LOS ANGELES WORLD AIRPORTS

RECOMMENDATION OF THE EXECUTIVE DIRECTOR

LAX SPECIFIC PLAN COMPLIANCE REVIEW

Date:	**November 20, 2023**
Project Name:	**LAX Northside Areas 1 & 2A Recreation Project (Lulu's Place)**
Location:	**Los Angeles International Airport (LAX)**
Council District:	**11**
Plan Area:	**LAX Plan**
Plan Land Use:	**LAX Northside**
Zone:	**LAX-N Zone**
Case No.:	**01-023-LAXSP**

SUBJECT: LAX Northside Areas 1 & 2A Recreation Project (Lulu's Place), LAX Specific Plan Compliance Review

On July 28, 2023, Los Angeles World Airports (LAWA) received an application for an LAX Specific Plan Compliance determination for a proposed recreation project in the LAX Northside Subarea north of Westchester Parkway. Section 7 of the LAX Specific Plan[1] grants the LAWA Executive Director[2] authority to recommend approval, approval with conditions, modification, or denial of a request for an LAX Specific Plan Compliance determination to the Board of Airport Commissioners (BOAC).

This report addresses the proposed Lulu's Place Project (hereafter referred interchangeably as Lulu's Place, Recreation Project, Lulu's Place Recreation Project, Project, or as the proposed Project), including background information, a project description, recommendation of approval, purpose, the requisite findings of fact, and the requisite reports received. Per Section 7.F.1 of the LAX Specific Plan, the Executive Director has reviewed the proposed Project for an LAX Specific Plan Compliance determination based on: (a) a written description of the proposed Project, including location, size, proposed use, and any other pertinent information; (b) a completed initial environmental study; and (c) the most recent annual Traffic Generation Report.

[1] (Ordinance No. 176,345 as amended by Ordinance No. 179,148, Ordinance No. 182,542, Ordinance No. 184,348, and Ordinance No. 185,164)

[2] The Executive Director for Los Angeles World Airports is the Chief Executive Officer (CEO) and mention of the Executive Director in this report refers to the CEO.

I. BACKGROUND AND PROPOSED PROJECT DESCRIPTION

***Background*:**
The LAX Northside Subarea of the LAX Specific Plan, north of Westchester Parkway, was once primarily single-family homes, and LAWA acquired the parcels during the 1970s and early 1980s in part using Federal Aviation Administration (FAA) grants for the purpose of converting incompatible land uses in proximity to airport operations at LAX. Some of the underlying land of the project site was acquired with federal grant funding, and the relevant grants dictate that the two key functions served by the property are: (1) to preserve noise compatibility with the adjoining communities; and (2) to provide airspace protection for the airport. The Recreation Project is required to comply with FAA grant assurances and regulations and with federal, state, and local laws.

In 1984, the City of Los Angeles approved the 1984 Zoning Ordinances (No. 159,526; No. 169,254; and No. 169,768) and Final Tract Map No. 34836 (collectively referred to as the 1984 Entitlements), which permitted up to 4,500,000 square feet of commercial development within the LAX Northside Subarea. In 1989, LAWA prepared the 1989 Design Plan and Development Guidelines to establish a high level of design quality and to create a mix of land uses which responded to the needs of the market. In 2015, to reflect updated best-practices in urban design and sustainability for future development within the LAX Northside Subarea, LAWA prepared the LAX Northside Plan Update which amended the LAX Specific Plan to establish new zoning regulations and development standards from 2012 to 2015. The Northside Plan Update modified existing regulations to substantially reduce the total amount of development allowed by the 1980s plan, provided opportunities for open space, recreation, and civic uses, and created the LAX Northside Design Guidelines and Standards (the Guidelines), which included new design and sustainability guidelines that superseded the 1989 Design Plan and Development Guidelines.

The City of Los Angeles approved the updated LAX Specific Plan ordinance in 2015 (which was subsequently updated in 2017) to incorporate the LAX Northside Plan Update development regulations. The Final EIR for the Northside Plan Update was certified by the BOAC through Resolution No. 25654 on March 12, 2015. BOAC approved an Addendum to the Certified Northside Plan Update EIR in March 2016, which analyzed the additional design details of the Argo Drain Sub-basin Facility among other things.

Figure 1. LAX Specific Plan Northside Districts and Subareas

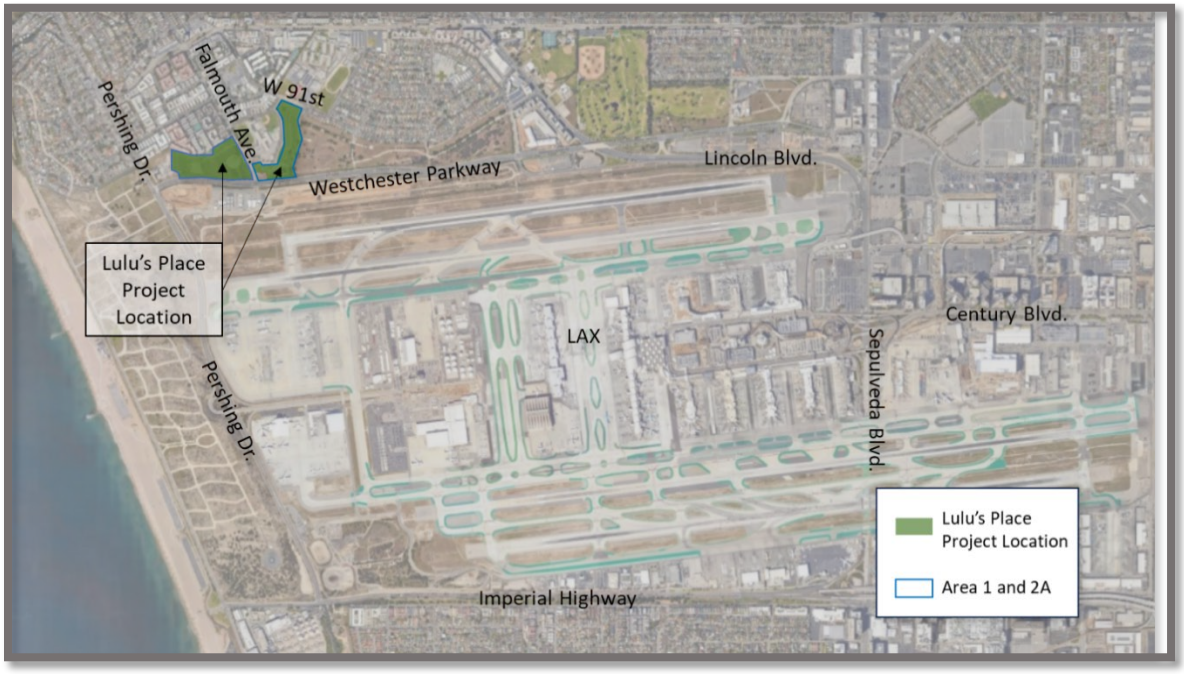
Full-size document provided as Attachment 1

***Project Location*:**

The Recreation Project is located within the LAX Northside Subarea, within the City of Los Angeles, approximately 15 miles southwest of downtown Los Angeles. As designated in the LAX Specific Plan and depicted in Figure 1, the LAX Northside Subarea is separated into 13 areas, designated as Areas 1 through 13, which are clustered into three districts, consisting of the LAX Northside Campus District (Areas 1-3), the Airport Support District (Areas 4-10), and LAX Northside Center District (Areas 11-13). The Recreation Project is proposed to be located within the eastern portion of Area 1 and the western portion of Area 2 (also referred to as Area 2A), of the LAX Northside Campus District in the LAX Northside Subarea. As depicted in Figure 2, the portion of Area 1 that is included in the Recreation Project encompasses approximately 14 acres and Area 2A encompasses approximately 16 acres. Existing built conditions within Area 1 include the Argo Drain Sub-basin Facility, which consists of underground infrastructure and an associated surface parking lot and internal road providing two ingress/egress points from Falmouth Avenue mid-block along the eastern boundary of Area 1, and the existing Jet Pets facility in the western portion of Area 1.

The Recreation Project will not develop the entirety of either Area 1 and Area 2A. Similarly, the Recreation Project will not develop the entirety of Area 2A. Existing built conditions in Area 2A consist of a pump house structure associated with the Argo Drain Sub-basin Facility, located in the southwest portion of Area 2A at the corner of Falmouth Avenue and Westchester Parkway.

Figure 2. Proposed Project Location



Full-size document provided as Attachment 2

***Project Description*:**
The Recreation Project has been designed to incorporate open space, landscape buffer zones, and recreational areas to meet the needs of the community and the airport.

The proposal for Area 1 includes two (2) youth soccer fields, a larger full-size soccer field, a playground area, a dog park, a picnic area and overlook, surface parking, and facilities ancillary to recreation use, such as storage and restrooms. The ancillary buildings within Area 1 will be up to 2,000 square feet. The internal road to access the existing Jet Pets facility (on the western portion of Area 1) will be maintained but will be relocated to facilitate placement of the proposed recreational uses in Area 1. Internal walking paths will provide pedestrian connectivity between the various proposed recreational facilities within Area 1. Limited recreational seating, such as park benches in the dog park and playground, will also be provided in Area 1. Surface parking will be provided on the northeast portion of Area 1 from an existing driveway off Falmouth Avenue.

The proposal for Area 2A includes various recreational uses including a multi-purpose field, two (2) volleyball courts, four (4) basketball courts, twenty-four (24) tennis courts, and eight (8) junior courts which could be used for tennis and pickleball. Facilities ancillary to the recreation uses include a welcome center, wellness and fitness zone, a scheduling desk, and other ancillary buildings for storage, restrooms, maintenance, and security. Total building development in Area 2A will be up to 36,000 square feet. Specifically, the proposed welcome center consists of up to 20,000 square feet of building area, including a lobby, meeting rooms, locker rooms, restrooms, storage, athletic supplies shop, grab and go snack shop, and administrative support offices. The other 16,000 square feet of development will consist of the wellness and fitness zone facility, tennis scheduling desk facility, and other ancillary buildings. The wellness and fitness zone facility includes areas for indoor athletic training, as well as storage and locker areas. The tennis scheduling desk facility will be where players could obtain schedule information on the various courts,

and will also include storage, locker areas and a snack room. Both the wellness and fitness zone and scheduling desk facilities will be located between the tennis courts and provide roof access to view adjacent play on the courts below. Other ancillary facilities include storage, restrooms, maintenance, and security. These facilities are considered ancillary to the recreational facilities as they would serve people already utilizing the proposed Project site for recreational purposes. Surface parking would be provided on the western portion of Area 2 from a driveway off Falmouth Avenue. The application states that the Recreation Project site would be operational between 7 a.m. to 10 p.m., which would require nighttime lighting for both the recreational facilities and for security purposes. Sports fields and courts will be lit with directional lighting, when in use, and building and area security lighting will be provided. The Recreation Project site will be fenced and secured, and hours of operation will be established to restrict overnight use.

The application states that the tennis facilities in Area 2A will provide tennis programs and training for children from the local schools and broader community, performance training for more advanced athletes and unprogrammed recreation will also be incorporated.

The Site Plan and submitted Project Description is included as **Attachment 3**.

***Existing Governing Plans*:**

The LAX Plan and LAX Specific Plan establish land use designations and development regulations applicable to LAX. The Recreation Project is located within the boundaries of the LAX Plan and LAX Specific Plan and is subject to compliance with these governing Plans.

The LAX Plan is part of the General Plan of the City of Los Angeles and provides land use designations with associated goals, objectives, policies, and programs. The LAX Specific Plan provides the zoning regulations for the development of the LAX Plan to ensure the orderly development of infrastructure consistent with the intensity and design of the LAX Plan. As discussed below, the proposed improvements and facilities associated with Lulu's Place will be consistent with the goals and policies of both the LAX Plan and LAX Specific Plan and do not require any zoning and/or land use changes.

II. FINDINGS OF FACT

Pursuant to Section 7.D of the LAX Specific Plan, the Executive Director shall provide a recommendation to BOAC that the proposed Project be granted an LAX Specific Plan Compliance approval upon written findings that the Project satisfies both of the following requirements:

1. LAX Plan Consistency. That the Project complies with the LAX Plan, and Design Guidelines and Standards required by the LAX Specific Plan, and all applicable provisions of the Specific Plan.
2. Environmental Compliance. That the environmental effects of the Project have been assessed in compliance with CEQA.

The following findings support the recommendation to grant LAX Specific Plan Compliance:

(1). LAX PLAN CONSISTENCY – THE PROPOSED PROJECT COMPLIES WITH THE LAX PLAN: ALL APPLICABLE GOALS AND OBJECTIVES; AND POLICIES AND PROGRAMS OF THE LAX PLAN.

Compliance with the LAX Plan: The proposed Project complies with the stated vision of the LAX Plan, as set forth in Section 1.2 of the LAX Plan. The Recreation Project redevelops vacant land and contributes to the modernization of the areas surrounding the airport, supporting the evolution of LAX into a modern, safe, and secure airport of the 21st century, while continuing to serve as the region's principal international gateway.

Compliance with Applicable Goals and Objectives of the LAX Plan: The LAX Plan identifies six (6) goals and twenty-one (21) supporting objectives to expand on the intent of the LAX Plan vision and provide further direction for the development of the airport. It also identifies specific policies and programs that will be used to implement these goals and objectives. The various elements of the proposed Project have been determined to be consistent with the applicable Goals (Goals 3 through 5), of the LAX Plan, as explained below.

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

The proposed Project will be one of the first development projects in the LAX Northside Subarea, which will create short-term and long-term employment opportunities during construction and operation. Thus, the proposed Project will contribute to optimizing LAX's critical role in supporting the economy as a major generator of economic activity and thus will be consistent with LAX Plan Goal 3.

For the reasons described above, the proposed Project is consistent with LAX Plan Goal 3.

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

The proposed Project will be designed and constructed in accordance with the Guidelines. The proposed Project will also be designed and constructed in accordance with the Los Angeles Green Building Code (LAGBC), which is based on the California Green Building Code (CALGreen). The landscaping will use native and drought-tolerant plants and be designed to advance sustainability as specified in the Guidelines. The proposed Project will also comply with all applicable LAX Northside Plan Update, Project Design Features (PDFs), Commitments, and Mitigation Measures (MMs), as summarized in the Mitigation Monitoring and Reporting Program (MMRP) (see **Attachment 4**).

For the reasons described above, the proposed Project is consistent with LAX Plan Goal 4.

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

Development within the LAX Northside Subarea is envisioned by the Guidelines to introduce low-scale development to reinforce the LAX Northside Subarea as a buffer area

between LAX and the surrounding uses. The Recreation Project has taken into consideration the adjacent sensitive land uses, including residential uses. The concentration of sports courts and fields are located towards Westchester Parkway. The proposed buildings are also located centrally within the site, set apart from any boundary shared with residential properties.

There will be a minimum 20-foot landscape buffer along the north side of Area 1 to provide a buffer space between the recreational area and the residences to the north of the project site. The buffer will function as a visual screen that physically separates the recreational uses from the adjacent neighborhoods. These areas will not be accessible to the general public; however, they will contribute to the proposed Project's open space character.

Regional access to the Recreation Project flows through the intersection of Westchester Parkway and Falmouth Avenue. Direct ingress and egress to both Areas 1 and 2A will be from Falmouth Avenue, a north-south street that separates Areas 1 and 2A that connects to Westchester Parkway to the south of the Recreation Project site. Vehicular and bicycle parking for the Recreation Project will be provided in accordance with the City of Los Angeles Municipal Code, consistent with LAX Specific Plan Sec. 12.L. and it is anticipated that approximately 161 parking spaces will be required. Approximately 200 surface parking spaces will be provided by the Recreation Project in two parking areas on the northeastern portion of Area 1 and on the western portion of Area 2A to allow for sufficient parking.

The Recreation Project provides nighttime lighting for both the recreational facilities and for security purposes. All lighting will be required to adhere to the applicable lighting requirements established by the City of Los Angeles Municipal Code and the Guidelines. The lighting will be designed to provide visual function, ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. Sports fields and courts will be lit with directional lighting when in use and will turn off by 10 p.m. When not in use during nighttime hours, the sports fields and/or courts will not be lit. Building, and area security lighting will be provided during nighttime hours and will be shielded to only illuminate the intended area. The Recreation Project site will be fenced and secured, and use of the Recreation Project site will be restricted overnight. When security lighting is necessary, it will be recessed, hooded, and located to illuminate only the intended area preventing off-site glare and light trespass.

The proposed Project provides recreation uses in Areas 1 and 2A to promote compatibility between LAX and the surrounding neighborhoods and to serve the local community. It is anticipated that the recreational facilities will be used by the local community, including local schools and organized sports, such as AYSO and unprogrammed recreation by area residents, students, and their families.

For the reasons described above, the proposed Project is consistent with LAX Plan Goal 5.

Compliance with Applicable LAX Plan Policies and Programs: The LAX Plan includes policies and programs to implement the LAX Plan goals and objectives to guide airport development. These policies and programs are organized into topics that address functional and operational aspects of the airport and potential impacts to adjacent land uses. The following topics apply to the proposed Project: land use,

conservation/sustainability, economic benefits, noise, air quality, hazardous waste, and design, as summarized below.

Policy and Program 3.2.4 Land Use – LAX Northside

The LAX Plan states the following with respect to policies and programs related to LAX Northside land uses:

> "LAX Northside includes a variety of land uses of an appropriate scale and level of activity to provide a buffer and transition between the Westchester/Playa del Rey community and the airport."

Determination/Finding: The proposed Project is located in the LAX Northside Subarea and is consistent with the uses within the LAX Northside Subarea and the applicable Land Use – LAX Northside policies and programs.

To reinforce the LAX Northside Subarea as a buffer area between LAX and the surrounding uses, development within the LAX Northside Subarea is envisioned with low-scale development with recreation spaces. The Recreation Project is an appropriate land use to serve as a buffer between LAX and the communities north of the project site while providing recreation facilities for the local community. In addition, the proposed recreation improvements located in the LAX Northside Subarea will provide and maintain a minimum 20-foot landscape buffer along the northern boundary of the project site in Area 1 and buildings are required to be setback at least 80-feet from the buffer to provide further separation with the existing multi-family residential development, north of the project site.

The proximity of the project site to the signalized intersection at Westchester Parkway and Falmouth Avenue discourages vehicular access through nearby local streets and residential communities. Primary access will come from south of the project site along Westchester Parkway.

Policy 2 of Section 3.2.4 encourages community outreach efforts when new development occurs on airport property and is in proximity to nearby residential uses. In an effort to inform community stakeholders, Lulu's Place, Inc. and LAWA held outreach events to provide more detailed information about the proposed Project and to listen to the community's concerns. See Section III, Open Houses and Outreach below, for more details.

Policy and Program 3.3.2 Conservation – Sustainability

The LAX Plan states the following with respect to policies and programs related to Sustainability:

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

Determination/Finding: The proposed Project incorporates sustainable features, and the Project is consistent with applicable Sustainability policies and programs, as delineated in the Guidelines.

During construction and operations, the proposed Project will comply with state regulations for renewable energy or energy efficiency, including Title 24 Building Energy Efficiency Standards, CALGreen, and applicable regulations that pertain to energy consumption. The proposed Project will also comply with local regulations for renewable energy and energy efficiency, including the Los Angeles Municipal Code, the Los Angeles Green Building Council (LAGBC).

- Projects located in the LAX Northside Subarea are also subject to all applicable provisions of the Guidelines and the LAX Northside Plan Update Mitigation Monitoring and Reporting Program, which includes PDFs and MMs that are aimed at creating sustainable facilities and landscapes (see **Attachment 4**).

Policy and Program 3.5 - Economic Benefits

The LAX Plan states the following with respect to policies and programs related to Economic Benefits:

> "LAX is a vital component of the local, regional, and state economy. Failure to modernize LAX would impede the ability to meet airport users' future needs and could threaten the airport's position as one of the nation's premiere airports, thereby limiting the region's future economic vitality."

Determination/Findings: The Recreation Project supports the future development of the rest of the LAX Northside Campus District of the LAX Northside Subarea. By doing so, the proposed Project supports the long-term economic growth and prosperity of the Los Angeles Region. The proposed Project is consistent with applicable Economic Benefits policies and programs.

The project site has been vacant for decades, except for the Jet Pets facility and, in recent years, the construction of the Argo Drain Sub-basin Facility, which is an underground infiltration facility that provides stormwater quality treatment and mitigates runoff contributions for approximately 1,110 acres of LAX airport property. Currently, the project site is fenced, underutilized, and no public access is allowed. The proposed Project will transform Areas 1 and 2A of the LAX Northside Subarea into recreational fields and courts with a viewing area, dog park, and playground that are all open to the general public. The development of the proposed Project will be one of the first development projects in the LAX Northside Subarea, which will create new jobs during construction and operation. Thus, the proposed Project will contribute to optimizing LAX's vital role in supporting the economy as a major generator of economic activity.

Policy and Program 3.6 - Noise

The LAX Plan states the following with respect to policies and programs related to Noise:

> "Noise control is one of the most important environmental considerations in airport planning. LAX has a long history of addressing aircraft noise impacts through noise source control and noise mitigation for certain land uses (residences, schools, hospitals, churches, and libraries) that are rendered incompatible due to airport noise impacts."

Determination/Finding: The project site is located north of LAX, and its surroundings include developed land with existing sources of noise. The proposed Project will be developed with recreational uses that are compatible with the surrounding neighborhoods. The proposed Project does not affect aircraft operations and thus will not affect the current Aircraft Noise Abatement Program nor hinder or impede the implementation of LAX's Aircraft Noise Mitigation Program and the related Residential Sound Insulation (RSI) programs. The proposed Project is consistent with applicable Noise policies and programs.

The Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses, Guidelines, and would be within the allowable building square footage. Given this, the construction related activities associated with the Recreation Project would not result in construction traffic noise impacts, vibration impacts, or noise levels in excess of ambient measured noise. Thus, the Recreation Project's AM and PM peak hour construction traffic noise levels would be below the established threshold of significance of a 5.0 dBA increase. The Recreation Project would not increase ambient noise levels by 1.5 dB CNEL or greater.

As described above in the Project Description, the proposed Project includes volleyball courts, basketball courts, tennis courts and pickleball courts. An analysis was completed for the loudest of these types of recreation uses (pickleball courts) to the nearest sensitive receptors (e.g., St. Bernard High School, located approximately 243 feet north of the pickleball courts, and a residential property located approximately 1,144 feet north/northwest of the pickleball courts). The average maximum sound level from a paddle striking a pickleball during gameplay is roughly 59 dBA at a distance of 100 feet. Using a standard attenuation rate of 6 decibels for each doubling of distance from the courts, this equates to a maximum noise level of approximately 51 dBA at the property boundary of St. Bernard High School and 37 dBA at the property boundary of the closest residential land use. This value is below the existing measured daytime noise level at these properties (i.e., 59.7 dBA) and thus will not cause the ambient noise level to increase.

The Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Approved Project's Certified EIR and the LAX Master Plan, as listed in the Approved Project's MMRP (see **Attachment 4**).

Policy and Program 3.7 - Air Quality

The LAX Plan states the following with respect to policies and programs related to Air Quality:

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

Determination/Finding: Implementation of the proposed Project will generate air pollutant emissions during construction. However, the proposed Project will construct recreational facilities in Areas 1 and 2A of the LAX Northside Subarea consistent with the

Guidelines and permitted recreation uses. Furthermore, the proposed Project will be within the building square footage previously analyzed in the Northside Plan Update Project's Certified EIR and will not result in a change to the Certified EIR's air quality analysis conclusions, as described below. The proposed Project is consistent with applicable Air Quality policies and programs.

With regard to building square footage, air quality modeling in the LAX Northside Plan Update Project's Certified EIR assumed a total maximum development of 1,075,000 square feet in the LAX Northside Campus District for all uses proposed within Areas 1 through 3. In total, the Recreation Project will include approximately 38,000 square feet of facilities ancillary to the recreation and open space uses, which accounts for approximately 3.5 percent of the total allowed building square footage within Areas 1 and 2. While there have been limited projects developed within the LAX Northside Campus District to date, such as the Airport Police Station in Area 3, there is allowable development square footage allocated for the LAX Northside Campus District that would accommodate the development square footage for the Recreation Project. As such, the Recreation Project will be within the building square footage previously analyzed and will not result in a change to the air quality analysis conclusions in the LAX Northside Plan Update Project's Certified EIR.

In addition, mandatory compliance with the South Coast Air Quality Management District (SCAQMD)'s regulations and compliance with the Diesel Exhaust Particulate Matter (DPM) reduction strategies will be required for the Recreation Project. Also, no construction activities or materials are proposed which would create objectionable odors affecting a substantial number of people.

In addition, the project site is conveniently located near local residents and students. The project site vicinity includes a diverse mix of single-family and multi-family residences north of the project site and there are numerous educational facilities within one mile of the project site. Due to the project's site location, users could choose to use multi-modal transit options such as biking or walking instead of driving which could lead to reduced emissions from car-related trips.

Lastly, the proposed Recreation Project will be required to implement the applicable MMs, PDFs, and commitments established in the LAX Northside Plan Project's Certified EIR, as listed in the MMRP (see **Attachment 4**), which will further reduce air quality impacts.

Policy and Program 3.8 - Hazardous Waste

The LAX Plan states the following with respect to policies and programs related to Hazardous Waste:

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

Determination/Finding: There are no known contamination sites within the Project area, and construction and operation of the proposed Project will be consistent with applicable Hazardous Waste policies and programs.

Construction of the Recreation Project will require use of hazardous materials typical to construction, such as fuels, paints, and solvents. In addition, there is a potential to encounter asbestos and lead based paint and contaminated soils during ground-disturbing activities, which could potentially pose a risk to humans and the environment. However, all construction activities associated with the Recreation Project will be required to comply with all applicable laws, regulations, and emergency plans related to the transport, use, and handling of hazardous materials. In addition, the proposed Project will be required to implement the applicable MMs, PDFs, and commitments established in the LAX Northside Plan Project's Certified EIR, as listed in the MMRP (see **Attachment 4**).

Operation of Recreation Project will also require use of hazardous materials and generate waste typically associated with recreation and open space, office, and civic uses, such as fuels, paints, commercial cleaners, herbicides, and pesticides. Compliance with the applicable laws and regulations will minimize the health and safety risks to people and the environment associated with routine use, transport, and disposal as well as accidental release of or exposure to hazardous materials.

Additionally, the Recreation Project will be constructed within the City of Los Angeles' designated Methane Hazard and Methane Hazard Buffer zone. However, the Los Angeles Department of Building & Safety (LADBS) requires all new structures within a designated methane zone to be provided with methane mitigation improvements. The Recreation Project will also comply with LADBS regulations for site testing standards, site investigation, and construction in methane zones and methane buffer zones.

Policy and Program 3.9 - Design

The LAX Plan states the following with respect to policies and programs related to Design:

> "The creation of multiple access points will enhance the functional nature of the airport and establish new interfaces with passengers and the adjacent community. LAWA seeks to design facilities that relate to existing airport infrastructure and appropriately relate airport facilities to adjacent land uses."

Determination/Finding: The proposed Project is located within the LAX Northside Subarea and is appropriately scaled for the adjacent community land uses. Development within the LAX Northside Subarea is also subject to the Guidelines, which provide a comprehensive design vision for the Northside Subarea. The proposed Project is consistent with applicable Design policies and programs.

The Guidelines provide a framework for appropriately scaled development that is consistent with airport needs and neighborhood conditions. The vision associated with the Guidelines sets out an intent to address concerns about preserving sight lines and neighborhood privacy, controlling light spillage, creating better buffers between functioning active airfields and adjacent neighborhoods, controlling wildlife near airfields, and improving aesthetics and landscape in the LAX Northside Subarea. The proposed Project will substantially comply with the Guidelines as described in more detail below.

(2). LAX SPECIFIC PLAN CONSISTENCY – THE PROPOSED PROJECT COMPLIES WITH ALL APPLICABLE PROVISIONS OF THE LAX SPECIFIC PLAN.

Compliance with Applicable Provisions of the LAX Specific Plan

The LAX Specific Plan establishes zoning regulations and general procedures for development within the Specific Plan Area in conformance with the goals and objectives of the LAX Plan, as well as other local and regional plans. The LAX Zone applies to the entire Specific Plan Area, which is then divided into four land use subareas: Airport Airside, Airport Landside, Airport Landside Support, and LAX Northside. The proposed Project is located within the LAX Northside Subarea and would not result in a change to the zoning designation or land use. The proposed Project substantially conforms to the purpose, intent, and provisions of the LAX Specific Plan, and no amendments to the LAX Specific Plan are being proposed.

Section 12 of the LAX Specific Plan – LAX Northside Subarea

Section 12 of the LAX Specific Plan describes permitted uses and development standards for the LAX Northside Subarea. The proposed Project is located in Areas 1 and 2A of the LAX Northside Campus District in which recreation and open space are permitted uses. Lulu's Place will be developed with various recreational fields and courts, a playground, a picnic area, and a dog park with ancillary buildings to serve the recreation and open space uses. Further, the proposed Project does not seek to introduce any prohibited uses as outlined in Section 12.F of the LAX Specific Plan.

The total floor area permitted within the LAX Northside Campus District is 1,075,000 square feet of net new floor area based on the date when the Northside Plan Update EIR was adopted (2015). Since then, only the Airport Police Facility (163,500 square feet) has been built in the LAX Northside Campus District. The Recreation Project will add an additional 2,000 square feet in Area 1 and 36,000 square feet in Area 2A, for a total of 38,000 square feet. With the addition of the Recreation Project, the LAX Northside Campus District will be developed with 201,500 square feet which is less than the maximum permitted floor area of 1,075,000 square feet.

Per Section 12.H of the LAX Specific Plan and 5.2A of the Guidelines, Areas 1 and 2A have a maximum height of 45 feet for buildings. The proposed buildings of the Recreation Project are all within the maximum height. The Welcome Center has a height of 36 feet, the Fitness Zone facility has a height of 28 feet and 6 inches, the Scheduling Desk facility has a height of 24 feet and 6 inches, and the two restroom facilities have a height of 10 feet.

Per Section 12.J of the LAX Specific Plan, the proposed buildings of the Recreation Project are also consistent with the building setback standards shown on Figure 05.2 of the Guidelines. The proposed buildings are considered ancillary facilities to primary recreation uses. These ancillary structures are not shown to have frontage to Westchester Parkway, or Falmouth Avenue and the building orientation is consistent with Section 12.K of the LAX Specific Plan and the Guidelines, Section 5.2F.

Vehicular and bicycle parking for the Recreation Project will be provided in accordance with the City of Los Angeles Municipal Code, consistent with LAX Specific Plan Sec. 12.L.

It is anticipated that 161 parking spaces will be required, and 200 surface parking spaces will be provided on the northeastern portion of Area 1 and on the western portion of Area 2A, both accessed from Falmouth Avenue. Clear walking paths will be provided between the parking areas and the various Recreation Project uses.

Section 13 of the LAX Specific Plan

Per Section 13.C.2 of the LAX Specific Plan, all projects within the LAX Northside Subarea together shall not generate more than 2,009 project-related trips in the a.m. peak hour, 2,543 in the p.m. peak hour, and 23,635 daily trips (specified in LAX Northside Plan Update EIR). The trip generation estimates based on rates from the *Trip Generation Manua*l, 11th Edition (Institute of Transportation Engineers, 2021) the land use program for the Recreation Project are as follows:

- AM Peak Hour – 74 Trips
- PM Peak Hour – 231 Trips
- Daily Trip – 1,443 Trips

With the implementation of the previous (Airport Police Facility) and future projects (Future Maintenance Yard) and the Recreation Project, the total trip generation estimates for the LAX Northside Subarea are as follows:

LAX Northside Subarea Trip Generation Summary			
Land Use	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Total Trips (EIR & Specific Plan)	**23,635**	**2,009**	**2,543**
Airport Police	662	43	185
Future Maintenance Yard	200	13	56
Recreation Project (Lulu's Place)	1,443	74	231
Remaining Trips	**21,330**	**1,879**	**2,071**

The estimated trips generated for the proposed Project exceed the AM and PM peak trips analyzed in the EIR for the Recreation Land Use Area 1 and 2A (Refer to Table 1 of Appendix D, Attachment 5). The approved LAX Northside Plan Update EIR analysis was an estimate of the trips and was based on a conceptual recreational program. However, as shown in the table above, the total estimated trips generated by the proposed Project will not exceed the maximum allocated trips for the LAX Northside Subarea. Refer to **Attachment 5**, CEQA Consistency Evaluation, for a detailed technical memorandum regarding the trips analysis.

Section 15 of the LAX Specific Plan

Projects in the LAX Northside Subarea shall substantially conform to the LAX Northside Design Guidelines and Standards. The Guidelines are broken into five categories covering Urban Design, Architecture, Landscape, Paseo and Public Realm as well as Signage and Graphics. Within each category the guidelines provide detailed development standards and guidance for the future development of the project area.

- Urban Design

- Architecture Design
- Landscape Design
- Paseo and Public Realm
- Signage and Graphics

Urban Design

The Urban Design chapter of the Guidelines outlines allowable building square footage development, building heights, building setbacks, and permitted land uses. The Urban Design Chapter also provides guidelines and standards for site access, parking, building location, pedestrian and bicycle orientation, landscape buffers, utilities and service areas, walls and fences, and site lighting. As discussed above, the proposed Project is within the allowable square footage, building heights and building setbacks. The recreational use proposed is also an allowable permitted use for Area 1 and 2A. The proposed Project will comply with all applicable guidelines and standards but will have an 8-foot-high fence instead of a 10-foot-high fence to secure the perimeter of the landscape buffer. The 8-foot-tall fence is consistent with other fence design standards and will complement the landscape design and be more appropriately scaled for the proposed PDFs. The fence height will also be consistent with existing fencing located on the project site. The proposed Project substantially complies with all applicable urban design guidelines and standards and aligns with the overall urban design approach and vision of the Guidelines.

Architectural Design

The Architectural Design chapter of the Guidelines articulates the design expectations for the LAX Northside Campus District for creating quality development. The Architectural Design chapter provides guidelines and standards for building form, façade articulation and materials, roofs, pedestrian amenities, and infrastructure, building lighting, and stormwater management. The proposed Project will comply with all applicable guidelines and standards; however, the conceptual building elevations and floor plans submitted with the application vary from the standard for a building façade to not extend more than 80 feet in length without variations in the wall surface through setbacks or changes in the wall plane. The south façade of the Welcome Center includes variations in the wall plane, the west façade is split into 26 feet of glazed curtain wall and 77 feet of solid wall with punched windows, the north façade consists of 78 feet of solid wall with punched windows, and the east façade is split into 18 feet of glazed curtain wall and 110 feet of solid wall with punched windows. Although the east façade extends more than 80 feet without setbacks or changes in the wall plane, the architectural façade is made of materials that provide a variety of textures and colors. here is enough variation in the form and materials that the proposed Welcome Center meets the intent of the standard, which was created so that buildings would not have a monolithic look.

