in Area 4 are required to be set back:<br>o 15 feet from Northside Parkway;<br>o 20 feet from the southern edge of the Area; and<br>o 50 feet from South Pershing Drive and Westchester Parkway. | Prior to approval of building plans for Area 4 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-87; LU-68 |
| **LAXN-PDF- 188**<br>**Monitoring Agency: LAWA** | Buildings in Area 5 are required to be set back:<br>o 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and<br>o 50 feet from Westchester Parkway. | Prior to approval of building plans for Area 5 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-88; LU-64 |
| **LAXN-PDF- 189**<br>**Monitoring Agency: LAWA** | Buildings in Area 6 are required to be set back:<br>o 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and<br>o 50 feet from Westchester Parkway. | Prior to approval of building plans for Area 6 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-89; LU-65 |
| **LAXN-PDF- 190**<br>**Monitoring Agency: LAWA** | Buildings in Area 7 are required to be set back 15 feet from Lincoln Boulevard/McClean Parkway. | Prior to approval of building plans for Area 7 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-90; LU-66 |
| **LAXN-PDF- 191**<br>**Monitoring Agency: LAWA** | Buildings in Area 8 are required to be set back 15 feet from all edges of Area 8. | Prior to approval of building plans for Area 8 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-91; LU-66 |
| **LAXN-PDF- 192**<br>**Monitoring Agency: LAWA** | Buildings in Area 9 are required to be set back 15 feet from Westchester Parkway and South McConnel Avenue. | Prior to approval of building plans for Area 9 | Once, during plan review on a project-by-project basis | Approved building plans compliant with PDF | A-92; LU-68 |
| **LAXN-PDF- 193**<br>**Monitoring Agency: LAWA** | Grading, construction, and structures are prohibited within 50 feet of the Argo Drainage Channel. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | B-17 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| | **Signage** | | | | |
| **LAXN-PDF- 194**<br>**Monitoring Agency: LAWA** | Signs are limited to a maximum of two signs on two elevations and may not project above the top of buildings. | Prior to approval of development plans | Once, during plan review on a project-by-project basis. Once, at final field inspection. | Approved development plans compliant with PDF | A-36 |
| **LAXN-PDF- 195**<br>**Monitoring Agency: LAWA** | Signs are prohibited from being visible from residential areas and shall be located on building frontages. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | A-37 |
| **LAXN-PDF- 196**<br>**Monitoring Agency: LAWA** | Signs can be internally illuminated only to a maximum of 2 foot candles above ambient levels. | Prior to approval of development plans | Once, during plan review on a project-by-project basis. Once, at final field inspection. | Approved development plans compliant with PDF | A-38 |
| **LAXN-PDF- 197**<br>**Monitoring Agency: LAWA** | Exposed light sources (neon or incandescent) are prohibited (in signs). | Prior to approval of development plans | Once, during plan review on a project-by-project basis. Once, at final field inspection. | Approved development plans compliant with PDF | A-39 |
| **LAXN-PDF- 198**<br>**Monitoring Agency: LAWA** | Signs shall not overlap architectural features on a building. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | A-40 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 199**<br>**Monitoring Agency: LAWA** | Tenant signs are not allowed to project above buildings in the manner of billboards. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | A-41 |
| **LAXN-PDF- 200**<br>**Monitoring Agency: LAWA** | Signs employing animated components, moving/flashing or blinking lights, exposed raceways, exposed ballast boxes or transformers, unedged or uncapped plastic letters or letters with no returns and exposed fastenings, luminous-vacuum formed type plastic letters, sandblasted wood type construction are prohibited. | Prior to approval of development plans | Once, during plan review on a project-by-project basis. Once, at final field inspection. | Approved development plans compliant with PDF | A-42 |
| **LAXN-PDF- 201**<br>**Monitoring Agency: LAWA** | Signage in the Northside Campus District is restricted to three feet in height. | Prior to approval of development plans in the LAX Northside Campus District | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | LU-39 |
| | **Square Footage Limitations and Transfers** | | | | |
| **LAXN-PDF- 202**<br>**Monitoring Agency: LAWA** | Adoption of the proposed Project would permit the development of up to 2,320,000 square feet, and areas for recreation, open space, and buffer space. | Ongoing throughout project development until full buildout | Once, during plan review on a project-by-project basis | Approved total project development plans with square footage equal or less than 2,320,000 | LU-1; P-1 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 203**<br>**Monitoring Agency: LAWA** | The LAX Northside Center District will establish a maximum building square footage of 645,000 square feet. | Ongoing throughout project development until full buildout of the LAX Northside Center District | Once, during plan review on a project-by-project basis | Approved total project development plans with square footage equal or less than 645,000 in the LAX Northside Center District | LU-24 |
| **LAXN-PDF- 204**<br>**Monitoring Agency: LAWA** | The LAX Northside Campus District will establish a maximum building square footage of 1,075,000 square feet. | Ongoing throughout project development until full buildout of the LAX Northside Campus District | Once, during plan review on a project-by-project basis | Approved total project development plans with square footage equal or less than 1,075,000 in the LAX Northside Campus District | LU-41 |
| **LAXN-PDF- 205**<br>**Monitoring Agency: LAWA** | The LAX Airport Support District will establish a maximum building square footage of 600,000. | Ongoing throughout project development until full buildout of the LAX Northside Airport Support | Once, during plan review on a project-by-project basis | Approved total project development plans with square footage equal or less than 600,000 in the LAX Northside Airport Support District | LU-57 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 206**<br>**Monitoring Agency: LAWA** | The proposed Project allows transfers of floor area between uses within Districts. Transfers are restricted based on vehicle trip equivalencies. Additionally, in no event shall the maximum number of trips generated by the LAX Northside exceed 23,635 total daily vehicle trips. | Ongoing throughout project development until total daily vehicle trips reaches 23,635 | Once, during plan review on a project-by-project basis | Approved total project development with total daily vehicle trips equal or less than 23,635 | T-14 |
| | **Sustainability** | | | | |
| **LAXN-PDF- 207**<br>**Monitoring Agency: LAWA** | The proposed Project supports sustainability practices that include meeting the requirements of the City of Los Angeles CALGreen program, meeting LEED standards, and adhering to the LAWA Sustainability Guidelines through the implementation of energy efficient standards in lighting; the use of sustainable materials; energy efficiency practices and lighting; requirements for the use of permeable materials for parking spaces; and through the use of drought-tolerant, native species of plants in landscaping requirements. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | LU-11 |
| **LAXN-PDF- 208**<br>**Monitoring Agency: LAWA** | Compliance with Ordinance No. 181480 of the Los Angeles Municipal Code is required, including but not limited to:<br>o High Efficiency Toilets with flush volume of 1.0 gallons of water per flush (Table 5.303.2.2)<br>o Reduce wastewater by 20% by installing water-conserving fixtures (water closets, urinals) or utilizing non-potable water systems (Section 99.05.303.4) | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with Ordinance No. 181480 of the LAMC | U-1 |
| **LAXN-PDF- 209**<br>**Monitoring Agency: LAWA** | Compliance with Ordinance No. 181480 of the Los Angeles Municipal Code is required, including but not limited to:<br>o Plumbing fixtures and fixture fittings that will reduce overall use of potable water by 20% (Section 99.05.303.2)<br>o Faucets – all indoor faucets (other than City Ordinance No.180822 requirements) with flow rate of .25 gallons/cycle (Table 5.303.2.2)<br>o Providing separate meters or submeters for indoor and outdoor potable water use (99.05.304.2)<br>o Having irrigation controllers and sensors (Section 99.05.304.3) | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with Ordinance No. 181480 of the LAMC | U-15 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 210**<br>**Monitoring Agency: LAWA** | The following items are required by the Water Efficiency Requirements Ordinance, City Ordinance No.180822, effective Dec. 1, 2009, and LAWA acknowledges compliance with the following requirements for the entire project Site:<br>o High Efficiency Toilets – maximum flush volume not to exceed 1.28 gallons of water (effective) per flush<br>o High Efficiency Urinals – maximum flush volume not to exceed 0.125 gallons of water per flush<br>o Faucets:<br>▪ Private Use Lavatory Faucets – 1.5 gallons per minute<br>▪ Public Use Lavatory Faucets – 0.5 gallons per minute, self-closing<br>▪ Pre-rinse Spray Valve installed in Commercial Kitchens – 1.6 gallons per minute<br>▪ All Other Indoor Faucets – 2.2 gallons per minute<br>o Low-flow Showerheads – maximum flow rate not to exceed 2.0 gallons per minute, except emergency shower heads for health or safety purposes.<br>o Showerheads – No more than one showerhead per stall.<br>o High efficiency Clothes Washers (Commercial).<br>o All Installed Dishwashers must be Energy Star Rated and in compliance with the following:<br>▪ The maximum water use for high efficiency commercial dishwashers shall be in accordance with the City of Los Angeles Water Efficiency Requirements Ordinance (Ordinance No. 180822). The maximum gallons per rack are 0.70, 0.95, and 0.90 for high-temperature conveyor, door, and undercounter dishwashers respectively. The maximum gallons per rack are 0.62, 1.16, and 0.98 for chemical conveyor, door, and undercounter dishwashers. These requirements are shown in **Table 4.15-10**. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with Ordinance No. 180822 of the LAMC and with PDF | U-17 |

**Project-Specific Project Design Features**

<table>
<tr><th>LAX Northside Plan Update Final EIR Project Design Feature (PDF)</th><th>Timing of Implementation</th><th>Monitoring Frequency</th><th>Actions Indicating Compliance</th><th>DEIR PDF</th></tr>
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**Table 4.15-10**
**Maximum Water Use for High Efficiency Dishwashers**

| Type | High-Temperature Maximum gallons per rack | Chemical-Maximum gallons per rack |
|---|---|---|
| Conveyer | 0.70 | 0.62 |
| Door | 0.95 | 1.16 |
| Undercounter | 0.90 | 0.98 |

Source: Water Efficiency Requirements Ordinance, City Ordinance No.180822, 2009.

- The maximum water use per washing cycle for high efficiency domestic dishwashers shall be 5.8 gallons.

o All cooling towers must operate at a minimum of 5.5 cycles of concentration

o Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.

o Landscaping would be designed to advance sustainability. Drought-tolerant plant materials would be allowed to preserve water resources and bioswales would be used to remove silt and pollution from surface runoff water. The proposed Project would use rotating sprinkler nozzles for landscape irrigation, would use weather based irrigation controller, and would implement at least 30 percent native California plants in landscaping.

o Reclaimed Water – To the extent possible, LAWA will maximize the use of reclaimed water in LAX Master Plan – related facilities and landscaping.