The proposed Project also includes a Fitness Zone Facility and a Scheduling Desk Facility. Both facilities are one-story buildings that provide roof access via an exterior stairway to view adjacent play from above. Although standard 6.3.4 of the Guidelines states that roof access shall be provided from the interior of the building and roof access ladders are prohibited, the exterior stairway in each of these buildings is incorporated into the architectural design of the buildings and is not designed as a utilitarian feature such as an access ladder. Thus, the proposed Project substantially complies with the applicable architectural design guidelines and standards.

Landscape Design

The Landscape Design chapter of the Guidelines describes landscape as all plant materials that provide character, identity, and form to the natural environment in the LAX Northside Subarea. The landscape includes streets and landscape setbacks, the variety and placement of selected plant materials walkways and the paseo, signage, lighting, site furnishings, and arrangement of major functional elements including development entries, parking lots, buildings, service areas, and other locations throughout the LAX Northside. The objective of the landscape design guidelines and standards is to ensure that landscaping as a design element will help create, convey, and reinforce the overall character of the LAX Northside. The proposed Project will incorporate all applicable guidelines and standards into the design of the proposed Project. Thus, the proposed Project substantially complies with the applicable landscape design guidelines and standards.

Paseo and Public Realm

The Paseo and Public Realm chapter of the Guidelines provides a framework for the design and articulation of active and passive recreation within the LAX Northside, defining the guidelines and standards for how this pedestrian infrastructure will look and the character it will capture. The paseo and public realm guidelines and standards outline path dimensions and locations, paseo design, and street furniture requirements. The proposed Project will incorporate all applicable guidelines and standards into the design of the proposed Project. Thus, the proposed Project substantially complies with the applicable paseo and public realm design guidelines and standards.

Signage and Graphics

The Signage and Graphics chapter of the Guidelines refers to all graphic information that conveys location or direction and provides character, identity, and form to the built environment in the LAX Northside. The chapter establishes a framework for the design and character of signs, and defines guidelines and standards for size, location, materials, and maintenance. The proposed Project will incorporate all applicable guidelines and standards into the design of the proposed Project. Thus, the proposed Project substantially complies with the applicable signage and graphics guidelines and standards.

(3). THE ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT HAVE BEEN ASSESSED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

LAWA completed an Environmental Impact Report (EIR) for the LAX Northside Plan Update Project, which updated the LAX Specific Plan, in 2015 (Certified EIR; SCH No. 2012041003) and filed a Notice of Determination (NOD) with the Los Angeles County Clerk on March 16, 2015. The Certified EIR analyzed the potential environmental impacts that could result from development of approximately 340 acres in LAX Northside Subarea of the LAX Specific Plan area in the western area of the City of Los Angeles. The Approved LAX Northside Plan Update Project consists of 2,320,000 square feet of development, including a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and open space uses. The Certified EIR included MMs and PDFs as well as incorporated commitments and MMs that were established in the LAX Master Plan, which would also be required to be implemented by any future projects facilitated under the Approved LAX Northside Plan Update.

Since certification of the EIR, BOAC approved an Addendum to the Certified EIR in March 2016, which analyzed the additional design details of the Argo Drain Sub-basin Facility and clarified that biological research, development, and testing uses are permitted uses in the Office, Research and Development Land Use category.

As a part of the application submittal, Lulu's Place, Inc. submitted a CEQA Consistency Evaluation to determine whether the Recreation Project would result in new impacts or new information of substantial importance requiring the preparation of a subsequent or supplemental EIR. LAWA reviewed the applicant's CEQA Consistency Evaluation and conducted its own independent analysis, which can be found as **Attachment 5**. Based upon the evidence in the record and the analysis in the CEQA consistency analysis, LAWA has determined implementation of the proposed Recreation Project will not result in new significant impacts or a substantial increase in the severity of significant impacts identified in the Certified EIR. As such, implementation of the proposed Recreation Project will not result in the conditions outlined in State CEQA Guidelines Section 15162 that would require preparation of a subsequent EIR or supplemental EIR.

III. OPEN HOUSES AND OUTREACH

In 2019, LAWA led a community engagement process on the public open space portion of the LAX Northside. More than 265 residents attended an Open House in March 2019, and more than 300 comment cards were submitted. Some of the top community priorities for Open Space included multi-purpose fields, a dog park, and a children's play area, all of which have been included in the proposed Project.

Lulu's Place, Inc. and LAWA jointly held a virtual Community Briefing on October 22, 2022, to provide more detailed information about the proposed Project and to listen to the community's concerns and to answer questions. Two hundred and thirty-one community members registered for the event.

A Community Open House was held on September 9, 2023, so community members could learn more about the Project and to ask questions of the project team. Over 3,000 people were notified by email about the Community Open House and approximately 200 people attended the event.

IV. TRAFFIC GENERATION REPORT

The LAX Specific Plan requires that the Executive Director summarize the traffic generation report and any written comments received. A summary of this report is listed below.

The Annual Traffic Generation Report was prepared pursuant to the LAX Specific Plan, Appendix A: Monitoring and Reporting, and is included as **Attachment 6**. The traffic report is based on the information required by Section 13.C.1 of the LAX Specific Plan, and identifies the current number of trips being generated by LAX (inclusive of all the following Subareas: Airport Airside, Airport Landside and LAX Northside Subareas), the number of trips anticipated to be generated at the completion of any Project(s) in development at the time of the report, and the number of trips anticipated to be generated by on-going airport construction activities.

The most recent Annual Traffic Generation Report is the 2022 Traffic Generation Report. The typical design day used for LAX planning is a Friday in August. The results of the 2022 traffic volume study identified that there were 12,348 trips recorded at LAX during the 8:00 AM to 9:00 AM peak hour, 15,133 trips in the 11:00 AM to noon airport peak hour, and 11,977 trips in the 5:00 PM to 6:00 PM peak hour. The LAWA LAX Traffic Generation Report for 2022 can be accessed online at https://www.lawa.org/lawa-our-lax/studies-and-reports/traffic-generation-report.

Through most of 2022, the COVID-19 global pandemic continued to have a modest and noticeable impact on all travel. At the time of data collection in August 2022, LAX vehicle traffic levels were 1 to 7 percent greater than those in 2021, but still 15 to 25 percent below pre-COVID-19 levels from 2019. While 2022 traffic levels are substantially greater than the pandemic year, 2020, a full recovery from the pandemic has not yet been realized at LAX. According to Transportation Security Agency (TSA) data, 2022 average peak passenger screening is still approximately at 80 percent of 2019 peak.

The EIR for the LAX Master Plan forecasted 8,236 net new trips during the airport peak hour at full build-out and after implementation of mitigation measures. The LAX Master Plan trips for the airport peak hour in the base year (1996) were 17,725 trips. Based on the LAX Master Plan base year, the 2022 Traffic Generation Reports for LAX indicate a lower trip volume than projected in the LAX Master Plan.

V. LOS ANGELES DEPARTMENT OF CITY PLANNING CONSISTENCY DETERMINATION

For proposed projects located within the LAX Northside Subarea north of Westchester Parkway, the Director of Planning shall also review the proposed Project for consistency with the LAX Plan and LAX Specific Plan. In accordance with LAX Specific Plan, Section 7.F.2.d, LAWA transmitted a written description of the proposed Project and copy of the site plan to the Director of Planning on August 24, 2023. The Director of Planning reviewed the proposed Project for consistency with the LAX Specific Plan Sections 12 (LAX Northside Subarea), 13.C.2, 14.D, and 15A, and provided a written determination to the Executive Director on November 9, 2023.

Planning staff, as a designee of the Director of Planning, reviewed the written project description and associated exhibits, and determined based on the submitted material that the Project is consistent with Sections 12, 13.C.2, 14.D and 15A of the LAX Specific Plan based on the Findings stated in the DCP Consistency Determination. No further review is required by the Director of Planning to satisfy the requirements of Section 7.F.2.(d) except for an administrative review. An administrative review of final design documents, as they become available, is required by LAWA and the Department of City Planning (DCP) staff to confirm compliance with the LAX Specific Plan. Once LAWA and DCP deem the working drawings final, the relevant clearances will be issued. The DCP Consistency Determination is included as **Attachment 7.**

VI. LOS ANGELES DEPARTMENT OF TRANSPORTATION TRIP GENERATION LETTER OF CONCURRENCE

In accordance with the LAX Specific Plan, Section 13.C.2, the number of trips generated by the proposed Project was estimated and submitted to the Los Angeles Department of

Transportation (LADOT) General Manager for review and approval on August 9, 2023. Pursuant to the LAX Specific Plan, trip generation rates from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021) were utilized to calculate the trip generation estimates for the Recreation Project. Following completion of the proposed Project, the proposed Project will add 1,443 daily trips, 74 A.M. peak hour and 231 P.M. peak hour net new trips to the LAX Northside Subarea. LADOT provided a letter of concurrence for the proposed Project findings and trip assumptions on September 13, 2023, and the letter of concurrence is included as **Attachment 8**.

VII. PROJECT TRANSMITTAL AND NOTIFICATION OF BOAC MEETING

In accordance with LAX Specific Plan, Section 7.F.2.a, LAWA transmitted a written description of the proposed Project and copy of the site plan to Councilmember Park's office and the President of the Neighborhood Council of Westchester/Playa on August 14, 2023. The written description and site plan was also posted on the LAWA Website on August 14, 2023.

In accordance with LAX Specific Plan, Section 7.F.3, LAWA will send notice by First Class Mail or email at least 15 days prior to the BOAC meeting to consider this report to Councilmember Park's office, the President of the Neighborhood Council of Westchester/Playa, all owners of property within and outside the City of Los Angeles that is within 500 feet of the proposed Project, and all interested parties who have filed written requests with LAWA for the proposed Project. The BOAC meeting agenda will also be posted in the LAWA offices, on the LAWA website, and on the City of Los Angeles website at least 72 hours prior to the meeting.

VIII. RECOMMENDATION:

Under the authority granted by Section 7C of the LAX Specific Plan and for the reasons set forth in this report, I recommend that the Board of Airport Commissioners (BOAC):

A. Grant the request for LAX Specific Plan Compliance approval for Lulu's Place Project upon the following additional conditions:

   1. Prior to the construction of, or the issuance of any building permits or building clearances for any recreational improvement set forth in **Attachment 3**, the applicant shall submit preliminary plans to LAWA's Development Group (The Development Group or "TDG") Environmental Planning Unit (EPU). The submitted preliminary plans and working drawings shall include sufficient detailed information to confirm compliance with all applicable Mitigation Measures, Project Design Features, Commitments, and LAX Northside Design Guidelines and Standards. Applicability to be determined by LAWA.

   2. All plan submittals to TDG EPU shall be in coordination with the Department of City Planning, as outlined in DCP Consistency Determination, for confirmation of consistency review of the LAX Northside Design Guidelines and Standards. No changes, additions, or alterations shall be made in the working drawings or specifications without first obtaining the confirmation from LAWA TDG EPU that the revised working drawings or specifications comply with the applicable LAX Northside Design Guidelines and Standards. Contractor shall be allowed to pull

building permits as working drawings become available and LAWA TDG EPU confirms that working drawings are in compliance.

B. Make the following findings:

1. That Lulu's Place Project complies with the LAX Plan, and all applicable provisions of the LAX Specific Plan; and

2. That the environmental effects of Lulu's Place Project have been assessed in compliance with CEQA.

Sincerely,

Beatrice Hsu

Date: Nov 17, 2023

Beatrice Hsu
Chief Executive Officer

Reviewed by:

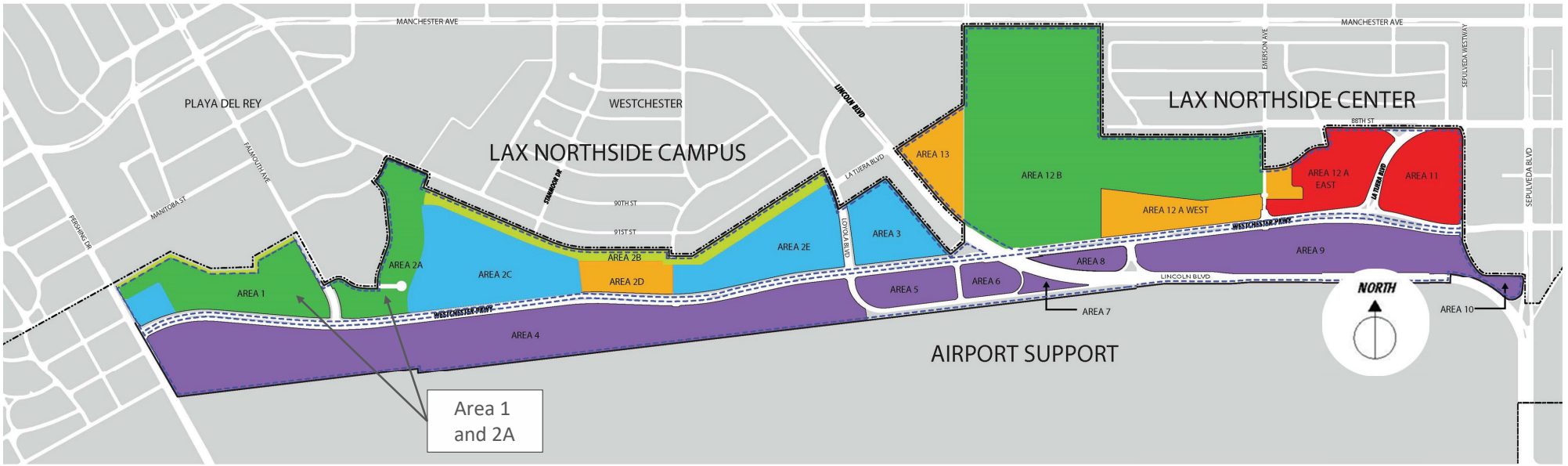
Terri Mestas
Chief Development Officer
The Development Group

Attachment 1 LAX Specific Plan Northside Districts and Subareas
Attachment 2 Proposed Project Location
Attachment 3 Proposed Site Plan and Project Description
Attachment 4 LAX Northside Plan Update Mitigation Monitoring and Reporting Program
Attachment 5 CEQA Consistency Evaluation
Attachment 6 Traffic Generation Report (2022)
Attachment 7 Los Angeles Department of City Planning: Consistency Determination
Attachment 8 Los Angeles Department of Transportation: Letter of Concurrence

BH:TM:CL:EQ:KK:vw

Attachment 1

LAX Specific Plan Northside Districts and Subareas



LAX Specific Plan Northside Districts and Subareas

AIRPORT PROPERTY BOUNDARY

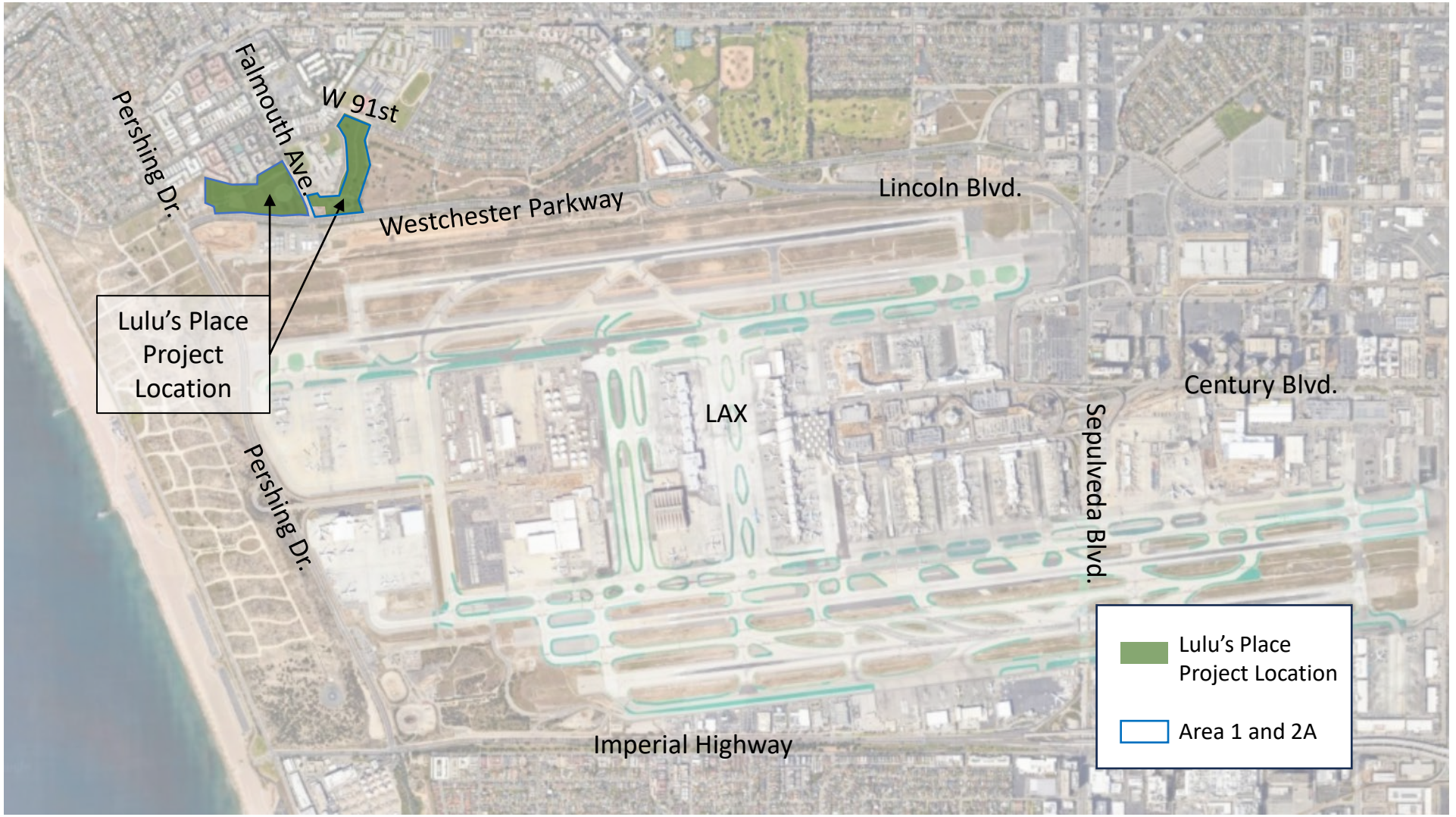
DISTRICT BOUNDARY

PERMITTED LAND USES

- OFFICE, or RESEARCH and DEVELOPMENT USE (OR)
- COMMUNITY or CIVIC USE (CC)
- MIXED USE- COMMERCIAL (MU)
- AIRPORT SUPPORT (AS)
- RECREATION and OPEN SPACE (OS)
- BUFFER USES (B)

Attachment 2

Proposed Project Location


Pershing Dr.
Falmouth Ave.
W 91st
Westchester Parkway
Lincoln Blvd.
Lulu's Place Project Location
LAX
Century Blvd.
Sepulveda Blvd.
Pershing Dr.
Imperial Highway
Lulu's Place Project Location
Area 1 and 2A

Attachment 3

Proposed Site Plan and Project Description

LAX NORTHSIDE AREAS 1 AND 2A RECREATION PROJECT

PROJECT DESCRIPTION

The Los Angeles World Airports (LAWA) Board of Airport Commissioners (BOAC) is in the process of implementing the recreation and open space elements of the Los Angeles International Airport (LAX) Northside Plan Update Project (Approved Project) within the LAX Northside Campus District.

Background. LAWA acquired the LAX Northside Plan area, which was once primarily single-family homes, in part using the Federal Aviation Administration (FAA) grants, which required the conversion of the LAX Northside Plan area to compatible land uses in proximity to airport operations at LAX.

In 1984, the City of Los Angeles approved the 1984 Zoning Ordinances (No. 159,526; 169,254; and 169,768) and Final Tract Map No. 34836 (referred to as the 1984 Entitlements), which permitted up to 4,500,000 square feet of commercial development within the LAX Northside Plan area. In 1989, LAWA prepared the 1989 Design Plan and Development Guidelines.

In 2004, LAWA approved various plans that pertained to the LAX Northside Plan area, including the LAX Plan, LAX Master Plan, and the LAX Specific Plan. The LAX Plan provides the long-range land use policy framework and serves as the land use element for the Los Angeles General Plan for LAX. The current adopted LAX Plan land use designation for the LAX Northside Plan area is LAX Northside.

In 2015, LAWA adopted the Approved Project, which provided new regulations for future development occurring within the LAX Northside sub-area of the LAX Specific Plan area. The Approved Project updated the 1989 Design Plan and Development Guidelines for the LAX Northside Plan area to reduce the amount of development allowed to a maximum of 2,320,000 square feet. In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses and development rights is allowed within limited areas of the LAX Northside Plan area under the Approved Project, not to exceed any specified environmental constraints, provided that all development and design standards are

met. In order to implement the Approved Project, the LAX Specific Plan was amended, and the 1989 Design Plan and Development Guidelines were updated, among other actions.

LAWA also completed the required CEQA documentation for the Approved Project in 2015 (Certified EIR; SCH No. 2012041003) and a Notice of Determination (NOD) was issued and filed with the Los Angeles County Clerk on March 16, 2015. The Certified EIR analyzed the potential environmental impacts that could result from development of approximately 340 acres in LAX Northside sub-area of the LAX Specific Plan area in the western area of the City of Los Angeles. The Approved Project consists of 2,320,000 square feet of development, including a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and open space uses. The Certified EIR included mitigation measures (MMs) and project design features (PDFs) that are specific to the Approved Project as well as incorporated commitments and MMs that were established in the LAX Master Plan, which would also be required to be implemented by the Approved Project and any future projects facilitated under the Approved Project.

Since certification of the Certified EIR, BOAC approved an Addendum to the Certified EIR in March 2016, which analyzed the additional design details of the Argo Drain Sub-basin Facility and clarified that biological research, development, and testing uses are permitted uses in the Office, Research and Development Land Use category.

The Approved EIR included recreational and open space uses and associated ancillary support facilities for Areas 1 and 2A and evaluated the potential for any associated environmental impacts. The *LAX Northside Design Guidelines and Standards* (Guidelines) provide that "[r]ecreation areas, which are open spaces designed to accommodate active and passive forms of recreation, including, but not limited to soccer, lacrosse, baseball, and dog parks shall be primarily allocated to Areas 1 and the western portion of Area 2[or Area 2A]. … Recreation areas will provide additional amenities such as ancillary buildings for storage, recreation centers, pedestrian pathways, and compliant access for handicapped individuals." (See Guidelines, Part II, 5 Urban Design, page 49.) The Guidelines further provide that LAX Northside shall be developed with land uses as shown on Figure 05.1, Land Use Map, which designates most of Area 1 and all of Area 2A as Recreation and Open Space. (See Guidelines Part II, 5 Urban Design, page 51-52.) The uses permitted under the Recreation and Open Space land use include: (a) golf course, (b) athletic fields, outdoor athletic courts, (c) public shade structures, picnic areas and rest rooms (d) dog park, (e) below grade storm water treatment facilities, (f) underground infrastructure and utilities, with limited related surface structures, (g) farmers' market, and (H) ancillary uses and structures related to the priority permitted use. (See Guidelines, Part II, 5 Urban Design, page 57-58).

Recreation Project. The Recreation Project implements the recreational elements in Area 1 and 2A of the Approved Project consistent with the Approved Project's Updated Design Plan and Design Guidelines. The Recreation Project site is located on two adjacent properties, Areas 1 and 2A, separated by Falmouth Avenue, in the Approved Project area, specifically the LAX Northside Campus District, north of Los Angeles Airport in the City of Los Angeles. The Recreation Project would develop recreation and open space uses and associated ancillary support facilities for use by the community, and community organizations, including, for example, programs for area students and youth sports. **Figure 1, Conceptual Site Plan**, is an illustrative site plan of the Project. The final layout and placement of the fields and courts may be refined as construction plans are further developed.

The Recreation Project provides a refined project design for the recreational uses evaluated within the Certified EIR for Areas 1 and 2A. The Recreation Project is within the permitted uses in Areas 1 and 2 of the LAX Northside Subarea (LAX Specific Plan Sec. 12.E and Table 1), which permitted uses include: open space and recreation; community and civic; buffer; and office, research and development. The Recreation Project does not include any of the prohibited uses in the LAX Northside Subarea (LAX Specific Plan Sec. 12.F), which prohibited uses include: residential or dwelling units of any kind, except hotels; K-12 education; a retail store over 100,000 gross square feet of floor area; auto dealerships; adult business as defined in the LAMC 12.70; parking as a primary use, except in the Airport Support and Commercial permitted use categories; hazardous materials testing; and aircraft under power. The components of the Recreation Project are described in greater detail below.

Area 1

The portion of Area 1 that is included in the Recreation Project encompasses approximately 14 acres and is located to the west of Area 2 across Falmouth Avenue. Area 1 is bound by Westchester Parkway to the south, Falmouth Avenue to the east, residential and recreational uses to the north, and the existing Jet Pets facility to the west. As shown in Figure 1, development of Area 1 would include two (2) youth soccer fields, a larger full-size soccer field, a playground area, a dog park, a picnic area and overlook, and facilities ancillary to the recreation use, such as storage and restrooms. The ancillary buildings within Area 1 would be up to a total of 2,000 square feet. The internal road to access the existing Jet Pets facility would be maintained but would be relocated to facilitate placement of the recreational uses in Area 1. Internal walking paths would provide pedestrian connectivity between the various proposed recreational facilities within Area 1. Limited recreational seating such as park benches in the dog park and playground, is planned in Area 1.

It is anticipated that the recreational facilities in Area 1 would be used by the local community, including local schools and organized sports, such as AYSO, users of Area 2A, and unprogrammed recreation by areas residents, students and their families. Typical of similar recreation facilities within the area, athletic game spectators would generally be limited to people associated with the athletic teams (i.e., coaches, family members, friends, etc.).

Area 2A

Area 2A encompasses approximately 16 acres and is located to the east of Area 1 across Falmouth Avenue. Area 2A is bound by Westchester Parkway to the south, Falmouth Avenue to the west, 92nd Street, Cum Laude Avenue and St Bernard Street to the northwest, 91st Street to the northeast, and Area 2B to the east. The Recreation Project proposes to incorporate use of Cum Laude Avenue, which has been approved for vacation by the City of Los Angeles. The remnant 92nd Street, if it is vacated in the future, would also be incorporated into the project site; however, this roadway has not been incorporated into the conceptual site plan shown in Figure 1. If and when it is incorporated, the uses will be the same as provided for in the Area 2A plan.

As shown in Figure 1, development of Area 2A would include various recreational uses including a multi-purpose field and up to two (2) volleyball courts, four (4) basketball, 24 tennis courts, and eight (8) junior courts. Facilities ancillary to the recreation uses would include a welcome center, wellness and fitness zone, a scheduling desk, and other ancillary buildings for storage, restrooms, maintenance, and security.

Total building development in Area 2A would be approximately 36,000 square feet. Specifically, the welcome center would consist of up to 20,000 square feet and would include a lobby, meeting rooms, locker rooms, restrooms, storage, athletic supplies shop, grab and go snack shop, and administrative support offices. The wellness and fitness zone would include areas for indoor athletic training, e.g. stretch, physical conditioning and coaching, as well as storage and locker areas. The tennis scheduling desk would be where players could obtain schedule information on the various courts, and would also include storage, locker areas and a snack room. Both the wellness and fitness zone and scheduling desk buildings would be located between the tennis courts and include roof access to view adjacent play from above the courts. Other ancillary facilities would include storage, restrooms, maintenance, and security. All of these facilities are considered to be ancillary uses to the recreational facilities as they would serve people already utilizing the Recreation Project site for recreational purposes and would not attract non-recreational visitors to the site. Internal walking paths would provide pedestrian connectivity among the welcome center, other ancillary buildings and the various proposed recreational facilities. Limited recreational seating, such as benches adjacent to courts, is planned in the tennis area, with additional seating adjacent to the multi-purpose field and courts.

It is anticipated that the tennis facilities in Area 2A would provide tennis programs and training for children from the local schools and broader community, performance training for more advanced athletes and unprogrammed recreation by area residents, students and their families. The junior courts could be used for pickleball. Tennis programs could include, for example, individual and group tennis lessons, Junior National Tennis League programs, tennis clinics and limited tennis competitions. Typically tennis competitions have limited spectators and the players and spectators leave upon completion of their games. Thus the number of people at the site would be relatively the same throughout the day. The other recreational facilities in Area 2A would be used by persons already accessing the tennis facility and/or the local community, including local schools and organized sports, such as AYSO, and unprogrammed recreation by areas residents, students and their families.

Overall, the total building development for the Recreation Project, including both Areas 1 and 2A would be approximately 38,000 square feet, which is a small fraction of the 1,075,000 of permitted net new floor area in the LAX Northside Campus District (LAX Specific Plan Sec. 12.G and H.) The buildings would be one to two-story structures and within the maximum permitted building heights of 45 feet and consistent with the required setbacks. (See attached Site Plan Fence Diagram, Floor Plans and Elevations.)

Trips & Parking

Gibson Transportation Consulting, Inc. prepared a transportation assessment and parking summary for the Recreation Project consistent with the methodology of the transportation analysis in the Approved EIR and with the requirements of the LAX Specific Plan Sec.13.C.2. Pursuant to the LAX Specific Plan, trip generation rates from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021) were utilized to calculate the trip generation estimates for the Recreation Project. The trip generation estimates based on the land use program for the Recreation Project are as follows:

- AM Peak Hour – 74 Trips
- PM Peak Hour – 231 Trips

With implementation of the prior and future projects (Airport Police and Future Maintenance Yard) and the Recreation Project, the total trip generation estimates for the LAX Northside Subarea are as follows:

LAX NORTHSIDE SUBAREA TRIP GENERATION SUMMARY			
Land Use	**Daily**	**AM Peak Hour**	**PM Peak Hour**
TOTAL TRIPS (EIR & Specific Plan)	**23,635**	**2,009**	**2,543**
Airport Police	662	43	185
Future Maintenance Yard	200	13	56
Recreation Project	1,443	74	231
REMAINING TRIPS	**21,330**	**1,879**	**2,071**

Vehicular and bicycle parking for the Recreation Project would be provided in accordance with the City of Los Angeles Municipal Code, consistent with LAX Specific Plan Sec. 12.L. It is anticipated that approximately 161 parking spaces would be required and that approximately 200 surface parking spaces would be provided on the northeastern portion of Area 1 and on the western portion of Area 2A, both accessed from Falmouth Avenue. Clear walking paths would be provided between the parking areas and the various Recreation Project uses.

Lighting and Security

The Recreation Project site would be operational between 7 a.m. to 10 p.m., which would require nighttime lighting for both the recreational facilities and for security purposes. All lighting would be required to adhere to the applicable lighting requirements established by the City of Los Angeles and the LAX Master Plan. Sports fields and courts would be lit with directional lighting when in use and would turn off by 10 p.m. When not in use during nighttime hours, the sports fields and/or courts would not be lighted. Building and area security lighting would be provided and would be shielded to only illuminate the intended area. The Recreation Project site would be fenced and secured, and use of the Recreation Project site would be restricted overnight. **Figure 2, Site Plan Fence Diagram.**

Construction and Operation

Construction of the Project is anticipated to occur over 24 months in a single phase beginning in late 2023 and ending late 2025. The required cut/fill for development of the Project would be balanced onsite[1]. Landscaping will use native, drought tolerant plants following the guidelines in the LAX Northside Design Guidelines (LAWA 2004, 2016).

[1] Cut/fill balanced onsite includes grading associated with street vacations and adjacent properties to establish grade.

SITE PLAN GENERAL NOTES
LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS

5.0URBAN DESIGN GUIDELINES AND STANDARDS

5.2 DEVELOPMENT REGULATIONS

5.2.A BUILDING HEIGHTS

BUILDING SHALL BE DEVELOPED IN COMPLIANCE WITH THE HEIGHT STANDARDS CONTAINED WITHIN TABLE 05.2A.1 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS:

1. HEIGHTS SHALL BE MEASURED FROM FINISHED GRADE, AS DEFINED IN SECTION 12.03 OF THE PLANNING AND ZONING CODE. MAXIMUM BUILDING HEIGHT FOR AREAS 1 AND 2A SHALL BE 45'.

.2.C BUILDING SETBACKS

BUILDING SHALL BE DEVELOPED IN COMPLIANCE WITH THE FOLLOWING SETBACK STANDARDS.

1. BUILDINGS SHALL BE DEVELOPED IN COMPLIANCE WITH THE BUILDING SETBACK STANDARDS AS SHOWN THE BUILDING SETBACKS MAP FIGURE 05.2 AND TABLE 05.2C.1
   (THE PROPOSED PROJECT COMPLIES WITH BUILDING SETBACKS ON TABLE 05.2C.1. SETBACKS MAY BE ADJUSTED BASED ON FINAL VACATION OF CUM LAUDE.)
2. NO BUILDING OR PORTION OF A BUILDING IS PERMITTED WITHIN THE BUILDING SETBACK, EXCEPT ARCHITECTURAL FEATURES AS DEFINED IN THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.
4. NO WALLS OR FENCES ARE PERMITTED WITHIN THE BUILDING SETBACK ALONG WESTCHESTER PARKWAY, LA TIJERA BOULEVARD, LOYOLA BOULEVARD, FALMOUTH AVENUE OR PERSHING DRIVE.
   (NO BUILDING FENCES OR WALLS WILL BE WITHIN THE BUILDING SETBACK. SECURITY/PERIMETER FENCING MAY BE LOCATED WITHIN THE BUILDING SETBACK TO PROVIDE SITE SECURITY. FENCING WILL BE CONSISTENT WITH EXISTING FENCING AND LANDSCAPING CONDITIONS. REFER TO SITE PLANS, RENDERINGS, ELEVATIONS AND PLANS FOR PROPOSED FENCE LINES.)
5. PLAZA SPACES, OUTDOOR EATING AREAS, AND ENHANCED PEDESTRIAN CONNECTIONS ARE PERMITTED WITHIN THE BUILDING SETBACK.
6. LANDSCAPED AREAS WITHIN BUILDING SETBACKS SHALL BE LANDSCAPED IN ACCORDANCE WITH THE LANDSCAPE ZONE MAP AND PALETTES ESTABLISHED IN CHAPTER 7 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS
7. ARCHITECTURAL FEATURES SUCH AS CANOPIES, AWNINGS, AND ARCHITECTURAL OVERHANGS ARE PERMITTED TO EXTEND BEYOND THE FACE OF THE BUILDING INTO THE PUBLIC RIGHT-OF-WAY, PROVIDED THEY DO NOT IMPEDE ANY STREETSCAPE TREES OR OTHER STREETSCAPE ELEMENTS.