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**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 211**<br>**Monitoring Agency: LAWA** | Energy efficient lighting is required. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with PDF | U-19 |
| **LAXN-PDF- 212**<br>**Monitoring Agency: LAWA** | Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including but not limited to:<br>o Section A5.203.1.1 Energy Efficiency: Exceed the 2008 energy efficiency standards defined in the California Energy Code, Title-24 Part 6 by 15%. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with LAGBC Tier 1 requirements | AQ-3 |
| **LAXN-PDF- 213**<br>**Monitoring Agency: LAWA** | Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including but not limited to:<br>o Section A5.203.1.1 Energy Efficiency: Exceed the 2008 energy efficiency standards defined in the California Energy CodeTitle-24 Part 6 by 15%.<br>o Section A5.303.2.3.1 Indoor Water Use: Reduce the overall use of portable water within the building by 30% from the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code. | Prior to approval of development plans | Once, during plan review on a project-by-project basis | Approved development plans compliant with LAGBC Tier 1 requirements | GHG-3 |
| **LAXN-PDF- 214**<br>**Monitoring Agency: LAWA** | All building projects with an LADBS permit-valuation over $200,000 shall achieve LAGBC Tier-1 conformance. | Prior to approval of development plans for projects with LADBS permit-valuation over $200,000 | Once, during plan review on a project-by-project basis | Approved development plans compliant with LAGBC Tier 1 requirements | U-6 |
| | **Transportation** | | | | |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 215**<br>**Monitoring Agency: LAWA and LADOT** | The proposed Project includes Implementation of a Transportation Demand Management (TDM) program for the Project site to promote trip reduction and non-auto travel (See Appendix E of the Draft EIR for further details). This measure is incorporated into the analyses by applying a 5% trip reduction to office and research and development land uses on Project site. | Upon completion of 25 percent of development or generation of 636 afternoon peak hour trips | Annually, as part of LAX MMRP progress report | Implementation of a TDM program upon completion of 25% of development of generation of 636 new net afternoon peak trips. Demonstration of 5% reduction in trips from office and research and development land uses on the Project site. Documentation of that reduction within an annual report to LADOT as well as in LAX MMRP progress report. | AQ-1; GHG-1 |
| **LAXN-PDF- 216**<br>**Monitoring Agency: LAWA** | Grading schedules for the proposed Project Areas requiring export and those requiring import will coincide, when feasible, in order to minimize haul trips to off-site disposal areas. | Prior to approval of grading plans | Once, during plan review on a project-by-project basis | Approved grading schedule compliant with PDF | T-13 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 217**<br>**Monitoring Agency: LAWA** | When 50% of the Project is built on the basis of afternoon peak hour trip generation, the Project will form a Transportation Management Organization (TMO) which qualifying Project businesses would be required to join and other area businesses and residences would have the option to join. The TMO would take over the implementation, operation, and expansion of the TDM program and could seek to implement transportation improvements too large for individual businesses to implement. | Upon 50% project completion based on afternoon peak hour trip generation | Once, upon 50% completion of the proposed Project | Implemented TMO, inclusion of TMO annual report in LAX MMRP progress report | T-17 |
| **LAXN-PDF- 218**<br>**Monitoring Agency: LAWA** | The proposed Project requires capping the maximum number of trips generated by the LAX Northside at 23,635 total daily vehicle trips. | Ongoing throughout project development until total daily vehicle trips reaches 23,635 | Once, during plan review on a project-by-project basis | Approved total project development with total daily vehicle trips equal or less than 23,635 | AQ-2; GHG-2 |
| **LAXN-PDF- 219**<br>**Monitoring Agency: LAWA** | The Applicant would work with Metro and LADOT during Project design to identify a suitable location on the Project site which will be dedicated for potential future development of a transit station. Prior to any development on the Project site, LAWA would work with Metro and LADOT to identify a suitable location for a potential transit station. That land would be preserved for that use by LAWA for a period of up to 10 years, after which, should Metro determine that it does not need to develop a transit station at that location, the site would become available for Project development. | Prior to any development on the Project site | Annually, for a period of up to ten years | Land reserved for transit station up to ten years. Following initial ten years, development of transit station or availability of land for other use | T-18 |

**Project-Specific Project Design Features**

| LAX Northside Plan Update Final EIR Project Design Feature (PDF) | | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | DEIR PDF |
|---|---|---|---|---|---|
| **LAXN-PDF- 220**<br>**Monitoring Agency: LAWA** | The Project Applicant will notify any affected transit operators at least one week in advance any time that construction activities will hinder normal operation of a regularly scheduled transit route. Activities warranting notification could include closure of a sidewalk in the vicinity of a transit stop, closure of a bus stop, lane closures, road closures, and heavy truck activity along a transit route. | At least one week prior to commencement of any construction activities that would hinder operation of regularly scheduled transit | Periodically, during construction that would hinder transit operations | Written notification to transit service provider(s) | T-19 |
| **LAXN-PDF- 221**<br>**Monitoring Agency: LAWA** | Upon completion of 55% of Project development, or 1,400 afternoon peak hour trips, the Project would complete or have completed the following improvement to Intersection #86, Sepulveda Boulevard & Jefferson Boulevard & Playa Street: Add a third eastbound left-turn lane, along with associated signage and traffic signal improvements. After implementation of the improvement, this intersection would provide two left-turn lanes, one shared left-turn/through lane, and one shared through/right-turn lane in the eastbound direction. | Upon completion of 55% of Project development, or 1,400 afternoon peak hour trips | Once, prior to completion of intersection improvement | Construction of third eastbound left-turn lane | T-20 |

**Project-Specific Mitigation Measures**

| | Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|---|
| | **Noise (N)** | | | | |
| **MM-N (NSP)-1**<br><br>**Monitoring Agency: LAWA** | A temporary, continuous and impermeable minimum ten-foot high sound barrier wall shall be erected between the proposed Project construction area and adjacent off-site sensitive noise receptors wherever construction activities are within 250 feet of the noise sensitive receptors and there are no intervening buildings or existing sound walls between the construction area and the noise sensitive receptors. | Significant noise impacts at noise-sensitive receivers during construction | Prior to construction commencement of the proposed Project with noise sensitive uses within 250 feet of the Project site | Periodic field inspections | Field inspection and quarterly compliance report by the project contractor |
| **MM-N (NSP)-2**<br><br>**Monitoring Agency: LAWA** | Construction equipment shall be shut off during idling within 250 feet of noise sensitive receptors. | Significant noise impacts at noise-sensitive receivers during construction | Prior to construction commencement of the proposed Project with noise sensitive uses within 250 feet of the Project site | Periodic field inspections | Field inspection and quarterly compliance report by the project contractor |
| **MM-N (NSP)-3**<br><br>**Monitoring Agency: LAWA** | Power construction equipment shall be equipped with noise shielding and muffling devices that achieve a minimum 5 dBA reduction in construction equipment related noise. All equipment shall be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated. | Significant noise impacts at noise-sensitive receivers during construction | Prior to construction commencement of the proposed Project | Periodic field inspections | Field inspection and quarterly compliance report by the project contractor |
| **MM-N (NSP)-4**<br><br>**Monitoring Agency: LAWA** | Stationary source equipment that is flexible with regard to relocation (such as generators and compressors) shall be located at the greatest distance possible from sensitive land uses and unnecessary idling of equipment shall be prohibited. | Significant noise impacts at noise-sensitive receivers during construction | Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of the proposed Project with noise sensitive uses within 600 feet of the Project site | Periodic field inspections | Field inspection and quarterly compliance report by the project contractor |

**Project-Specific Mitigation Measures**

| Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|---|
| **MM-N (NSP)-5**<br><br>**Monitoring Agency: LAWA** | Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible. | Significant noise impacts at noise-sensitive receivers during construction | Prior to construction commencement of the proposed Project | Field inspection and quarterly compliance report by the project contractor | Field inspection and quarterly compliance report by the project contractor |
| | **Traffic (T)** | | | | |
| **MM-T (NSP)-1**<br><br>**Monitoring Agency: LADOT** | **Transportation Demand Management**<br><br>The TDM program would implement a number of programs for employers and employees including education and awareness programs promoting TDM programs, Project Design Features to promote bicycling and walking, ridesharing services and transportation assurance programs, and incentives for using alternative modes of travel. In total, it is expected that the TDM program would reduce trip generation for the office and Research and Development uses by ten percent.<br><br>A key component of the TDM program is to make employers and employees at the Project site aware of the various programs offered. To this end, a Transportation Management Coordination Program (TMCP) would reach out both to employers and employees directly to promote the benefits of TDM. The TMCP would also be responsible for maintaining a website which would offer ridematching services, transit information, and serve as a passive source of information for those interested in TDM. A Transportation Information Center (TIC) would also be maintained on the Project site. A TIC is a centrally-located commuter information center where the Project employers and employees can obtain information regarding commute programs and real-time information for planning travel without using an automobile. | Overall increase in traffic | Upon completion of 25 percent of development or generation of 636 afternoon peak hour trips | Annually, as part of LAX MMRP progress report | Implemented TDM program, inclusion of annual report in LAX MMRP progress report |
| **MM-T (NSP)-2**<br><br>**Monitoring Agency: LADOT** | **Transportation Systems Management Improvements**<br><br>As part of the mitigation program, the Project would implement TSM improvements recommended by LADOT and the City of Inglewood within the Study Area. These TSM improvements include the installation of vehicle detection systems, signal controller upgrades, traffic monitoring cameras, and signal timing coordination systems. | Overall increase in traffic. Traffic congestion and delays at intersections | Upon completion of 55 percent of development or generation of 1,400 afternoon peak hour trips | Annually, as part of LAX MMRP progress report | Implemented TSM program, inclusion of annual report in LAX MMRP progress report |

**Project-Specific Mitigation Measures**

| Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|
| LADOT and the City of Inglewood have each determined that the TSM improvements described below would result in a 1% increase in intersection capacity along the affected corridors.<br><br>**<u>City of Los Angeles TSM Improvements</u>**<br><br>The Project will pay for right-turn detection systems at a number of key intersections within the Study Area. These systems, working in conjunction with existing loop detection systems in through lanes and left-turn pockets, will allow LADOT to collect real-time traffic volume data for all intersection turning movements. These improvements would be installed, as feasible, at the following intersections:<br><br>1. Lincoln Boulevard & Venice Boulevard;<br>2. Lincoln Boulevard & Washington Boulevard;<br>6. Lincoln Boulevard & Mindanao Way;<br>7. Lincoln Boulevard & Fiji Way;<br>8. Lincoln Boulevard & Jefferson Boulevard;<br>12. Lincoln Boulevard & Manchester Avenue;<br>28. Sepulveda Boulevard & Manchester Avenue;<br>29. Sepulveda Boulevard & La Tijera Boulevard;<br>30. Sepulveda Boulevard & Westchester Parkway;<br>46. Airport Boulevard & Manchester Avenue;<br>57. Aviation Boulevard & Arbor Vitae Street;<br>62. Aviation Boulevard & Century Boulevard; and<br>101. Aviation Boulevard & Imperial Highway.<br><br>In addition or as an alternative to the right-turn detection systems at the intersections identified above, LADOT may choose to use the funds to upgrade signal controllers or install CCTV cameras or advance vehicle detection loops for signal control purposes along the identified corridors.<br><br>The Project shall install or pay LADOT a fixed fee based on cost | | | | |

**Project-Specific Mitigation Measures**

| Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|---|
| | estimates provided by LADOT to provide for design and installation of these TSM improvements. These TSM improvements would be implemented by the City of Los Angeles' Bureau of Engineering.<br><br>**<u>City of Inglewood TSM Improvements</u>**<br><br>The City of Inglewood is currently working to implement Phase IV of its TSM program. The TSM program will connect traffic signals along major corridors throughout the City of Inglewood to a central traffic management center, which will allow for real time updating of signal timings to address traffic congestion in real-time. The program will also install new signal controllers, loops, and CCTV cameras to improve monitoring and operation of the signals.<br><br>The proposed Project would contribute a fixed amount toward the implementation of the City of Inglewood's TSM program along Manchester Boulevard and Florence Avenue based on discussions with Inglewood staff. | | | | |
| **MM-T (NSP)-3**<br><br>**Monitoring Agency: LADOT** | **Transit System Improvements**<br><br>The proposed Project would help to improve the transit system in the Study Area and beyond by providing additional buses along a key existing bus route.<br><br>**<u>Buses</u>**<br><br>In order to bolster transit capacity and LOS in the Study Area, the proposed Project proposes to mitigate impacts along Manchester Boulevard by providing two additional transit buses for Metro Route 115. Each bus provides a seated capacity of 40 people and a standing capacity of 50 people and will supplement the existing bus service along Manchester Boulevard during peak hours. | Overall increase in traffic | Upon completion of 75 percent of development or generation of 1,907 afternoon peak hour trips | Annually, as part of LAX MMRP progress report | Provision of two additional transit buses |
| **MM-T (NSP)-4**<br><br>**Monitoring Agency: LADOT** | **Specific Intersection Improvements**<br><br>Intersection improvements designed to mitigate the significant impacts of the proposed Project consist of physical improvements and signal phasing enhancements. The specific mitigation measures developed for | Traffic congestion and delays at intersections resulting from increases in traffic | Phase I: Upon completion of 25 percent of development or generation of 636 | Annually, as part of LAX MMRP progress report | Confirmation that the subject intersection improvement has been completed |