TABLE 05.2C.1 BUILDING SETBACKS

AREA 1, 2, AND 3 AT WESTCHESTER PARKWAY	38 FEET
AREA 1 WEST BOUNDARY	38 FEET
AREA 1 NORTH BOUNDARY	80 FEET
AREA 1 EAST BOUNDARY AT FALMOUTH AVENUE	30 FEET
AREA 2 WEST BOUNDARY AT FALMOUTH AVENUE	30 FEET

5.2.D SITE ACCESS

VEHICULAR ACCESS LOCATION AND DESIGN SHALL CONFORM WITH THE FOLLOWING STANDARDS AND GUIDELINE. SITE ACCESS REQUIREMENTS ARE ALSO ILLUSTRATED IN FIGURE 05.3 CIRCULATION AND ACCESS OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.

1. VEHICULAR ACCESS IS PROHIBITED FROM LINCOLN BOULEVARD, PERSHING DRIVE, AND ALL THE LOCAL STREETS ALONG THE NORTH EDGE OF THE LAX NORTHSIDE, INCLUDING LOCATIONS AT RAYFORD AND STANMOOR DRIVES, EXCLUDING THE EXISTING GOLF COURSE ON MANCHESTER AVENUE.
2. RECIPROCAL INGRESS AND EGRESS ACCESS SHALL BE PROVIDED FOR ALL ADJACENT PROPERTIES WITHIN THE LAX NORTHSIDE. THIS REQUIREMENT MAY BE WAIVED BY DUE TO EXTREME SITE CONSTRAINTS OR UNFORESEEN CONDITIONS.
   (IN AERA 1, ACCESS TO PROPERTY WEST (CURRENTLY JET PETS) WILL BE MAINTAINED. IN AREA 2A, ADJACENT PROPERTY TO THE EAST IS VACANT; RECIPROCAL ACCESS WILL BE EVALUATED WHEN THAT PROPERTY IS DEVELOPED.)
3. MINOR INTERSECTIONS SHALL INCLUDE A RIGHT TURN ONLY ENTRY WAY INTO DEVELOPMENTS THAT DO NOT REQUIRE A SIGNALIZED ENTRANCE WAY. PRIMARY ACCESS DRIVES (MAJOR INTERSECTIONS), SHALL INCLUDE A SIGNALIZED INTERSECTION THAT ALLOWS FOR BOTH RIGHT AND LEFT TURN ENTRY.
4. PRIMARY ACCESS DRIVES ALONG WESTCHESTER PARKWAY SHOULD BE LIMITED TO ENHANCE TRAFFIC FLOW AND TO REDUCE THE DISRUPTION OF THE LANDSCAPING, PEDESTRIAN RECREATION PATHS, AND WESTCHESTER PARKWAY MEDIANS.

5.2.E PARKING

REQUIRED PARKING SPACES SHALL CONFORM TO STANDARDS SET FORTH IN THE PROVISIONS OF LAMC SECTION 12.21.A.4 AND SURFACE PARKING LOTS SHALL BE LANDSCAPED IN ACCORDANCE WITH THE FOLLOWING STANDARDS.

1. A MINIMUM OF ONE TREE FOR EVERY FOUR PARKING SPACES SHALL BE PROVIDED. TREES SHOULD BE SIZED AT 24-INCH BOX OR LARGER AT THE TIME OF INSTALLATION AND REMAINING LANDSCAPED AREA SHALL CONTAIN UNDERSTORY PLANTING.
2. LANDSCAPE ISLANDS AND LANDSCAPE FINGERS CONTAINING TREES SHALL BE A MINIMUM OF SIX FEET IN WIDTH.
3. ANY PORTION OF THE PARKING AREA NOT USED FOR PARKING, LOADING DRIVE AISLES, OR PEDESTRIAN CONNECTIVITY SHALL BE LANDSCAPED.
4. PARKING STALLS SHALL BE PAVED WITH PERMEABLE PAVERS OR POROUS PAVING MATERIALS. DRIVE AISLES AND PRIMARY AND SECONDARY ENTRANCE ROADWAYS ARE EXCLUDED FROM THIS REQUIREMENT.
   (INSTEAD OF PERMEABLE PAVERS AND POROUS PAVING MATERIALS, THE SITE WILL BE EMPLOYING A RANGE OF LANDSCAPE DEVICES TO ADDRESS STORM WATER RUNOFF INCLUDING CONVEYANCE SWALES, RAINGARDENS, BIORETENTION ZONES AND OTHER DEVICES.)
5. PARKING AREAS SHALL BE DESIGNED TO MITIGATE STORMWATER IN COMPLIANCE WITH THE CITY OF LOS ANGELES' LOW IMPACT DEVELOPMENT ORDINANCE, AS AMENDED.
6. LANDSCAPING WITHIN PARKING AREAS SHALL BE PROTECTED FROM ENCROACHING VEHICLES BY CONCRETE CURBING OR RAISED PLANTING AREAS. CURB CUTS SHALL BE PROVIDED TO ALLOW STORMWATER DRAINAGE INTO LANDSCAPE ISLANDS AND FINGERS.
   (LANDSCAPING WILL BE PROTECTED THROUGH CONCRETE WHEEL STOPS AT ALL PARKING SPACES. THE PROPOSED DESIGN WOULD MINIMIZE CONCRETE CURBS AND USE INSET WOOD STRIPS AROUND PLANTING AREAS WHERE FEASIBLE TO REDUCE EMBODIED CARBON AND ALSO ALLOW WATER TO DRAIN TOWARDS LANDSCAPE ISLANDS AND FINGERS.)
7. A MINIMUM 20% OF ALL PARKING SPACES PROVIDED SHOULD BE WIRED TO ACCOMMODATE ELECTRIC VEHICLE CHARGING STATIONS.

5.2.F BUILDNG LOCATION

BUILDINGS OR STRUCTURES SHALL BE DEVELOPED IN COMPLIANCE WITH THE FOLLOWING STANDARDS.

1. BUILDINGS WITHIN AREAS 2, 11 AND 12A SHALL FRONT WESTCHESTER PARKWAY, LA TIJERA, AND SEPULVEDA WESTWAY SETBACKS.
   (THE PROPOSED STRUCTURES ARE ANCILLARY TO THE RECREATION USE, HENCE SHALL NOT FRONT WESTCHESTER PARKWAY PER ITEM #3 BELOW.)
3. ANCILLARY BUILDINGS SHALL NOT FRONT WESTCHESTER PARKWAY, SEPULVEDA WESTWAY, LA TIJERA BOULEVARD, LOYOLA BOULEVARD, FALMOUTH AVENUE OR PERSHING DRIVE.

5.2.G PEDESTRIAN AND BICYCLE ORIENTATION

ALL AREAS FRONTING WESTCHESTER PARKWAY, LA TIJERA, AND SEPULVEDA WESTWAY ARE DESIGNATED AS "PEDESTRIAN ORIENTED." THE PEDESTRIAN CIRCULATION SYSTEM SHALL CONNECT BUILDINGS, STREETS, PARKING AREAS, AND PUBLIC TRANSIT STOPS TO CREATE AN ENVIRONMENT THAT SUPPORTS PUBLIC TRANSPORTATION, CARPOOLS, BIKING, AND OTHER FORMS OF TRANSPORTATION. THE FOLLOWING DEVELOPMENT STANDARDS, IN ADDITION TO THE DEVELOPMENT STANDARDS SET FORTH ABOVE, SHALL APPLY TO ALL PRIMARY BUILDINGS. THESE STANDARDS SHALL NOT APPLY TO ANCILLARY BUILDINGS.

1. A DIRECT PEDESTRIAN CONNECTION DESIGNATED BY DISTINCT LANDSCAPING AND PAVING MATERIALS SHALL BE PROVIDED BETWEEN PARKING AREAS AND THE BUILDINGS THEY SERVE.
5. BICYCLE PARKING SHALL BE PROVIDED CONSISTENT WITH SECTION 12.21.A.16 OF THE LOS ANGELES MUNICIPAL CODE, AS AMENDED.
   (THE PROJECT WILL COMPLY WITH APPLICABLE BICYCLE PARKING REQUIREMENTS.)

5.2.H LANDSCAPE BUFFERS

LANDSCAPE BUFFERS HAVE BEEN IDENTIFIED AS THE 20-FOOT LANDSCAPE BUFFER ON THE NORTHERN BOUNDARY OF AREA 1. LANDSCAPE BUFFERS SHALL BE DEVELOPED IN COMPLIANCE WITH THE FOLLOWING STANDARDS.

1. PEDESTRIAN ACCESS IS PROHIBITED, EXCEPT FOR MAINTENANCE.
2. LANDSCAPED BUFFERS SHALL BE LANDSCAPED IN ACCORDANCE WITH THE LANDSCAPE ZONES AND REQUIRED PALETTES ESTABLISHED IN CHAPTER 7 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.
3. PLANTINGS SHALL BE DISPERSED EVENLY THROUGHOUT LANDSCAPE BUFFERS AND SHALL NOT BE LIMITED TO THE PERIMETER.
4. A 10-FOOT HIGH FENCE SHALL SECURE THE PERIMETER OF A LANDSCAPE BUFFER IDENTIFIED IN THE LAND USE MAP, FIGURE 05.1. OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS FENCE COLOR SHALL COMPLEMENT PROPOSED LANDSCAPING. EXAMPLES OF APPROPRIATE FENCING ARE PRESENTED AT THE END OF THIS SECTION.
   (THE PROJECT WILL PROVIDE A 8' TALL FENCE, CONSISTENT WITH OTHER DESIGN STANDARDS, THAT WILL COMPLEMENT THE LANDSCAPE DESIGN TO SECURE THE LANDSCAPE BUFFER ALONG THE NORHTERN EDGE OF AREA 1.)
5. TREES PLANTED WITHIN THE AREA 1 LANDSCAPE BUFFER SHALL BE PLANTED TO MINIMIZE OBSTRUCTION OF VIEWS FROM ADJACENT RESIDENCES.

5.2.I UTILITIES AND SERVICE AREAS

UTILITARIAN ELEMENTS AND LOADING/SERVICES AREAS SHALL CONFORM TO THE FOLLOWING STANDARDS, WITH THE EXCEPTION OF THE LAX NORTHSIDE AIRPORT SUPPORT DISTRICT WHICH IS EXCLUDED FROM THESE REQUIREMENTS.

1. 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. THESE AREAS SHALL BE SCREENED BY LANDSCAPE MATERIALS INCLUDING TREES, SHRUBS, AND GROUND COVER AND/OR AND FENCES OR WALLS DESIGNED TO CONFORM TO THE STANDARDS OUTLINED WITHIN THIS DOCUMENT.
2. 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 STRUCTURE OR SCREENED FROM PUBLIC VIEW.
3. SERVICE AREAS SHALL BE DESIGNED TO MINIMIZE AUTOMOBILE/PEDESTRIAN CONFLICTS.
4. ROOF MOUNTED EQUIPMENT SHALL BE SCREENED AT A MINIMUM EQUAL TO THE HEIGHT OF THE EQUIPMENT, USING SIMILAR MATERIALS AND COLORS AS THE PRIMARY BUILDING.
5. WALLS DESIGNED TO SCREEN UTILITARIAN EQUIPMENT SHALL BE A MAXIMUM OF SIX (6) FEET IN HEIGHT, MEASURED FROM FINISH GRADE.
6. LOADING AREAS SHALL BE ACCOMMODATED ENTIRELY ON-SITE.
7. LOADING DOCKS AND DOORS FOR AREAS DEDICATED TO LOADING SHALL NOT BE VISIBLE FROM A PUBLIC STREET.
8. ANCILLARY BUILDINGS SHALL BE BUILT WITH PERMANENT MATERIALS THAT RELATE IN STYLE AND FINISH TO THE PRIMARY BUILDINGS WITH WHICH THEY ARE ASSOCIATED.
9. TRASH AND RECYCLING STORAGE AREAS SHALL BE LOCATED TO THE REAR OR SIDES OF A BUILDING AND SHALL BE SCREENED FROM PUBLIC VIEW WITH WALLS, BERMS, OR LANDSCAPING.
10. TRASH ENCLOSURES AND LOADING AREAS SHALL BE DESIGNED USING SIMILAR MATERIALS AND COLORS AS THE PRIMARY BUILDINGS WITH WHICH THEY ARE ASSOCIATED.
11. RECYCLING BINS SHALL BE SCREENED.
12. FUNCTIONAL BUILDING ELEMENTS, SUCH AS ROOF SCUPPERS AND VENTS SHALL NOT BE VISIBLE FROM A PUBLIC STREET.
13. SHEET METAL VENTS, PIPE STACKS, AND FLASHING SHALL BE SIMILAR IN FINISH AND COLOR TO THE ADJACENT ROOF OR WALL MATERIAL.
14. THE USE OF RECLAIMED WATER IN ALL NEW DEVELOPMENTS IS ENCOURAGED, WHEN AVAILABLE.
15. ALL NEW CONSTRUCTION IS ENCOURAGED TO BE SOLAR-READY.
16. POLE STRUCTURES ARE ENCOURAGED TO BE WI-FI READY.

5.2.J WALLS AND FENCES

FENCES AND WALLS SHALL CONFORM TO THE FOLLOWING STANDARDS.

1. WALLS AND FENCES ARE DISCOURAGED ALONG INTERIOR LOT LINES, EXCEPT WHERE LANDSCAPE BUFFERS OR DEMONSTRATED SECURITY NEEDS ARE REQUIRED.
2. RECREATION AREAS SHALL BE SECURED WITH AN EIGHT (8) FOOT TALL FENCE AND PROVIDE LIMITED AND CONTROLLED ACCESS TO THE GENERAL PUBLIC.
   (RECREATIONAL AREAS ARE SECURED WITH AN 8' TALL FENCE TO PROVIDE CONTROLLED ACCESS. FENCES FOR INDIVIDUAL PLAY COURTS MAY EXCEED 8' TALL PER TYPICAL PLAY FIELD DESIGN.)
3. FENCES AND WALLS NOT ASSOCIATED TO RECREATION OR LANDSCAPE BUFFER AREAS SHALL HAVE A MAXIMUM HEIGHT OF EIGHT (8) FEET MEASURED FROM THE FINISHED GRADE. A SIX (6) FOOT WIDE PLANTING STRIP SHALL BE LOCATED ADJACENT TO WALLS AND FENCES AND SHALL INCLUDE SHRUBS, VINES AND GROUND COVER IDENTIFIED IN CHAPTER 7.
4. SOLID FENCES OR WALLS SHALL BE DESIGNED WITH BOTH SIDES ARTICULATED WITH SIMILAR OR COMPLEMENTARY MATERIALS AND COLORS AS THE PRIMARY BUILDING WITH WHICH THEY ARE ASSOCIATED.
5. CHAIN LINK FENCING (WITH OR WITHOUT SLATS), CORRUGATED METAL, AND BARBED/RAZOR WIRE IS PROHIBITED WITHIN THE NORTHSIDE CAMPUS DISTRICTS.
   (PERIMETER RECREATIONAL AREAS FENCING SHALL BE CONSISTENT WITH OTHER EXISTING FENCING IN AREA 1 AND 2A (WELDED METAL FENCE). INDIVIDUAL SPORTS FIELD/COURT FENCING MAY BE CHAIN LINK PER TYPICAL PLAY FIELD/COURT DESIGN.)
6. LONG EXPANSES OF WALLS (50 FEET OR GREATER) SHALL BE BROKEN UP WITH PROJECTIONS OR RECESSED ELEMENTS, LANDSCAPE POCKETS, OR CHANGES IN MATERIALS.
7. WHERE A WALL OR FENCE IS LOCATED ADJACENT TO A PUBLIC RIGHT-OF-WAY, A MINIMUM OF SIX (6) FEET LANDSCAPED SETBACK SHALL BE PROVIDED.
   (SETBACK FOR PERIMETER LANDSCAPING SHALL BE PROVIDED GENERALLY CONSISTENT WITH EXISTING CONDITIONS ALONG FALMOUTH AND WESTCHESTER PARKWAY, WHICH MAY PROVIDE MORE OR LESS THAN 6 FEET OF LANDSCAPING BETWEEN THE FENCE AND PARKWAY. REFER TO SITE PLANS, RENDERINGS, ELEVATIONS AND PLANS FOR PROPOSED FENCE LINES.)

5.2.K SITE LIGHTING

THE FOLLOWING LIGHTING STANDARDS APPLY:

1. GLARE OR LIGHT TRESPASS IS PROHIBITED ON ANY ADJACENT STREETS, OR WITHIN ANY ADJACENT PROPERTIES.
2. LIGHTING MOUNTED ABOVE TEN (10) FEET FROM FINISHED GRADE SHALL INCORPORATE A FULL CUT-OFF SHIELD FIXTURE.
3. LIGHTING SHALL BE PROVIDED IN PARKING AREAS, NEAR ACCESS DRIVES, PEDESTRIAN PATHWAYS OR CROSSWALKS, AND INTERNAL VEHICULAR CIRCULATION AREAS.
4. 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 .3 FOOT CANDLE.
5. SERVICE AREA LIGHTING SHALL BE CONTAINED WITHIN THE SERVICE YARD BOUNDARIES AND ENCLOSURE WALLS. NO LIGHT SPILLOVER SHALL OCCUR OUTSIDE THE SERVICE AREA.
6. PEDESTRIAN AREA LIGHTING, INCLUDING OUTDOOR PLAZAS, ENTRY WAYS OR OTHER COMMON AREAS SHALL ACHIEVE A UNIFORMITY RATIO OF 3 TO 1 AVERAGE TO MINIMUM, WITH AN AVERAGE ILLUMINATION OF .60 FOOT CANDLES AND MINIMUM OF .18 FOOT CANDLES.
7. PEDESTRIAN WALKING AREAS, SUCH AS THE PASEO OR PARKING LOT WALKWAYS, SHALL REQUIRE POINT TO POINT LIGHTING AT A MINIMUM OF TWENTY (20) FEET BETWEEN EACH POINT WITH NO SPECIFIC ILLUMINATION LEVELS REQUIRED. LIGHTING SHALL CLEARLY IDENTIFY THE PEDESTRIAN WALKING ZONE AND DIRECTION OF TRAVEL.

6.0 ARCHITECTURE DESIGN GUIDELINES AND STANDARDS

THE GUIDELINES AND STANDARDS PROVIDED WITHIN THIS CHAPTER ARTICULATE THE DESIGN EXPECTATIONS FOR THE LAX NORTHSIDE CAMPUS DISTRICT AND ARE INTENDED TO BE USED IN TANDEM WITH THE URBAN DESIGN GUIDELINES LOCATED IN CHAPTER 5 ALONG WITH THE VISION AND DIRECTION PROVIDED WITHIN THE REST OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS. THE GUIDELINES AND STANDARDS ADDRESS THE MINIMUM REQUIREMENT FOR CREATING QUALITY DEVELOPMENT.

6.1 BUILDING FORM

ONE OF THE KEY ASPECTS TO MANAGE DEVELOPMENT WITHIN THE LAX NORTHSIDE IS THE REDUCTION OF IMPACTS ON ADJACENT USES, SUCH AS THE WORKING AIRFIELD AND SURROUNDING RESIDENTIAL AND COMMERCIAL COMMUNITIES.

1. BUILDING FACADES WITHIN 150 FEET OF NEIGHBORING RESIDENCES SHALL BE LOCATED TO MAXIMIZE PRIVACY ASSOCIATED WITH ABUTTING HOMES AND SHALL INCORPORATE TWO OR MORE OF THE FOLLOWING STRATEGIES:
   - BUILDINGS SHALL BE ORIENTED TO LIMIT THE DIRECT VIEWS INTO NEIGHBORHOOD HOMES OR SENSITIVE USE SPACES, SUCH AS THE GOLF COURSE, DAY CARE OR EXISTING CONDOMINIUM FACILITIES.
   - OFF-SET WINDOWS ON WALLS ADJACENT TO A NEIGHBORING RESIDENCES TO PREVENT DIRECT VIEWS INTO NEIGHBORING WINDOWS.
   - UTILIZE 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 TO PREVENT DIRECT SIGHT LINES INTO NEIGHBORS' WINDOWS AND LIVABLE OUTDOOR SPACES.
   - USE LANDSCAPING TO PROVIDE A BUFFER OR SCREENING BETWEEN PROPERTIES.
2. NO BUILDING FACADE SHALL EXTEND MORE THAN EIGHTY (80) FEET IN LENGTH WITHOUT VARIATIONS IN THE WALL SURFACE THROUGH SETBACKS OR CHANGES IN THE WALL PLANE. VARIATIONS AT A MINIMUM MUST BE FOUR (4) FOOT OFFSET HORIZONTALLY.
   (THE SOUTH FACADE OF THE WELCOME CENTER INCLUDES VARIATIONS IN THE WALL PLANE. THE WEST FACADE IS SPLIT INTO 26' OF GLAZED CURTAIN WALL AND 77' OF SOLID WALL WITH PUNCHED WINDOWS. THE NORTH FACADE CONSISTS OF 78' OF SOLID WALL WITH PUNCHED WINDOWS. THE EAST FAÇADE IS SPLIT INTO 18' OF GLAZED CURTAIN WALL AND 110' OF SOLID WALL WITH PUNCHED WINDOWS. SEE ATTACHED PLANS, BUILDING ELEVATIONS AND RENDERINGS.)
3. TWO OR MORE OF THE FOLLOWING DESIGN STRATEGIES SHALL BE USED TO REDUCE THE PERCEIVED HEIGHT, BULK, AND MASSING OF THE BUILDING:
   - VARIATION IN THE VERTICAL WALL IN LOCATION IN EXCESS OF ITEM 2 ABOVE.
   - VARIATION IN PARAPET OR ROOF BY MORE THAN TWO (2) FEET FOR EVERY FORTY (40) FEET.
   - VARIATION OF ROOF TYPES, OR ALTERNATING ROOFS AND PARAPETS.
   - VARIATION OF FACADE MATERIAL, SO THAT NO MATERIAL IS MORE THAN 35% OF THE TOTAL FACADE AREA, INCLUDING GLAZING.
4. VERTICAL CIRCULATION ELEMENTS (STAIRS AND ELEVATORS) SHALL BE DESIGNED AS AN INTEGRAL PART OF THE OVERALL ARCHITECTURE OF THE BUILDING AND SHALL COMPLEMENT ITS MASSING AND FORM.
5. MINOR SURFACE DETAILING SHALL NOT BE USED AS A SUBSTITUTE FOR DISTINCTIVE BUILDING MASSING. MINOR SURFACE DETAILING INCLUDES SCORE LINES OR CHANGES IN COLOR, RATHER THAN A CHANGE OR RELIEF IN THE WALL PLANE.
6. THE GROUND FLOOR SHALL BE DIFFERENTIATED FROM UPPER FLOORS THROUGH CHANGES IN MASSING, ARCHITECTURAL RELIEVE, OR OTHER STRATEGIES.

6.2 FACADE ARTICULATION AND MATERIALS

ARCHITECTURAL DETAILS SHOULD BE USED TO ENHANCE BUILDINGS BY ADDING COLOR, SHADOWS, AND INTERESTING FORMS. THEY SHOULD NOT, HOWEVER, BE USED AS A SUBSTITUTE FOR GENUINE BUILDING MASSING. THIS IS PARTICULARLY IMPORTANT ON FRONTAGES FACING WESTCHESTER PARKWAY, LA TIJERA BOULEVARD, AND INTERNAL TO THE PROJECT AREA WHERE BUILDINGS ARE ORIENTED TOWARD PARKING AND PRIMARY VEHICULAR ACCESS AREAS WITHIN THE RETAIL AND OFFICE ENVIRONMENTS.

1. BUILDING MASSING SHALL BE BROKEN DOWN INTO SMALLER UNITS, WITH VERTICAL AND HORIZONTAL QUEUES TO PROMOTE PEDESTRIAN SCALE.
2. MIRROR OR REFLECTIVE SURFACES SHALL NOT BE PRIMARY BUILDING MATERIALS.
3. ARCHITECTURAL DETAILS SHOULD BE CONSISTENT WITH THE PROPORTIONS AND SCALE OF TEH BUILDING(S).
4. ALL BUILDING FACADES SHOULD BE TREATED WITH AN EQUAL LEVEL OF DETAIL AND ARTICULATION.

6.3 ROOFS

ROOF DESIGN AND MECHANICAL EQUIPMENT SCREENING ARE IMPORTANT DESIGN FEATURES. INTEGRATING FULL ROOF FORMS AND ELEMENTS, GREEN ROOFS, AND THE APPLICATION OF A PAINTED FINISH CAN PROVIDE OPPORTUNITIES TO IMPROVE THE VISUAL QUALITY OF ROOFS.

1. ROOF PARAPETS SHALL BE ARTICULATED WITH DETAILS INCLUDING, BUT NOT LIMITED TO PRECAST TREATMENTS, CONTINUOUS BANDING, OR PROJECTING CORNICES, LINTELS, CAPS, CORNER DETAILS, OR VARIETY IN PITCH (FOR EXAMPLE, ARTICULATED, SCULPTURAL ROOF LINES/FORMS).
2. ROOF PARAPETS SHALL APPEAR "TACKED ON" AND SHALL CONVEY A SENSE OF PERMANENCE. WHERE TOWER OR VERTICAL ELEMENTS ARE PROPOSED, PARAPETS SHALL WRAP TO CREATE THE APPERANCE OF A COMPLETE STRUCTURE.
3. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED TO THE HEIGHT OF THE EQUIPMENT. LINE OF SIGHT SCREENING IS NOT ACCEPTABLE.
   - BUILDING WITH FLAT OR LOW-PITCHED ROOFS SHALL INCORPORATE PARAPETS, PITCHED FACADES, OR ARCHITECTURAL ELEMENTS DESIGNED TO SCREEN ROOF MOUNTED MECHANICAL EQUIPMENT.
   - SCREENING SHALL BE ARCHITECTURALLY COMPATIBLE IN COLOR, SHAPE, SIZE, AND MATERIAL WITH THE PRIMARY BUILDING AND SHALL BE CAREFULLY INTEGRATED INTO THE OVERALL BUILDING DESIGN.
4. ROOF ACCESS SHALL BE PROVIDED FROM THE INTERIOR OF THE BUILDING. EXTERIOR ROOF ACCESS LADDERS ARE PROHIBITED.
5. ROOF SURFACES SHALL BE LIGHT IN COLOR.
6. GREEN ROOFS ARE ENCOURAGED.

6.5 PEDESTRIAN AMENITIES AND INFRASTRUCTURE

1. PEDESTRIAN AMENITIES SHALL BE SELECTED TO COMPLEMENT THE OVERALL CHARACTER OF THE DEVELOPMENT AND ADHERE TO THE FOLLOWING OBJECTIVES:
   - FURNISHINGS SHALL BE ATTRACTIVE, FUNCTIONAL, DURABLE AND EASY TO MAINTAIN.
   - AMENITIES SHALL PROMOTE SAFE, VISUALLY PLEASING, AND COMFORTABLE PEDESTRIAN ENVIRONMENTS.
2. TRASH RECEPTACLES, BENCHES, BOLLARDS, PLANTERS AND BIKE RACKS SHALL BE LOCATED IN AREAS WITH HIGH PEDESTRIAN ACTIVITY SUCH AS PEDESTRIAN WALKWAYS, PROJECT ENTRY PLAZAS AND BUILDING ENTRANCES, SEATING AREAS, AND TRANSIT STOPS.
3. INCORPORATE FEATURES SUCH AS WHITE MARKINGS, SIGNAGE, AND LIGHTING AT CROSSWALKS SO THAT PEDESTRIAN CROSSINGS ARE VISIBLE TO MOVING VEHICLES DURING THE DAY AND AT NIGHT.
4. PAVE SIDEWALKS WITH PAVERS, CONCRETE, OR OTHER SAFE, NON-SLIP MATERIALS TO CREATE A DISTINCTIVE PEDESTRIAN ENVIRONMENT AND, FOR CROSSWALKS, TO VISUALLY AND PHYSICALLY DIFFERENTIATE THESE FROM VEHICLE TRAVEL LANES AND PROMOTE CONTINUITY BETWEEN PEDESTRIAN SIDEWALKS.

6.6 BUILDING LIGHITNG

BUILDING LIGHTING SHALL BE DESIGNED AND PLACED TO LIMIT IMPACTS ON ADJACENT PROPERTIES OR DISRUPT THE FUNCTION OF THE AIRFIELD. THE QUALITY OF LIGHT, LEVEL OF LIGHT AS MEASURED IN FOOT-CANDLES, AND THE TYPE OF BULB OR SOURCE SHALL BE CAREFULLY ADDRESSED. LIGHTING LEVELS SHALL NOT BE SO INTENSE AS TO DRAW ATTENTION TO THE FLOW OR GLARE OF THE PROJECT SITE. LIGHTING SHALL INCORPORATE CURRENT ENERGY-EFFICIENT FIXTURES AND TECHNOLOGY.

1. LIGHTING SHALL BE DESIGNED TO PROVIDE AMBIENCE, SAFETY AND SECURITY WITHOUT UNNECESSARY SPILLOVER OR GLARE INTO ADJACENT PROPERTIES. INDIRECT WALL LIGHTING OR "WALL WASHING" AND OVERHEAD DOWN LIGHTING MAY BE USED TO HELP REDUCE LIGHT TRESPASS INTO ADJACENT PROPERTIES.
2. SPOTLIGHTING OR GLARE FROM ANY SITE LIGHTING SHALL BE SHIELDED FROM ADJACENT PROPERTIES AND DIRECTED AT A SPECIFIC OBJECT OR TARGET AREA.
3. BUILDING LIGHT FIXTURES SHALL BE DESIGNED OR SELECTED TO BE ARCHITECTURALLY COMPATIBLE WITH THE MAIN STRUCTURE.
4. WHEN SECURITY LIGHTING IS NECESSARY, IT SHALL BE RECESSED, HOODED, AND LOCATED TO ILLUMINATE ONLY THE INTENDED AREA. OFF-SITE GLARE AND LIGHT TRESPASS SHALL BE PREVENTED.
5. EXPOSED BULBS ARE PROHIBITED.

6.7 STORMWATER MANAGEMENT

ALL AREAS SHALL INTEGRATE LOW IMPACT DESIGN (LID) BEST PRACTICES INTO PROJECTS TO PROMOTE AND FACILITATE WATER CONSERVATION.

1. SITE DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD AND COUNTY OF LOS ANGELES REGULATIONS FOR WATER QUALITY AND QUANTITY INCLUDING PREPARATION OF A STANDARD URBAN STORMWATER MITIGATION PLAN (SUSMP) WITH OPERATION AND MAINTENANCE GUIDELINES.
2. NATURAL VEGETATION AND NATIVE AND/OR DROUGHT TOLERANT PLANTS SHALL BE PLANTED IN PARKING LOT ISLANDS AND OTHER LANDSCAPED AREAS WHERE FEASIBLE.
3. NATURAL DRAINAGE SYSTEMS SHALL BE UTILIZED TO THE MAXIMUM EXTENT FEASIBLE.
4. IMPERVIOUS AREA SHALL BE MINIMIZED.
5. NON-STRUCTURAL BEST MANAGEMENT PRACTICES SHALL BE USED UNLESS THEY ARE INFEASIBLE IN WHICH CASE THE INFEASIBILITY SHALL BE DOCUMENTED AND STRUCTURAL BEST MANAGEMENT PRACTICES ARE IMPLEMENTED.
6. STORMWATER SHALL BE PRE-TREATED PRIOR TO INFILTRATION OR DISCHARGE FROM SITE.

7.0 LANDSCAPE DESIGN GUIDELINES AND STANDARDS

7.1 LANDSCAPE DESIGN

1. LANDSCAPED AREAS SHALL BE PLANTED IN ACCORDANCE WITH THE LANDSCAPE ZONES ESTABLISHED ACCORDING TO LAX NORTHSIDE DESIGN GUIDELINE AND STANDARDS CHAPTER 7.
2. PLANT MATERIALS ARE RESTRICTED TO THOSE SPECIFIED IN THE PLANT PALETTES (TABLES 01.2-1 THROUGH TABLES 07.2-7) AND SHALL BE LOCATED WITHIN THE ZONES IDENTIFIED ON THE LANDSCAPE ZONE MAP PER FIGURE 7.1.
3. LANDSCAPES ARE REQUIRED TO ACHIEVE THE FOLLOWING PERCENTAGE BREAKDOWN IN THEIR OVERALL COMPOSITION. THESE PERCENTAGES ARE REQUIRED ON A PROJECT BY PROJECT BASIS.

PLANTING ZONE	NATIVE (%)	NON-NATIVE (%)
A. PASEO / STREETSCAPES	30	70
B. LANDSCAPE BUFFERS	100	
C. LANDSCAPE SETBACKS	50	50
D. PARKING AND DEVELOPMENTS	60	40
E. RECREATION	80	20
F. AIRPORT SUPPORT	80	20

4. TREES AND LARGE SHRUBS SHALL BE PLANTED AT A SPACING OF TWO TIMES THE FULL GROWTH RADIUS. FOR EXAMPLE, A TREE THAT GROWS TO 30' CANOPY SHALL BE PLANTED 60' ON CENTER.
5. CASTING OF SEEDS FOR LAWNS, SUCH AS WITH HYDRO-SEEDING, IS PROHIBITED.
6. ANY AREAS NOT DEVELOPED SHALL BE LANDSCAPED WITHIN 90 DAYS OF THE MAXIMUM PERMITTED FLOOR AREA BEING DEVELOPED WITHIN EACH DISTRICT.
7. MULCH SHOULD BE USED UNDERNEATH ALL PLANTED MATERIALS TO PROMOTE WEED CONTROL AND WATER CONSERVATION.
8. PLANTED AREAS SHOULD BE EQUIPPED WITH AUTOMATIC IRRIGATION SYSTEMS AND CONFORM TO THE CITY OF LOS ANGELES' CONSERVATION REQUIREMENTS.
9. THE EXTENSION OF RECLAIMED WATER PIPES (PURPLE PIPES) INTO THE LAX NORTHSIDE IS ENCOURAGED.
   (RECLAIMED WATER WILL BE USED FOR IRRIGATION THROUGHOUT THE SITE WHERE AVAILABLE.)