**Project-Specific Mitigation Measures**

| Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|
| the significantly impacted intersections are provided below. Specific physical intersection improvements such as adding turn lanes were identified at seven study intersections:<br>• **Intersection #12 – Lincoln Boulevard & Manchester Avenue (City of Los Angeles).** Add a second left-turn lane for the eastbound and westbound approaches. This could be accomplished by restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, two through lanes, and one right-turn lane. This improvement could be completed within the existing right-of-way. This improvement was originally proposed in the LAX Specific Plan Amendment Study (SPAS), and credit for its implementation would be shared with the proposed Project.<br>• **Intersection #28 – Sepulveda Boulevard & Manchester Avenue (City of Los Angeles).** Add a westbound right-turn lane and a westbound left-turn lane. The right-turn lane could be implemented by removing parking on the north side of Manchester Avenue to accommodate the lane in the existing right-of-way. The left-turn lane could be striped in alongside the existing left-turn lane without affecting any other lanes. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and one right-turn lane.<br>• **Intersection #29 – Sepulveda Boulevard & La Tijera Boulevard (City of Los Angeles).** Add a second westbound left-turn lane. This could be accomplished by removing parking on the north side of La Tijera Boulevard between Sepulveda Boulevard and Sepulveda Eastway. The existing through lane and shared through/right-turn lane could then be shifted to the north to accommodate the second westbound left-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. This mitigation could be completed within the existing right-of-way. This improvement was originally proposed for the Thomas Bradley International Terminal project, and credit for its implementation would be shared with the proposed Project. | | afternoon peak hour trips<br>Intersections #12, #28, #29, and #46<br>Phase II: Upon completion of 55 percent of development or generation of 1,400 afternoon peak hour trips<br>Intersections #34 and #57<br>Phase III: Upon completion of 75 percent of development or generation of 1,907 afternoon peak hour trips<br>Intersection #58 | | |

**Project-Specific Mitigation Measures**

| Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| • **Intersection #34 – Sepulveda Boulevard & Imperial Highway (City of Los Angeles).** Add a second westbound right-turn lane. This would involve restriping the westbound approach to convert an existing through lane to a right-turn lane. After the mitigation, the westbound approach would provide two left-turn lanes, two through lanes, and two right-turn lanes. This improvement could be completed in the existing right-of-way.<br>• **Intersection #46 – Airport Boulevard & Manchester Avenue (City of Los Angeles).** Add a second eastbound and westbound left-turn lane, and a southbound right-turn lane. Adding the eastbound and westbound left-turn lanes would involve restriping the eastbound and westbound approaches to provide a second left-turn lane in each direction. In order to maintain at least 26 feet of receiving width for the new double left-turn lanes, the northbound and southbound lanes would need to be shifted and reconfigured as well. Adding the southbound right-turn lane would involve widening the southbound approach and shifting the sidewalk to the west. After the mitigation, the eastbound and westbound approaches would provide two left-turn lanes, one through lane, and one shared through/right-turn lane. The southbound approach would provide one left-turn lane, two through lanes, and one right-turn lane. The eastbound and westbound left-turn lanes could be added within the existing right-of-way. The southbound right-turn lane would require widening the roadway by approximately eight feet to accommodate the additional lane.<br>• **Intersection #57 – Aviation Boulevard & Arbor Vitae Street (City of Los Angeles).** Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane. This improvement was originally proposed for the Thomas Bradley International Terminal project, and credit for its implementation would be shared with the proposed Project.<br>• **Intersection #58 – La Cienega Boulevard & Arbor Vitae** | | | | |

**Project-Specific Mitigation Measures**

| Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | **Street (City of Los Angeles).** Add an eastbound right-turn lane. This could be accomplished by reducing the width of the sidewalk or by the provision of additional right-of-way from the adjacent LAWA-owned property to accommodate the additional lane. The eastbound approach would then provide one left-turn lane, two through lanes, and one right-turn lane. | | | | |
| **MM-T (NSP)-5**<br><br>**Monitoring Agency: LADOT** | **Traffic Mitigation Phasing**<br><br>The proposed Project would be developed in phases over a period of several years. As various components of the proposed Project will be developed at different times, the trips generated and the corresponding impacts would not all occur immediately. Therefore, a mitigation phasing program was developed to link the various features of the mitigation program to specific development milestones, based on the number of afternoon peak hour vehicle trips anticipated to be generated by the proposed Project at various levels of development.<br><br>The mitigation measures would be implemented in three phases tied to the total amount of development. Phase 1, which would be implemented upon completion of 25 percent of development or generation of 636 afternoon peak hour trips, would include implementation of the TDM program and physical improvements at Intersections #12, #28, #29, and #46. Phase 2, which would be implemented upon completion of 55 percent of development or generation of 1,400 afternoon peak hour trips, would include implementation of the TSM program and implementation of the physical improvements proposed at Intersections #34 and #57. Phase 3, which would be implemented upon completion of 75 percent of development or generation of 1,907 afternoon peak hour trips, would include provision of the two buses on Metro Route 115 and implementation of the physical improvement proposed at Intersection #58.<br><br>LADOT is responsible for overseeing the implementation of the proposed Project mitigation measures and has the flexibility to substitute equivalent mitigation measures in response to the needs of the transportation network in and around the Study Area. | Overall increase in traffic. Traffic congestion and delays at intersections | Ongoing | Annually, as part of LAX MMRP progress report | Implemented Traffic Mitigation Program, inclusion of annual report in LAX MMRP progress report |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | **Air Quality** | | | | |
| **MM-AQ-1**<br><br>**Monitoring Agency: LAWA** | **LAX Master Plan – Mitigation Plan for Air Quality.** LAWA shall expand and revise the existing air quality mitigation programs at LAX through the development of an LAX Master Plan Mitigation Plan for Air Quality (LAX MP-MPAQ). The LAX MP-MPAQ shall be developed in consultation with the FAA, the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the South Coast Air Quality Management District (SCAQMD), as appropriate, and shall include all feasible methods to reduce air pollutant emissions from aircraft, Ground Support Equipment (GSE), traffic, and construction equipment both on and off the airport. The goal of the LAX MP-MPAQ shall be to reduce potential air pollutant emissions associated with implementation of the LAX Master Plan to levels equal to, or less than, the thresholds of significance identified in the Final EIS/EIR for the project. At a minimum, air pollutant emissions associated with implementation of the LAX Master Plan will be reduced (to levels equal to those identified in Table AD5-8 of the Master Plan, Total Operational and Construction Emission – Mitigated). The LAX MP-MPAQ shall include feasible mitigation measures that are grouped into the following three (3) categories:<br>1. Construction-Related Measure;<br>2. Transportation-Related Measure; and<br>3. Operations-Related Measure.<br>The LAX MP-MPAQ will, initially, present the basic framework of the overall air quality mitigation program (basic LAX MP-MPAQ), and will, ultimately, define the specific measures to be implemented within the context of three (3) individual components specific to the categories of emissions indicated above (full LAX MP-MPAQ). Implementation of Mitigation Measure MM-AQ-2, Construction-Related Mitigation Measure, will define the specific measures to be included in the construction-related component; Mitigation Measure MM-AQ-3, Transportation-Related Mitigation Measure, will define the specific measures to be included in the surface transportation-related component; and Mitigation Measure | Overall air pollutant emissions associated with construction and operation of the LAX Master Plan | Basic LAX MP-MPAQ and the Construction-Related component to be completed prior to issuance of grading or demolition permit for first Master Plan project. The Transportation-Related component and the Operations-Related component to be completed in conjunction with implementation of the Master Plan components that materially affect surface transportation emissions and operations emissions | Twice: Once, upon confirmation of the basic LAX MP-MPAQ (i.e., basic framework of Plan), and once upon confirmation of the full LAX MP-MPAQ, when all three implementation plans (one for each category of air quality mitigation measures) are complete | Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year, will be prepared |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | MM-AQ-4, Operations-Related Mitigation Measure, will define the specific measures to be included in the operations-related component. The basic framework of the LAX MP-MPAQ and the Construction-Related component will be developed prior to initiation of construction activities for the first project to be developed under the LAX Master Plan, and the development of the other two components will occur in conjunction with implementation of the Master Plan components that materially affect surface transportation emissions and operations emissions | | | | |
| **MM-AQ-2**<br><br>**Monitoring Agency: LAWA** | **Construction Related Measure.** The required components of the construction-related air quality mitigation measure are itemized below. These components include numerous specific actions to reduce emissions of fugitive dust and of exhaust emissions from on-road and nonroad mobile sources and stationary engines. All of these components must be in place prior to commencement of the first Master Plan construction project and must remain in place through build out of the Master Plan. An implementation plan will be developed which provides available details as to how each of the elements of this construction-related mitigation measure will be implemented and monitored. Each construction subcontractor will be responsible to implement all measures that apply to the equipment and activities under his/her control, an obligation which will be formalized in the contractual documents, with financial penalties for noncompliance. LAWA will assign one or more environmental coordinators whose responsibility it will be to ensure compliance with the construction-related measure by use of direct inspections, records reviews, and investigation of complaints with reporting to LAWA management for follow-up action. The estimated ranges of emissions reductions quantified for this mitigation measure for Alternative D are shown in Table F5-8, Estimated Ranges of Emission Reductions for Construction-Related Air Quality Mitigation Measures. Reliable emissions reductions were not able to be quantified for all of these components. | Construction-related air pollutant emissions | Prior to issuance of grading or demolition permit for first Master Plan project | Once, upon completion of implementation plan for construction-related measures, and as specified in the implementation plan | Completion of implementation plan for construction-related measures within the LAX MP-MPAQ |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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**Table F5-8**

**Estimated Ranges of Emissions Reductions for Construction-Related Air Quality Mitigation Measures**

| Pollutant | Alternatives A, B, C, and D[1] (tons) |
|---|---|
| ROG | 1 - 10 |
| $NO_X$ | 300 - 1,100 |
| CO | 10 - 30 |
| $PM_{10}$ | 140 - 400 |
| $SO_X$ | 1 - 10 |

[1]In the year of peak construction emissions.

Source: Camp Dresser & McKee Inc., 2004.

The specific components of this construction-related air quality mitigation measures include:

1. Fugitive Dust Source Controls:
    - o Apply non-toxic soil stabilizer to all inactive construction areas (i.e., areas with disturbed soil).
    - o Following the addition of materials to, or removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing non-toxic soil stabilizer.
    - o Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | corrective action within 24 hours.<br>o Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.<br>o All roadways, driveways, sidewalks, etc. being installed as part of project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading.<br>o Pave all construction access roads at least 100 feet on to the site from the main road.<br>2. On-Road Mobile Source Controls:<br>o To the extent feasible, have construction employees work/commute during off-peak hours.<br>o Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.<br>3. Nonroad Mobile Source Controls:<br>o Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals.<br>o Prohibit construction vehicle idling in excess of ten minutes.<br>o Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.<br>4. Stationary Point Source Controls:<br>o Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "cleaner burning diesel" fuel | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|---|
| | and exhaust emission controls.<br>5. Mobile and Stationary Source Controls:<br>o Specify combination of construction equipment using "cleaner burning diesel" fuel and exhaust emission controls.<br>o Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.<br>o Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).<br>o Require that all construction equipment working on site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.<br>o Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.<br>6. Administrative Controls<br>o The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, records reviews, and investigations of complaints. | | | | |
| **MM-AQ-3**<br><br>**Monitoring Agency: LAWA** | **Transportation-Related Measure.** The primary feature of the transportation-related air quality mitigation measure is the development and construction of at least eight (8) additional sites with FlyAway service similar to the service provided by the Van Nuys FlyAway currently operated by LAWA. The intent of these FlyAway sites is to reduce the quantity of traffic going to and from LAX by providing regional locations where LAX employees and passengers can pick up an LAX-dedicated, clean-fueled bus that will transport them from a FlyAway closer to their home or office into LAX and back. The reduction in vehicle miles traveled (VMT) | Surface Transportation-related air pollutant emissions | Prior to issuance of building permit for ITC and within 6 months following City Council approval of the LAX Plan | Once, upon completion of implementation plan for transportation-related measures and as specified in the implementation plan | Completion of implementation plan for transportation-related measures within the LAX MP-MPAQ |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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translates directly into reduced air emissions, as well as a reduction in traffic congestion in the vicinity of the airport. An implementation plan will be developed which provides available details as to how each of the elements of this transportation-related mitigation measure will be implemented and monitored. The estimated emissions reductions associated with this component of the transportation-related air quality mitigation measure are shown in Table F5-9.

**Table F5-9**

**Estimated Emissions Reductions (Tons) for Eight (8) New FlyAway Terminals - 2015**

| Pollutant[1] | Alternative D |
|---|---|
| ROG | 56.0 |
| NOX | 82.9 |
| CO | 1064.5 |
| PM10 | 152.6 |
| SOX | 1.7 |

Note: Reductions are the combined totals from all new FlyAway capacity, and may include expansion of the existing FlyAway.