7.2 SITE MAINTENANCE

THESE MAINTENANCE GUIDELINES SHALL APPLY TO INDIVIDUAL PARCEL DEVELOPERS AND ARE APPLICABLE TO ALL ZONES AND DISTRICTS WITHIN THE LAX NORTHSIDE.

1. AREAS NOT USED FOR STRUCTURES, WALKWAYS, PAVED DRIVEWAYS, OR STORAGE AREAS SHALL MAINTAIN A WELL-KEPT LANDSCAPED CONDITION AND ACCORDING TO THE MAINTENANCE SPECIFICATIONS TO BE PROVIDED BY THE LESSEE.
2. ALL TREES AND LARGE SHRUBS SHALL BE REGULARLY MAINTAINED IN ORDER TO HAVE A THIN AND OPEN CANOPY.
3. ALL TREES REPLACED WITHIN THE MEDIANS AND RIGHT-OF-WAYS SHALL ADHERE TO THE SPECIES SPECIFIED IN THIS DOCUMENT AND AS STATED BELOW:
   A. ANY TREE REPLACED IN THE MEDIANS OF WESTCHESTER PARKWAY SHALL BE REPLACED WITH A ARBUTUS 'MARINA', ALSO KNOWN AS THE MARINA STRAWBERRY TREE.
   B. ANY TREE REPLACED ALONG THE RIGHT-OF-WAY ON WESTCHESTER PARKWAY OR LA TIJERA BOULEVARD SHALL BE REPLACED WITH A METROSIDEROS EXCELSA, ALSO KNOW AS THE NEW ZEALAND CHRISTMAS TREE.

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NOT FOR CONSTRUCTION

LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

ISSUES

SITE PLAN GENERAL NOTES

PLOT DATE 21735_LULU_BASE_LAWA EXHIBIT_231012-SC.DWG
Plot date: OCT 11, 2023

SCALE [WHEN PRINTED ON 30"X42" SHEET]

DRAWING NO.

SITE PLAN GENERAL NOTES
LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS (CON'T)

8.0 PUBLIC REALM AND PASEO DESIGN GUIDELINES AND STANDARDS

THE PUBLIC REALM AND PASEO SHALL CONFORM TO THE FOLLOWING STANDARDS:

8.1 PATH DIMENSIONS AND LOCATIONS

PAVING SHALL CONSIST OF STABILIZED DECOMPOSED GRANITE IN THE FOLLOWING DEPTHS AND LOCATIONS :

4. A MINIMUM OF TWELVE (12) FEET BETWEEN THE EXISTING SIDEWALK AND THE 38-FOOT BUILDING SETBACK LOCATED ALONG WESTCHESTER PARKWAY IN AREAS 1 AND 2.
5. A MINIMUM OF TWELVE (12) FEET BETWEEN THE EXISTING SIDEWALK AND THE 38-FOOT BUILDING SETBACK LOCATED ALONG WESTCHESTER PARKWAY AND PERSHING DRIVE IN AREA 1. (INCLUDED ALONG THE PROJECT SITE. THE PROJECT DOES NOT FACE PERSHING DRIVE.)

8.2 STREETSCAPES

THE PUBLIC REALM STREETSCAPE INCLUDES ONLY THE PEDESTRIAN ACCESSIBLE PASEO AND DOES NOT APPLY TO EXISTING RIGHT-OF-WAY ALONG WESTCHESTER PARKWAY.

WHERE SIDEWALKS ARE BEING INTRODUCED, IN PARTICULAR AREA 11. THEY SHALL BE TEN (10) FEET WIDE AND SHALL BE DESIGNED TO THE STANDARDS SET FORTH BY THE CITY OF LOS ANGELES.

1. ALL TREE WELLS SHALL HAVE ROOT BARRIERS TO PREVENT MATERIAL DETERIORATION OF THE SIDEWALKS AND RECREATION PATHS.
2. ALL SOIL IN TREE WELLS SHALL BE FINISHED WITH A MINIMUM OF TWO (2) INCHES OF DECOMPOSED GRANITE THAT IS NOT STABILIZED.

8.3 STREET FURNISHINGS

STREET FURNITURE ELEMENTS INCLUDE BENCH SEATING, BOLLARDS, PLANTERS, TRASH RECEPTACLES, AND BIKE AND NEWSPAPER RACKS LOCATED IN THE PUBLIC RIGHT-OF-WAY AT LOCATIONS SUCH AS BUS SHELTERS, STREET INTERSECTIONS, TRANSIT STATIONS, AND PUBLIC PLAZAS WHERE HIGH NUMBERS OF PEDESTRIANS COMMONLY CONGREGATE OR WHERE ENTRANCES ARE PROVIDED TO DEVELOPMENTS.

GENERAL OBJECTIVES ARE AS FOLLOWS :

1) TO PROVIDE STREET FURNITURE AND AMENITIES THAT ARE FUNCTIONAL, DURABLE, AND EASY TO MAINTAIN;
2) TO PROVIDE STREET FURNITURE WHICH PROVIDES ACCESS AND EASE OF USE FOR HANDICAPPED PERSONS; AND,
3) TO PROVIDE AMENITIES TO HELP PROMOTE SAFE, VISUALLY PLEASING, AND COMFORTABLE PEDESTRIAN ENVIRONMENTS.

8.3.A BENCH SEATING

1. BENCHES SHALL BE LOCATED ALONG 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.
3. BENCHES SHOULD BE DURABLE AND STURDY, WITH ATTRACTIVE DESIGN.

8.3.B BIKE RACKS

1. BIKE RACKS SHALL BE LOCATED ALONG 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).
2. BIKE RACKS SHOULD BE DURABLE AND STURDY, WITH ATTRACTIVE DESIGN.

8.3.C LIGHTED BOLLARDS (EXCLUDING SAFETY BOLLARDS)

1. LIGHTED BOLLARDS SHALL BE LOCATED AT STREET INTERSECTIONS WHERE THEY WILL BE USED TO DEFINE THE BOUNDARY BETWEEN PEDESTRIAN AND VEHICULAR ZONES. LIGHTED BOLLARDS MAY ALSO BE USED TO DELINEATE PEDESTRIAN WALKWAYS.
2. LIGHTED BOLLARD SPACING SHALL BE AT A MINIMUM DISTANCE OF TWENTY (20) FEET ALONG BOTH SIDES OF THE PASEO.
   (SIMILAR TO THE POLICE STATION PASEO, THE EXISTING STREET LIGHT WILL PROVIDE LIGHTING ALONG THE SIDEWALK. THE PROJECT WILL PROVIDE LIGHTING ALONG THE INTERIOR SIDE OF THE PASEO.)

8.3.D PLANTERS

1. PLANTERS SHALL BE USED IN CONJUNCTION WITH OTHER STREET FURNITURE, SUCH AS BENCHES, BOLLARDS, OR TRASH RECEPTACLES. PLANTERS SHALL BE LOCATED IN AREAS WHERE PEDESTRIANS GATHER.
2. PLANTERS SHALL NOT EXCEED 36 INCHES IN HEIGHT.
3. UNLESS MAINTAINED ON A REGULAR SCHEDULE, ALL PLANTERS SHALL BE IRRIGATED.
4. PLANTERS SHALL BE PLANTED WITH MATERIALS SELECTED FROM THE LIST OF ACCEPTABLE PLANTS SPECIFIED FOR THE PASEO AND STREETSCAPE ZONES LOCATED IN TABLES 07.2-3 AND TABLE 07.2-4 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.

8.3.E TRASH RECEPTACLES

1. TRASH RECEPTACLES SHALL BE LOCATED ALONG PEDESTRIAN WALKWAYS, NEAR PARCEL ENTRY PLAZAS, SEATING AREAS, TRANSIT STOPS, PUBLIC PLAZAS, AND OTHER PEDESTRIAN GATHERING AREAS.
2. TRASH RECEPTACLE SPACING SHALL NOT EXCEED A DISTANCE OF ONE THOUSAND (1,000) FEET AND SHALL BE PLACED ADJACENT TO BENCHES AND PLANTERS.
3. ALL TRASH RECEPTACLES SHALL BE COVERED.

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SITE PLAN GENERAL NOTES

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Conceptual Site Plan

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Conceptual Site Plan Fence Diagram

LEGEND

1. Parking
2. Welcome Center
3. Wellness & Fitness Zone
4. Tennis Courts
5. Tennis Scheduling Desk
6. Junior Tennis Courts
7. Restrooms
8. Sand Volleyball
9. Basketball
10. Multi-Purpose Field
11. Paseo
12. Youth Soccer Field
13. Playground
14. Soccer Field
15. Dog Park
16. Picnic Area & Overlook

→ Vehicular Access to Site & Parking

LEGEND

- Property Line*
- Existing Fence (8′-0″ High)
- New Fence (8′-0″ High)
- Landscape Buffer Fence (Height TBD)
- Building Setback

*Assumes completion of Cum Laude Vacation

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TREE SCHEDULE

SYMBOL	CONTAINER SIZE	SCIENTIFIC NAME	COMMON NAME
	36" BOX	Agonis flexuosa	Peppermint Tree
	48" BOX	Agonis flexuosa	Peppermint Tree
	60" BOX	Agonis flexuosa	Peppermint Tree
	36" BOX	Arbutus 'Marina'	Marina Strawberry Tree
	48" BOX	Arbutus 'Marina'	Marina Strawberry Tree
	24" BOX	Pinus pinea	Stone Pine
	36" BOX	Pinus pinea	Stone Pine
	36" BOX	Lyonothamnus floribundus	Catalina Ironwood
	36" BOX	<varies>	<varies>
	60" BOX	Melaleuca Quinquenervia	Cajepeu Tree
	36" BOX	Metrosideros excelsa	New Zealand Christmas Tree
	36" BOX	Parkinsonia x 'Desert Museum'	Desert Museum Palo Verde
	36" BOX	Pinus pinea	Stone Pine
	36" BOX	Pinus torreyana	Torrey Pine
	24" BOX	Salix lasiolepis	Arroyo Willow

PLANTING LEGEND

TURF

GENERAL MIX

60% 1 GAL @ 3' O.C.
30% 5 GAL @ 5' O.C.
10% 15 GAL @ 8' O.C.

AGAVE BLUE FLAME	BLUE FLAME AGAVE	15 GAL
ALOE SPICATA	BOTTLE-BRUSH ALOE	15 GAL
CEANOTHUS GLORISUS	MOUNTAIN LILAC	15 GAL
UMBELLULARIA CALIFORNICA	CALIFORNIA LAUREL	15 GAL
HETEROMELES ARBUTIFOLIA	TOYON	15 GAL
ACHILLEA MILLEFOLIUM	COMMON YARROW	5 GAL
ARCTOSTAPHYLOS HOOKERI	HOOKER'S MANZANITA	5 GAL
ENCELIA CALIFORNICA	BUSH SUNFLOWER	5 GAL
BACCHARIS PILULARIS 'PIGEON POINT'	DWARF COYOTE BUSH	5 GAL
POLYPODIUM CALIFORNICUM	CALIFORNIA PODBODY	5 GAL
SALVIA LEUCOPHYLLA	PURPLE SAGE	5 GAL
HEUCHERA SANGUINEA	CORAL BELLS	5 GAL
ERIGONUM PARVIFOLIUM	SEA CLIFF BUCKWHEAT	5 GAL
JUNCUS PATENS	COMMON RUSH	5 GAL
GAMBELIA SPECIOSA	ISLAND SNAPDRAGON	5 GAL
LOTUS SCOPARIUS	DEERWEED	5 GAL
ASCLEPIAS SPECIOSA	SHOWY MILKWEED	5 GAL
CEANOTHUS GRISEUS	CARMEL CEANOTHUS	5 GAL
DUDLEYA HASSEI	BRIGHT GREEN DUDLEYA	1 GAL
POA SECUNDA	ONE-SIDED BLUE GRASS	1 GAL
CAREX PRAEGRACILIS	CLUSTERED FIELD SEDGE	1 GAL
DISTICHLIS SPICATA VAR. STRICTSA	SALTGRASS	1 GAL
FESTUCA RUBRA	RED FESCUE	1 GAL
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL

BIORETENTION MIX

60% 1 GAL @ 3' O.C.
40% 5 GAL @ 5' O.C.

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CAREX PRAEGRACILIS		
IRIS DOUGLASIANA	DOUGLAS IRIS	5 GAL
JUNCUS PATENS		
FESTUCA CALIFORNICA		
POLYPODIUM CALIFORNICUM	CALIFORNIA PODBODY	5 GAL
COREOPSIS MARITIMA	SEA DAHLIA	1 GAL
GRINDELIA INTEGRIFOLIA	PUGET SOUND GUMWEED	1 GAL
LEYMUS TRITICOIDES	CREEPING WILD RYE	1 GAL
MIMULUS AURANTIACUS	BUSH MONKEYFLOWER	5 GAL
PENSTEMON AZUREUS	AZURE PENSTEMON	1 GAL
SALVIA APIANA	WHITE SAGE	5 GAL
TEUCRIUM CHAMAEDRYS	WALL GERMANDER	5 GAL

WESTCHESTER MIX

60% 1 GAL @ 3' O.C.
25% 5 GAL @ 5' O.C.
15% 15 GAL @ 8' O.C.

HETEROMELES ARBUTIFOLIA	TOYON	15 GAL
HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	15 GAL
CEANOTHUS GLORISUS	MOUNTAIN LILAC	15 GAL
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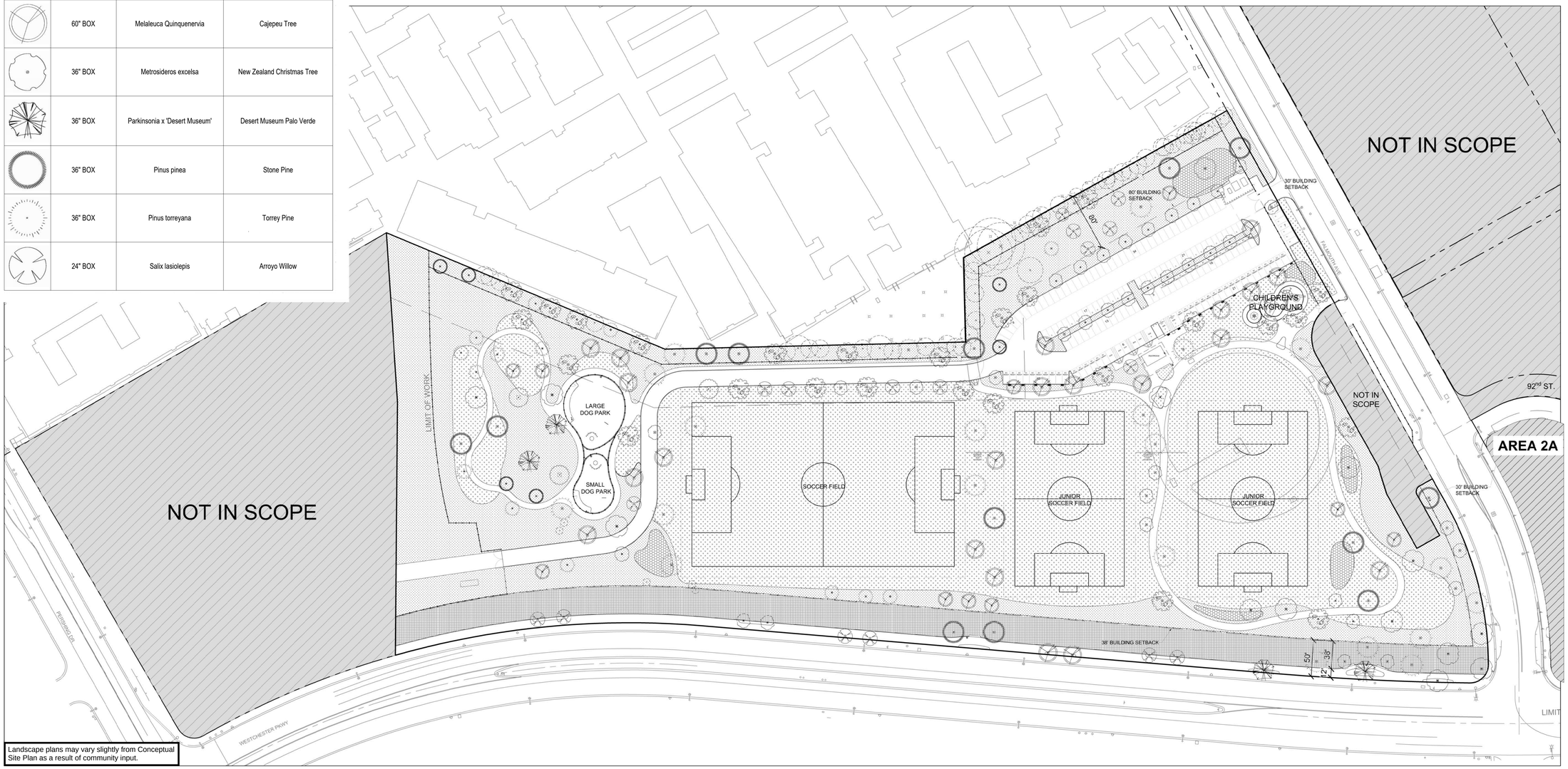

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LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

NORTH
0 60 120 180 feet
1" = 60'

ISSUES

AREA 1 LANDSCAPE PLAN

DRAWN BY
DATE
PLOT 21735_LULU_BASE_LAWA EXHIBIT_231012-SC.DWG
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PLANTING LEGEND

TURF

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ERIGONUM PARVIFOLIUM	SEA CLIFF BUCKWHEAT	5 GAL
JUNCUS PATENS	COMMON RUSH	5 GAL
GAMBELIA SPECIOSA	ISLAND SNAPDRAGON	5 GAL
LOTUS SCOPARIUS	DEERWEED	5 GAL
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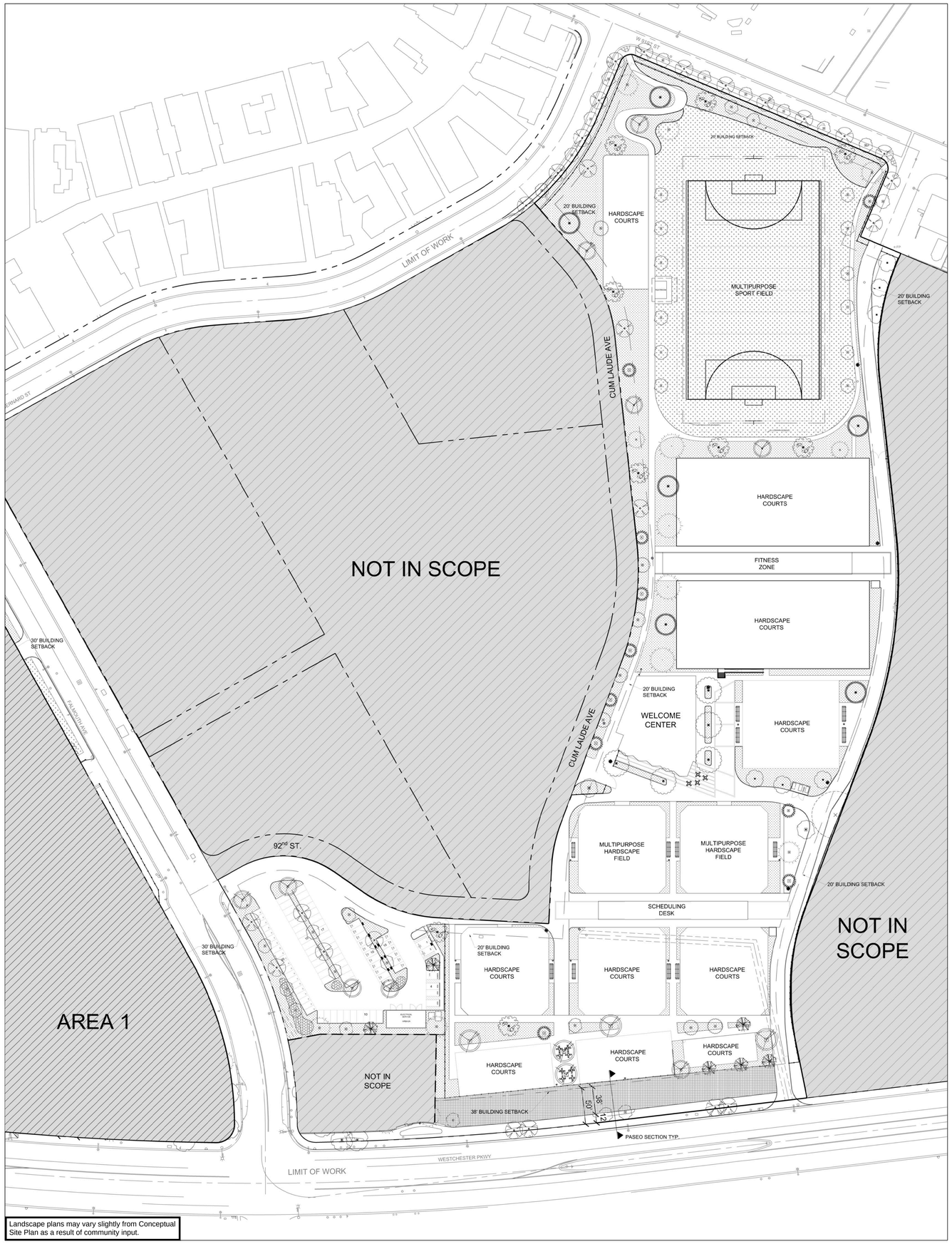

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LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

NORTH

0 60 120 180 feet

1" = 60'

ISSUES

AREA 2A LANDSCAPE PLAN

FILE NAME 21735_LULU_BASE_LAWA EXHIBIT_231012-SC.DWG
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PROJECT #
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LULU'S PLACE AREA 2A

9200 S. FALMOUTH AVE.
LOS ANGELES, CA 90293

REVISIONS

SSSS

FILENAME

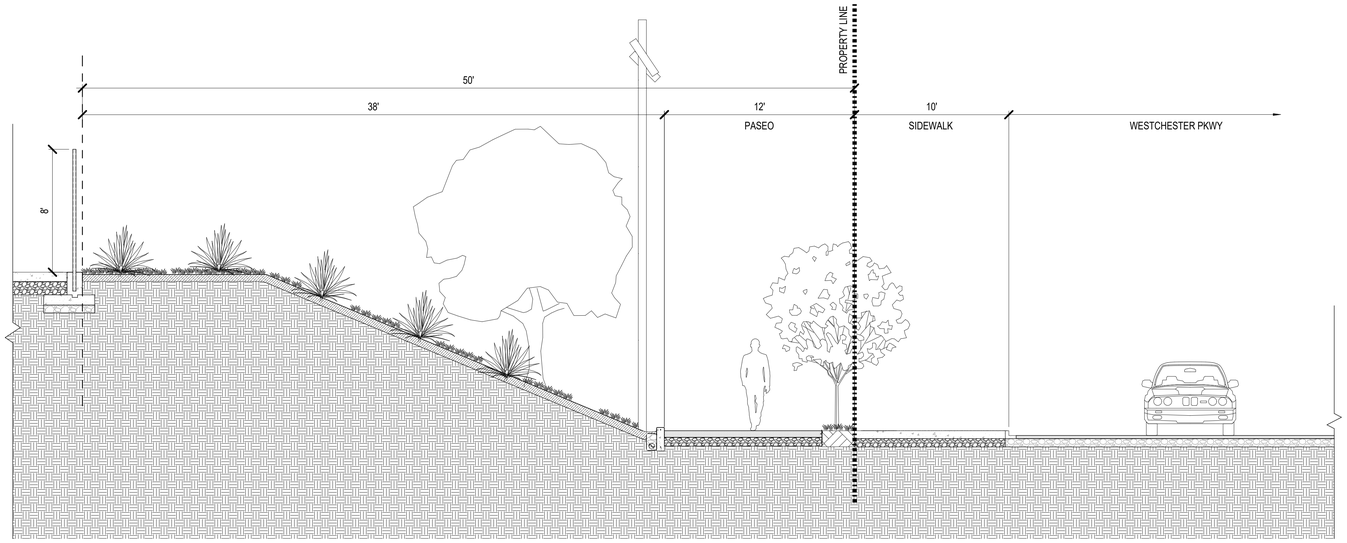
SECTION @ PASEO

DRAWING TITLE

DATE 10/12/2023 12:55:31 PM

SCALE 1/4" = 1'-0" [WHEN PRINTED ON 30"X42" SHEET]

DRAWING NO.

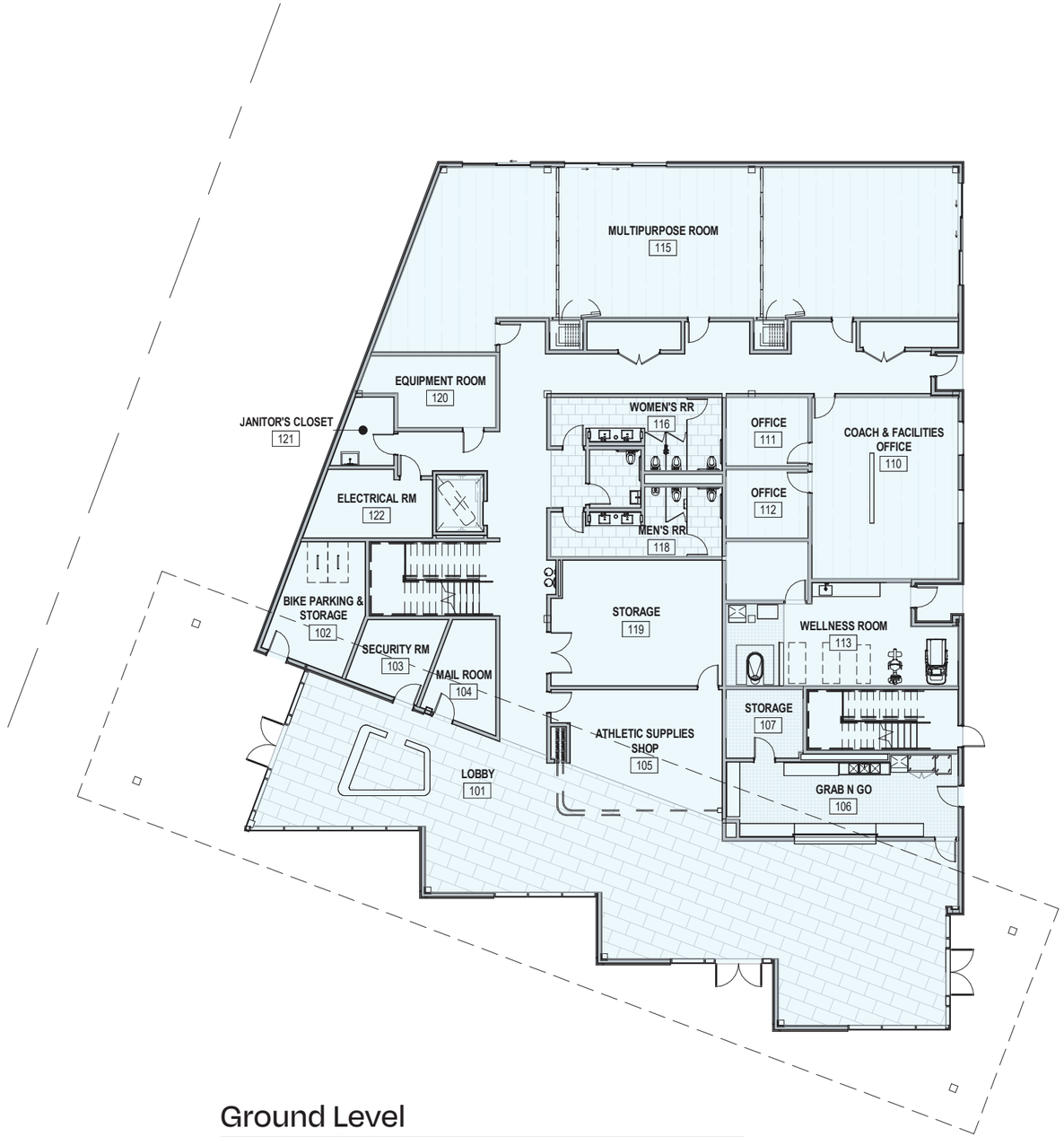


PASEO SECTION 1
1/4" = 1'-0"

Published: 10/12/2023 12:55:31 PM

Render Welcome Center

Welcome Center Floor Plans

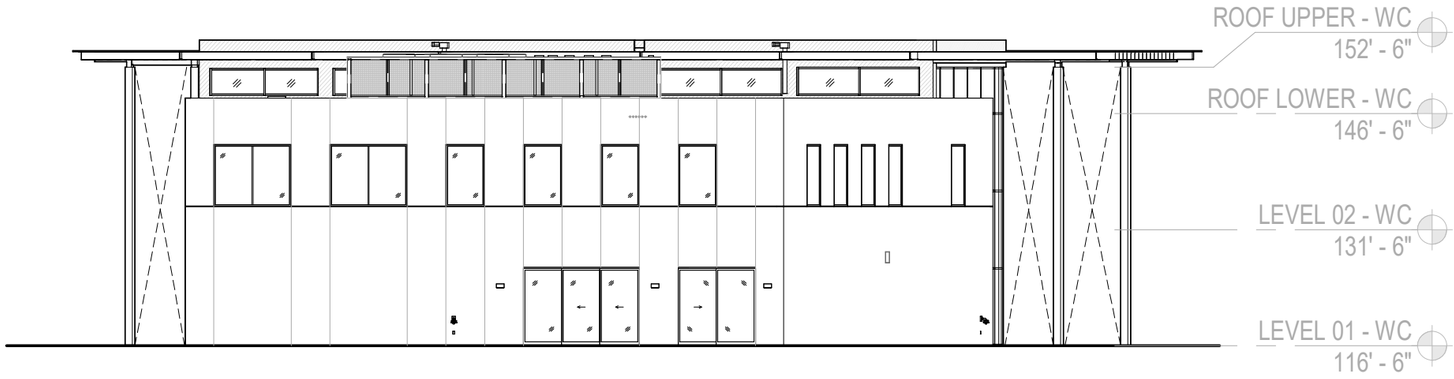


Ground Level

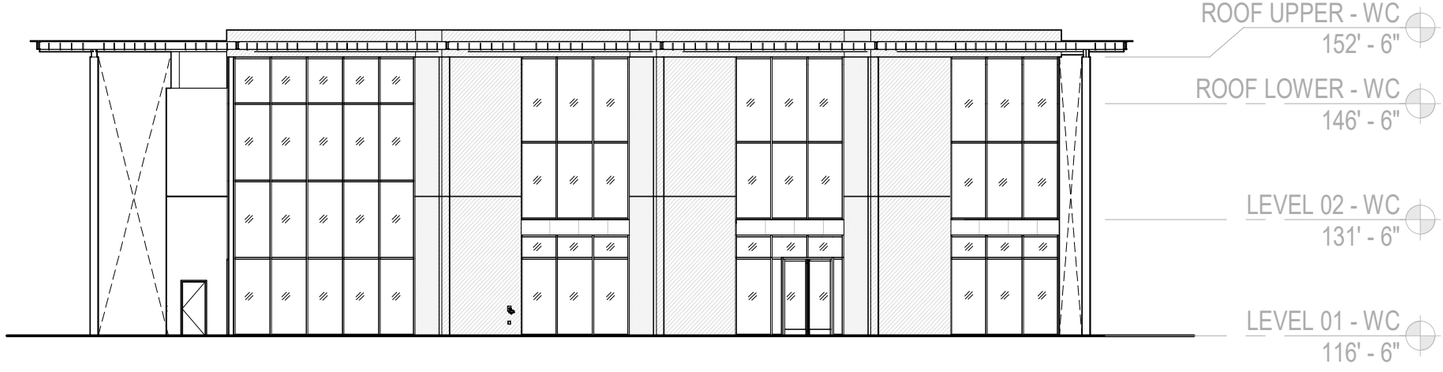
Second Level

SCALE: 1" = 20'-0"

Welcome Center North & South Elevations



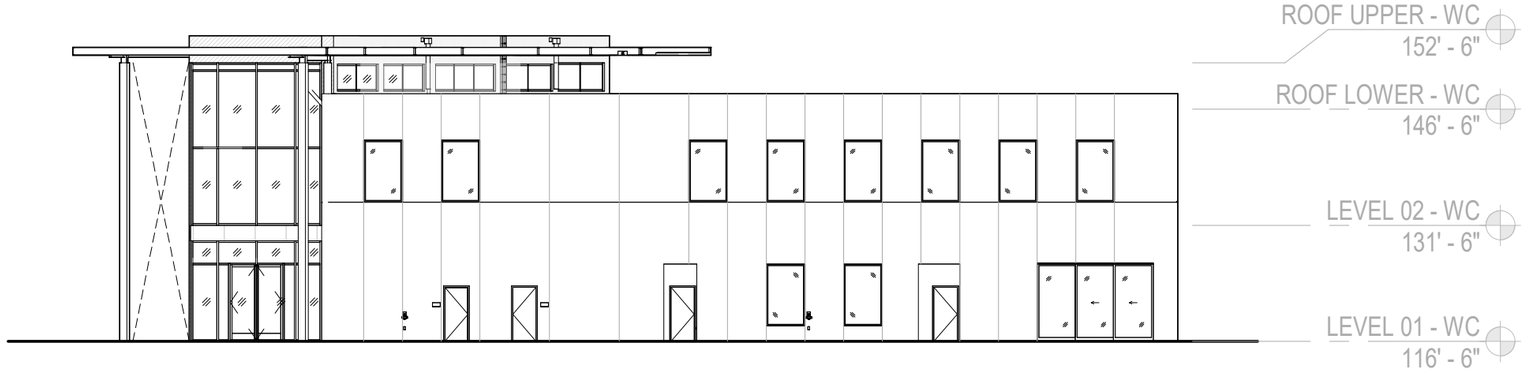
North Elevation



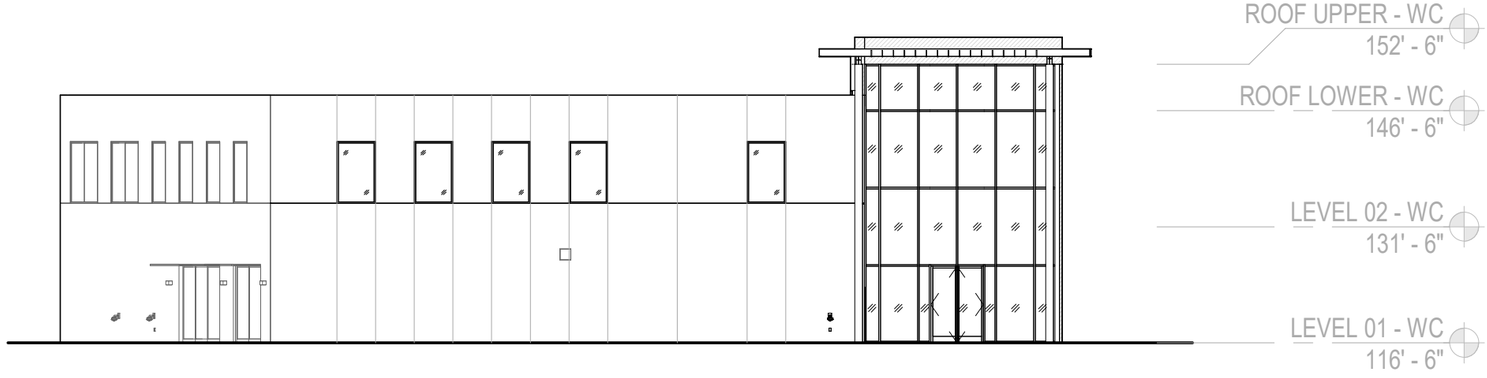
South Elevation

SCALE: 1" = 20'-0"