[1]Based on EMFAC2002 Emission Factors for Calendar Year 2015.

Source: Camp Dresser & McKee Inc., 2004.

The required two (2) elements of this transportation-related air quality mitigation measure include:

1. Development of New FlyAway Capacity:

Additional service capacity from at least eight (8)

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | FlyAway service terminals are required under this measure, and all eight must be operational by 2015. LAWA has already begun analyzing potential FlyAway locations. Selection of the eight general locations should be made and included in the overarching air quality mitigation program plan discussed in Mitigation Measure MM-AQ-1, LAX Master Plan Mitigation Plan for Air Quality, as well as in the implementation plan for the transportation-related measures noted above. Final selection of the sites must be completed on a schedule that allows for property acquisition or leasing, terminal design, construction, and implementation of all sites by 2015.<br><br>The sites may include, but are not limited to the following:<br><br>o West San Fernando Valley/Eastern Ventura County<br>o Santa Monica/Pacific Palisades<br>o Central Los Angeles<br>o Long Beach/South Bay/San Pedro<br>o East San Fernando Valley<br>o San Gabriel Valley<br>o Southeast Los Angeles County<br>o North Los Angeles County<br><br>2. Public Outreach Program for FlyAway Service:<br><br>This measure also requires a public outreach program to inform potential users of the terminals about their existence and their locations. The outreach program would be geared towards encouraging the use of the FlyAways with convenience and low cost being the primary selling points.<br><br>Other feasible mitigation elements may be developed to ensure that the emission reductions for this transportation-related measure are achieved. These may include, for example: | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | o Transit Ridership measures such as:<br>▪ Constructing on-site or off-site bus turnouts, passenger benches, or shelters to encourage transit system use.<br>▪ Constructing on-site or off-site pedestrian improvements/including showers for pedestrian employees to encourage walking/bicycling to work by LAX employees.<br>o Highway and Roadway Improvements measures such as:<br>▪ Linking ITS (Intelligent Transportation System) with off-airport parking facilities with ability to divert/direct trips to these facilities to reduce traffic/parking congestion and associated air emissions in the immediate vicinity of the airport.<br>▪ Expanding ITS/ATCS systems, concentrating on I-405 and I-105 corridors, extending into South Bay and Westside surface street corridors to reduce traffic/parking congestion and associated air emissions in the immediate vicinity of the airport.<br>▪ Linking LAX traffic management system with airport cargo facilities, with ability to reroute cargo trips to/from these facilities to reduce traffic/parking congestion and associate air emissions in the immediate vicinity of the airport.<br>▪ Developing a program to minimize the use of conventional-fueled fleet vehicles during smog alerts to reduce air emissions from vehicles at the | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | airport.<br>o Parking measures such as:<br>▪ Providing free parking and preferential parking locations for ULEV/SULEV/ZEV in all (including employee) LAX lots; providing free charging stations for ZEV; including public outreach to reduce air emissions from automobiles accessing airport parking.<br>▪ Measures to reduce air emissions of vehicles in line to exit parking lots such as pay-on-foot (before getting into car) to minimize idle time at parking check out, including public outreach.<br>▪ Implementing on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking.<br>▪ Encouraging video conferencing and providing video conferencing capabilities at various locations on the airport to reduce VMT and associated air emissions in the vicinity of the airport.<br>o Additional Ridesharing measures such as:<br>▪ Expanding the airport's ridesharing program to include all airport tenants.<br>o Clean Vehicle Fleets measures such as:<br>▪ Promoting commercial vehicles/trucks/vans using terminal areas (LAX and regional intermodal) to install SULEV/ZEV engines to reduce | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | vehicle air emissions.<br>▪ Promoting "best-engine" technology (SULEV/ZEV) for rental cars using on-airport RAC facilities to reduce vehicle air emissions.<br>▪ Consolidating nonrental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions.<br>o Energy Conservation measures such as:<br>▪ Covering, if feasible, any parking structures that receive direct sunlight, to reduce volatile emissions from vehicle gasoline tanks; and installing solar panels on these roofs where feasible to supply electricity or hot water to reduce power production demand and associated air emissions at utility plants.<br>These other components may require the approval of other federal, state, regional, and/or local government agencies. It should be noted that no air quality benefit (i.e., pollutant reduction) was estimated in the Final EIS/EIR for these additional components; hence, implementation of any of these other components would, in conjunction with the FlyAways described above, provide for additional air quality benefits over and above the amount of transportation-related pollutant reductions accounted for in the Final EIS/EIR | | | | |
| **MM-AQ-4**<br><br>**Monitoring Agency: LAWA** | **Operations-Related Mitigation Measure.** The primary component of the operations-related air quality mitigation measure consists of one airside item, the conversion of ground support equipment (GSE) to extremely low emission technology (such as electric power, fuel cells, or other future technological developments). Due to the magnitude of the effort to convert GSE, it must be a phased program and must be completed by the time passenger activity level reaches 78.9 million annual passengers and complete build out of the LAX Master Plan. An | Operations-related air pollutant emissions | Within six (6) months following City Council approval of the LAX Plan | Once, upon completion of implementation plan for operations-related measures and as specified in the implementation | Completion of implementation plan for operations-related measures within the LAX MP-MPAQ |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | implementation plan will be developed which provides available details as to how each of the elements of this operations-related mitigation measure will be implemented and monitored. Because this effort will apply to all GSE in use at LAX, both LAWA-owned equipment and tenant-owned equipment, the effort must begin upon City approval of the LAX Plan with a detailed inventory of the number, types, sizes, and usage history of all GSE at LAX. Because some of the tenant organizations (mainly the major domestic commercial airlines) have signed a memorandum of understanding (MOU) with the California Air Resources Board (CARB) that requires the signatories to replace a proportion of their GSE fleet with clean-fuel alternatives (including zero-emission equipment), it will be necessary for LAWA to evaluate the level of its commitment within the framework of the MOU. Because LAWA anticipates facilitating this component by providing incentives or tenant lease requirements, early negotiations with tenant organizations may allow LAWA to accommodate cost-sharing agreements to implement the GSE conversions in a timely manner, to make LAWA's financial commitment as cost effective as possible. LAWA will assign a GSE coordinator whose responsibility it will be to ensure the successful conversion of GSE in a timely manner. This coordinator must have adequate authority to negotiate on behalf of the City and have sufficient technical support to evaluate technical issues that arise during implementation of this measure. The estimated ranges of emissions reductions quantified for this component of the operations-related measure for Alternative D are shown in Table F5-10. | | | plan | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | **Table F5-10**<br><br>**Estimated Ranges of Emission Reductions for GSE Conversion**<br><br>**Pollutant[1] — Alternative D[1] (tons)**<br>ROG — 10 - 100<br>$NO_X$ — 300 - 400<br>CO — 500 - 1000<br>PM10 — 1 - 10<br>$SO_X$ — 1 - 5<br><br>[1]In the build-out year projected by the LAX Master Plan.<br><br>Source: Camp Dresser & McKee Inc., 2004.<br><br>The successful conversion of all GSE at LAX to extremely low or zero emission equipment by the LAX Master Plan build out year is the required element of this mitigation measure.<br><br>Consideration of other operations-related measures may include components such as contracting with commercial landscapers who operate lowest emitting equipment. Reliable emissions reductions have not been quantified for these other components. | | | | |
| | **Biotic Communities** | | | | |
| **MM-BC-1**<br><br>**Monitoring Agency: LAWA** | **Conservation of State-Designated Sensitive Habitat within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Areas.** LAWA or its designee shall take all necessary steps to ensure that the state-designated sensitive habitats within and adjacent to the Habitat Restoration Area are conserved and protected during construction, operation, and maintenance.<br><br>These steps shall, at a minimum, include the following:<br><br>*Implementation of construction avoidance measures in areas where construction or staging are adjacent to the* | Temporary construction impacts to sensitive areas and degradation of state-designated sensitive habitats | Preconstruction/ construction | Once, upon completion of pre-construction evaluation and then on-going during construction if within 100 feet of the Habitat Restoration Area; Annually | Completion of pre-construction evaluation and presence of environmental monitor when construction is within 100 feet of state-designated sensitive habitat; Periodic Monitoring Report |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | *Habitat Restoration Area.* Prior to the initiation of construction of LAX Master Plan components to be located adjacent to the Habitat Restoration Area, LAWA or its designee shall conduct a pre-construction evaluation to identify and flag specific areas of state-designated sensitive habitats located within 100 feet of construction areas. Subsequent to the pre-construction evaluation, LAWA or its designee shall conduct a pre-construction meeting and provide written construction avoidance measures to be implemented in areas adjacent to state-designated sensitive habitats. Construction avoidance measures include erecting a 10-foot-high tarped chain-link fence where the construction or staging area is adjacent to state-designated sensitive habitats to reduce the transport of fugitive dust particles related to construction activities. Soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented to reduce fugitive dust emissions during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area, with a goal to reduce fugitive dust emissions by 90 to 95 percent. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of a state-designated sensitive habitat. LAWA or its designee shall incorporate provisions for the identification of additional construction avoidance measures to be implemented adjacent to state-designated sensitive areas. All construction avoidance measures that address Best Management Practices shall be clearly stated within construction bid documents. In addition, LAWA shall include a provision in all construction bid documents requiring the presence of a qualified environmental monitor. Construction drawings shall indicate vegetated areas within the Habitat Restoration Area as "Off-Limits Zone."<br><br>*Ongoing maintenance and management efforts for the El Segundo Blue Butterfly Habitat Restoration Area.* LAWA or its designee shall ensure that maintenance and management efforts prescribed in the Habitat Management Plan (HMP) for the Habitat Restoration | | | during operation and maintenance | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | Area shall continue to be carried out as prescribed. | | | | |
| **MM-BC-3**<br><br>**Monitoring Agency: LAWA** | **Conservation of Floral Resources – Mature Tree Replacement.** LAWA or its designee shall prepare and implement a plan to compensate at a ratio of 2:1 for the loss of approximately 300 mature trees, which would occur as a result of implementation of the LAX Northside project. The plan shall include provisions to census and map all mature trees with a diameter of at least 8 inches at breast height, which may be removed due to implementation of the LAX Northside project. This information shall be gathered prior to initiation of construction. The plan shall include a program by which replacement (at a ratio of 2:1) of all impacted mature trees shall be included in plans prepared for landscape treatments within the Master Plan boundaries, which would then be implemented by LAWA. The species of newly planted replacement trees shall be local native tree species to the extent feasible. Each mitigation tree shall be at least a 15-gallon or larger specimen. | Loss of mature trees | Preparation of Replacement Plan for Mature Trees within one (1) year of City Council approval of the LAX Plan; Replanting as dictated by Replacement Plan; Preparation of survey prior to initiation of construction of LAX Northside project | As per Replacement Plan for Mature Trees | Completion of survey and preparation of Replacement Plan for Mature Trees; Periodic Monitoring Report |
| **MM-BC-9**<br><br>**Monitoring Agency: LAWA** | **Conservation of Faunal Resources.** LAWA or its designee shall develop and implement a relocation and monitoring plan to compensate for the loss of 1.34 habitat units (0.3 habitat units + 1.04 habitat units) of occupied western spadefoot toad habitat and for the loss of western spadefoot toad individuals currently in the southwestern portion of the AOA. LAWA or its designee shall identify possible relocation sites in consultation with the CDFG and USFWS and shall develop and implement a monitoring plan to monitor the success of the relocated tadpoles for a period of not more than five years. LAWA or its designee shall relocate the western spadefoot toad population currently inhabiting three locations on the AOA. One potential site is the Madrona Marsh Nature Center in Torrance, 20 miles south of LAX, which supports several vernal pools and one large pond capable of supporting western spadefoot toads. Spadefoot toad experts suggest the best approach to accomplish relocation is to transport tadpoles and metamorphs only, as adults return to their birth site. Site preparation shall include confirmation by a permitted biologist that no predators, such as mosquitofish or bullfrogs, are present within the proposed relocation site or in waterways surrounding the relocation site. The CDFG has suggested that if the first | Loss of habitat occupied by sensitive species | Preparation of Conservation Plan for Faunal Resources within three (3) years of City Council approval of the LAX Plan; Implementation per Conservation Plan. Toad relocation and monitoring component of the Conservation Plan to be undertaken in connection with MM-ET-1 (Riverside Fairy Shrimp Habitat Restoration) | As per Conservation Plan for Faunal Resources | Preparation of Conservation Plan for Faunal Resources; Periodic Monitoring Report |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | relocation effort is not successful, another attempt should be made the following year. Therefore, western spadefoot toads shall be collected two consecutive years prior to construction activities taking place in existing occupied spadefoot toad habitat. In addition, since the western spadefoot toad is known to become reproductively mature within three years, an additional performance criterion shall be the identification of tadpoles at the relocation site between years three and four. The success criteria should be 50 percent survival of all tadpoles and metamorphs for the first, second, and third years following the last relocation. This shall be accomplished through a five-year monitoring plan, with bi-monthly monitoring between January 31 and June 1, to document the success of this relocation effort.<br><br>LAWA or its designee shall develop and implement a relocation and monitoring plan to compensate for the loss of 2.38 habitat units of occupied San Diego black-tailed jackrabbit habitat located within the AOA. LAWA or its designee shall relocate the San Diego black-tailed jackrabbit population currently inhabiting the AOA. Relocation efforts shall be coordinated with CDFG. The San Diego black-tailed jackrabbit shall be captured on the AOA using live traps and shall be released into the Habitat Restoration Area. Compensation for the loss of 2.38 habitat units shall be the utilization of at least 2.38 habitat units within the Los Angeles Airport/El Segundo Dunes by the San Diego black-tailed jackrabbit individuals relocated to the site. Black-tailed jackrabbit is currently absent for the Los Angeles Airport/El Segundo Dunes. Opportunities for compensation for the loss of 2.38 habitat units include 13.52 habitat units from restoration of Non-Native Grassland/Ruderal habitat to a Valley Needlegrass Grassland; 14.4 habitat units from removal and restoration of 50 percent of the existing roadways to Southern Foredune; and 59.68 habitat units from restoration of Disturbed Dune Scrub/Foredune to Southern Foredune. LAWA or its designee shall implement a monitoring plan to monitor the success of the relocated individuals for a period of not more than five years. Performance criteria shall include confirmed success of survival for three years of the San Diego black-tailed jackrabbit within the Habitat Restoration Area. This shall be accomplished through a quarterly monitoring plan to document the success or failure of this relocation effort. | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