Welcome Center East & West Elevations



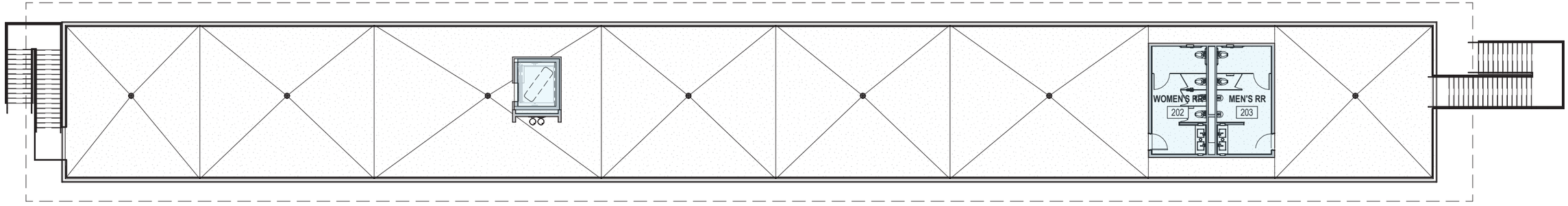
East Elevation



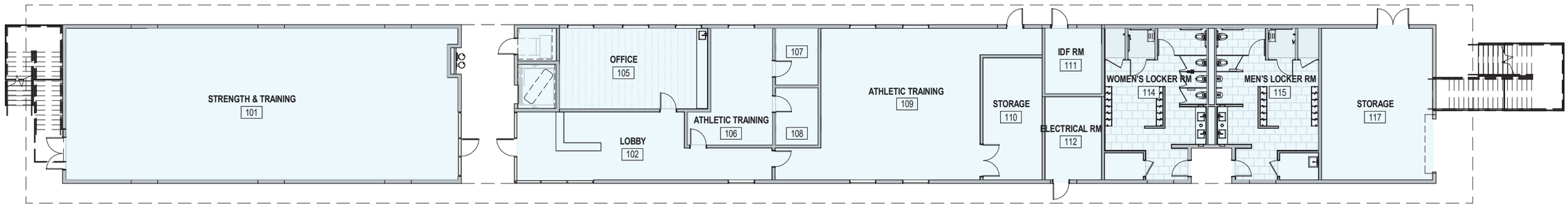
West Elevation

SCALE: 1" = 20'-0"

Fitness Zone Floor Plans



Second Level

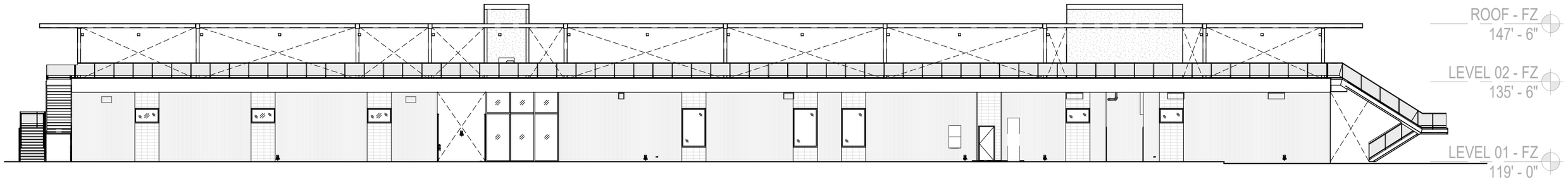


Ground Level

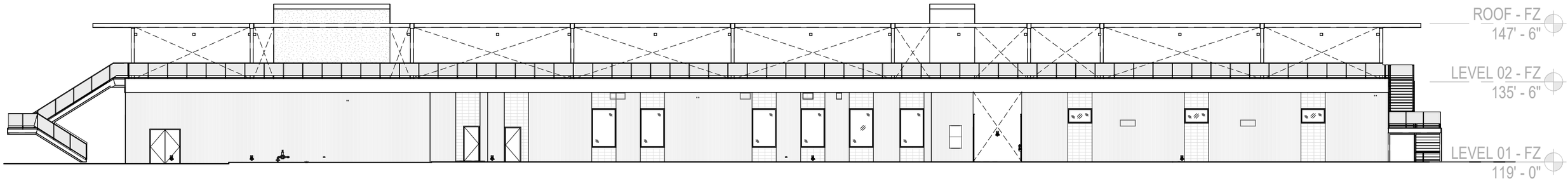
SCALE: 1" = 20'-0"

N

Fitness Zone North & South Elevations



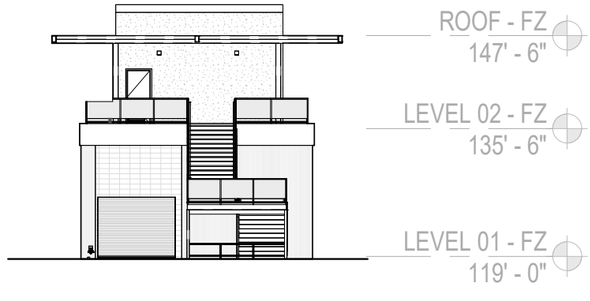
2 : South Elevation



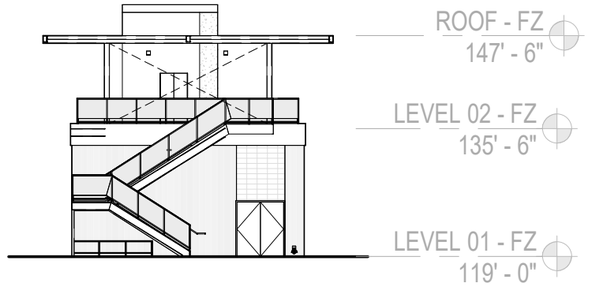
1: North Elevation

SCALE: 1" = 20'-0"

Fitness Zone East & West Elevations



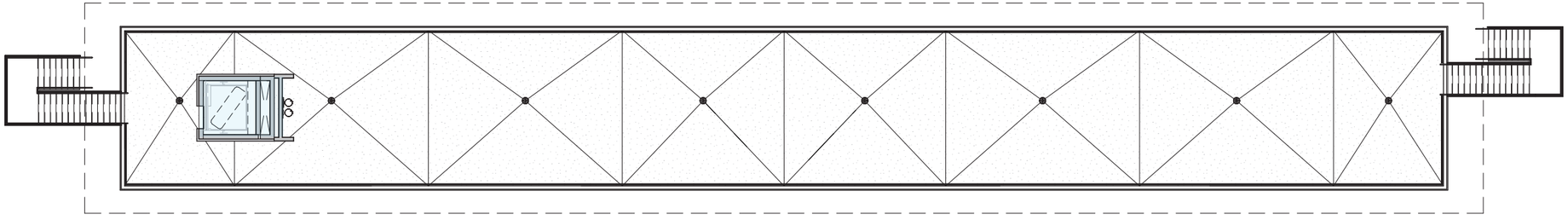
1: East Elevation



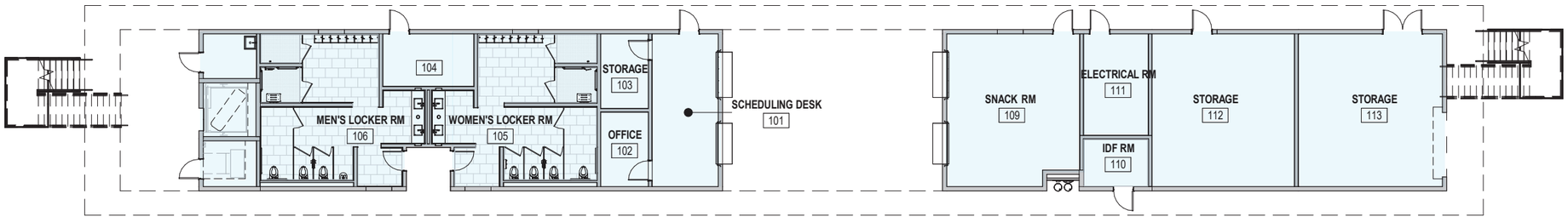
2: West Elevation

SCALE: 1" = 20'-0"

Scheduling Desk Floor Plans



Second Level

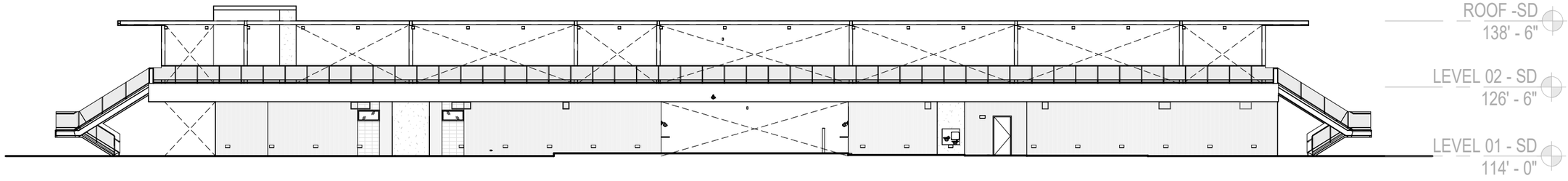


Ground Level

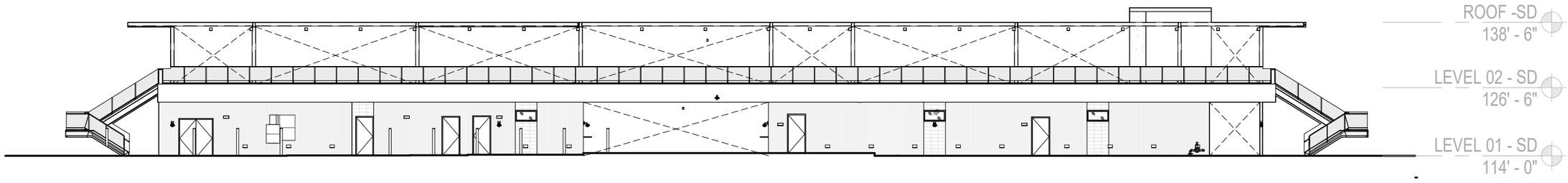
SCALE: 1" = 20'-0"

N

Scheduling Desk North & South Elevations



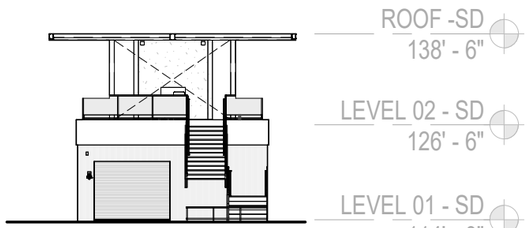
2: South Elevation



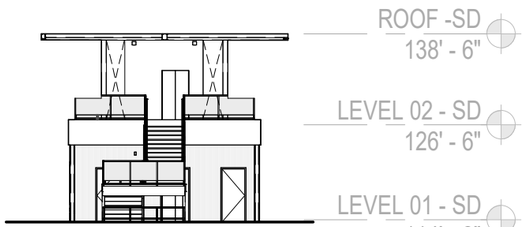
1: North Elevation

SCALE: 1" = 20'-0"

Scheduling Desk East & West Elevations



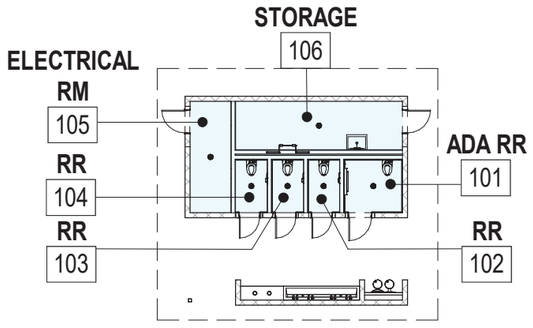
1: East Elevation



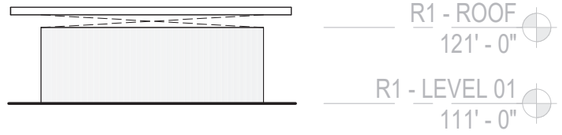
2: West Elevation

SCALE: 1" = 20'-0"

Area 1 Restroom Building Plan & Elevations

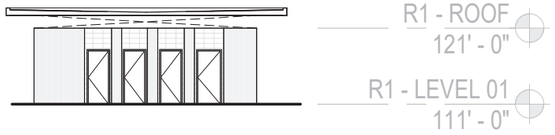


1: Ground Level

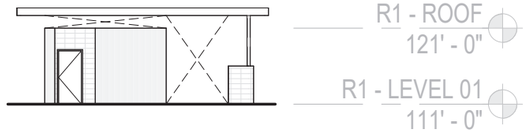


2: North Elevation

4: East Elevation



3: South Elevation

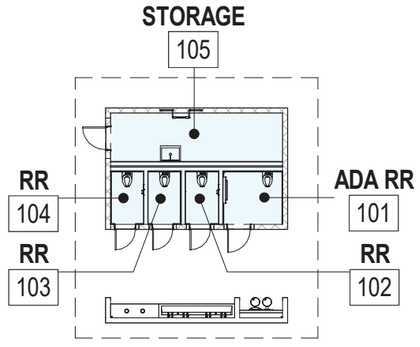


5: West Elevation

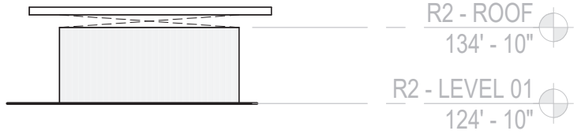
SCALE: 1" = 20'-0"

N

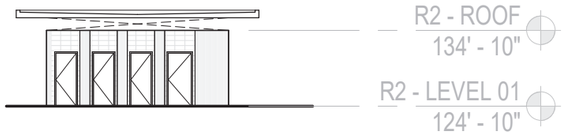
Area 2A Restroom Building Plan & Elevations



1: Ground Level

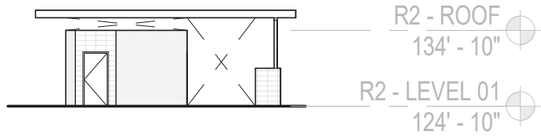


2: North Elevation



3: South Elevation

4: East Elevation



5: West Elevation

SCALE: 1" = 20'-0"

Attachment 4

LAX Northside Plan Update Mitigation Monitoring and Reporting Program

LAX Northside Areas 1 and 2A Recreation Project
Executive Director Compliance Review
Northside Plan Update Project Design Features, Commitments, and Mitigation Monitoring and Reporting Program

October 2023

Table of Contents

The California Environmental Quality Act (CEQA), Section 21081.6, requires all 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. The mitigation monitoring and reporting program (MMRP) below was adopted in conjunction with the Final Environmental Impact Report (EIR) for the Los Angeles Airport (LAX) Northside Plan Update Project in February 2015 by the Los Angeles World Airports (LAWA) Board of Airport Commissioners (BOAC). Since certification of the Final EIR for the LAX Northside Plan Update Project, the BOAC approved a first Addendum to the certified Final EIR (hereinafter referred to as Addendum No. 1) in March 2016, which analyzed the additional design details of the Argo Drain Sub-basin Facility and clarified that biological research, development, and testing uses are permitted uses in the Office, Research and Development Land Use category. However, the approval of Addendum No. 1 did not change the MMRP adopted for the LAX Northside Plan Update Project.

At this time, the proposed Recreation Project is being considered, which consists of the development of recreational and auxiliary facilities and open spaces on Areas 1 and 2A on the Northside Campus District for community use.

The MMRP for the LAX Northside Plan Update Project consists of the mitigation measures (MMs) and PDFs established in the Final EIR as well as the LAX Master Plan Commitments that are also applicable to the proposed Recreation Project. The following MMRP table provides the measures categorized by type of measure (i.e., PDF, Commitment, or MMs), then by environmental discipline, the number, title, and text of each measures. In addition, the MMRP table also provides the timing of implementation, monitoring frequency, and actions indicating compliance. PDFs from the Final EIR for the LAX Northside Plan Update Project that address multiple environmental topics have been consolidated for ease of implementation. The corresponding Final EIR for the LAX Northside Plan Update Project page number is also listed in the MMRP table. Lastly, this document provides clarification on the applicability of the measures included in the MMRP for the LAX Northside Plan Update Project to the Recreation Project, which is demonstrated in the last two columns of the MMRP table. The “Applicable to the Proposed Project” column indicates if the MM/PDF/LAX Master Plan Commitment is applicable to the Recreation Project, where the Recreation Project would comply with that measure. The “Notes” column provides further explanation to how the Recreation Project would comply with the measure. All grayed out rows are measures that are not applicable to the Recreation Project.

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
	Site Access					Notes	Notes
LAXN-PDF- 1 **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	Yes	
LAXN-PDF- 2 **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	Yes	
LAXN-PDF- 3 **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; T-12	Yes	
LAXN-PDF- 4 **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	Yes	
LAXN-PDF- 5 **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	Yes	
LAXN-PDF- 6 **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	Yes	In Area 1 access to the property to the west (currently Jet Pets) will be maintained. In Area 2A, adjacent property to the east is vacant; reciprocal access will be evaluated when that property is developed.
LAXN-PDF- 7 **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	Yes	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
LAXN-PDF- 8 **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	Yes	Area 2A access will be from Falmouth Avenue. This is consistent with the Design Guidelines and EIR.
LAXN-PDF- 9 **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	No	
LAXN-PDF- 10 **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	No	
LAXN-PDF- 11 **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	No	
LAXN-PDF- 12 **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	No	
LAXN-PDF- 13 **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	No	
LAXN-PDF- 14 **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	No	
LAXN-PDF- 15 **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	No	
LAXN-PDF- 16 **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	No	
LAXN-PDF- 17 **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	No	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
	Air Quality and Greenhouse Gas Emissions						
LAXN-PDF- 18 **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	Yes	
LAXN-PDF- 19 **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	Yes	
LAXN-PDF- 20 **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	Yes	
LAXN-PDF- 21 **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	Yes	
LAXN-PDF- 22 **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	Yes	
LAXN-PDF- 23 **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	Yes	
	Buffer Areas						
LAXN-PDF- 24 **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	Yes	100' foot buffer is required along Area 2B; it is not required along Area 2A.

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
LAXN-PDF- 25 **Monitoring Agency: LAWA**	A 20-foot-wide Buffer is designated along the northern edge of Area 1. ○ Buildings are prohibited within the Buffer. ○ The Buffer is required to be secured by a fence that matches landscaping. ○ 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	Yes	The Project will provide a 20' buffer along the Northern edge of Area 1 and will provide a fence at the property line that will complement the landscape design.
LAXN-PDF- 26 **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. ○ Buildings are prohibited in this 100-foot-wide area. ○ 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-75; B-8; HW-24; LU-50	No	
	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	Yes	The south façade of the Welcome Center includes variations in the wall plane. The west façade is split into 26’ of glazed curtain wall and 77’ of solid wall with punched windows. The north façade consists of 78' of solid wall with punched windows. The east façade is split into 18’ of glazed curtain wall and 110’ of solid wall with punched windows. See attached plans, building elevations & rendering.
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	Yes	
LAXN-PDF- 29	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	Yes	.

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
Monitoring Agency: LAWA							
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	Yes	
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	Yes	.
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	Yes	
LAXN-PDF- 33 **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	Yes	
LAXN-PDF- 34 **Monitoring Agency: LAWA**	Roofs are required to be painted a light color, preferably white, and are encouraged to be designed to collect rainwater 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	Yes	.
LAXN-PDF- 35 **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	Yes	.
LAXN-PDF- 36 **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	Yes	
LAXN-PDF- 37 **Monitoring Agency: LAWA**	Buildings located adjacent to the 88th 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	No	
LAXN-PDF- 38 **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	Yes	
LAXN-PDF- 39 **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	Yes	
LAXN-PDF- 40 **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	Yes	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
LAXN-PDF- 41 **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	Yes	
	Construction						
LAXN-PDF- 42 **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	Yes	
	Fences and Walls						
LAXN-PDF- 43 **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	Yes	Recreational areas are secured with an 8' tall fence to provide controlled access. Fences for individual play courts/fields may exceed 8' tall per typical play court/field design.
LAXN-PDF- 44 **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	Yes	
LAXN-PDF- 45 **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	Yes	Perimeter recreational areas fencing will be a welded wire fence (similar to existing fencing in Area 1 and 2A), with a color selected to complement the proposed landscaping. Individual sports field/court fencing may be chain link per typical field/ court design.
LAXN-PDF- 46	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	Yes	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
Monitoring Agency: LAWA							
	Geology and Soils						
LAXN-PDF- 47 **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	Yes	
LAXN-PDF- 48 **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	Yes	
LAXN-PDF- 49 **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	Yes	
LAXN-PDF- 50 **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	Yes	
LAXN-PDF- 51 **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	No	
LAXN-PDF- 52 **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	Yes	
LAXN-PDF- 53 **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	Yes	
LAXN-PDF- 54 **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	Yes	
LAXN-PDF- 55 **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	Yes	
LAXN-PDF- 56 **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	Yes	

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LAXN-PDF- 57 **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	Yes	
LAXN-PDF- 58 **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	Yes	
LAXN-PDF- 59 **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	Yes	
LAXN-PDF- 60 **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	Yes	
LAXN-PDF- 61 **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	Yes	
LAXN-PDF- 62 **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	Yes	
LAXN-PDF- 63 **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	Yes	
LAXN-PDF- 64 **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	Yes	
LAXN-PDF- 65 **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	Yes	

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LAXN-PDF- 66 **Monitoring Agency: LAWA**	Building heights are limited as follows: ○ Area 11 and 12A East: 60' ○ Area 12A West: 20' ○ Area 13: 45' ○ Areas 1 and 2: 45' ○ Area 3: 60' ○ 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	Yes	
LAXN-PDF- 67 **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	Yes	
	Hydrology and Water Quality						
LAXN-PDF- 68 **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	Yes	
LAXN-PDF- 69 **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	Yes	
LAXN-PDF- 70 **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	Yes	
LAXN-PDF- 71 **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	Yes	
LAXN-PDF- 72 **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	Yes	
LAXN-PDF- 73	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	Yes	

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Monitoring Agency: LAWA							
LAXN-PDF- 74 **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	Yes	
LAXN-PDF- 75 **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	Yes	
LAXN-PDF- 76 **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	Yes	
LAXN-PDF- 77 **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	Yes	
LAXN-PDF- 78 **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	Yes	Instead of permeable pavers and porous paving materials, the site will be employing a range of landscape devices to address storm water runoff including conveyance swales, raingardens, bioretention zones and other devices.

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LAXN-PDF- 79 **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	Yes	Landscaping will be protected through concrete wheel stops at all parking spaces. The proposed design would minimize concrete curbs and use wood strips around planting areas to reduce embodied carbon and also allow water to drain towards landscape islands and fingers.
LAXN-PDF- 80 **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	Yes	
LAXN-PDF- 81 **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	Yes	
LAXN-PDF- 82 **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	Yes	
LAXN-PDF- 83 **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	Yes	
LAXN-PDF- 84 **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	Yes	
	Land Use						
LAXN-PDF- 85 **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	No	

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LAXN-PDF- 86 **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	No	
LAXN-PDF- 87 **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	No	
LAXN-PDF- 88 **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	Yes	
LAXN-PDF- 89 **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	Yes	
LAXN-PDF- 90 **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	Yes	
LAXN-PDF- 91 **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	Yes	
LAXN-PDF- 92 **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	Yes	
LAXN-PDF- 93 **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	Yes	
LAXN-PDF- 94 **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: 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. o Up to approximately 14.3 acres of Recreation and Open Space in Area 2. o Up to approximately 10.29 acres of Landscape Buffer in Areas 2 and 3. 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	Yes	
LAXN-PDF- 95 **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	No	

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LAXN-PDF- 96 **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	No	
LAXN-PDF- 97 **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	Yes	
	Landscaping						
LAXN-PDF- 98 **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	Yes	100' foot buffer is required along Area 2B; it is not required along Area 2A.
LAXN-PDF- 99 **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	No	
LAXN-PDF- 100 **Monitoring Agency: LAWA**	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 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 palette in landscape plans	HW-18; HW-33; HW-36	Yes	
LAXN-PDF- 101 **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	Yes	

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LAXN-PDF- 102 **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	Yes	Setback for perimeter landscaping shall be provided generally consistent with existing conditions along Falmouth and Westchester Parkway, which may provide more or less than 6 feet of landscaping between the fence and parkway.
LAXN-PDF- 103 **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	No	
LAXN-PDF- 104 **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	Yes	
LAXN-PDF- 105 **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	Yes	
LAXN-PDF- 106 **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	Yes	
LAXN-PDF- 107 **Monitoring Agency: LAWA**	The 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	Yes	
LAXN-PDF- 108 **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	Yes	
LAXN-PDF- 109 **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	Yes	

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LAXN-PDF- 110 **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	Yes	
LAXN-PDF- 111 **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	Yes	
LAXN-PDF- 112 **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	Yes	
LAXN-PDF- 113 **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	No	
LAXN-PDF- 114 **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	Yes	
LAXN-PDF- 115 **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	Yes	
LAXN-PDF- 116 **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	No	
LAXN-PDF- 117 **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	Yes	
LAXN-PDF- 118 **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	Yes	
LAXN-PDF- 119 **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: ○ Have a sparse to moderately dense foliage growth; ○ Do not produce fruits or seeds; and/or ○ 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	Yes	
LAXN-PDF- 120	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	Yes	

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Monitoring Agency: LAWA							
LAXN-PDF- 121 **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	Yes	
LAXN-PDF- 122 **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	Yes	
LAXN-PDF- 123 **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	Yes	
LAXN-PDF- 124 **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	Yes	
LAXN-PDF- 125 **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	Yes	
LAXN-PDF- 126 **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: o 50% non-native and 50% native in the landscape setback zone o 70% non-native and 30% native in the paseo and streetscape zone o 80% native and 20% non-native in the airport support zone o 100% locally-native, drought-tolerant in the buffer zone o 80% native and 20% non-native in the recreation zone 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	Yes	
	Lighting Standards						
LAXN-PDF- 127 **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	Yes	
LAXN-PDF- 128 **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	Yes	
LAXN-PDF- 129	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	Yes	

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Monitoring Agency: LAWA							
LAXN-PDF- 130 **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	Yes	
LAXN-PDF- 131 **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	Yes	
LAXN-PDF- 132 **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	Yes	
LAXN-PDF- 133 **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	Yes	
LAXN-PDF- 134 **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	Yes	
LAXN-PDF- 135 **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	Yes	
LAXN-PDF- 136 **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	Yes	
LAXN-PDF- 137 **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	Yes	
LAXN-PDF- 138 **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	Yes	
LAXN-PDF- 139 **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	Yes	

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LAXN-PDF- 140 **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	Yes	Perimeter recreational areas are secured with an 8-foot-tall fence to provide controlled access. Fences for individual play courts/fields may exceed 8 feet per typical play field design. Lighting will be shielded to minimize light spillage.
	Noise						
LAXN-PDF- 141 **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: ○ LAX Northside Campus District ▪ Area 1 • 80 feet (Adjacent to 20 feet landscape buffer) • 30 feet Falmouth Avenue • 38 feet Westchester Parkway ▪ Area 2A • 15 feet St. Bernard/West 91st Street/South Cum Laude Avenue • 20 feet West Cum Laude Avenue and eastern edges • 30 feet Falmouth Avenue • 38 feet Westchester Parkway ▪ Area 2C and Area 2D • 20 feet North, west, and east edges • 38 feet Westchester Parkway ▪ Area 2E and Area 3 • 15 feet Loyola Boulevard • 20 feet North and west edges • 38 feet Westchester Parkway ○ LAX Northside Center District ▪ Area 11 • 50 feet Southern edge • 30 feet South La Tijera Avenue • 15 feet Sepulveda Avenue /La Tijera Avenue ▪ Area 12A East • 30 feet West 88th Street • 18 feet Westchester Parkway	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	Yes	

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	• 15 feet La Tijera Avenue /West 88th Place • 20 feet on north and west edge of existing building ▪ Area 12A West • 15 feet Westchester Parkway/Emerson Avenue • 20 feet West and north edges ▪ Area 13 • 15 feet Lincoln Boulevard • 20 feet North and east edges ○ LAX Northside Airport Support District ▪ Area 4 • 50 feet South Pershing Drive/Westchester Parkway • 20 feet Southern edge • 15 feet Northside Parkway ▪ Area 5 and Area 6 ▪ Area 7 • 15 feet Lincoln Boulevard/McClean Parkway ▪ Area 8 • 15 feet All edges ▪ Area 9 • 15 feet Westchester Parkway /South McConnell Avenue						
LAXN-PDF- 142 **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	Yes	
LAXN-PDF- 143 **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	No	
LAXN-PDF- 144 **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	Yes	
LAXN-PDF- 145 **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	No	
LAXN-PDF- 146 **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	No	
LAXN-PDF- 147 **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	Yes	

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	Parking Standards						
LAXN-PDF- 148 **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	No	
LAXN-PDF- 149 **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	No	
LAXN-PDF- 150 **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	Yes	
LAXN-PDF- 151 **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	Yes	
LAXN-PDF- 152 **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	No	
LAXN-PDF- 153 **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	Yes	
LAXN-PDF- 154 **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	No	
LAXN-PDF- 155 **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	No	
	Pedestrian and Bicycle Facility Standards						
LAXN-PDF- 156 **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	Yes	
LAXN-PDF- 157 **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	Yes	

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LAXN-PDF- 158 **Monitoring Agency: LAWA**	The 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	Yes	
LAXN-PDF- 159 **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	Yes	
LAXN-PDF- 160 **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	Yes	
LAXN-PDF- 161 **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	Yes	
LAXN-PDF- 162 **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	Yes	
LAXN-PDF- 163 **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	Yes	
LAXN-PDF- 164 **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	No	

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LAXN-PDF- 165 **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	Yes	The Recreation Project will include enhanced pedestrian connections, bicycle facilities, and bike racks located adjacent to walkways, near building entrances, and other pedestrian gathering areas.
	Safety and Security						
LAXN-PDF- 166 **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	Yes	
LAXN-PDF- 167 **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	Yes	
LAXN-PDF- 168 **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	Yes	Only Area 1 landscape buffer would apply to the project site; the 100' buffer applies to Area 2B.
LAXN-PDF- 169 **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	No	
LAXN-PDF- 170 **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	No	
LAXN-PDF- 171 **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	Yes	Recreational Areas are secured with an 8' tall fence to provide controlled access. Fences for individual play courts/fields may exceed 8' tall per typical play court/field design.

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	Setbacks						
LAXN-PDF- 172 **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	No	
LAXN-PDF- 173 **Monitoring Agency: LAWA**	Buildings in Area 11 are required to be set back: o 15 feet from Sepulveda Westway; o 30 feet from South La Tijera Boulevard; and 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	No	
LAXN-PDF- 174 **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	No	
LAXN-PDF- 175 **Monitoring Agency: LAWA**	Buildings in Area 12A East are required to be set back: o 15 feet from La Tijera/West 88th Place; o 18 feet from Westchester Parkway; o 20 feet from the south and west edges of existing structures; and 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	No	
LAXN-PDF- 176 **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	No	
LAXN-PDF- 177 **Monitoring Agency: LAWA**	Buildings in Area 12A West are required to be set back: o 15 feet from Westchester Parkway; and 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	No	
LAXN-PDF- 178 **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	No	
LAXN-PDF- 179 **Monitoring Agency: LAWA**	Buildings in Area 13 are required to be set back: o 15 feet from Lincoln Boulevard; and 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	No	
LAXN-PDF- 180 **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	No	
LAXN-PDF- 181 **Monitoring Agency: LAWA**	Buildings in Area 1 are required to be set back: o 30 feet from Falmouth Avenue; o 38 feet from Westchester Parkway; and 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	Yes	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
LAXN-PDF- 182 **Monitoring Agency: LAWA**	In subarea 2A, buildings are required to be set back: ○ 15 feet from St. Bernard/West 91st Street/South Cum Laude Avenue; ○ 20 feet from West Cum Laude Avenue and the eastern edge of the subarea; ○ 30 feet from Falmouth Avenue; and ○ 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	Yes	Cum Laude Avenue has been approved to be vacated; setbacks will be adjusted based on final vacation.
LAXN-PDF- 183 **Monitoring Agency: LAWA**	In subareas 2C and 2D buildings are required to be set back: ○ 20 feet from the north and west edges of the subareas; and ○ 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	No	
LAXN-PDF- 184 **Monitoring Agency: LAWA**	In subarea 2E buildings are required to be set back: ○ 15 feet from Loyola Boulevard; ○ 20 feet from the north and west edges of the subarea; and ○ 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	No	
LAXN-PDF- 185 **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	Yes	The proposed structures are ancillary to primary recreation use and will not front Westchester Parkway consistent with Design Guidelines.
LAXN-PDF- 186 **Monitoring Agency: LAWA**	Buildings in Area 3 are required to be set back: ○ 15 feet from Loyola Boulevard; ○ 20 feet from the north and west edges of the Area; and ○ 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	No	
LAXN-PDF- 187 **Monitoring Agency: LAWA**	Buildings in Area 4 are required to be set back: ○ 15 feet from Northside Parkway; ○ 20 feet from the southern edge of the Area; and ○ 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	No	
LAXN-PDF- 188 **Monitoring Agency: LAWA**	Buildings in Area 5 are required to be set back: ○ 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and ○ 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	No	
LAXN-PDF- 189 **Monitoring Agency: LAWA**	Buildings in Area 6 are required to be set back: ○ 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and ○ 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	No	
LAXN-PDF- 190 **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	No	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
LAXN-PDF- 191 **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	No	
LAXN-PDF- 192 **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	No	
LAXN-PDF- 193 **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	No	
LAXN-PDF- 194 **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	Yes	
LAXN-PDF- 195 **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	Yes	
LAXN-PDF- 196 **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	Yes	
LAXN-PDF- 197 **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	Yes	
LAXN-PDF- 198 **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	Yes	
LAXN-PDF- 199 **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	Yes	
LAXN-PDF- 200 **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	Yes	
LAXN-PDF- 201 **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	Yes	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
	Square Footage Limitations and Transfers						
LAXN-PDF- 202 **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	Yes	
LAXN-PDF- 203 **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	No	
LAXN-PDF- 204 **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	Yes	
LAXN-PDF- 205 **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	No	
LAXN-PDF- 206 **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	Yes	
	Sustainability						
LAXN-PDF- 207 **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	Yes	If there are existing LAWA Sustainability Guidelines, please provide a copy
LAXN-PDF- 208 **Monitoring Agency: LAWA**	Compliance with Ordinance No. 181480 of the Los Angeles Municipal Code is required, including but not limited to: ○ High Efficiency Toilets with flush volume of 1.0 gallons of water per flush (Table 5.303.2.2) ○ 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	Yes	
LAXN-PDF- 209 **Monitoring Agency: LAWA**	Compliance with Ordinance No. 181480 of the Los Angeles Municipal Code is required, including but not limited to: ○ Plumbing fixtures and fixture fittings that will reduce overall use of potable water by 20% (Section 99.05.303.2) ○ Faucets – all indoor faucets (other than City Ordinance No.180822 requirements) with flow rate of .25 gallons/cycle (Table 5.303.2.2) ○ Providing separate meters or submeters for indoor and outdoor potable water use (99.05.304.2) ○ 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	Yes	

<table>
<tr><th colspan="2">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 Page</th><th>Applicable to the Proposed Project?</th><th>Notes</th></tr>
<tr><td>LAXN-PDF- 210

Monitoring Agency: LAWA</td><td>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:
High Efficiency Toilets – maximum flush volume not to exceed 1.28 gallons of water (effective) per flush
High Efficiency Urinals – maximum flush volume not to exceed 0.125 gallons of water per flush
Faucets:
Private Use Lavatory Faucets – 1.5 gallons per minute
Public Use Lavatory Faucets – 0.5 gallons per minute, self-closing
Pre-rinse Spray Valve installed in Commercial Kitchens – 1.6 gallons per minute
All Other Indoor Faucets – 2.2 gallons per minute
Low-flow Showerheads – maximum flow rate not to exceed 2.0 gallons per minute, except emergency shower heads for health or safety purposes.
Showerheads – No more than one showerhead per stall.
High efficiency Clothes Washers (Commercial).
All Installed Dishwashers must be Energy Star Rated and in compliance with the following:
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.
Table 4.15-10
Maximum Water Use for High Efficiency Dishwashers<table><tr><th>Type</th><th>High-Temperature Maximum gallons per rack</th><th>Chemical- Maximum gallons per rack</th></tr><tr><td>Conveyer</td><td>0.70</td><td>0.62</td></tr><tr><td>Door</td><td>0.95</td><td>1.16</td></tr><tr><td>Undercounter</td><td>0.90</td><td>0.98</td></tr></table>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.
All cooling towers must operate at a minimum of 5.5 cycles of concentration
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.</td><td>Prior to approval of development plans</td><td>Once, during plan review on a project-by- project basis</td><td>Approved development plans compliant with Ordinance No. 180822 of the LAMC and with PDF</td><td>U-17</td><td>Yes</td><td></td></tr>
</table>

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
	○ 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. ○ Reclaimed Water – To the extent possible, LAWA will maximize the use of reclaimed water in LAX Master Plan – related facilities and landscaping.						
LAXN-PDF- 211 **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	Yes	
LAXN-PDF- 212 **Monitoring Agency: LAWA**	Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including but not limited to: ○ 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	Yes	
LAXN-PDF- 213 **Monitoring Agency: LAWA**	Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including but not limited to: ○ Section A5.203.1.1 Energy Efficiency: Exceed the 2008 energy efficiency standards defined in the California Energy CodeTitle-24 Part 6 by 15%. ○ 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	Yes	
LAXN-PDF- 214 **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	Yes	
	Transportation						
LAXN-PDF- 215 **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	Yes	TDM program timing requirements has not been triggered yet.
LAXN-PDF- 216 **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	No	

LAX Northside Plan Update Final EIR Project Design Feature (PDF)		Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	DEIR PDF Page	Applicable to the Proposed Project?	Notes
LAXN-PDF- 217 **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	No	
LAXN-PDF- 218 **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	Yes	
LAXN-PDF- 219 **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	No	
LAXN-PDF- 220 **Monitoring Agency: LAWA**	The Project Applicant will notify any affected transit operators at least one week in advance of 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	Yes	
LAXN-PDF- 221 **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	No	

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	Noise (N)						
MM-N (NSP)-1 **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	Yes	
MM-N (NSP)-2 **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	Yes	
MM-N (NSP)-3 **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	Yes	
MM-N (NSP)-4 **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	Yes	
MM-N (NSP)-5 **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	Yes	
	Traffic (T)						
MM-T (NSP)-1 **Monitoring Agency: LADOT**	**Transportation Demand Management** 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. 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 ride matching 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	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	Yes	TDM program timing requirements has not been triggered yet.

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	employees can obtain information regarding commute programs and real-time information for planning travel without using an automobile.						
MM-T (NSP)-2 Monitoring Agency: LADOT	**Transportation Systems Management Improvements** 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	No	
	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. **<u>City of Los Angeles TSM Improvements</u>** 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: 1. Lincoln Boulevard & Venice Boulevard; 2. Lincoln Boulevard & Washington Boulevard; 6. Lincoln Boulevard & Mindanao Way; 7. Lincoln Boulevard & Fiji Way; 8. Lincoln Boulevard & Jefferson Boulevard; 12. Lincoln Boulevard & Manchester Avenue; 28. Sepulveda Boulevard & Manchester Avenue; 29. Sepulveda Boulevard & La Tijera Boulevard; 30. Sepulveda Boulevard & Westchester Parkway; 46. Airport Boulevard & Manchester Avenue; 57. Aviation Boulevard & Arbor Vitae Street; 62. Aviation Boulevard & Century Boulevard; and 101. Aviation Boulevard & Imperial Highway. 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. The Project shall install or pay LADOT a fixed fee based on cost 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. **<u>City of Inglewood TSM Improvements</u>** 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					No	

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	install new signal controllers, loops, and CCTV cameras to improve monitoring and operation of the signals. 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 **Monitoring Agency: LADOT**	**Transit System Improvements** 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. **<u>Buses</u>** 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	No	
MM-T (NSP)-4 **Monitoring Agency: LADOT**	**Specific Intersection Improvements** 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 the significantly impacted intersections are provided below. Specific physical intersection improvements such as adding turn lanes were identified at seven study intersections: ○ **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. ○ **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. ○ **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	Traffic congestion and delays at intersections resulting from increases in traffic	Phase I: Upon completion of 25 percent of development or generation of 636 afternoon peak hour trips Intersections #12, #28, #29, and #46 Phase II: Upon completion of 55 percent of development or generation of 1,400 afternoon peak hour trips Intersections #34 and #57 Phase III: Upon completion of 75 percent of development or generation of 1,907 afternoon peak hour trips Intersection #58	Annually, as part of LAX MMRP progress report	Confirmation that the subject intersection improvement has been completed	No	

Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
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. ○ **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. ○ **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. ○ **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. ○ **Intersection #58 – La Cienega 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 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.						

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
MM-T (NSP)-5 **Monitoring Agency: LADOT**	**Traffic Mitigation Phasing** 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. 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. 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	Yes	Not triggered by the Recreation Project. The Recreation Project would not result in the completion of 25 percent of the development or 636 afternoon peak hour trips.

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
Air Quality							
MM-AQ-1 **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: 1. Construction-Related Measure; 2. Transportation-Related Measure; and 3. Operations-Related Measure. 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 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	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	No	If there is an existing MPAQ, please provide copy
MM-AQ-2 **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	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	Yes	

Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes

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.

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:
   - Apply non-toxic soil stabilizer to all inactive construction areas (i.e., areas with disturbed soil).
   - 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.
   - Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.
   - Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.
   - All roadways, driveways, sidewalks, etc. being installed as part of the project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading.
   - Pave all construction access roads at least 100 feet on to the site from the main road.

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	2. On-Road Mobile Source Controls: o To the extent feasible, have construction employees work/commute during off-peak hours. o Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips. 3. Nonroad Mobile Source Controls: o Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals. o Prohibit construction vehicle idling in excess of ten minutes. o Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips. 4. Stationary Point Source Controls: o Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "cleaner burning diesel" fuel and exhaust emission controls 5. Mobile and Stationary Source Controls: o Specify combination of construction equipment using "cleaner burning diesel" fuel and exhaust emission controls. o Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX. o Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). 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. o Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. 6. Administrative Controls 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 **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	No	

Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes

Table F5-9

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

Pollutant[1]	Alternative D
ROG	56.0
NO_X	82.9
CO	1064.5
PM_{10}	152.6
SO_X	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) 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.

   The sites may include, but are not limited to the following:

   - West San Fernando Valley/Eastern Ventura County
   - Santa Monica/Pacific Palisades
   - Central Los Angeles
   - Long Beach/South Bay/San Pedro
   - East San Fernando Valley
   - San Gabriel Valley
   - Southeast Los Angeles County
   - North Los Angeles County
2. Public Outreach Program for FlyAway Service: 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

Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
FlyAways with convenience and low cost being the primary selling points. 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: ○ Transit Ridership measures such as: ▪ Constructing on-site or off-site bus turnouts, passenger benches, or shelters to encourage transit system use. ▪ Constructing on-site or off-site pedestrian improvements/including showers for pedestrian employees to encourage walking/bicycling to work by LAX employees. ○ Highway and Roadway Improvements measures such as: ▪ 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. ▪ 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. ▪ 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. ▪ Developing a program to minimize the use of conventional-fueled fleet vehicles during smog alerts to reduce air emissions from vehicles at the airport ○ Parking measures such as: ▪ 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. ▪ 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. ▪ Implementing on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking. ▪ Encouraging video conferencing and providing video conferencing capabilities at various locations at the airport to reduce VMT and associated air emissions in the vicinity of the airport. ○ Additional Ridesharing measures such as: ▪ Expanding the airport's ridesharing program to include all airport tenants. ○ Clean Vehicle Fleets measures such as:						

Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
▪ Promoting commercial vehicles/trucks/vans using terminal areas (LAX and regional intermodal) to install SULEV/ZEV engines to reduce vehicle air emissions o Energy Conservation measures such as: ▪ 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. 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 **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 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 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.	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 plan	Completion of implementation plan for operations-related measures within the LAX MP-MPAQ	No	

Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes

Table F5-10

Estimated Ranges of Emission Reductions GSE Conversion

Pollutant[1]	Alternative D[1] tons
ROG	1 - 100
NO_X	300 - 400
CO	500 - 1000
PM_{10}	1 - 10
SO_X	1 - 5

[1] In the build-out year projected by the LAX Master Plan.

Source Camp Dresser & McKee Inc., 2004.

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.

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 **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. These steps shall, at a minimum, include the following: *Implementation of construction avoidance measures in areas where construction or staging are adjacent to the 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	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 during operation and maintenance	Completion of pre- construction evaluation and presence of environmental monitor when construction is within 100 feet of state- designated sensitive habitat; Periodic Monitoring Report	No	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	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." *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 Area shall continue to be carried out as prescribed.						
MM-BC-3 **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	Yes	
MM-BC-9 **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 relocation effort is not successful, another attempt should be made the following year. Therefore, western spadefoot toads shall be collected two	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	No	

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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. 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. 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. 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						

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	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. 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 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 **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. o This office may undertake a variety of duties, including but not limited to: o Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.; o Work with airport police and the Los Angeles Police Department to enforce delivery times and routes; o Establish staging areas; o Coordinate with police and fire personnel regarding maintenance of emergency access and response times; o Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the airport construction projects; o Monitor and coordinate deliveries; o Establish detour routes; o Work with residential and commercial neighbors to address their concerns regarding construction activity; and o Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.	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	No	

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DA-1 **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	No	
DA-2 **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	No	
MM-DA-1 **Monitoring Agency: LAWA**	**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 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.	Avoidance of temporary view degradation	Prior to issuance of grading or building permits for each project along a major public approach or perimeter roadway	Once, prior to issuance of grading or building permits for each project along a major public approach or perimeter roadway	Installation of construction fencing and pedestrian canopies to the extent feasible	Yes	
Energy							
E-1 **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	Yes	
E-2 **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	Yes	

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	Endangered and Threatened Species						
MM-ET-3 **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	For applicable areas the inclusion of measures in construction contracts; Periodic reporting by construction monitor	Yes	
	Fire Protection						
FP-1 **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: ○ *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. ○ *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. ○ *Fire Hydrants.* Adequate off-site public and on-site private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans. ○ *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. ○ *Road Turns.* Standard cut-corners will be used on all proposed road turns. ○ *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. ○ *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. ○ *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.	Avoidance of compromised fire prevention and protection	Prior to issuance of building permits or 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	Yes	

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	○ *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. ○ *Building Heights.* New buildings exceeding 28 feet in height may be required to provide additional LAFD access. ○ *Construction/Demolition Access.* During demolition and construction activities, emergency access will remain unobstructed. ○ *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 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 **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	No	
MM-HA-2 **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 public, local community school history programs, and related interest groups.	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 resources	Once, prior to demolition of affected historical resources	Approval of educational materials by LAWA	No	

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MM-HA-4 **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	No	If there is an existing ATP, please provide a copy.
MM-HA-5 **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 of suitable candidates obtained from the Native American Heritage Commission.	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	Yes	
MM-HA-6 **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	Yes	
MM-HA-7 **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)	Yes	

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MM-HA-8 **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 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.	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	Yes	
MM-HA-9 **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	Yes	
MM-HA-10 **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	Yes	
	Hazardous Materials						
HM-1 **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 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. 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 landowner 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	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	No	

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	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 **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 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. 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.	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	No	
	Hydrology and Water Quality						
HWQ-1 **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 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	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	No	

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alternative. 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. Methods to reduce the peak flow of surface water runoff could include: o Decreasing impervious area by removing unnecessary pavement or utilizing porous concrete or modular pavement o Building storm water detention structures o Diverting runoff to pervious areas (reducing directly- connected impervious areas) o Diverting runoff to outfalls with additional capacity (reducing the total drainage area for an individual outfall) o Redirecting storm water flows to increase the time of concentration Measures to increase drainage capacity could include: o Increasing the size and slope (capacity) of storm water conveyance structures (pipes, culverts, channels, etc.). o Increasing the number of storm water conveyance structures and/or outfalls. 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. 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. 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. o Vegetated swales and strips o Oil/Water separators o Clarifiers o Media filtration o Catch basin inserts and screens o Continuous flow deflective systems						

Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes

- Bioretention and infiltration
- Detention basins
- Manufactured treatment units
- Hydrodynamic devices

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
Basins Infiltration	50-80	50-80	50-80	50-80
Trenches/Dry Wells	50-80	50-80	15-45	50-80
Porous Pavement	65-100	65-100	30-65	65-100
Grasses 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.

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.

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.

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

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	prevents a net increase of pollutant loads to either receiving water body as a result of the selected Master Plan alternative						
MM-HWQ-1 **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	No	
	Law Enforcement						
LE-1 **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	No	
LE-2 **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	No	
	Light Emissions						
LI-2 **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	Yes	
LI-3 **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 have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.	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	Yes	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
LU-1 **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	Yes	
LU-2 **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	Yes	
LU-4 **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: 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 can develop alternative facilities. 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. 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.	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	Yes	
LU-5 **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	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	Yes	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.						
	Noise						
MM-N-7 **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 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.	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 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 & subsequent approval of the noise control plan by LAWA	Yes	
MM-N-8 **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	Yes	
MM-N-9 **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	Yes	
MM-N-10 **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 a.m. Saturday; anytime on Sunday or Holidays).	Significant noise impacts at noise- sensitive receivers during construction	Prior to the earlier 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 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	Yes	
	Paleontological Resources						
MM-PA-1 **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	No	If there is an existing PMTP, please provide a copy.
MM-PA-2 **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	Yes	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
MM-PA-3 **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	Yes	
MM-PA-4 **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	Yes	
MM-PA-5 **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	Yes	
MM-PA-6 **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	Yes	
MM-PA-7 **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	Yes	
	Fire Protection						
PS-1 **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 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.	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	No	
PS-2 **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	No	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
	Energy Supply						
PU-1 **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	No	
	Surface Transportation						
ST-9 **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	Yes	
ST-12 **Monitoring Agency: LAWA**	**Designated Truck Delivery Hours.** Truck deliveries shall be 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.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	LAWA approval of delivery schedule as part of the Construction Traffic Management Plan	On-going during construction	Periodic reporting by Construction Coordination Office	Yes	
ST-14 **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	Yes	
ST-16 **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	Yes	
ST-17 **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	Yes	
ST-18 **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	Yes	
ST-19 **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 Office	Street closure permit; approved by LAWA's Construction Coordination Office	Yes	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
ST-20 **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	Yes	
ST-21 **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	Yes	
ST-22 **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	Yes	
	Solid Waste						
SW-1 **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	No	
SW-2 **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.	Yes	

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicable to the Recreation Project?	Notes
SW-3 **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 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 specified minimum percentage of demolition/ construction waste to be recycled	Yes	
	Water Use						
W-1 **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	Yes	
W-2 **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	No	If there is an existing Street Frontage and Landscape Plan, please provide a copy.

Attachment 5

CEQA Consistency Evaluation

CEQA CONSISTENCY EVALUATION
FOR THE
LULU'S PLACE PROJECT

Prepared for:

LAWA
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August 2023

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CEQA CONSISTENCY EVALUATION

PROJECT TITLE: Lulu's Place

APPLICANT: Lulu's Place, Inc.

PROJECT LOCATION: The Lulu's Place Project (Recreation Project) is located within the Los Angeles International Airport (LAX) Northside Plan area, which consists of approximately 340 acres, and is bounded by Sepulveda Westway and Sepulveda Boulevard to the east, LAX to the south, South Pershing Drive to the west, and generally 91st Street, Manchester Avenue, and 88th Street to the north.

The LAX Northside Subarea borders the community of Westchester in the City of Los Angeles to the immediate north, the LAX North Airfield to the south, Sepulveda Blvd. to the east, the City of Los Angeles community of Playa del Rey to the immediate west, and the Pacific Ocean further west. Major surrounding regional landmarks include Loyola Marymount University to the north, Dockweiler Beach State Park to the west, LAX to the south, and Interstate 405 to the east. The LAX Northside Subarea permits a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses.

The LAX Northside Subarea was separated into 13 Study Areas, designated as Areas 1 through 13, and clustered into three districts, consisting of the LAX Northside Campus District (Areas 1-3), the LAX Northside Center District (Areas 11-13), and the Airport Support District (Areas 4-10).

The proposed Recreation Project site is proposed to be located within the eastern portion of Area 1 and the western portion of Area 2, referred to as Area 2A, of the LAX Northside Campus District in the LAX Northside Subarea. The proposed Recreation Project site is located on two adjacent properties, Areas 1 and 2A, separated by Falmouth Avenue in the LAX Northside Campus District, north of LAX in the City of Los Angeles.

PROJECT SETTING: The LAX Northside Subarea vicinity includes a diverse mix of low-intensity to medium-intensity commercial, residential, and industrial development. To the north of the proposed Recreation Project site are single- and multi-family residences in the community of Westchester. Directly to the south are LAX airfields, terminals, and support uses. Retail and commercial uses are located to the east, primarily along Sepulveda Boulevard. The residential community of Playa del Rey is located to the west, and further west are beaches and the Pacific Ocean. Open space, educational, public, and community-serving uses are also located near the proposed Recreation Project site and include Otis College of Art and Design, Westchester Recreation Center, St. Bernard High School, Westchester Senior High School, Paseo del Rey Elementary School, St. Anastasia School, Loyola Village Elementary, Visitation School, Playa del Rey Care and Center, several churches, and Carl E. Nielsen Park.

The proposed Recreation Project would be located within the eastern portion of Area 1 and the western portion of Area 2, referred to as Area 2A, of the LAX Northside Campus District in the LAX Northside Subarea. An existing facility in the western portion of Area 1, currently used by Jets Pets, would remain regardless of future development. Permitted land uses in Area 1 include open space and recreation uses, and permitted land uses for the Jet Pets site includes office, research, and development uses. Permitted uses within Area 2 include office, research and development, community and civic, and recreation and open space uses. However, permitted land uses for Area 2A includes recreation and open space uses. The LAX Northside Subarea's illustrative conceptual land use program, identified in the Certified EIR, included recreational open space with community playing fields and associated parking in Area 2A. Cum Laude Avenue, located along

the western edge of Area 2A, was approved to be vacated to allow for development of additional playfields adjacent to the existing St. Bernard High School. Applicable plans and policies governing the proposed Recreation Project site include the LAX Plan and the LAX Specific Plan.

PROJECT DESCRIPTION:

LAX Northside Subarea Background

LAWA acquired the LAX Northside Subarea, which was once primarily single-family homes, in part by using the Federal Aviation Administration (FAA) grants, which required the conversion of the LAX Northside Subarea to compatible land uses in proximity to airport operations at LAX.

In 1984, the City of Los Angeles approved the 1984 Zoning Ordinances (No. 159,526; No. 169,254; and No. 169,768) and Final Tract Map No. 34836 (referred to as the 1984 Entitlements), which permitted up to 4,500,000 square feet of commercial development within the LAX Northside Subarea. In 1989, LAWA prepared the 1989 Design Plan and Development Guidelines.

In 2004, LAWA approved various plans that pertained to the LAX Northside Subarea, including the LAX Plan, LAX Master Plan, and the LAX Specific Plan. The LAX Plan provides the long-range land use policy framework and serves as a part of the land use element for the Los Angeles General Plan. The current adopted LAX Plan land use designation for the LAX Northside Subarea is LAX Northside.

In 2015, LAWA updated the LAX Specific Plan, which provided new regulations for future development occurring within the LAX Northside Subarea of the LAX Specific Plan area. The 1989 Design Plan and Development Guidelines for the LAX Northside Subarea was also updated to reduce the amount of development allowed to a maximum of 2,320,000 square feet. In order to allow for flexibility of future development to respond to future market conditions, transfers and exchanges of uses, and development rights is allowed within limited areas of the LAX Northside Subarea, not to exceed any specified environmental constraints, provided that all development and design standards are met.

LAWA also completed the required California Environmental Quality Act (CEQA) documentation for the LAX Northside Subarea Update, which updated the LAX Specific Plan, in 2015 (Certified EIR; SCH No. 2012041003) and a Notice of Determination (NOD) was issued and filed with the Los Angeles County Clerk on March 16, 2015. The Certified EIR analyzed the potential environmental impacts that could result from development of approximately 340 acres in LAX Northside Subarea of the LAX Specific Plan area in the western area of the City of Los Angeles. The Approved LAX Northside Subarea Update (Approved Project) consists of 2,320,000 square feet of development, including a mix of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and open space uses. The Certified EIR included mitigation measures (MMs) and Project Design Features (PDFs) as well as incorporated commitments and MMs that were established in the LAX Master Plan, which would also be required to be implemented by any future projects facilitated under the Approved Project.

Since certification of the EIR, BOAC approved an Addendum to the Certified EIR in March 2016, which analyzed the additional design details of the Argo Drain Sub-basin Facility and clarified that biological research, development, and testing uses are permitted uses in the Office, Research and Development Land Use category.

The Certified EIR included recreational and open space uses and associated ancillary support facilities for Areas 1 and 2A and evaluated the potential for any associated environmental impacts. The LAX Northside Design Guidelines and Standards (Guidelines) provide that "[r]ecreation areas … shall be primarily allocated to Areas 1 and the western portion of Area 2" (or Area 2A). "Recreation areas will provide additional

amenities such as ancillary buildings for storage, recreation centers, pedestrian pathways, and compliant access for handicapped individuals" (see Guidelines, Part II, 5 Urban Design, page 49.) The Guidelines further provide that the LAX Northside Subarea shall be developed with land uses as shown on Figure 05.1, the Land Use Map, which designates most of Area 1 and all of Area 2A as Recreation and Open Space (see Guidelines Part II, 5 Urban Design, pages 51 and 52.) The uses permitted under the Recreation and Open Space land use include: (a) golf course, (b) athletic fields, outdoor athletic courts, (c) public shade structures, picnic areas and rest rooms (d) dog park, (e) below grade storm water treatment facilities, (f) underground infrastructure and utilities, with limited related surface structures, (g) farmers' market, and (H) ancillary uses and structures related to the priority permitted use (see Guidelines, Part II, 5 Urban Design, pages 57 and 58).

Proposed Recreation Project Description

The proposed Recreation Project implements the recreational elements in Area 1 and 2A of the LAX Northside Subarea consistent with the Guidelines. The Guidelines Checklist for the proposed Recreation Project is included as Appendix A.

The proposed Recreation Project site is located on two adjacent properties, Areas 1 and 2A, separated by Falmouth Avenue in the LAX Northside Campus District, north of LAX in the City of Los Angeles. The proposed Recreation Project would develop recreation and open space uses and associated ancillary support facilities for use by the community, and community organizations, including, for example, programs for area students and youth sports. Figure 1, Conceptual Site Plan, is an illustrative site plan of the proposed Recreation Project. The final layout and placement of the fields and courts may be refined as design and construction plans are further developed.

The proposed Recreation Project provides a refined design for the recreational uses evaluated within the Northside Subarea Update Certified EIR for Areas 1 and 2A. The proposed Recreation Project is within the permitted uses in Areas 1 and 2A of the LAX Northside Subarea (LAX Specific Plan Sec. 12.E and Table 1). The proposed Recreation Project does not include any of the prohibited uses in the LAX Northside Subarea (LAX Specific Plan Sec. 12.F), which prohibited uses include: residential or dwelling units of any kind, except hotels; K-12 education; a retail store over 100,000 gross square feet of floor area; auto dealerships; adult business as defined in the Los Angeles Municipal Code (LAMC) 12.70; parking as a primary use; hazardous materials testing; and aircraft under power. The components of the proposed Recreation Project are described in greater detail below.

Area 1

The portion of Area 1 that is included in the proposed Recreation Project encompasses approximately 14 acres and is located to the west of Area 2 across Falmouth Avenue. Area 1 is bound by Westchester Parkway to the south, Falmouth Avenue to the east, residential and recreational uses to the north, and the existing Jet Pets facility to the west. As shown in Figure 1, development of Area 1 would include two (2) youth soccer fields, a larger full-size soccer field, a playground area, a dog park, a picnic area and overlook, and facilities ancillary to the recreation use, such as storage and restrooms. The ancillary buildings within Area 1 would be up to a total of 2,000 square feet. The internal road to access the existing Jet Pets facility would be maintained but would be relocated to facilitate placement of the recreational uses in Area 1. Internal walking paths would provide pedestrian connectivity between the various proposed recreational facilities within Area 1. Limited recreational seating, such as park benches in the dog park and playground, is planned in Area 1.

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SOURCE: Rios, 2023

LAX Northside Areas 1 and 2A Recreation Project

Figure 1
Conceptual Site Plan

ESA

It is anticipated that the recreational facilities in Area 1 would be used by the local community, including local schools and organized sports, such as AYSO, users of Area 2A, and unprogrammed recreation by areas residents, students, and families. Typical of similar recreation facilities within the area, athletic game spectators would generally be limited to people associated with the athletic teams (i.e., coaches, family members, friends, etc.).

Area 2A

Area 2A encompasses approximately 16 acres and is located to the east of Area 1 across Falmouth Avenue. Area 2A is bound by Westchester Parkway to the south, Falmouth Avenue to the west, 92nd Street, Cum Laude Avenue and St. Bernard Street to the northwest, 91st Street to the northeast, and Area 2B to the east. The proposed Recreation Project proposes to incorporate use of Cum Laude Avenue, which has been approved for vacation by the City of Los Angeles. The remnant 92nd Street, if it is vacated in the future, would also be incorporated into the proposed Recreation Project site; however, this roadway has not been incorporated into the conceptual site plan shown in Figure 1. If, and when, it is incorporated, the uses would be the same as provided for in the Area 2A plan.

As shown in Figure 1, development of Area 2A would include various recreational uses including a multipurpose field, and up to (2) volleyball courts, four (4) basketball, twenty-four (24) tennis courts, and eight (8) junior courts which could be used for pickleball. Facilities ancillary to the recreation uses would include a welcome center, wellness and fitness zone, a scheduling desk, and other ancillary buildings for storage, restrooms, maintenance, and security.

Total building development in Area 2A would be approximately 36,000 square feet. Specifically, the welcome center would consist of up to 20,000 square feet and would include a lobby, meeting rooms, locker rooms, restrooms, storage, athletic supplies shop, grab and go snack shop, and administrative support offices. The other 16,000 square feet of development would consist of the wellness and fitness zone, tennis scheduling desk, and other ancillary buildings. The wellness and fitness zone would include areas for indoor athletic training, e.g., stretch, physical conditioning and coaching, as well as storage and locker areas. The tennis scheduling desk would be where players could obtain schedule information on the various courts, and would also include storage, locker areas and a snack room. Both the wellness and fitness zone and scheduling desk buildings would be located between the tennis courts and include roof access to view adjacent play from above the courts. Other ancillary facilities would include storage, restrooms, maintenance, and security. All of these facilities are considered to be ancillary uses to the recreational facilities as they would serve people already utilizing the proposed Recreation Project site for recreational purposes and would not attract non-recreational visitors to the site. Internal walking paths would provide pedestrian connectivity among the welcome center, other ancillary buildings, and the various proposed recreational facilities. Limited recreational seating (such as benches adjacent to courts) is planned in the tennis area, with additional seating adjacent to the multi-purpose field and courts. Internal walking paths would provide pedestrian connectivity among the welcome center, other ancillary buildings and the various proposed recreational facilities. Limited recreational seating (such as benches adjacent to courts) is planned in the tennis area, with additional seating adjacent to the multi-purpose field and courts.

It is anticipated that the tennis facilities in Area 2A would provide tennis programs and training for children from the local schools and broader community, performance training for more advanced athletes and unprogrammed recreation by area residents, students, and their families. The junior courts could be used for pickleball and tennis. Tennis programs could include, for example, individual and group tennis lessons, Junior National Tennis League programs, tennis clinics and limited tennis competitions. Typically, tennis competitions have limited spectators and the players and spectators leave upon completion of their games. Thus, the number of people at the site would be relatively the same throughout the day. The other recreational facilities in Area 2A would be used by persons already accessing the tennis facility and/or the local

community, including local schools and organized sports, such as AYSO, and unprogrammed recreation by areas residents, students, and their families.

Overall, the total building development for the proposed Recreation Project, including both Areas 1 and 2A would be approximately 38,000 square feet, which is a small fraction of the 1,075,000 of permitted net new floor area in the LAX Northside Campus District (LAX Specific Plan Sec. 12.G and H.) The buildings would be one to two-story structures and within the maximum permitted building heights of 45 feet and consistent with the required setbacks (see attached Site Plan Fence Diagram, Floor Plans and Elevations).

Trips & Parking

As discussed in more detail in Section 14, Traffic and Transportation, of this CEQA Consistency Evaluation document, Gibson Transportation Consulting, Inc. prepared a transportation assessment and parking summary for the proposed Recreation Project (Appendix D) consistent with the methodology of the transportation analysis in the Certified EIR and with the requirements of the LAX Specific Plan Sec.13.C.2. Pursuant to the LAX Specific Plan, trip generation rates from Trip Generation Manual, 11th Edition, were utilized to calculate the trip generation estimates for the proposed Recreation Project. The trip generation estimates based on the land use program for the proposed Recreation Project are as follows:

- AM Peak Hour – 74 Trips
- PM Peak Hour – 231 Trips

With implementation of the prior and future projects (Airport Police and future Maintenance Yard) and the proposed Recreation Project, the total trip generation estimates for the LAX Northside Subarea are as follows:

LAX Northside Subarea Trip Generation Summary			
Land Use	**Daily**	**AM Peak Hour**	**PM Peak Hour**
Total Trips (EIR & Specific Plan)	**23,635**	**2,009**	**2,543**
Airport Police	662	43	185
Future Maintenance Yard	200	13	56
Recreation Project	1,443	74	231
Remaining Trips	**21,330**	**1,879**	**2,071**

Consistent with Los Angeles Department of Transportation (LADOT) Guidelines, the final trip generation estimates for the playing fields assumed a total transit/bicycle/walk credit of 15 percent (i.e., 10 percent for transit and 5 percent for bicycle/walk) due to the activity-based nature of the land use and the proximity to local transit, bicycle, and pedestrian facilities.

Vehicular and bicycle parking for the proposed Recreation Project would be provided in accordance with the LAMC, consistent with LAX Specific Plan Sec. 12.L. It is anticipated that 161 parking spaces would be required and 200 surface parking spaces would be provided on the northeastern portion of Area 1 and on the western portion of Area 2A, both accessed from Falmouth Avenue. Clear walking paths would be provided between the parking areas and the various uses.

Lighting and Security

It is anticipated that the proposed Recreation Project would be operational between 7 a.m. to 10 p.m., which would require nighttime lighting for both the recreational facilities and for security purposes. All lighting would be required to adhere to the applicable lighting requirements established by the City of Los Angeles and the LAX Master Plan. Sports fields and courts would be lit with directional lighting when in use and would turn off by 10 p.m. When not in use during nighttime hours, the sports fields and/or courts would not be lighted. Building and area security lighting would be provided and would be shielded to only illuminate the intended area. The proposed Recreation Project site would be fenced and secured, and use of the proposed Recreation Project site would be restricted overnight, as shown in Figure 2, Conceptual Site Plan – Fence Diagram.

Construction

Construction of the proposed Recreation Project is anticipated to occur over 24 months in a single phase beginning in late 2023 and ending late 2025. The required cut/fill for development of the proposed Recreation Project would be balanced onsite[1]. Landscaping will use native, drought tolerant plants following the Guidelines (LAWA 2004, 2016).

Applicable MMs and PDFs from the Approved Project's Certified Mitigation Monitoring and Reporting Program

The certified Mitigation Monitoring and Reporting Program (MMRP) for the Approved Project includes all of the MMs and PDFs incorporated for the Approved Project, in addition to the MMs and commitments applicable to the Approved Project area established in the LAX Master Plan. The MMRP has been annotated to show whether MMs, PDFs, and/or commitments are applicable to the proposed Recreation Project and in some instances if warranted, how the proposed Recreation Project would comply with a measure (see Appendix B of this CEQA Consistency Evaluation document).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE: The following environmental documents, which were prepared prior to this CEQA Consistency Evaluation and are hereby incorporated by reference, include the proposed Recreation Project site within the LAX Northside Subarea:

- 2015 Certified EIR for the LAX Northside Plan Update (State Clearinghouse Number 2012041003);
- 2016 Addendum to the Certified EIR

Pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed to the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

[1] Cut/fill balanced onside includes grading associated with street vacations and adjacent properties to establish grade.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
(D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If some changes or additions to the previously Certified EIR are necessary, but none of the conditions described in State CEQA Guidelines Section 15162 have occurred, the lead agency shall prepare an addendum to the previously Certified EIR pursuant to State CEQA Guidelines Section 15164.

PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS: See attached Environmental Checklist.

MITIGATION MONITORING AND REPORTING PROGRAM: Mitigation may include, but is not necessarily limited to, the MMs included in the MMRP found in the Certified EIR. Some of the MMs found in Certified EIR would be implemented on an ongoing basis regardless of whether the proposed Recreation Project is enacted, e.g., transportation improvements. Other measures are to be specifically implemented by development projects as they come forward. Consistent with the significance determinations in the Certified EIR, the proposed Recreation Project is anticipated to result in impacts that would require mitigation to reduce the impact to below a level of significance. Appendix B includes the Certified EIR MMs that are applicable to the proposed Recreation Project.

DETERMINATION: Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, LAWA has determined that implementation of the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of significant impacts identified in the Certified EIR. As such, implementation of the proposed Recreation Project would not result in the conditions outlined in State CEQA Guidelines Section 15162 that would require preparation of a subsequent EIR or supplemental EIR.

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SOURCE: Rios, 2023

LAX Northside Areas 1 and 2A Recreation Project

Figure 2
Conceptual Site Plan – Fence Diagram

ESA

ENVIRONMENTAL CHECKLIST

The analysis below compares the anticipated environmental effects of the proposed Recreation Project to those disclosed in the Certified EIR, per Appendix G of the State CEQA Guidelines, and provides a determination as to whether the proposed Recreation Project would result in an increase in the severity of the significant impacts identified in the Certified EIR, or any new significant impacts not previously considered in the Certified EIR.

Each of the environmental topics analyzed below has the corresponding thresholds to evaluate the proposed Recreation Project, where there are six possible responses to each of the questions included:

(A) Substantial Change in Project Requiring Major Revision of Previous EIR.

This response is used if the Approved Project has changed to such an extent that major revisions of the previous EIR are required due to the involvement of new significant environmental effects or an increase in the severity of the previously identified significant effects.

(B) Substantial Change in Circumstances under which Project is Undertaken Requiring Major Revision of Previous EIR.

This response is used if the circumstances under which the proposed Recreation Project is undertaken have changed to such an extent that major revisions to the previous EIR is required because such changes would result in the Approved Project having new significant environmental effects or would substantially increase the severity of the previously identified significant effects.

(C) New Information of Substantial Importance Showing New or Greater Significant Effects Than Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows that the Approved Project would have a new significant environmental effect or more severe significant effect than identified in the previous EIR.

(D) New Information of Substantial Importance Showing Ability to Substantially Reduce Significant Impacts Identified in Previous EIR.

This response is used if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows:

(1) The significant environmental effects of the Approved Project could be substantially reduced through imposition of mitigation measures or alternatives that were previously found to be infeasible but are now feasible, but the Recreation Project proponent declines to adopt them; or

(2) The significant environmental effects of the Approved Project could be substantially reduced through imposition of mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR, but the proposed Recreation Project proponent declines to adopt them.

(E) No Impact/Less Than Significant Impact/No Changes or Circumstances and No New Information That Would Require the Preparation of a new EIR.

This response is used if:

(1) This response is used if the proposed Recreation Project does not have any measurable environmental impact; or

(2) The potential impact of the proposed Recreation Project is determined to be below the applicable thresholds of significance and would not require mitigation; or

(3) There are no changes in the Approved Project or circumstances and no new information that would require the preparation of a subsequent or supplemental EIR pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines.

1. AESTHETICS

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of aesthetics/visual quality impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.1, pages 4.1-39 through 4.1-154; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, page 25). As discussed in the Certified EIR, no significant construction or operational impacts

related to conflict with aesthetic regulations or degradation to visual character or views of the site would occur with implementation of the Approved Project; no significant construction or operational impacts related to removal of valued visual resources would occur with implementation of the Approved Project; no significant impacts associated with light or glare would occur with implementation of the Approved Project, as the Approved Project includes policies and regulations to minimize adverse lighting and glare impacts; and no significant impacts associated with shading and casting shadows on sensitive uses would occur with implementation of the Approved Project.

Proposed Recreation Project Summary: The proposed Recreation Project plans to construct recreational facilities in Areas 1 and 2A of the LAX Northside Subarea consistent with permitted recreation uses and Guidelines identified in the Approved Project. Similar to the Approved Project, during construction of the proposed Recreation Project, the visual appearance of Areas 1 and 2A would be altered due to the removal of the existing vegetation and trees, removal of existing roads and streetlights from previous development, and grading. In addition, similar to the Approved Project, construction in Area 1 has the potential to temporarily obstruct residents' views of the Pacific Ocean, a valued visual resource. Area 2A contains no documented views of valued scenic resources, such as structures or natural landscapes. However, similar to the Approved Project, construction activities would not substantially alter or degrade the existing visual character of the site, would not generate substantial long-term contrast with the visual character of the surrounding area, would be screened at the street level by construction fencing, and would be temporary in nature. Additionally, similar to the Approved Project, the proposed Recreation Project would implement LAX Master Plan MM-BC-3 to further reduce impacts.

Similar to the Approved Project, the proposed Recreation Project would also be required to comply with the LAMC Section 41.40, which limits the hours of construction between 7:00 a.m. and 9:00 p.m. on weekdays and between 8:00 a.m. and 6:00 p.m. on Saturdays, with no construction permitted on Sundays. Furthermore, similar to the Approved Project, construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Construction activities would be temporary and occur mainly during daylight hours.

Also, similar to the Approved Project, operation of the proposed Recreation Project would alter the existing visual character of the site by allowing the site to transition from a largely undeveloped/vacant space to that of an area possessing urban qualities. While the proposed Recreation Project would alter the visual character of Areas 1 and 2A, similar to the Approved Project, the proposed Recreation Project would have a net benefit on the existing character of Areas 1 and 2A and its surrounding environs, which would cohesively blend with the existing character of the area.

Similar to the Approved Project, the proposed Recreation Project does not include any components that would degrade visual character or quality of the site and its surroundings. Furthermore, similar to the Approved Project, the proposed Recreation Project would comply with all applicable regulations related to visual character and quality, and would be consistent with the goals, policies, and objectives of the City of Los Angeles General Plan, the City of Los Angeles Zoning and Municipal Code, the LAX Plan, and the LAX Specific Plan. Therefore, development of the proposed Recreation Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Existing grading in Area 1 would remain the same and is reserved for recreational type uses. The proposed Recreation Project would construct an 8-foot fence around field areas, as well as a 20 foot landscaping setback along the northeast property line in compliance with the Guidelines. This landscaping buffer and fencing could obstruct residents' views of the Pacific Ocean. While the proposed Recreation Project may allow development that permanently obstructs views of the Pacific Ocean from these residences, as discussed in the Certified EIR, this is not considered a significant impact. No other sensitive viewer groups are located

in close proximity to Area 1. As such, the proposed Recreation Project would not result in any new or more severe impacts related to views of valued scenic resources.

The proposed Recreation Project area is largely developed and any new development resulting from the proposed Recreation Project would take place in or near developed and urbanized areas where moderate to high light and glare already exist. Lighting from future development in compliance with the LAMC and the Guidelines would not be out of character with the urban environment. In addition, building construction would be separated from adjacent uses by a minimum 100 feet. All nighttime lighting would be required to adhere to the applicable lighting requirements established by the City of Los Angeles and the LAX Master Plan. Sports fields and courts would be lit with directional lighting when in use and would turn off by 10 p.m. When not in use during nighttime hours, the sports fields and/or courts would not be lighted. Building and area security lighting would be provided and would be shielded to only illuminate the intended area. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to light and glare.

As discussed in the Certified EIR, the residential properties directly north of Area 1 would not be shaded at any time by the proposed maximum development of Area 1, and no other shadow-sensitive uses would be shaded at any time. During the winter, residential properties would be shaded at 9 a.m. during the winter by the proposed maximum development of Area 1; however, they would no longer be in shadow by 12 p.m., and would not be shaded later in the day. The shadows on these shadow-sensitive uses would therefore be present for less than three hours during the sensitive time frame. Within Area 2A, the proposed reasonably foreseeable development of the proposed Recreation Project would not shade this or any other shadow-sensitive use. Therefore, similar to the Approved Project, development of the proposed Recreation Project would not result in any new or more severe impacts related to shading.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to aesthetics.

2. AGRICULTURE AND FORESTRY RESOURCES

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?					
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 2220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of agriculture and forestry resources impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 25 and 26). As discussed in the Certified EIR, the Approved Project would result in no impact related to agriculture and forestry resources as there are no existing agriculture or forestry resources nor any existing agriculture and forestry zoned lands within the Approved Project site.

Proposed Recreation Project Summary: The proposed Recreation Project site would be located within Areas 1 and 2A of the Approved Project site. As discussed above, there are no existing agriculture or forestry resources nor any existing agriculture and forestry zoned lands within the Approved Project site. As such, the construction and operation of the proposed Recreation Project would result in no impact to agriculture and forestry resources.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to agriculture and forestry resources.

3. AIR QUALITY

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/Less than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of air quality impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.2, pages 4.2-16 through 4.2-50). As discussed in the Certified EIR, the Approved Project would result in a cumulatively considerable significant and unavoidable impact after implementation of relevant PDFs and mitigation related to regional volatile organic compounds (VOC) emissions from construction activities (primarily from architectural coatings) and regional VOC emissions nitrogen oxide (NOx) emissions from operational activities (primarily from architectural coatings and consumer products as well as motor vehicle trips by employees and visitors to the Approved Project site). No cumulatively considerable significant regional or localized impacts would occur related to the other criteria pollutants (i.e., carbon monoxide [CO], sulfur dioxide [SO_2], lead [Pb], particulate matter [PM10 and PM2.5]). In addition, the Certified EIR concluded that no significant impacts would occur to localized air dispersion construction and operational emissions; no significant impacts would occur related to human health risk; and emissions generated by automobile trips, in combination with dust and odors generated during construction in the LAX Northside Subarea would not exceed localized air quality significance standards established by the South Coast Air Quality Management District (SCAQMD).

Proposed Recreation Project Summary: The proposed Recreation Project plans to construct recreational facilities in Areas 1 and 2A of the LAX Northside Subarea consistent with permitted recreation uses and Guidelines identified in the Approved Project. Construction of the proposed Recreation Project is anticipated to occur over 24 months in a single phase beginning in late 2023 and ending late 2025.

With regard to building square footage, air quality modeling in the Certified EIR assumed a total maximum development of 1,075,000 square feet in the LAX Northside Campus District for all uses proposed within Areas 1 through 3. In total, the proposed Recreation Project would include approximately 38,000 square feet of facilities ancillary to the recreation and open space uses, which accounts for approximately 3.5 percent of the total allowed building square footage within Areas 1 and 2. While there have been limited projects developed within the LAX Northside Campus District to date, such as the Airport Police Station in Area 3, there is allowable development square footage allocated for the LAX Northside Campus District that would accommodate the development square footage for the proposed Recreation Project. As such, the proposed Recreation Project would be within the building square footage previously analyzed in the Certified EIR and would not result in a change to the Certified EIR's air quality analysis conclusions. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to the generation of cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, conflict with the applicable air quality management plan.

Similar to the Approved Project, sensitive receptors would be located near existing stationary sources of emissions. However, similar to the Approved Project, mandatory compliance with SCAQMD regulations and compliance with the Diesel Exhaust Particulate Matter (DPM) reduction strategies would be required for the proposed Recreation Project to reduce impacts to sensitive receptors from stationary emissions. In addition, no construction activities or materials are proposed which would create objectionable odors affecting a substantial number of people.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to air quality.

4. BIOLOGICAL RESOURCES

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of biological resources impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.3, pages 4.3-26 through 4.3-44). As discussed in the Certified EIR, no significant impacts would occur related to the loss or reduction of federal, state, and local-designated habitats. However, during construction, there exists the potential for activities such as grading and excavation to create dust that may be carried into the sensitive Los Angeles Airport/El Segundo Dunes preserve habitat. The Certified EIR identified LAX Master Plan EIS/EIR Commitment MM-ET-3 to minimize potential impacts to the Los Angeles Airport/El Segundo Dunes preserve habitat.

In addition, no significant impacts would occur related to interference with wildlife movement/migration corridors. However, as mature trees may be removed during construction, LAX Master Plan EIS/EIR Commitment BC-3 requires compensation for the loss of mature trees at a ratio of 2:1. In addition, the PDFs require landscaping in the LAX Northside Campus District that consists of native and locally native species. As such, although loss of vegetation may have a short-term adverse impact on nesting migrant birds, impacts related to construction and operation interference with wildlife movement/migration corridors for the LAX Northside Center District would be less than significant with implementation of LAX Master Plan EIS/EIR Commitment BC-3.

Further, no significant impacts would occur to off-site wetlands during construction or operational activities in the LAX Northside Campus District, no sensitive species reside in the LAX Northside Campus District, and no significant impacts would occur related to interference with habitat/species behavior in the LAX Northside Campus District.

Proposed Recreation Project Summary: The proposed Recreation Project proposes to construct recreational facilities in Areas 1 and 2A of the LAX Northside Campus District consistent with permitted recreation uses and Guidelines identified in the Approved Project. As discussed in the Certified EIR, areas to the north, south, and east of the LAX Northside Campus District are previously disturbed and do not contain any federal, state, or local-designated habitat areas. To support the analysis of the proposed Recreation Project with updated site biota information, a Biological Technical Memorandum (BTM) was prepared by Environmental Science Associates (ESA) in 2023 (Appendix C), which surveyed the proposed Recreation Project site.

In accordance with LAX Master Plan Mitigation Measure MM-BC-3, all mature trees with a diameter at breast height (dbh) of at least eight (8) inches within the proposed Recreation Project site that may be impacted as a result of construction activities would be identified and mapped. As discussed in the BTM, 13 mature non-protected trees within Area 2A would be removed as a result of grading and the construction of various structures, roadways, recreation fields and parking areas. In addition, an additional 48 trees, mainly found along Westchester Parkway and Falmouth Avenue, could also be impacted by construction of the proposed Recreation Project from root zone damage during excavation, trenching, soil compaction, and grading. However, any of the identified mature trees that could be impacted due to construction activities, including trees planted along roadways (i.e., Westchester Parkway and Falmouth Avenue), would require a 2:1 replacement per LAX Master Plan Mitigation Measure MM-BC-3 to reduce impacts.

The BTM concluded that no impacts to special-status species are expected to occur with development of the proposed Recreation Project, as suitable habitat is not present within the proposed Recreation Project site. The proposed Recreation Project's construction activities in Areas 1 and 2A of the LAX Northside Subarea would be temporary. As there is potential to impact habitat within the Los Angeles Airport/El Segundo Dunes preserve during construction similar to the Approved Project, the proposed Recreation Project would implement LAX Master Plan EIS/EIR Commitment MM-ET-3: El Segundo Blue Butterfly Conservation: Dust Control to reduce impacts to below a level of significance. Similar to the Approved Project, it is also not anticipated that operation noise associated with development and use of the proposed Recreation Project would adversely impact habitat within the Los Angeles Airport/El Segundo Dunes preserve. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to loss or reduction of federal, state, or local-designated habitats.

In addition, similar to the Approved Project, the proposed Recreation Project's construction activities would also remove trees on the proposed Recreation Project site. The BTM concluded that no impacts to special-status species are expected to occur with development of the proposed Recreation Project, as suitable habitat is not present within the proposed Recreation Project site. In addition, the proposed Recreation Project would implement LAX Master Plan EIS/EIR Commitment BC-3 to ensure that any habitat that is removed is replaced, which would reduce impacts to below a level of significance. Further, as discussed in the Certified EIR, Areas 1 and 2A of the LAX Northside Campus District do not contain existing wetland habitat. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to interference with wildlife movement/migration corridors or interference with habitat/species behavior.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP. No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to biological resources.

5. CULTURAL RESOURCES

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/No Changes or New Information Requiring Preparation of a Subsequent EIR*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of cultural resources impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.4, pages 4.4-33 through 4.4-62). As discussed in the Certified EIR, construction has the potential to result in impacts to archaeological resources. However, the Certified EIR stated that several areas of the LAX Northside Campus District contain artificial fill, which are generally considered to have low potential for archaeological resources since the fill would have been brought from a different site and have lost their scientific significance. In addition, the Certified EIR stated that previously excavated areas are generally considered to have low potential for archaeological resources since the soil containing potential resources has been removed. Area 1 and portions of Area 2 though do not contain artificial fill, which means that there exists the potential for discovery of unknown archaeological resources, given the pre-history and history of development in the Los Angeles Basin. However, the Approved Project would comply with LAX Master Plan EIS/EIR Commitments HA-4 through HA-10, which would minimize potential effects on archaeological resources. Thus, construction impacts related to unknown archaeological resources in Areas 1 and 2 would be less than significant. Furthermore, the Certified EIR concluded that no significant impacts would occur to archaeological resources during operational activities in the LAX Northside Campus District.

Also, no significant impacts would occur to historic architectural resources during construction or operation of the Approved Project. The Jet Pets Animal Quarantine Facility within Area 1 of the LAX Northside Campus District does not meet the criteria of eligibility for inclusion on the NRHP or CRHR, or as a historical resource for purposes of CEQA. Area 2 does not contain permanent structures that would require evaluation of historic resources for purposes of CEQA.

Lastly, regarding tribal cultural resources, it should be noted that the NOP for the Certified EIR was filed in 2012 and the EIR was certified on March 12, 2015. The State CEQA Guidelines were amended to add an evaluation of tribal cultural resources, effective starting July 1, 2015, pursuant to Assembly Bill (AB 52). Thus, an evaluation of tribal cultural resources pursuant to AB 52 did not apply to the Approved Project. However, as discussed in the Certified EIR, as part of the cultural resources analysis prepared for the Approved Project, the California Native American Heritage Commission (NAHC) was contacted to identify Native American Tribes that may have input or concerns that uniquely or significantly affect those Tribes related to planned and proposed airport improvements, or may have information about, or be interested in, the proposed undertaking. The California NAHC responded by letter dated January 5, 2012, providing contact information for various Native American Tribes and individuals. The California NAHC's letter also indicated that review of their Sacred Lands File failed to indicate the presence of Native American cultural resources in the immediate Approved Project area.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities in Areas 1 and 2A of the LAX Northside Campus District. No archaeological resources were identified as NRHP, CRHR, or local register-eligible or listed within Areas 1 and 2A of the LAX Northside Campus District as a result of the SCCIC records search. However, the majority of development in Areas 1 and 2A would be located in areas that have the potential for discovery of unknown archaeological resources, given the prehistory and history of development in the Los Angeles Basin. As such, the proposed Recreation Project would implement LAX Master Plan EIS/EIR Commitments/Mitigation Measures HA-5 through HA-10 to minimize potential impacts on unknown archaeological resources. Therefore, development of the proposed Recreation Project in Areas 1 and 2A would not result in any new or more severe impacts to archaeological resources.

Similar to the Approved Project, no significant impacts would occur to historic architectural resources within Areas 1 and 2 of the LAX Northside Campus District. Therefore, development of the proposed Recreation Project in Areas 1 and 2A would not result in any new or more severe impacts to historic architectural resources.

Regarding tribal cultural resources, as discussed above, an evaluation of tribal cultural resources pursuant to AB 52 applies to all projects on or after July 1, 2015, for which a lead agency has issued a NOP of an EIR or notice of intent (NOI) to adopt an ND or MND. The NOP for the Certified EIR was filed in 2012 and the EIR was certified on March 12, 2015. Given this, AB 52 did not apply to the Approved Project. However, as discussed above, the California NAHC was contacted as part of the cultural resources analysis for the Approved Project, which included a Sacred Lands File Search, the results of which failed to indicate the presence of Native American cultural resources in the immediate Approved Project area, which encompasses the proposed Recreation Project site. As discussed above, there are no historic architectural resources within Areas 1 and 2A of the LAX Northside Campus District which the proposed Recreation Project site is located within. The proposed Recreation Project would also comply with all applicable laws pertaining to the inadvertent discovery of human remains.

In addition, similar to the Approved Project, the construction of the proposed Project would have the potential for discovery of unknown archaeological resources, given the prehistory and history of development in the Los Angeles Basin. However, similar to the Approved Project, the proposed Recreation Project would

implement LAX Master Plan EIS/EIR Commitments/Mitigation Measures HA-5 through HA-10 to minimize potential impacts on unknown archaeological resources.

Similar to the Approved Project, development on the proposed Recreation Project site has the potential to impact paleontological resources during construction. As discussed in the Certified EIR, Areas 1 and 2A of the LAX Northside Campus District do not contain known fossil deposits. However, the majority of the proposed development in Areas 1 and 2A would be located in areas that are characterized by Quaternary dune sand, which has the potential to contain paleontological resources that have not been previously identified. As there is potential to encounter unknown subsurface paleontological resources during demolition and construction, the proposed Recreation Project would implement LAX Master Plan EIS/EIR Commitments/Mitigation Measures MM-PA-2 through PA-7 to reduce impacts to below a level of significance. No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to cultural resources and tribal cultural resources.

6. GEOLOGY AND SOILS

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐	☒
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
iv. Landslides?	☐	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of geology and soils impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.5, pages 4.5-26 through 4.5-40; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 30 through 32). As discussed in the Certified EIR, no significant impacts associated with seismic or geologic hazards would occur with implementation of the LAX Northside Subarea. However, the LAX Northside Subarea is located in the seismically active Los Angeles Basin, and, therefore, has the potential to be subjected to strong seismic ground shaking. The Certified EIR stated that no known active or potentially active faults underlie the LAX Northside Subarea. The LAX Northside Subarea is not located within an Alquist-Priolo Special Study Zone or City of Los Angeles Rupture Study Zone, and the potential for surface fault rupture is low. The LAX Northside Subarea is not mapped as being within a liquefaction hazard zone by the State of California. With implementation of PDFs, all structures would be designed, located, and built in accordance with Los Angeles Department of Building and Safety (LADBS) requirements and current seismic design provisions of the California Building Code (CBC).

In addition, as discussed in the Certified EIR, the LAX Northside Subarea is not susceptible to potential hazards from slope stability, and the LAX Northside Subarea is not located within a State of California-designated seismic hazard zone for landslide potential or a City of Los Angeles-designated landslide inventory area. The LAX Northside Subarea is not located within a tsunami inundation-hazard area, and the Certified EIR concluded that no impacts associated with tsunamis would occur. Near-surface soil encountered within borings conducted for the LAX Northside Subarea were observed to be sand soils estimated to have a very low to low expansion potential.

The Certified EIR also concluded that development within the LAX Northside Subarea would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault. Development within the LAX Northside Subarea would not result in substantial damage to structures or infrastructure, or expose people to substantial risk or injury due to landslides. In addition, development within the LAX Northside Subarea would not cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury due to inundation by a dam or a seiche. Further, the Certified EIR also concluded that development within the LAX Northside Subarea would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury impacts from soil conditions.

Additionally, the Certified EIR also concluded that no significant impacts would occur related to sedimentation and erosion with implementation of the LAX Northside Subarea during operational activities. However, erosion and sedimentation could potentially occur from exposed soils (active dune sand and alluvium) during construction within the LAX Northside Subarea. The Certified EIR states that construction activities would occur in accordance with City of Los Angeles erosion control requirements that include grading and dust control measures. Construction would comply with the LABC, which requires necessary permits, plans, plan checks, and inspections to reduce potential impacts from erosion and sedimentation, including the requirements of a National Pollutant Discharge Elimination System (NPDES) construction permit and a Stormwater Pollution and Prevention Plan (SWPPP). The Certified EIR identifies LAX Master Plan EIR/EIS commitments and mitigation measures MM-AQ-2 and HWQ-1 that require measures to control erosion.

The Certified EIR further concluded that there are no distinct and prominent geologic or topographic features (i.e., hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands) in the LAX Northside Subarea. While development within the LAX Northside Subarea would involve grading that would alter the site topography, the majority of the LAX Northside Subarea has been previously disturbed and does not contain prominent geologic or topographic features.

Proposed Recreation Project Summary: The proposed Recreation Project would be constructed within Areas 1 and 2A of the Approved Project site. As such, the proposed Recreation Project would have the same geology and soil conditions discussed in the Certified EIR for Areas 1 and 2A, as summarized above. Thus, similar to the Approved Project, the proposed Recreation Project would occur in a location where there are no known active or potentially active faults. Also, similar to the Approved Project, the proposed Recreation Project site would not be located within an Alquist-Priolo Special Study Zone or City of Los Angeles Rupture Study Zone, and the potential for surface fault rupture is low. In addition, similar to the Approved Project, the proposed Recreation Project site would not be located within a State of California- or City of Los Angeles-designated liquefaction hazard zone, and would not be susceptible to potential hazards from slope stability. Additionally, similar to the Approved Project, the proposed Recreation Project site would not be located within a State of California-designated seismic hazard zone for landslide potential or a City of Los Angeles-designated landslide inventory area. The proposed Recreation Project site would also not be located within a tsunami inundation-hazard area. Near-surface soil encountered within borings conducted in the

proposed Recreation Project area were observed to be sand soils estimated to have a very low to low expansion potential. Therefore, similar to the Approved Project, the proposed Recreation Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury involving rupture of a known earthquake fault. The proposed Recreation Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk or injury due to landslides. The proposed Recreation Project would not cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury due to inundation by a dam or a seiche. Further, the proposed Recreation Project would not cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury impacts from soil conditions. Conformance with and implementation of all seismic-safety development requirements, including the Alquist-Priolo Zone Act, seismic design requirements of the CBC, and other applicable requirements as part of proposed Recreation Project approval would ensure that the potential impacts associated with geologic hazards are not significant. Therefore, development of the proposed Recreation Project in Areas 1 and 2A would not result in any new or more severe impacts related to geologic hazards.

Also, similar to the Approved Project, development on the proposed Recreation Project site has the potential to impact sedimentation and erosion during construction. However, similar to the Approved Project, the proposed Recreation Project's construction activities would occur in accordance with City of Los Angeles erosion control requirements that include grading and dust control measures. In addition, construction would comply with the LABC, which requires necessary permits, plans, plan checks, and inspections. The proposed Recreation Project's construction activities would also be subject to the requirements of a NPDES construction permit. Compliance with the NPDES permit includes implementing BMPs, some of which are specifically implemented to reduce soil erosion and loss of topsoil. In addition, all construction would be required to comply with the City of Los Angeles grading permit regulations, which require necessary measures, plans, and inspections to reduce sedimentation and erosion as well as the LAWA SWPPP. Compliance with the NPDES permit and the LAWA SWPPP includes the implementation of BMPs to reduce sedimentation and erosion levels to the maximum extent possible. The proposed Recreation Project would comply with LAX Master Plan EIS/EIR commitments and mitigation measure MM-AQ-2, which requires measures to control erosion. Therefore, development of the proposed Recreation Project in Areas 1 and 2A would not result in any new or more severe impacts related to sedimentation and erosion.

There are no distinct and prominent geologic or topographic features (i.e., hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands) on the proposed Recreation Project site. Therefore, development of the proposed Recreation Project in Areas 1 and 2A of the LAX Northside Campus District would not result in any new or more severe impacts related to landform alteration.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to geology and soils.

7. GREENHOUSE GAS EMISSIONS

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of greenhouse gas (GHG) emissions impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.6, pages 4.6-27 through 4.6-48). The Certified EIR analyzed GHG emissions from on-site construction activities and off-site hauling, vendor deliveries, and construction worker commutes, as well as operational GHG emissions. In addition, the Certified EIR analyzed GHG sequestration quantities associated with permanent vegetation changes. The Certified EIR concluded that annualized GHG emissions (operation, construction, and vegetation) would be below the SCAQMD's draft significance threshold.

The Certified EIR also concluded that the development within the LAX Northside Subarea would comply with the Los Angeles Green Building Code (LAGBC) Tier 1 requirements. Development within the LAX Northside Subarea would comply with the mandatory requirements for nonresidential buildings, including the mandatory requirements for Tier 1 conformance. The Certified EIR determined that development within the LAX Northside Subarea would be consistent with LAGBC to reduce GHG emissions.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses and within the allowable building square footage identified in the Approved Project. With regard to building square footage, air quality modeling in the Certified EIR assumed a total maximum development of 1,075,000 square feet in the LAX Northside Campus District for all uses proposed within Areas 1 through 3. In total, the proposed Recreation Project would include approximately 38,000 square feet of facilities ancillary to the recreation and open space uses, which accounts for approximately 3.5 percent of the total allowed building square footage within Areas 1 and 2. While there have been limited projects developed within the LAX Northside Campus District to date, such as the Airport Police Station in Area 3, there is allowable development square footage allocated for the LAX Northside Campus District that would accommodate the development square footage for the proposed Recreation Project. As such, the proposed Recreation Project would be within the building

square footage previously analyzed in the Certified EIR and would not result in a change to the Certified EIR's GHG emissions analysis conclusions. As such, annualized GHG emissions (operation, construction, and vegetation) from development of the proposed Recreation Project would be below SCAQMD's draft significant threshold. Therefore, the proposed Recreation Project would not result in any new or more severe impacts to GHG emissions.

In addition, similar to the Approved Project, development within the LAX Northside Subarea would be consistent with LAGBC to reduce GHG emissions. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to consistency with GHG reduction plans.

Lastly, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to GHG emissions.

8. HAZARDS/HAZARDOUS MATERIALS

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
an existing or proposed school?					
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
residences are intermixed with wildlands?					

Certified EIR Summary: The Certified EIR included an analysis of hazards and hazardous materials impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.7, pages 4.7-29 through 4.7-54; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 33 and 34). As discussed in the Certified EIR, no significant impacts would occur from the Approved Project related to transportation, use, or disposal of hazardous materials within the LAX Northside Campus District. The Certified EIR acknowledged that development within the LAX Northside Campus District would involve hazardous materials typical to construction, including gasoline, motor oils, and other similar materials and hazardous materials typical to operation, including fuel, paints, commercial cleansers, herbicides, and pesticides; however, the Certified EIR identified LAX Master Plan EIR/EIS Commitment HM-2, which includes development of a site-specific Health Safety Plan (HSP) to reduce impacts from hazardous materials during construction. In addition, both construction and operational activities would comply with all applicable local, state, and federal laws and would not create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Certified EIR also acknowledged that portions of the LAX Northside Campus District in Areas 1 and 2 are located in the City of Los Angeles Methane Hazard and Methane Hazard Buffer zone. As discussed in the Certified EIR, the LADBS provides specific direction for site testing standards, site investigation, and construction in methane zones and methane buffer zones. New structures in Areas 1 and 2 of the LAX Northside Campus District would be required to comply with all LADBS procedures and regulations for methane risk. In addition, development within the LAX Northside Campus District would comply with all federal, state, and local regulations for working in an environment with soil gas, including Chapter 71 of the City of Los Angeles Building Code. Further, the design of the buildings and any associated subterranean parking within these areas would be required to comply with LADBS methane mitigation standards. This would include compliance with the City of Los Angeles Methane Code Ordinance No. 175790 and Ordinance No. 180619.15.

With incorporation of appropriate monitoring and safety provisions in the HSP, the Approved Project's development within the LAX Northside Campus District would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Compliance with the regulations discussed above would also manage and mitigate risks from methane and would ensure that development does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The Certified EIR concluded that the LAX Northside Campus District does not contain any known contamination or hazardous materials sites. In addition, the handling of any hazardous materials, substances, and wastes during construction would be controlled through the implementation of LAX Master Plan Commitment HM-2, and would comply with all applicable local, state, and federal laws to avoid any significant hazards to schools. Although schools are located within one-quarter mile of the LAX Northside

Campus District, compliance with applicable regulations and implementation of LAX Master Plan Commitment HM-2 would ensure that construction activities would not affect any of the schools in the vicinity of the LAX Northside Campus District. Schools would be notified of construction activities as required by California Public Resources Code Section 21151.4.

Hazardous materials would be used during operational activities, which includes typical cleaning, building maintenance, and landscaping materials and chemicals; however, these products materials would not impact any of the schools in the vicinity of the LAX Northside Campus District. In addition, the PDFs would prohibit the casting and spraying of seed for sod to minimize aviation and aircraft hazards. The Certified EIR also acknowledges that development within the LAX Northside Subarea would be required to implement measures to reduce wildlife attractants per FAA requirements.

As the LAX Northside Subarea is located directly north of the LAX North Airfield, lighting, glare, and reflection would need to be properly managed to ensure impacts to aircraft would not occur. Per the PDFs, lighting would be shielded to prevent glare or light spillover from reaching aviation and aircraft operations. The surfaces of buildings would not include reflective materials so as to avoid potential glare impacts. Further, airport obstruction hazards in Areas 1 and 2 would not occur.

In addition, as evaluated in the Certified EIR (Appendix A, Initial Study and Notice of Preparation) for the Approved Project, according to the California Department of Toxic Substances Control EnviroStor Data Management System, the LAX Northside Subarea does not include a designated Federal Superfund, State Response, or Voluntary Cleanup site. Further, as evaluated in NOP/IS, no private airstrips are located in the vicinity of the Approved Project site and the LAX Northside Subarea is not within the City of Los Angeles Wildfire Hazard Area. Existing vegetation, including brush, grass, and trees within the LAX Northside Subarea is maintained by LAX, including controlling and reducing vegetation through mowing and disking, which reduces the risk of fire. As such, it was determined that implementation of the Approved Project would not result in impacts related to being located on a hazardous waste site, near a private airstrip, or in a wildfire hazard zone.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses and within the allowable building square footage identified in the Approved Project. Similar to the Approved Project, while the proposed Recreation Project's construction activities would involve hazardous materials typical to construction, these activities would comply with existing federal, state, and local regulations to reduce potential impacts. Also, similar to the Approved Project, the proposed Recreation Project would also implement LAX Master Plan EIR/EIS Commitment HM-2, which requires development of a site-specific HSP that 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." The HSP would be prepared in accordance with specific industry standards for health and safety, and construction workers would be properly trained and prepared to deal with hazardous materials and wastes. The hazardous wastes covered by LAX Master Plan Commitment HM-2 include asbestos, LBP, and typical construction materials. LAX Master Plan Commitment HM-2 would include sufficient training and protective measures for construction workers. All construction would incorporate industry best practices and standards in addition to complying with all regulations regarding working with and around methane.