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| | LAWA or its designee shall compensate for the loss of areas utilized by loggerhead shrike currently located on the western airfield and composed of 10.83 habitat units (equivalent to 83.25 acres). Compensation for the loss of 10.83 habitat units of habitat utilized by the loggerhead shrike shall be the utilization of at least 10.83 habitat units within the Los Angeles Airport/El Segundo Dunes. Opportunities for compensation for the loss of 10.83 habitat units include 13.52 habitat units from restoration of Non-Native Grassland/Ruderal habitat to a Valley Needlegrass Grassland; 14.4 habitat units from removal and restoration of 50 percent of the existing roadways to Southern Foredune; and 59.68 habitat units from restoration of Disturbed Dune Scrub/Foredune to Southern Foredune. Compensation for the loss of at least 10.83 habitat units shall take place prior to construction. LAWA or its designee shall implement a monitoring program for a period of not more than five years. Performance criteria shall include the use of at least 10.83 habitat units of improved habitat by the loggerhead shrike for foraging and nesting. Monitoring shall take place quarterly for the first three years and biannually thereafter. Monitoring shall be timed appropriately to include monitoring during the breeding period, which is between February and June.<br><br>As a means of minimizing incidental take of active nests of loggerhead shrike, LAWA or its designee shall have all areas to be graded surveyed by a qualified biologist at least 14 days before construction activities begin to ensure maximum avoidance to active nests for loggerhead shrike. Construction avoidance measures shall include flagging of all active nests for loggerhead shrike and a 300 feet wide buffer area shall be designated around the active nests. A biological monitor shall be present to ensure that the buffer area is not infringed upon during the active nesting season, March 15 to August 15. In addition, LAWA or its designee shall require that vegetation clearing within the designated 300 feet buffer be undertaken after August 15 and before March 15.<br><br>LAWA or its designee shall conduct pre-construction surveys to determine the presence of individuals of sensitive arthropod species, the silvery legless lizard, the San Diego horned lizard, and the burrowing owl within the proposed area of impact within the Los Angeles Airport/El Segundo Dunes. Surveys will be | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | conducted at the optimum time to observe these species. Should an individual be observed, they will be relocated to suitable habitat for that species within the Habitat Restoration Area. Prior to construction, LAWA or its designee shall develop and implement a relocation plan to avoid the potential loss of individuals from the installation of navigational aids and associated service roads. Relocation efforts shall be undertaken by a qualified biologist, in coordination with CDFG. | | | | |
| | **Construction** | | | | |
| **C-1**<br><br>**Monitoring Agency: LAWA** | **Establishment of a Ground Transportation/Construction Coordination Office.** Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means.<br>o This office may undertake a variety of duties, including but not limited to:<br>o Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;<br>o Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;<br>o Establish staging areas;<br>o Coordinate with police and fire personnel regarding maintenance of emergency access and response times;<br>o Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects; | Traffic congestion and delays as they relate to the LAX Plan construction activities | Prior to issuance of any permits for first Master Plan project. Complete set of duties for this office will be established prior to issuance of any permit for a project that may significantly impact surface streets | Once, at establishment of LAWA's Construction Coordination Office | Establishment of Ground Transportation/ Construction Coordination Office; Notification regarding duties, business hours, telephone numbers via the Internet and print media to the public |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | o Monitor and coordinate deliveries;<br>o Establish detour routes;<br>o Work with residential and commercial neighbors to address their concerns regarding construction activity; and<br>o Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc. | | | | |
| | **Design, Art, and Architecture Applications/Aesthetics** | | | | |
| **DA-1**<br>**Monitoring Agency: LAWA** | **Provide and Maintain Airport Buffer Areas.** Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities. | Avoidance of view degradation | Prior to approval of development plans for projects abutting residential and view sensitive uses along the northern & southern boundaries of airport by LAWA | Once, during plan review on a project-by-project basis | Provision of landscape buffer areas, to the extent feasible, in the development and landscape plans |
| **DA-2**<br>**Monitoring Agency: LAWA** | **Update and Integrate Design Plans and Guidelines.** The following plans and guidelines will be individually updated or integrated into a comprehensive set of design-related guidelines and plans; LAX Street Frontage and Landscape Development Plan (June 1994), LAX Air Cargo Facilities Development Guidelines (April 1998; updated August 2002), and LAX Northside Design Plan and Development Guidelines (1989), including conditions addressing heights, setbacks and landscaping. The update will serve as a basis for reviewing future public and private development projects at LAX. The update will incorporate key provisions in current plans with an equivalent or greater level of compatibility and visual quality supported between LAX and adjacent land uses. | Avoidance of view degradation/ incompatible land use | Prior to issuance of any permits for first Master Plan project (excluding runways) | Once, upon approval of design-related guidelines and plans by the Board of Airport Commissioners | Board of Airport Commissioners approval of design-related guidelines and plans |
| **MM-DA-1**<br>**Monitoring** | **Construction Fencing.** Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along | Avoidance of temporary view | Prior to issuance of grading or building permits for each | Once, prior to issuance of grading or | Installation of construction fencing and pedestrian |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

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| **Agency: LAWA** | major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts. | degradation | project along a major public approach or perimeter roadway | building permits for each project along a major public approach or perimeter roadway | canopies to the extent feasible |
| | **Energy** | | | | |
| **E-1**<br><br>**Monitoring Agency: LAWA** | **Energy Conservation and Efficiency Program:** LAWA will seek to continually improve the energy efficiency of building design and layouts during the implementation of the LAX Master Plan. Title 24, Part 6, Article 2 of the California Administrative Code establishes maximum energy consumption levels for heating and cooling of new buildings to assure that energy conservation is incorporated into the design of new buildings. LAWA will design new facilities to meet or exceed the prescriptive standards required under Title 24. Some of the energy conservation measures that LAWA may incorporate into the design of new buildings and airports facilities may include the use of energy-efficient building materials, energy-saving lighting systems, energy-efficient air-conditioning systems, energy-efficient water-heating systems, and designed-in access for alternative means of surface transportation, including the Green Line and the APM. These energy conservation measures may be further improved upon as energy-saving design approaches and technologies develop. | Avoid a substantial increase in energy consumption due to the development of new facilities | Prior to approval of building plans for each project involving new or substantially renovated buildings that consume electricity or natural gas | Once prior to approval of building plans | Approval of building plans by LADBS or LAPW, as appropriate |
| **E-2**<br><br>**Monitoring Agency: LAWA** | **Coordination with Utility Providers:** LAWA will implement Master Plan activities in coordination with local utility providers. Utility providers will provide input on the layout of utilities at LAX to assure that LAX and the surrounding region receive both safe and uninterrupted service. When service by existing utility lines could be affected by airport design features, LAWA will work with the utility to identify alternative means of providing equivalent or superior post-construction utility service. | Potential for incompatibility and/or inefficiency of new utilities | Plan for each project to be completed prior to issuance of demolition permit, grading permit, building plans or B-Permit, whichever occurs first, as applicable | Once prior to issuance of applicable permit | Submittal of utility compatibility plan to the satisfaction of affected utilities |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

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| | **Endangered and Threatened Species** | | | | |
| **MM-ET-3**<br><br>**Monitoring Agency: LAWA** | **El Segundo Blue Butterfly Conservation: Dust Control.** To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo blue butterfly. | Temporary construction impacts | Preconstruction/ construction | Once, upon execution of contracts, and periodically during construction | Inclusion of measures in construction contracts; Periodic reporting by construction monitor |
| | **Fire Protection** | | | | |
| **FP-1**<br><br>**Monitoring Agency: LAWA** | **LAFD Design Recommendations.** During the design phase prior to initiating construction of a Master Plan component, LAWA will work with LAFD to prepare plans that contain the appropriate design features applicable to that component, such as those recommended by LAFD, and listed below:<br>o *Emergency Access.* During Plot Plan development and the construction phase, LAWA will coordinate with LAFD to ensure that access points for off-airport LAFD personnel and apparatus are maintained and strategically located to support timely access. In addition, at least two different ingress/egress roads for each area, which will accommodate major fire apparatus and will provide for major evacuation during emergency situations, will be provided.<br>o *Fire Flow Requirements.* Proposed Master Plan development will include improvements, as needed, to ensure that adequate fire flow is provided to all new facilities. The fire flow requirements for individual Master Plan improvements will be determined in conjunction with LAFD and will meet, or exceed, fire flow requirements in effect at the time.<br>o *Fire Hydrants.* Adequate off-site public and on-site | Avoidance of compromised fire prevention and protection | Prior to issuance of building permits or<br>B-permits | Once, upon sign-off of plans for each project | LAFD sign-off on plans prior to issuance of building permits or prior to issuance of B-permit for street improvements |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

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| | private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans.<br>o *Street Dimensions.* New development will conform to the standard street dimensions shown on the applicable City of Los Angeles Department of Public Works Standard Plan.<br>o *Road Turns.* Standard cut-corners will be used on all proposed road turns.<br>o *Private Roadway Access.* Private roadways that will be used for general access and fire lanes shall have at least 20 feet of vertical access. Private roadways will be built to City of Los Angeles standards to the satisfaction of the City Engineer and the LAFD.<br>o *Dead-End Streets.* Where fire lanes or access roads are provided, dead-end streets will terminate in a cul-de-sac or other approved turning area. No fire lane shall be greater than 700 feet in length unless secondary access is provided.<br>o *Fire Lanes.* All new fire lanes will be at least 20 feet wide. Where a fire lane must accommodate a LAFD aerial ladder apparatus or where a fire hydrant is installed, the fire lane will be at least 28 feet wide.<br>o *Building Setbacks.* New buildings will be constructed no greater than 150 feet from the edge of the roadways of improved streets, access roads, or designated fire lanes.<br>o *Building Heights.* New buildings exceeding 28 feet in height may be required to provide additional LAFD access.<br>o *Construction/Demolition Access.* During demolition and construction activities, emergency access will remain unobstructed.<br>o *Aircraft Fire Protection Systems.* Effective fire protection systems will be provided to protect the areas beneath the wings and fuselage portions of large aircraft. This may | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

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| | be accomplished by incorporating foam-water deluge sprinkler systems with foam-producing and oscillating nozzle (per NFPA 409, aircraft hangars for design criteria). | | | | |
| | **Historic/Architectural and Archaeological/Cultural Resources** | | | | |
| **MM-HA-1**<br><br>**Monitoring Agency: LAWA** | **Historic American Buildings Survey (HABS) Document.** For historic properties eligible at the federal, state or local levels that are proposed for demolition or partial demolition (i.e., the International Airport Industrial District), a Historic American Buildings Survey (HABS) document shall be prepared by LAWA in accordance with the Secretary of the Interior's Guidelines for Architectural and Engineering Documentation Standards. The level of documentation (I, II, III) shall be determined by the National Park Service (NPS). Documentation shall adequately explicate and illustrate what is significant or valuable about each of the historic resources. Documentation data shall be collected prior to commencement of demolition of the buildings. Archival copies of the recordation document shall be submitted to the National Park Service, Library of Congress, and the California Office of Historic Preservation. Non-archival copies of the document shall be distributed to the City of Los Angeles Planning Department, City of Los Angeles Cultural Affairs Department, Los Angeles Public Library (main branch), Los Angeles Conservancy, and LAWA's Public Relations Division. | Loss of important historical resources from demolition | Prior to issuance of demolition permits for affected historical resources | Twice: Once, upon review of draft HABS document by NPS and once, upon approval of final HABS document | Acceptance letter for final HABS document from NPS |
| **MM-HA-2**<br><br>**Monitoring Agency: LAWA** | **Historic Educational Materials.** For the significant historic resources proposed for demolition or partial demolition, educational materials suitable for the general public, secondary school use, and/or aviation historians and enthusiasts shall be designed with the assistance of a qualified historic preservation professional and implemented by LAWA. The purpose of these materials shall be to present in two- or three-dimensional format, the history of the airport and surrounding area. Such materials shall include, but not be limited to, a video/film documentary, curriculum program and teacher's guide, architectural models, and a historical brochure or pamphlet. These materials shall be made available via LAWA's public relations department to the general | Demolition of historical resources | Initiate development of educational materials prior to demolition of affected historical resources. Complete educational materials no later than one year after demolition of affected historical | Once, prior to demolition of affected historical resources | Approval of educational materials by LAWA |

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| | public, local community school history programs, and related interest groups. | | resources | | |
| **MM-HA-4**<br><br>**Monitoring Agency: LAWA** | **Discovery.** The FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation; California Office of Historic Preservation's (OHP) *Archaeological Resources Management Report;* Recommended Contents and Format (1989), and the *Guidelines for Archaeological Research Design (1991)*; and shall also take into account the ACHP's publication *Treatment of Archaeological Properties: A Handbook*. The ATP shall also be consistent with the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the NHPA. In addition, those steps outlined in Section 21083.2(i) of CEQA and Section 15064.5(f) of the CEQA Guidelines shall be implemented, as necessary. | Loss or destruction of important archaeological resources | Prior to issuance of any excavation and grading permits associated with the first Master Plan project | Once, at approval of ATP | Approval of ATP by LAWA |
| **MM-HA-5**<br><br>**Monitoring Agency: LAWA** | **Monitoring.** Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list | Loss or destruction of important archaeological resources | Retain archaeologist prior to issuance of excavation and grading permits for first Master Plan project, with continued monitoring efforts in accordance with the ATP | Once, upon retention of archaeologist and on-going during excavation and grading activities, as identified in ATP | Retention of archaeologist and filing of periodic monitoring reports with LAWA, as stipulated in the ATP |

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| | of suitable candidates obtained from the Native American Heritage Commission. | | | | |
| **MM-HA-6**<br><br>**Monitoring Agency: LAWA** | **Excavation and Recovery.** Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the ATP. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA. | Loss or destruction of important archaeological resources | Upon discovery of potential archaeological resources by qualified archaeologist | On-going during excavation and grading activities identified in ATP | Filing of appropriate reports (i.e. excavation/ recovery report) with LAWA by project archaeologist pursuant to ATP. If no resources are found, a report indicating as much should be filed |
| **MM-HA-7**<br><br>**Monitoring Agency: LAWA** | **Administration.** Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected. Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological and cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected. | Loss or destruction of important archaeological resources | Prior to approval of excavation and grading plans (for MM/MPC imprint component); Prior to initiation of excavation and grading activities, and with construction staff change-outs, pursuant to ATP (for on-site training component) | Once, upon approval of excavation and grading plans (for MM/ MPC imprint component); Prior to initiation of excavation and grading activities, and with construction staff change-outs, pursuant to ATP (for on-site training component) | Sign off of plans by project archeologist (for MM/MPC imprint component); Filing of sign-in sheet with LAWA by project archaeologist, as specified by ATP (for on-site training component) |
| **MM-HA-8**<br><br>**Monitoring Agency: LAWA** | **Archaeological/Cultural Monitor Report.** Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA and City of Los Angeles-Cultural Affairs Department. City | Loss or destruction of important archeological resources | Upon completion of grading & excavation activities per ATP | Once, upon completion of excavation and grading activities on a project by project basis, pursuant to ATP | Receipt of final report on a project by project basis by LAWA |

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| | representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments. | | | | |
| **MM-HA-9**<br><br>**Monitoring Agency: LAWA** | **Artifact Curation.** All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state standards. | Loss or destruction of important archeological resources | Upon completion of each project during which resources were recovered, as stipulated in ATP | Once, at completion of excavation and grading activities on a project by project basis, as stipulated in ATP | Acceptance letter of curated artifacts from selected repository, or offer letter from LAWA to repository |
| **MM-HA-10**<br><br>**Monitoring Agency: LAWA** | **Archaeological Notification.** If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented. | Loss or destruction of important archaeological resources | During excavation and grading activities | When any bone material is encountered and project archaeologist identifies it as human remains | Completion of those steps outlined in Section 15064.5(e) of the CEQA Guidelines and sign off by project archaeologist and, if applicable, selected Native American monitor |
| | **Hazardous Materials** | | | | |
| **HM-1**<br><br>**Monitoring Agency: LAWA** | **Ensure Continued Implementation of Existing Remediation Efforts.** Prior to initiating construction of a Master Plan component, LAWA will conduct a pre-construction evaluation to determine if the proposed construction will interfere with existing soil or groundwater remediation efforts. For sites currently on LAX property, LAWA will work with tenants to ensure that, to the extent possible, remediation is complete prior to the construction. If remediation must be interrupted to allow for Master Plan-related construction, LAWA will notify and obtain approval from the regulatory agency with jurisdiction, as required, and will evaluate whether new or increased monitoring will be necessary. If it is determined that contamination has migrated during construction, temporary measures will be taken to stop the migration. As soon as practicable following completion of construction in the area, remediation will be reinstated, if required by the Regional Water | Potential for construction activities to interfere with existing soil or groundwater remediation efforts | Prior to initiation of construction of each Master Plan project | Once prior to construction of each Master Plan project | Preparation of Construction Compatibility Assessment/Plan. If remediation will be disrupted by construction, approval of the Construction Compatibility Assessment/Plan will require the necessary approvals from RWQCB, DTSC, and LAFD, as appropriate |

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| | Quality Control Board (RWQCB) or another agency with jurisdiction. In such cases, LAWA will coordinate the design of the Master Plan component and the re-design of the remediation systems to ensure that they are compatible and to ensure that the proposed remediation system is comparable to the system currently in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation effort, LAWA will obtain approval to initiate construction from the agency with jurisdiction.<br><br>For properties to be acquired as part of the Master Plan, LAWA will evaluate the status of all existing soil and groundwater remediation efforts. As part of this evaluation, LAWA will assess the projected time required to complete the remediation activities and will coordinate with the land owner and the agency with jurisdiction to ensure that remediation is completed prior to scheduled demolition and construction activities, if possible. In cases where remediation cannot be completed prior to demolition and construction activities, LAWA will undertake the same steps required above, namely, an evaluation of the need to conduct monitoring; implementation of temporary measures to stop migration, if required; and reinstatement of remediation following completion of construction, if required. | | | | |
| **HM-2**<br><br>**Monitoring Agency: LAWA** | **Handling of Contaminated Materials Encountered During Construction.** Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations. As part of this program, LAWA will identify the nature and extent of contamination in all areas where excavation, grading, and pile-driving activities are to be performed. LAWA will notify the appropriate regulatory agency when contamination has been identified. If warranted by the extent of the contamination, as determined by the regulatory agency with jurisdiction, LAWA will conduct remediation prior to initiation of construction. Otherwise, LAWA will incorporate provisions for the identification, segregation, handling and disposal of contaminated materials within the | Potential for encountering hazardous materials/waste during construction activities | Prior to initiation of construction of first Master Plan project | Once prior to construction of first Master Plan project | Preparation of Hazardous Materials/Wastes Management Plan |

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| | construction bid documents. In addition, LAWA will include a provision in all construction bid documents requiring all construction contractors to prepare site-specific Health and Safety Plans prior to the initiation of grading or excavation. Each Health and Safety Plan would include, at a minimum, identification/description of the following: site description and features; site map; site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures; emergency contacts; hospital map and contingency plan.<br><br>In the event that any threshold of significance listed in the Hazardous Materials section of the EIS/EIR for the LAX Master Plan is exceeded due to the discovery of soil or groundwater contaminated by hazardous materials or if previously unknown contaminants are discovered during construction or a spill occurs during construction, LAWA will notify the lead agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and appropriate, stopping work in the affected area until the appropriate agency has been notified. | | | | |
| | **Hydrology and Water Quality** | | | | |
| **HWQ-1**<br><br>**Monitoring Agency: LAWA** | **Conceptual Drainage Plan.** Once a Master Plan alternative is selected, and in conjunction with its design, LAWA will develop a conceptual drainage plan of the area within the boundaries of the Master Plan alternative (in accordance with FAA guidelines and to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Engineering). The purpose of the drainage plan will be to assess area-wide drainage flows as related to the Master Plan project area, and at a level of detail sufficient to identify the overall improvements necessary to provide adequate drainage capacity to prevent flooding. The conceptual drainage plan will provide the basis and specifications from which detailed drainage improvement plans will be designed in conjunction with site engineering specific to each Master Plan project. Best Management Practices (BMPs) will be incorporated to minimize | Significant changes in surface hydrology or adverse impacts to surface water quality due to new development associated with the Master Plan | Prior to issuance of a grading/building permit for the first Master Plan project involving substantial surface alterations or substantial changes to existing operations | Once, upon completion of conceptual drainage plan | Completion of conceptual drainage plan |

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| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | the effect of airport operations on surface water quality and to prevent a net increase in pollutant loads to surface water resulting from the selected Master Plan alternative.<br><br>To evaluate drainage capacity, LAWA will use either the Peak Rate Method specified in Part G - Storm Drain Design of the City of Los Angeles' Bureau of Engineering Manual or the Los Angeles County Modified Rational Method, both of which are acceptable to the LADPW. In areas within the boundary of the selected alternative where the surface water runoff rates are found to exceed the capacity of the storm water conveyance infrastructure with the potential to cause flooding, LAWA will take measures to either reduce peak flow rates or increase the structure's capacity. These drainage facilities will be designed to ensure that they adequately convey storm water runoff and prevent flooding by adhering to the procedures set forth by the Peak Rate Method/Los Angeles County Modified Rational Method.<br><br>Methods to reduce the peak flow of surface water runoff could include:<br><br>• Decreasing impervious area by removing unnecessary pavement or utilizing porous concrete or modular pavement<br><br>• Building storm water detention structures<br><br>• Diverting runoff to pervious areas (reducing directly-connected impervious areas)<br><br>• Diverting runoff to outfalls with additional capacity (reducing the total drainage area for an individual outfall)<br><br>• Redirecting storm water flows to increase the time of concentration<br><br>Measures to increase drainage capacity could include:<br><br>• Increasing the size and slope (capacity) of storm water conveyance structures (pipes, culverts, channels, etc.).<br><br>• Increasing the number of storm water conveyance | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | structures and/or outfalls.<br><br>To evaluate the effect of the selected Master Plan alternative on surface water quality, LAWA will prepare a specific Standard Urban Stormwater Mitigation Plan (SUSMP) for the selected alternative, as required by the LARWQCB. The SUSMP addresses water quality and drainage issues by specifying source control, structural, and treatment control BMPs with the objective of reducing the discharge of pollutants from the stormwater conveyance system to the maximum extent practicable. Once BMPs are identified, an updated pollutant load estimate will be calculated that takes into account reductions from treatment control BMPs.<br><br>These BMPs will be applied to both existing and future sources with the goal of achieving no net increase in loadings of pollutants of concern to receiving water bodies. LAWA will therefore address water quality issues, including erosion and sedimentation, and comply with the SUSMP requirements by designing the storm water system through incorporation of the structural and treatment control BMPs specified in the SUSMP.<br><br>The following list includes some of the BMPs that could be employed to infiltrate or treat storm water runoff and dry weather flows, and control peak flow rates.<br>• Vegetated swales and strips<br>• Oil/Water separators<br>• Clarifiers<br>• Media filtration<br>• Catch basin inserts and screens<br>• Continuous flow deflective systems<br>• Bioretention and infiltration<br>• Detention basins<br>• Manufactured treatment units<br>• Hydrodynamic devices | | | | |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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Other structural BMPs may also be selected from the literature and the many federal, state and local guidance documents available. Performance of structural BMPs varies considerably based on their design. USEPA has published estimated ranges of pollutant removal efficiencies for structural BMPs based on substantial document review.

These ranges of removal efficiencies are presented in Table F5-1, Structural BMP Expected Pollutant Removal Efficiency.

**Table F5-1**
**Structural BMP Expected Pollutant Removal Efficiency**

| | Typical Pollutant Removal (percent) | | | |
|---|---|---|---|---|
| **BMP Type** | **Suspended Solids** | **Nitrogen** | **Phosphorus** | **Metals** |
| Dry Detention Basins | 30-35 | 15-45 | 15-45 | 15-45 |
| Retention Basins | 50-80 | 30-65 | 30-65 | 50-80 |
| Infiltration Basins | 50-80 | 50-80 | 50-80 | 50-80 |
| Infiltration Trenches/Dry Wells | 50-80 | 50-80 | 15-45 | 50-80 |
| Porous Pavement | 65-100 | 65-100 | 30-65 | 65-100 |
| Grassed Swales | 30-65 | 15-45 | 15-45 | 15-45 |
| Vegetated Filter Strips | 50-80 | 50-80 | 50-80 | 30-65 |
| Surface Sand Filters | 50-80 | <30 | 50-80 | 50-80 |
| Other Media Filters | 65-100 | 15-45 | 0 | 50-80 |

Source: U.S. Environmental Protection Agency, Preliminary Data Summary of Urban Storm Water Best Management Practices Methodology, August 1999.

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | In addition to the structural BMP types that will be used, non-structural/source control BMPs will continue to be a part of the LAX program to reduce pollutant loadings. Existing practices and potentially new ones will be extended to acquisition areas and to the areas where airport operations will increase in frequency or duration.<br><br>These source control BMPs will be incorporated into the LAX Storm Water Pollution Prevention Plan (SWPPP) and will consequently be required of LAWA and all airport tenants at all locations where industrial activities occur that have the potential to impact water quality.<br><br>The overall result of Master Plan Commitment HWQ-1 will be a drainage infrastructure that provides adequate drainage capacity to prevent flooding and control peak flow discharges, that incorporates BMPs to minimize the effect of airport operations on surface water quality, and that prevents a net increase of pollutant loads to either receiving water body as a result of the selected Master Plan alternative. | | | | |
| **MM-HWQ-1**<br><br>**Monitoring Agency: LAWA** | **Update Regional Drainage Facilities**. Regional drainage facilities should be upgraded, as necessary, in order to accommodate current and projected future flows within the watershed of each stormwater outfall resulting from cumulative development. This could include upgrading the existing outfalls, or building new ones. The responsibility for implementing this mitigation measure lies with the Los Angeles County Department of Public Works and/or the City of Los Angeles Department of Public Works, Bureau of Engineering. A portion of the increased costs for the upgraded flood control and drainage facilities would be paid by LAX tenants and users in accordance with the possessory interest tax laws and other legal assessments, consistent with federal airport revenue diversion laws and regulations and in compliance with state, county and city laws. The new or upgraded facilities should be designed in accordance with the drainage design standards of each agency. | Increased runoff from Master Plan improvements exacerbating existing deficiencies in offsite drainage facilities | Prepare status report on the status of regional drainage improvements prior to issuance of a grading or building permit for the first Master Plan project involving substantial surface alternations or substantial changes to existing operations | Annual reports | Annual updates on the status of improvements needed for offsite drainage facilities. Once the necessary improvements to the offsite facilities have been approved, the need for monitoring ceases |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|---|
| | **Law Enforcement** | | | | |
| **LE-1**<br><br>**Monitoring Agency: LAWA** | **Routine Evaluation of Manpower and Equipment Needs.** LAWA will ensure that LAWAPD and LAPD LAX Detail continue to routinely evaluate and provide additional officers, supporting administrative staff, and equipment, to keep pace with forecasted increases in activity and development at LAX in order to maintain a high level of law enforcement services. This will be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX. | Avoidance of substantial deficiencies in law enforcement personnel & equipment | Ongoing | Weekly (via meetings with law enforcement agencies); deployment monitored daily | Operations Plan and Deployment Logs |
| **LE-2**<br><br>**Monitoring Agency: LAWA** | **Plan Review.** During the design phase of terminal and cargo facilities and other major airport development, the LAPD, LAWAPD, and other law enforcement agencies will be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced. | Unsafe facility/ architectural design | Prior to issuance of building permits for each Master Plan project | Once, prior to issuance of building permits for each project | Plan sign-off by LAWAPD and LAX Detail |
| | **Light Emissions** | | | | |
| **LI-2**<br><br>**Monitoring Agency: LAWA** | **Use of Non-Glare Generating Building Materials.** Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass. | Avoidance of adverse glare effects on aviation and other sensitive uses | Prior to issuance of a building permit for each Master Plan project (excluding airfield projects) | Twice: Once during plan review and once during project construction, on a project-by-project basis | Sign-off on plans by LAWA prior to issuance of building permit and completion of site inspection for materials during construction |
| **LI-3**<br><br>**Monitoring Agency: LAWA** | **Lighting Controls.** Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spillover. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not | Avoidance of adverse light and glare effects on aviation activities and other sensitive uses | Prior to issuance of any MEP permits or B-permits which include lighting | Once, during review of lighting plans on a project-by-project basis | Approval of lighting plans by LAWA prior to issuance of MEP permits or B-permits involving lighting |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area. | | | | |
| | **Land Use** | | | | |
| **LU-1**<br><br>**Monitoring Agency: LAWA** | **Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the Westchester Southside Project.** To the maximum extent feasible, all [Q] Conditions (Qualified Conditions) from City of Los Angeles Ordinance No. 159,526 that address the Northside project area will be incorporated by LAWA into a new LAX Zone/LAX Specific Plan for the LAX Northside/Westchester Southside project. Accepting that certain conditions may be updated, revised, or determined infeasible as a result of changes to the LAX Northside project, the final conditions for the LAX Northside/Westchester Southside project will ensure that the level of environmental protection afforded by the full set of existing LAX Northside project [Q] conditions is maintained or increased. | Incompatibility of LAX Northside with adjacent residential uses to the north | Upon City Council approval of the LAX Zone/ LAX Specific Plan | Once, upon City Council approval of LAX Zone/ LAX Specific Plan | Adoption of LAX Zone/LAX Specific Plan to include the [Q] conditions as feasible |
| **LU-2**<br><br>**Monitoring Agency: LAWA** | **Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion.** Land acquired and cleared for airport development will be fenced, landscaped, and maintained regularly until the properties are actually developed for airport purposes. | Incompatibility with adjacent uses during acquisition | Prior to first land acquisition | On-going throughout Master Plan development | Approval of Landscape Maintenance Program by LAWA |
| **LU-4**<br><br>**Monitoring Agency: LAWA** | **LU-4: Neighborhood Compatibility Program.** Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include:<br>o Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will 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 views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA | Land use incompatibility with nearby residential uses | Throughout Master Plan development | On-going throughout Master Plan development | Compliance with the provisions of the LAX Zone/LAX Specific Plan and LAX Plan |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | can develop alternative facilities.<br>o Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spill-over, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible.<br>o Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses. | | | | |
| **LU-5**<br><br>**Monitoring Agency: LAWA** | **Comply with City of Los Angeles Transportation Element Bicycle Plan.** LAWA will comply with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the City of Los Angeles Transportation Element Bicycle Plan and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard. As a priority, a Class I bike path will be incorporated on Aviation Boulevard, as practical and feasible, per the standards identified in the City of Los Angeles Transportation Element Bicycle Plan generally extending from the Inglewood City limits (Arbor Vitae Street) to the north to Imperial Highway to the south. As a primary objective, LAWA will provide maximum feasible incorporation of other bike paths and bike lanes into the design of projects that will be constructed under the LAX Master Plan program with a fundamental emphasis on ensuring safe and efficient bicycle and vehicular circulation. In addition, bicycle access and parking facilities will be provided at the Ground Transportation Center, Intermodal Transportation Center, and major parking lots. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use. | Insufficient bicycle facilities | Prior to issuance of certificate of occupancy for each project that will incorporate bicycle facilities | Once, upon issuance of certificate of occupancy for each project that will incorporate bicycle facilities | Issuance of permits by LADOT, LADPW or LADBS, as appropriate |
| | **Noise** | | | | |
| **MM-N-7**<br><br>**Monitoring Agency: LAWA** | **Construction Noise Control Plan.** A Construction Noise Control Plan will be prepared to provide feasible measures to reduce significant noise impacts throughout the construction period for all | Significant noise impacts at noise-sensitive receivers | Prior to the earliest of either the issuance of a | Once, upon completion of Noise Control | Inclusion of requirement for a Noise Control Plan in |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | projects near noise sensitive uses. For example, noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers such as ground elevation changes and existing buildings may be used to shield construction noise. | during construction | grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site | Plan for each project and as specified in the Noise Control Plan | subcontract agreement & subsequent approval of the noise control plan by LAWA |
| **MM-N-8**<br><br>**Monitoring Agency: LAWA** | **Construction Staging.** Construction operations shall be staged as far from noise-sensitive uses as feasible. | Significant noise impacts at noise-sensitive receivers during construction | Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site | Once, upon approval of construction staging areas by LAWA | Approval of construction staging area by LAWA |
| **MM-N-9**<br><br>**Monitoring Agency: LAWA** | **Equipment Replacement.** Noisy equipment shall be replaced with quieter equipment (for example, rubber tired equipment rather than track equipment) when technically and economically feasible. | Significant noise impacts at noise sensitive receivers during construction | Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of the project site | Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan | Inclusion of requirement for a Noise Control Plan in subcontract agreement and subsequent approval of the Noise Control Plan by LAWA |
| **MM-N-10**<br><br>**Monitoring Agency: LAWA** | **Construction Scheduling**. The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday - Friday; 8 p.m. to 6 | Significant noise impacts at noise-sensitive receivers | Prior to the earlier of either the issuance of a | Once, upon completion of Noise Control | Inclusion of requirement for a Noise Control Plan in |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | a.m. Saturday; anytime on Sunday or Holidays). | during construction | grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site | Plan for each project and as specified in the Noise Control Plan | subcontract agreement and subsequent approval of the Noise Control Plan by LAWA |
| | **Paleontological Resources** | | | | |
| **MM-PA-1**<br><br>**Monitoring Agency: LAWA** | **Paleontological Qualification and Treatment Plan.** A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a Paleontological Management Treatment Plan - PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate. | Loss or destruction of important paleontological resources | Prior to issuance of any excavation and grading permits for first Master Plan project | Once, upon retention of paleontologist and approval of the PMTP | Retention of paleontologist and approval of the PMTP by LAWA |
| **MM-PA-2**<br><br>**Monitoring Agency: LAWA** | **Paleontological Authorization.** The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist. | Loss or destruction of important paleontological resources | Continued monitoring in accordance with the PMTP | On-going during excavation and grading activities identified in the PMTP | Filing of periodic monitoring reports with LAWA, as stipulated in the PMTP |
| **MM-PA-3**<br><br>**Monitoring Agency: LAWA** | **Paleontological Monitoring Specifications.** Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet. | Loss or destruction of important paleontological resources | Prior to finalization and approval of construction contracts for projects involving excavation deeper than six feet | Once, upon approval of each construction contract on a project-by-project basis | Review and approval of relevant construction contracts by project paleontologist and the filing of such contracts with LAWA |

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| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| **MM-PA-4**<br><br>**Monitoring Agency: LAWA** | **Paleontological Resources Collection.** Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have been screened, they shall be examined microscopically for small fossils. | Loss or destruction of important paleontological resources | During excavation and grading activities, as stipulated in the PMTP | On-going during excavation and grading activities, as outlined in PMTP | Filing of collection/ recovery reports with LAWA by project paleontologist, as stipulated in the PMTP |
| **MM-PA-5**<br><br>**Monitoring Agency: LAWA** | **Fossil Preparation.** Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository. | Loss or destruction of important paleontological resources | Upon discovery of significant fossils by project paleontologist | During grading and excavation activities as identified in the PMTP | Filing of appropriate reports by paleontologist with LAWA, as stipulated in the PMTP |
| **MM-PA-6**<br><br>**Monitoring Agency: LAWA** | **Fossil Donation.** All fossils collected shall be donated to a public, nonprofit institution with a research interest in the materials, such as the Los Angeles County Museum of Natural History. | Loss or destruction of important paleontological resources | Upon completion of each project during which fossils were discovered, as outlined in the PMTP | Once, upon completion of grading and excavation activities on a project-by-project basis | Acceptance letter of fossils from accepting repository, or offer letter from LAWA to repository |
| **MM-PA-7**<br><br>**Monitoring Agency: LAWA** | **Paleontological Reporting.** A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project. | Loss or destruction of important paleontological resources | Upon completion of excavation activities, as outlined in the PMTP | Once, upon completion of excavation activities on a project-by-project basis | Receipt of paleontological report by LAWA. If no resources are found, a report indicating as much should be filed |
| | **Fire Protection** | | | | |
| **PS-1**<br><br>**Monitoring Agency: LAWA** | **Fire and Police Facility Relocation Plan.** Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law | Avoidance of compromised fire prevention and protection | Prior to any Master Plan activities affecting on-airport fire and police facilities | Once, upon completion of Fire and Police Facility Relocation Plan; as necessary during relocation process | Completion of Fire and Police Facility Relocation Plan |

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| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design. | | | | |
| **PS-2**<br><br>**Monitoring Agency: LAWA** | **Fire and Police Facility Space and Siting Requirements.** During the early design phase for implementation of the Master Plan elements affecting on-airport fire and police facilities, LAWA and/or its contractors will consult with LAFD, LAWAPD, LAPD, and other agencies as appropriate, to evaluate and refine as necessary, program requirements for fire and police facilities. This coordination will ensure that final plans adequately support future facility needs, including space requirements, siting and design. | Avoidance of compromised fire prevention and protection | Prior to any Master Plan activities affecting on-airport police and fire facilities | On-going during early design phase | Approval of facility program requirements by involved agencies |
| | **Energy Supply** | | | | |
| **PU-1**<br><br>**Monitoring Agency: LAWA** | **Develop a Utility Relocation Program:** LAWA will develop and implement a utilities relocation program to minimize interference with existing utilities associated with LAX Master Plan facility construction. Prior to initiating construction of a Master Plan component, LAWA will prepare a construction evaluation to determine if the proposed construction will interfere with existing utility location or operation. LAWA will determine utility relocation needs and, for sites on LAX property, LAWA will develop a plan for relocating existing utilities as necessary before, during, and after construction of LAX Master Plan features. LAWA will implement the utility relocation program during construction of LAX Master Plan improvements. | Disturbance of existing utility lines/systems | Plan to be completed prior to issuance of demolition permit, grading permit, building permit or B-Permit, whichever occurs first, as applicable | Once prior to issuance of applicable permit | Submittal of utility relocation plan to the satisfaction of affected utilities |
| | **Surface Transportation** | | | | |
| **ST-9**<br><br>**Monitoring Agency: LAWA** | **Construction Deliveries.** Construction deliveries requiring lane closure shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans. | Traffic congestion and delays as they relate to the LAX Master Plan program construction activities | During construction | On-going during construction | Periodic reporting by Construction Coordination Office |
| **ST-12** | **Designated Truck Delivery Hours.** Truck deliveries shall be | Traffic congestion | LAWA approval of | On-going during | Periodic reporting by |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| **Monitoring Agency: LAWA** | encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. | and delays as they relate to the LAX Master Plan program construction activities | delivery schedule as part of the Construction Traffic Management Plan | construction | Construction Coordination Office |
| **ST-14**<br><br>**Monitoring Agency: LAWA** | **Construction Employee Shift Hours.** Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m., to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary. | Traffic congestion and delays as they relate to the LAX Master Plan program construction activities | Prior to construction activity for each Master Plan project | Once, upon approval of employees' work schedule on a project-by-project basis | LAWA approval of employee work schedule as part of the Construction Traffic Management Plan |
| **ST-16**<br><br>**Monitoring Agency: LAWA** | **Designated Haul Routes**. Every effort will be made to ensure that haul routes are located away from sensitive noise receptors. | Traffic noise | At issuance of approved haul route | Once, at approval of each haul route | Approval of haul route by LADBS |
| **ST-17**<br><br>**Monitoring Agency: LAWA** | **Maintenance of Haul Routes.** Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed. | Roadway safety | As dictated by LAWA's Construction Coordination Office and LADBS | On-going during construction | Field inspection report, maintenance logs |
| **ST-18**<br><br>**Monitoring Agency: LAWA** | **Construction Traffic Management Plan.** A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations, and other relevant factors. | Traffic congestion, delay and safety, as they relate to the LAX Master Plan program construction activities | Prior to commencement of construction | On-going during construction, as stipulated by LAWA's Construction Coordination Office | LAWA approval of Construction Traffic Management Plan by LAWA's Construction Coordination Office |
| **ST-19**<br><br>**Monitoring Agency: LAWA** | **Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities. | Traffic congestion and delays as they relate to the LAX Master Plan program construction activities | As construction dictates | As stipulated in the Construction Traffic Management Plan, approved by LAAW's Construction Coordination | Street closure permit; approved by LAWA's Construction Coordination Office |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | | | | Office | |
| **ST-20**<br><br>**Monitoring Agency: LAWA** | **Stockpile Locations.** Stockpile locations will be confined to the eastern area of the airport vicinity, to the extent practical and feasible. After the eastern facilities are under construction in Alternative D, stockpile locations will be selected that are as close to I-405 and I-105 as possible, and can be accessed by construction vehicles with minimal disruption to adjacent streets. Multiple stockpile locations may be provided, as required. | Traffic congestion and delays as they relate to the LAX Master Plan program construction activities | Prior to construction of each eastern facility | Once, upon approval of stockpile locations by LAWA's Construction Coordination Office | LAWA approval of stockpile locations as part of the Construction Management Traffic Plan |
| **ST-21**<br><br>**Monitoring Agency: LAWA** | **Construction Employee Parking Locations.** During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly. | Traffic congestion and delays as they relate to the LAX Master Plan program construction activities | Prior to construction of each eastern facility | Once, upon approval of Employee Parking Locations by LAWA's Construction Coordination Office | LAWA approval of parking locations as part of Construction Traffic Management Plan |
| **ST-22**<br><br>**Monitoring Agency: LAWA** | **Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105. | Traffic congestion and delay as they relate to the LAX Master Plan program construction activities | At issuance of haul route approval | Once, upon approval of each haul route | Approval of haul route by LADBS |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|---|
| | **Solid Waste** | | | | |
| **SW-1**<br><br>**Monitoring Agency: LAWA** | **Implement an Enhanced Recycling Program:** LAWA will enhance their existing recycling program, based on successful programs at other airports and similar facilities. Features of the enhanced recycling program will include: expansion of the existing terminal recycling program to all terminals, including new terminals; development of a recycling program at LAX Northside/Westchester Southside; lease provisions requiring that tenants meet specified diversion goals; and preference for recycled materials during procurement where, practical and appropriate. | Generation of additional solid waste due to increased activity levels at LAX | Prior to issuance of certificate of occupancy for any use developed in LAX Northside, or approval of building permits for CTA improvements, whichever comes first | Annually | Annual confirmation that LAX and LAX Northside are exceeding waste reduction requirements of AB 939 |
| **SW-2**<br><br>**Monitoring Agency: LAWA** | **Requirements for the Use of Recycled Materials during Construction:** LAWA will require, where feasible, that contractors use a specified minimum percentage of recycled materials during construction of LAX Master Plan improvements. The percentage of recycled materials required will be specified in the construction bid documents. Recycled materials may include, but are not limited to, asphalt, drywall, steel, aluminum, ceramic tile, cellulose insulation, and composite engineered wood products. The use of recycled materials in LAX Master Plan construction will help to reduce the project's reliance upon virgin materials and support the recycled materials market, decreasing the quantity of solid waste requiring disposal. | Indirect impacts to solid waste management facilities/capacity (i.e., increased use of recycled materials would reduce the amount of waste materials that would otherwise need to be managed/disposed of) | Prior to issuance of RFP/RFB for each construction project. | Once, upon approval of construction contract for each project | Confirmation that general contractor's bid includes usage of specified minimum percentage of recycled materials. |
| **SW-3**<br><br>**Monitoring Agency: LAWA** | **Requirements for the Recycling of Construction and Demolition Waste:** LAWA will require that contractors recycle a specified minimum percentage of waste materials generated during demolition and construction. The percentage of waste materials required to be recycled will be specified in the construction bid documents. Waste materials to be recycled may include, but are not limited to, asphalt, concrete, drywall, steel, aluminum, ceramic tile, and architectural details. | Indirect impacts to solid waste management facilities/capacity (i.e., recycling of demolition/ construction wastes would reduce the amount of waste materials that would otherwise need to be managed/ disposed | Prior to issuance of RFP/RFB for each construction project | Once, upon approval of construction contract for each project | Confirmation that general contractor's bid includes specified minimum percentage of demolition/ construction waste to be recycled |

**Applicable LAX Master Plan Commitments and Mitigation Measures**

| Master Plan Commitments/Mitigation Measure | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
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| | | of) | | | |
| | **Water Use** | | | | |
| **W-1**<br><br>**Monitoring Agency: LAWA** | **Maximize Use of Reclaimed Water:** To the extent feasible, LAWA will maximize the use of reclaimed water in Master Plan-related facilities and landscaping. The intent of this commitment is to maximize the use of reclaimed water as an offset for potable water use and to minimize the potential for increased water use resulting from implementation of the LAX Master Plan. This commitment will also facilitate achievement of the City of Los Angeles' goal of increased beneficial use of its reclaimed water resources. This commitment will be implemented by various means, such as installation and use of reclaimed water distribution piping for landscape irrigation. | Reduce demands for, and use of, potable water | Prior to approval of building plans for each project involving new or substantially renovated buildings that use water, and prior to approval of landscaping plans | Once, prior to approval of plans for affected project | Approval of plans for affected project |
| **W-2**<br><br>**Monitoring Agency: LAWA** | **Enhance Existing Water Conservation Program:** LAWA will enhance the existing Street Frontage and Landscape Plan for LAX to ensure the ongoing use of water conservation practices at LAX facilities. The intent of this program, to minimize the potential for increased water use due to implementation of the LAX Master Plan program, is also in accordance with regional efforts to ensure adequate water supplies for the future. Features of the enhanced conservation program will include identification of current water conservation practices and an assessment of their effectiveness; identification of alternate future conservation practices; continuation of the practice of retrofitting and installing new low-flow toilets and other water-efficient fixtures in all LAX buildings, as remodeling takes place or new construction occurs; use of Best Management Practices for maintenance; use of water efficient vegetation for landscaping, where possible; and continuation of the use of fixed automatic irrigation for landscaping. | Avoid a substantial increase in water consumption due to the development of new facilities | Prior to approval of building plans or landscaping plans for first Master Plan project involving water use (i.e., CTA Landside Terminal or LAX Northside development, whichever occurs first) | Once, prior to approval of building plans or landscaping plans for first Master Plan project | Preparation of Water Conservation Program |

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