In addition, similar to the Approved Project, the proposed Recreation Project would use and produce typical hazardous materials and wastes, such as fuel, paints, commercial cleansers, herbicides, and pesticides. These hazardous materials are regulated by the applicable federal, state, and local regulations. Therefore, the

proposed Recreation Project would not result in any new or more severe impacts related to the transportation, use, or disposal of hazardous materials.

Additionally, similar to the Approved Project, the proposed Recreation Project would be constructed within a City of Los Angeles Methane Hazard and Methane Hazard Buffer zone. However, the LADBS would require all new structures within a designated methane zone to be provided with methane mitigation improvements. Similar to the Approved Project, the proposed Recreation Project would comply with LADBS regulations for site testing standards, site investigation, and construction in methane zones and methane buffer zones.

Also, similar to the Approved Project, the design of the buildings and any associated subterranean parking within the proposed Recreation Project site would be required to comply with LADBS methane mitigation standards, including the City of Los Angeles Methane Code Ordinance No. 175790 and Ordinance No. 180619. As such, incorporation of appropriate monitoring and safety provisions in the HSP and design of the proposed Recreation Project would ensure that the proposed Recreation Project does not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Recreation Project would not result in any new or more severe impacts related to the accidental release of hazardous materials.

The proposed Recreation Project, similar to the Approved Project, would be required to comply with all applicable local, state, and federal laws, which would also avoid any significant hazards to schools. In addition, similar to the Approved Project, the potential use of common cleaning, maintenance, and landscaping materials would not impact any of the schools in the vicinity of the LAX Northside Campus District. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to hazardous emissions and materials within a quarter mile of existing or proposed schools.

Additionally, similar to the Approved Project, the proposed Recreation Project would be located directly north of the LAX North Airfield, and lighting, glare, and reflection would need to be properly managed to ensure impacts to aircraft would not occur. Similar to the Approved Project, the proposed Recreation Project would implement the applicable PDFs related to shielding light which would prevent glare or light spillover from reaching aviation and aircraft operations. In addition, similar to the Approved Project, the proposed Recreation Project would not include reflective materials so as to avoid potential glare impacts. The proposed Recreation Project would also implement all other required PDFs related to reducing airport hazards, similar to the Approved Project. These PDFs include prohibiting the casting and spraying of seed for sod. The PDFs also require that trees be planted to meet specified spacing requirements, and that planted materials do not promote the proliferation of wildlife that might have an impact on the functioning of the airfield. The proposed Recreation Project would also be required to implement measures to reduce wildlife attractants per FAA requirements. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to airport hazards.

In addition, since site conditions of the Approved Project site have not changed since the certification of the Certified EIR, similar to the Approved Project, the proposed Recreation Project would not be located on a hazardous waste site, near a private airstrip, or in a wildfire hazard zone.

Lastly, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to hazards and hazardous materials.

9. HYDROLOGY AND WATER QUALITY

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
runoff in a manner that would result in flooding on- or off-site?					
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of hydrology and water quality impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.8, pages 4.8-37 through 4.8-94; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 34 through 36). As discussed in the Certified EIR, no significant impacts would occur related to surface water hydrology or surface water quality in the LAX Northside Campus District. As discussed in the Certified EIR, while development within the LAX Northside Campus District would

potentially affect surface water hydrology by increasing impervious surface area and changing grading, LAWA would implement LAX Master Plan EIR/EIS Commitment HWQ-1, LAX Master Plan EIR/EIS Mitigation Measure MM-HWQ-1, and PDFs to reduce impacts related to surfacy water hydrology.

The Certified EIR also concluded that based on the results of the geotechnical borings and the soil distribution, it is anticipated that groundwater would be evenly distributed throughout the LAX Northside Campus District. Construction and operation within the LAX Northside Campus District would not require the use of groundwater and, thus, would not deplete groundwater supplies. Development within the LAX Northside Campus District would not directly impact groundwater hydrology, and impacts to groundwater recharge capacity would be minimal.

As discussed in the Certified EIR, adherence to state and local water quality controls, such the National Pollutant Discharge Elimination System (NPDES) General Construction Permit (GCP), SWPPP and temporary BMPs, as well as LAX Master Plan EIS/EIR Commitment HWQ-1 and PDFs would reduce potential surface water and groundwater hydrology impacts. LAX Master Plan EIS/EIR Commitment HWQ-1 would apply to surface water quality. Erosion, sedimentation, and other water quality issues would be managed through BMPs under LAX Master Plan EIS/EIR Commitment HWQ-1. In addition, water quality measures incorporated in the PDFs would ensure that surface water quality would not violate regulatory standards or cause pollution, contamination, or nuisance.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses and within the allowable building square footage identified in the Approved Project. Similar to the Approved Project, construction on the proposed Recreation Project site has the potential to result in temporary surface water quality and groundwater hydrology impacts within the LAX Northside Campus District. However, similar to the Approved Project, adherence to state and local water quality controls would reduce potential impacts. Also, similar to the Approved Project, the proposed Recreation Project would also be required to implement the NPDES GCP during all construction activities, starting from mobilization through final closeout, including implementation of a SWPPP and temporary BMPs. The SWPPP would also manage the changes to surface water that would influence hydrology of groundwater on the proposed Recreation Project site during construction. In addition, the proposed Recreation Project would implement applicable hydrology and water quality PDFs, which would require, among other things, that the proposed Recreation Project submit Stormwater Management strategies, design features, and comply with Los Angeles Regional Water Quality Control Board (LARWQCB), City of Los Angeles, and County of Los Angeles requirements during proposed Recreation Project operation to reduce the amount of stormwater that runs off of the proposed Recreation Project site. Also, similar to the Approved Project, the proposed Recreation Project would not directly impact groundwater hydrology, and impacts to groundwater recharge capacity would be minimal. Therefore, the proposed Recreation Project would not result in any new or more severe impacts to groundwater or surface hydrology.

In addition, similar to the Approved Project, the proposed Recreation Project would be required to comply with state and local water quality controls, which would reduce potential impacts related to surface water quality. As noted above, the proposed Recreation Project would be required to implement the NPDES GCP during all construction activities, which includes implementation of a SWPPP and temporary BMPs. The SWPPP would provide a plan that manages the specific needs and requirements of the LAX Northside Campus District, including the proposed Recreation Project site, and would manage the release of pollutants and contaminants from construction into surface water on the proposed Recreation Project site during construction. The temporary measures and BMPs put into place by the SWPPP would prevent typical construction activity discharges from creating pollution, contamination, or nuisance in surface water, and would be compliant with all regulatory requirements. Therefore, the proposed Recreation Project would not result in any new or more severe impacts to groundwater or surface water quality.

Further, the proposed Recreation Project site is located in Zone X of the FEMA Flood Insurance Map, an area of minimal flooding, and is not located in a 100-year floodplain area (FEMA 2023). The proposed Recreation Project site is not located within the downstream influence of any levee or dam. The proposed Recreation Project site is also not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Tsunami Inundation Zones map (City of Los Angeles 2016). As such, development of the proposed Recreation Project would result in no impacts associated with flooding, risks associated with failure of a levee or dam, or inundation by seiche, tsunami, or mudflow.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to hydrology and water quality.

10. LAND USE AND PLANNING

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Physically divide an established community?	☐	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of land use and planning impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.9, pages 4.9-31 through 4.9-96; and Draft EIR, Appendix A, Initial Study and Notice of

Preparation, pages 36 and 37). As discussed in the Certified EIR, development within the LAX Northside Campus District is consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS), the Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (CLUP), the LAX Master Plan and Specific Plan, and is consistent with the City of Los Angeles General Plan and adopted environmental goals or policies contained in other applicable plans.

In addition, no significant impacts would occur to existing land use compatibility within the LAX Northside Campus District during operational activities. The Certified EIR concluded that development within the LAX Northside Campus District would result in temporary construction-related impacts. However, these impacts would be short-term in nature and would be staged to minimize disruption to neighboring streets and land uses. In addition, application of construction mitigation measures and commitments from the LAX Master Plan EIR, including MM-DA-1, Construction (C)-1, Surface Transportation (ST)–9, ST-12, ST-14, ST-18, ST-19, and ST 22 would reduce temporary construction related impacts to a less than significant level.

Proposed Recreation Project Summary: The proposed Recreation Project would develop recreational uses within the LAX Northside Campus District that are consistent with the permitted uses allowed in the LAX Specific Plan. As such, the proposed Recreation Project would not result in any new or more severe impacts associated with dividing an established community.

Similar to the Approved Project, land use impacts would be short-term in nature and staged to minimize disruption to neighboring streets and land uses. The proposed Recreation Project would implement MMs and commitments from the LAX Master Plan EIR, including MM-DA-1, Surface Transportation (ST)–9, ST-12, ST-14, ST-18, ST-19, and ST 22 to reduce temporary construction impacts. Similar to the Approved Project, the proposed Recreation Project would introduce uses in areas that are currently vacant and previously disturbed, and would not disrupt existing uses on the proposed Recreation Project site. Therefore, the proposed Recreation Project would not result in any new or more severe impacts to existing land use compatibility.

In addition, there are no habitat conservation plans or natural community conservation plans applicable to the proposed Recreation Project site. As such, no impact would occur to such plans with development of the proposed Recreation Project.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to land use and planning.

11. MINERAL RESOURCES

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of mineral resources impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 37 and 38). As discussed in the Certified EIR, the Approved Project would result in no impact related to mineral resources, as the LAX Northside Subarea is not identified to contain mineral resources or support future mineral resources extraction activities.

Proposed Recreation Project Summary: The proposed Recreation Project site would be located within Areas 1 and 2A of the Approved Project site. As discussed above, the Approved Project site does not contain mineral resources or support future mineral resources extraction activities. As such, the construction and operation of the proposed Recreation Project would result in no impact to mineral resources.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant in the Certified EIR related to mineral resources.

12. NOISE

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of noise impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.10, pages 4.10-39 through 4.10-82; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 38 and 39). As discussed in the Certified EIR, development within Areas 1 and 2 of the LAX Northside Campus District could generate temporary noise impacts caused by construction activities. However, development within Area 1 of the LAX Northside Campus District would include a 20-foot buffer and 80-foot setback to reduce construction noise impacts. Construction related activities would not result in noise levels in excess of ambient measured noise in Area 2. In addition, all of the designated haul routes that would be used by off-site construction trucks accommodate relatively high traffic volumes today. As a result of limiting trucks to the already heavily traveled routes that are away from noise-sensitive land uses, no significant construction traffic noise impacts would occur.

Also, as discussed in the Certified EIR, high levels of ground-borne vibration would be generated primarily during grading/excavation activities. However, vibration analysis within the Certified EIR concluded that vibration velocities would be well below the 0.3 inches per second and 0.12 inches per second peak particle velocity (PPV) significance threshold for older residential and historic structures.

The Certified EIR also concluded that potential noise impacts from operational activities would primarily result from the proposed vehicular traffic and the increased number of point sources located within the LAX Northside Subarea. However, land uses in the LAX Northside Campus District would have similar stationary noise sources as commercial or manufacturing uses, and introducing land uses proposed within the LAX Northside Campus District would not cause the ambient noise level measured at the property line of affected uses to increase by 3.0 dBA in Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" category. The AM Peak Hour traffic noise levels would increase over existing (2012) noise levels by approximately 1.0 dBA to 4.0 dBA. Such increases are below the established threshold of significance of a 5.0 dBA increase. Similarly, the Certified EIR concluded that future PM peak hour traffic noise level increases over existing traffic noise levels would be in the range of 1.0 dBA to 4.0 dBA, which is below the threshold of significance.

Furthermore, the LAX Northside Subarea is not currently located in the flight path of LAX and is not expected to be in the future; however, the LAX Northside Subarea is located within the LAX noise impact area. The Certified EIR concluded that development within the LAX Northside Subarea would not increase ambient noise levels by 1.5 dB CNEL or greater.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses, Guidelines, and would be within the allowable building square footage identified in the Approved Project. Given this, similar to the Approved Project, the construction related activities associated with the proposed Recreation Project would not result in construction traffic noise impacts, vibration impacts, or noise levels in excess of ambient measured noise. Thus, similar to the Approved Project, the proposed Recreation Project's AM and PM peak hour construction traffic noise levels would be below the established threshold of significance of a 5.0 dBA increase. The proposed Recreation Project would not increase ambient noise levels by 1.5 dB CNEL or greater. Therefore, the proposed Recreation Project would not result in any new or more severe impacts associated with construction related noise.

In addition, since site conditions of the Approved Project site have not changed since the certification of the Certified EIR, similar to the Approved Project, existing noise levels at the proposed Recreation Project site would primarily consist of aviation noise associated with LAX, which is adjacent to the proposed Recreation Project site. LAX operates 24 hours a day, seven days a week with the majority of flights generally landing/taking off between 6 a.m. to 12 p.m. In addition to the noise generated from LAX, ambient noise levels are generated from surrounding residential uses, schools and their associated recreational facilities (e.g., tennis courts, basketball courts, playgrounds, football and baseball fields, etc.), and other recreational facilities within the surrounding area (e.g., tennis courts at multi-family complexes). Similar to the Approved Project, ambient noise levels would generally range between 59.7 Leq dBA to 70.7 Leq dBA from the early morning to the late evening, including within the proposed Recreation Project's operating hours of 7 a.m. to 10 p.m.

As discussed in the Certified EIR, the permitted recreational uses for Areas 1 and 2 allow for a variety of recreation uses such as active and passive recreation areas including, but not limited to, play fields, soccer fields, baseball and softball fields, and dog parks. The proposed Recreation Project would include the following active and passive recreational uses consistent with the permitted uses for Areas 1 and 2: soccer fields, playground area, dog park, picnic area and overlook, a multi-purpose field, volleyball courts, basketball courts, tennis courts, and junior tennis courts, which could be used for pickleball.

Because volleyball courts, basketball courts, tennis courts, and pickleball courts were not explicitly mentioned in the example recreation uses listed in the Certified EIR for Areas 1 and 2, an analysis was completed of the proposed noise generated by the loudest of these types of recreation uses (pickleball courts) to the nearest sensitive receptors (e.g., St. Bernard High School, located approximately 243 feet north of the pickleball courts, and a residential property located approximately 1,144 feet north/northwest of the pickleball courts).

As discussed above, the Certified EIR indicated that the ambient noise in the LAX Northside Campus District with implementation of the Approved Project ranges from 59.7 Leq dBA to 70.7 Leq dBA. Since site conditions of the Approved Project site have not changed since the certification of the Certified EIR, these ambient noise ranges would reflect existing ambient noise levels in the LAX Northside Campus District, including the proposed Recreation Project site. The average maximum sound level from a paddle striking a pickleball during gameplay is roughly 59 dBA at a distance of 100 feet[2] (see Appendix F). Using a standard attenuation rate of 6 decibels for each doubling of distance from the courts, this would equate to a maximum noise level of approximately 51 dBA at the property boundary of St. Bernard High School and 37 dBA at the property boundary of the closest residential land use. This value is below the existing measured daytime noise level at these properties (i.e., 59.7 dBA) and thus would not cause the ambient noise level to increase by 3.0

[2] Wyerman and Unetich. 2023. Pickleball Sound 101 - The Statistics of Pickleball Sound and a Recommended Noise Standard for Pickleball Play. Institute of Noise Control Engineering Noise-Con 2023 Conference Proceedings.

dBA or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase, consistent with the previous noise analysis findings in the Certified EIR.

Once the proposed Recreation Project is constructed, the proposed Recreation Project site would operate recreational and open space uses similar to those evaluated in the Certified EIR. The proposed Recreation Project would be local-serving, and operating hours would be limited to between 7 a.m. and 10 p.m., where operational noise and traffic levels would be at similar levels as those identified in the Certified EIR. Therefore, the proposed Recreation Project would not result in any new or more severe operational impacts related to stationary noise sources and aircraft noise exposure.

Lastly, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to noise.

13. POPULATION AND HOUSING

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of population and housing impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.11, pages 4.11-8 through 4.11-34; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 39 and 40). As discussed in the Certified EIR, development within the LAX Northside Campus District would not result in significant impacts related to causing or accelerating population, housing, or employment growth in an undeveloped area, or displacing existing housing or people. In addition, the Certified EIR concluded that development within the LAX Northside Campus District is consistent with SCAG's forecasts for the study area, as well as the City of Los Angeles and County of Los Angeles. In addition, the LAX Northside Campus District would be consistent with the goals, policies, and objectives of the SCAG 2008 RCP, City of Los Angeles General Plan, and the LAX Plan pertaining to population, housing, and employment growth.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses and within the allowable building square footage identified in the Approved Project. The proposed Recreation Project does not include residential uses and therefore would not induce population or housing growth within the LAX Northside Subarea. The proposed Recreation Project does not include any permanent or temporary structures that would be used as housing. In addition, similar to the Approved Project, the proposed Recreation Project would be consistent with SCAG, City of Los Angeles, and County of Los Angeles forecasts for the study area. Also, similar to the Approved Project, the proposed Recreation Project would also be consistent with the goals, policies, and objectives of the SCAG 2008 RCP, City of Los Angeles General Plan, and the LAX Plan pertaining to population, housing, and employment growth. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to causing or accelerating population, housing, or employment growth in an undeveloped area, or displacing existing housing or people.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to population and housing.

14. PUBLIC SERVICES

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered					

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:					
i) Fire Protection?	☐	☐	☐	☐	☒
ii) Police Protection?	☐	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☐	☒
v) Other Public Facilities?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of public services impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.12, pages 4.12-11 through 4.12-66). As discussed in the Certified EIR, development within the LAX Northside Campus District would result in additional growth, which could result in the need for additional fire protection or emergency facilities. However, LAWA is currently implementing existing LAX Master Plan Commitments that ensure that any construction-related impacts to fire services are avoided or mitigated to less than significant levels. In addition, the Certified EIR concluded that operation of the LAX Northside Campus District would not result in the need for a new fire station, or expansion, consolidation, or relocation of an existing facility due to impacts on fire protection infrastructure, demand, or emergency access.

Regarding police protection, schools, parks and libraries, the Certified EIR concluded that the Approved Project would have less than significant impacts.

Proposed Recreation Project Summary: The proposed Recreation Project does not propose fire protection or emergency facilities. The proposed Recreation Project would develop recreational uses within the LAX Northside Campus District consistent with the permitted uses and within the allowable building square footage identified in the Approved Project Similar to the Approved Project, impacts associated with staffing, equipment, and facilities would also be continually evaluated and addressed pursuant to standard Los Angeles Fire Department (LAFD) procedures and fire code requirements. Also, similar to the Approved Project, the proposed Recreation Project would implement LAX Master Plan Commitments FP-1, LAFD Design

Recommendations, and enforcement of Federal Aviation Regulations (FAR) and fire code requirements, to ensure maintenance of adequate response times, facilities, and emergency access. In addition, police protection services currently serve the proposed Recreation Project site and would continue to serve the proposed Recreation Project site with development of the proposed Recreation Project. Therefore, the proposed Recreation Project would not result in any new or more severe impacts associated with the provision of new fire or police protection facilities.

Further, the proposed Recreation Project would not result in any additional impacts to schools, parks, or libraries, as the proposed Recreation Project uses would not include additional population on the proposed Recreation Project site that would use these facilities.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to public services.

15. RECREATION

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of recreation impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.13, pages 4.13-15 through 4.13-30). As discussed in the Certified EIR, no significant

construction-related impacts would occur to parks and recreational facilities. In addition, development within the LAX Northside Campus District would have a beneficial impact on the existing recreation available to the Playa Vista and Westchester communities, and would also surpass the City of Los Angeles Public Recreation Plan intermediate and short-term standard of two acres per 1,000 residents.

Proposed Recreation Project Summary: The proposed Recreation Project does not include uses that would generate new residents. The proposed Recreation Project would develop recreational uses within the LAX Northside Campus District consistent with the permitted uses identified in the Approved Project that would have a beneficial impact on the existing recreation available. Therefore, the proposed Recreation Project would not result in any new or more severe impacts associated with deterioration of existing parks.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to recreation.

16. TRANSPORTATION

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of traffic and transportation impacts resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.14, pages 4.14-33 through 4.14-122; and Draft EIR, Appendix A, Initial Study and Notice of Preparation, pages 41 and 42). As discussed in the Certified EIR, construction activities of the Approved Project would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity. Construction impacts would be minimized through the development of detailed construction traffic management plans, as necessary and satisfactory to the City of Los Angeles. In addition, development would include the use of standard engineering practices to avoid design elements that would increase street hazards or inadequate emergency access. Further, development would not result in land use incompatibilities that would lead to the creation of traffic hazards, or emergency access.

Also, as discussed in the Certified EIR, development from the total Approved Project within the LAX Northside Subarea would generate 23,635 daily trips, including 2,009 morning peak hour trips and 2,543

afternoon peak hour trips. The Certified EIR concluded that 11 intersections under existing with project conditions and 18 intersections under future with project conditions would have potentially significant impacts. The proposed traffic mitigation program would mitigate eight of the 11 peak hour impacted intersections under existing with project conditions with mitigation conditions. Residual significant and unavoidable impacts after the implementation of the traffic mitigation program would remain at three study intersections (i.e., Sepulveda Boulevard & La Tijera Boulevard [afternoon peak hour], Sepulveda Boulevard & Westchester Parkway [afternoon peak hour], and Sepulveda Boulevard & I-105 westbound ramps north of Imperial Highway [morning and afternoon peak hour]). In addition, the proposed traffic mitigation program would mitigate 14 of the 18 impacted intersections to below a level of significance under the future with project conditions with mitigation conditions. Residual significant and unavoidable impacts after the implementation of the traffic mitigation program would remain at four study intersections (i.e., Lincoln Boulevard & Jefferson Boulevard; Sepulveda Boulevard & La Tijera Boulevard; Sepulveda Boulevard & Westchester Parkway; and Sepulveda Boulevard & I-105 westbound ramps north of Imperial Highway).

In addition, as discussed in the Certified EIR, based on the locations of the impacted intersections and LADOT policy, the potential for neighborhood intrusion impacts would be present along Sepulveda Boulevard and Manchester Avenue. However, the LADOT policy requires the identification of viable cut-through routes on local residential streets in order for a neighborhood intrusion impact to be identified. In accordance with this policy, the Sepulveda Boulevard and Manchester Avenue corridors were examined to identify the availability of parallel local streets that could be used as a cut-through route to avoid arterial congestion. Neither Sepulveda Boulevard nor Manchester Avenue has parallel local streets that would serve this purpose. Therefore, based on LADOT's standard criteria, no potential neighborhood intrusion impacts were identified.

The Certified EIR also concluded that development from the total Approved Project within the LAX Northside Subarea would not result in a significant impact on the existing or projected operating conditions of freeway segments in the vicinity of the LAX Northside Subarea, as the freeway segments analyzed do not operate at LOS F in either direction during the AM or PM peak hour. In addition, development within the LAX Northside Subarea would not result in a significant impact on the existing or projected operating conditions on these freeway segments as the proposed traffic would not increase the freeway segment volume to capacity (V/C) ratio by 0.020 on any freeway segment currently operating at LOS F in 2012 or projected to operate at LOS F in 2022 or 2035. Further, the analysis completed for 2012 and 2022 determined that none of the queue lengths at off-ramps would exceed the available storage space under any of the analyzed conditions.

Additionally, the Certified EIR identified access locations for each area within the LAX Northside Subarea. The Certified EIR concluded that access driveways would be required to conform to City of Los Angeles standards and would be designed to provide adequate sight distance, crosswalks, and pedestrian movement controls as applicable that meet the City of Los Angeles' requirements to protect pedestrian safety. All development in the LAX Northside Subarea would include the use of standard engineering practices to avoid design elements that would increase street hazards or inadequate emergency access. Development in the LAX Northside Subarea would also comply with the City's bicycle parking ordinance and have sufficient parking supply for bicycles. As a result of the design considerations and considering existing and proposed bicycle facilities, no access impacts related to safety would result from the design or placement of access points. Overall, development in the LAX Northside Subarea would not conflict with adopted policies, plans or programs supporting alternative transportation and would result in less than significant impacts to bicycle, pedestrian, emergency access, and vehicular safety impacts.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses and within the allowable building square footage identified in the Approved Project. A Transportation Assessment was

prepared for the proposed Recreation Project by Gibson Transportation Consulting (see Appendix D). The assessment utilized the trip generation rates from the Trip Generation Manual, 11th Edition (Institute of Transportation Engineers [ITE], 2021) consistent with the LAX Specific Plan. As discussed in the Transportation Assessment, similar to the Approved Project, construction activities associated with the proposed Recreation Project would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity. However, similar to the Approved Project, the proposed Recreation Project would prepare detailed construction traffic management plans, including street closure information, detour plans, and haul routes, as necessary and satisfactory to the City of Los Angeles. Also, similar to the proposed project, the proposed Recreation Project would incorporate safety precautions for pedestrians and bicyclists, while also maintaining access to adjacent properties, to the extent feasible.

In addition, as discussed in the Transportation Assessment, consistent with LADOT Guidelines, the final trip generation estimates for the playing fields assumed a total transit/bicycle/walk credit of 15 percent (i.e., 10 percent for transit and 5 percent for bicycle/walk) due to the activity based nature of the land use and the proximity to local transit, bicycle, and pedestrian facilities. Based on these generation rates, the proposed Recreation Project is estimated to generate 1,443 daily trips, including 74 morning peak hour trips and 231 afternoon peak hour trips, which accounts for approximately six percent of the total trips analyzed in the Certified EIR. Under existing conditions, the LAX Northside Subarea has been developed with the Airport Police Facility in Area 3. The reserved trip estimates for the future maintenance yard that is anticipated for development in Area 4 have been included in the existing trips to reserve these trips for the future maintenance yard. As such, there are 1,953 morning peak hour trips and 2,302 afternoon peak hour trips remaining for future development in the LAX Northside Subarea. Therefore, as the proposed Recreation Project is proposed to generate 74 morning peak hour trips and 231 afternoon peak hour trips, the proposed Recreation Project would be within the development capacity assumed under buildout of the Approved Project. No change to the Approved Project's trip analysis would occur.

Similar to the Approved Project, the proposed Recreation Project's driveways would conform to the City of Los Angeles standards and would be designed to provide adequate sight distance, crosswalks, and pedestrian movement controls as applicable that meet the City of Los Angeles' requirements. The proposed Recreation Project would also comply with the City's bicycle parking ordinance and have sufficient parking supply for bicycles. Further, the proposed Recreation Project would be local-serving, and operating hours would be limited to between 7 a.m. and 10 p.m., where operational traffic levels would be at similar levels as those identified in the Certified EIR. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to the circulation system, traffic levels, hazards due to a geometric design feature, or inadequate emergency access.

Since certification of the Approved Project's EIR, the LADOT has updated its Transportation Assessment Guidelines (TAG) to focus on vehicle miles traveled (VMT) in accordance with State Senate Bill 743. The TAG provides definitive guidance and direction regarding VMT screening criteria and analysis requirements for development projects. Per the TAG, local serving parks and recreation facilities do not generally generate substantial VMT. Therefore, local serving parks and recreation facilities are presumed to have less than significant impacts on VMT. However, for informational purposes, a VMT Assessment was conducted to evaluate the proposed Recreation Project's administrative support facilities using LADOT's VMT calculator (see Appendix E). Based on the VMT calculator, the proposed Recreation Project's administrative support facilities would generate fewer than 250 daily trips, which does not meet the daily trip screening threshold required to conduct a VMT analysis. As such, the proposed Recreation Project would not result in VMT impacts.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to transportation.

17. UTILITIES AND SERVICE SYSTEMS

Issues (and Supporting Information Sources):	***Substantial Change in Project Requiring Major Approved EIR Revisions***	***Substantial Change in Circumstances Requiring Major Approved EIR Revisions***	***New Information Showing New or Greater Significant Effects than Approved EIR***	***New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR***	***No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR***
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's	☐	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Substantial Change in Project Requiring Major Approved EIR Revisions*	*Substantial Change in Circumstances Requiring Major Approved EIR Revisions*	*New Information Showing New or Greater Significant Effects than Approved EIR*	*New Information Showing Ability to Reduce, but not Eliminate Significant Effects in Approved EIR*	*No Impact/ Less than Significant Impact/ No Changes or New Information Requiring Preparation of a Subsequent EIR*
projected demand in addition to the provider's existing commitments?					
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

Certified EIR Summary: The Certified EIR included an analysis of utilities and service system impacts (including energy impacts) resulting from implementation of the Approved Project, which included developing recreation uses in Areas 1 and 2A (Draft EIR, Section 4.15, pages 4.15-35 through 4.15-88). As discussed in the Certified EIR, construction of the Approved Project is not anticipated to generate wastewater flows that would substantially, or incrementally, exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or the City of Los Angeles' General Plan and its elements. In addition, development in the LAX Northside Subarea is not anticipated to cause a measurable increase in wastewater flows when a sewer's capacity is already constrained, or that would cause a sewer's capacity to become constrained.

Also, as discussed in the Certified EIR, water use from the Approved Project within the LAX Northside Subarea is unlikely to exceed the available supply, given the current and planned utilization of recycled "product" water. The total estimated water demand at buildout would not exceed available supplies. In addition, water service needs would not exceed distribution infrastructure capabilities. LAWA would implement any applicable PDFs, LAX Master Plan Commitment W-1 to further reduce impacts.

In addition, the Certified EIR indicated that some inert waste would be generated during construction of the Approved Project. However, LAX Master Plan Commitment SW-2 and LAX Master Plan Commitment SW-3 would reduce the amount of construction waste requiring disposal by requiring contractors to use recycled construction materials and to recycle construction-related waste. As such, the estimated solid waste generation would not exceed the solid waste capacity, and City-permitted private waste haulers would be able to provide adequate solid waste collection services for the LAX Northside Subarea. As such, development within the LAX Northside Subarea resulting from the Approved Project would not conflict with solid waste policies and objectives in the Source Reduction and Recycling Element or its updates, City of Los Angeles Solid Waste Management Policy Plan, the City of Los Angeles' Framework Element, or the Curbside Recycling Program.

Furthermore, the Certified EIR concluded that construction impacts from the Approved Project would not consume natural gas or result in an increase in demand for electricity that exceeds available supply or

distribution infrastructure capabilities. As such, construction would not require new natural gas or electricity supply facilities, distribution infrastructure, or capacity enhancing alterations to existing facilities. Master Plan Commitment E-1 would be implemented to maximize the energy efficiency of new facilities. Operational impacts would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities. The Certified EIR also concluded that the Approved Project's operational activities would not require new electricity or natural gas supply facilities or capacity enhancing alterations to existing facilities. Furthermore, the Approved Project would implement PDFs that include techniques to reduce energy consumption, which will further reduce energy impacts from the Approved Project.

Proposed Recreation Project Summary: The proposed Recreation Project would construct recreational facilities within the LAX Northside Campus District that are consistent with the permitted uses and within the allowable building square footage identified in the Approved Project. The utility demand calculations in the Certified EIR assumed a total maximum development of 1,075,000 square feet for the LAX Northside Campus District (Areas 1 through 3) for all uses proposed within this district. In total, the proposed Recreation Project would include 38,000 square feet of facilities ancillary to the recreation and open space uses, which accounts for approximately 3.5 percent of the total allowed building square footage within Area 1 and 2. While there have been limited projects developed within the LAX Northside Campus District to date, such as the Airport Police Station in Area 3, there is additional square footage allocated for the LAX Northside Campus District, which would accommodate the development and uses associated with the proposed Recreation Project. Therefore, the proposed Recreation Project would not result in any new or more severe impacts related to wastewater, water use, solid waste, or energy.

Lastly, similar to the Approved Project, the proposed Recreation Project would be required to implement the applicable MMs, PDFs, and commitments established in the Certified EIR and the LAX Master Plan, as listed in the Certified EIR's MMRP (see Appendix B). No new mitigation would be required.

Conclusion: Based on the discussion above, the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts in the Certified EIR related to utilities and service systems and energy.

18. CUMULATIVE IMPACTS

As discussed above, implementation of the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of significant impacts identified in the Certified EIR. As such, implementation of the proposed Recreation Project would not result in new cumulative significant impacts or a substantial increase in the severity of significant cumulative impacts identified in the Certified EIR.

19. CONCLUSION

As discussed above, pursuant to Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines, no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the

involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR;
B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the analysis presented in this CEQA Consistency Evaluation, LAWA has determined that implementation of the proposed Recreation Project would not result in new significant impacts or a substantial increase in the severity of significant impacts identified in the Certified EIR. As such, implementation of the proposed Recreation Project would not result in the conditions outlined in State CEQA Guidelines Section 15162 that would require preparation of a subsequent EIR or supplemental EIR.

REFERENCES

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ESA. April 2023. *LAX Northside Areas 1 and 2A proposed Recreation Project Biological Technical Memorandum, Playa Del Rey, City of Los Angeles, Los Angeles County, California*. Appendix C.

FEMA. Flood Insurance Rate Maps. Available at: https://msc.fema.gov/portal/search. Accessed August 2023.

Gibson Transportation Consulting. July 2023a. *Transportation Assessment and Parking Summary for Lulu's Place Los Angeles International Airport Northside Campus District*. Appendix D.

Gibson Transportation Consulting. April 2023b. *Vehicle Miles Traveled Assessment for Lulu's Place Los Angeles International Airport Northside Campus District*. Appendix E.

LAWA. April 2004. *Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvement*s.

LAWA. December 2014. *Los Angeles International Airport (LAX) Northside Plan Update Final Environmental Impact Report*.

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APPENDIX A

LAX NORTHSIDE DESIGN GUIDELINES CHECKLIST

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PAT/TIAP ID: _____

TDG Case ID: _____

THE DEVELOPMENT GROUP/ENVIRONMENTAL PLANNING UNIT

LAX NORTHSIDE SUBAREA
LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS
FOR PROJECT SUBMITTAL

The LAX Northside Design Guidelines and Standards apply to LAWA projects in the designated areas only and do not apply to airfield projects such as runways and taxiways, or projects located outside of the LAX Northside Sub-area.

This electronic checklist must be completed for all projects located in the LAX Northside Subarea as designated by the LAX Specific Plan and as shown in the LAX Northside Design Guidelines and Standards Figure 01.1 on page 8 and described on pages 48-50. The checklist must be completed prior to final project approval. Any question regarding the checklist should be directed to LAXPlanning@lawa.org.

Refer to the LAX Northside Design Guidelines and Standards when filling out this checklist. The LAX Northside Design Guidelines and Standards can be found on the Los Angeles World Airports' website: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

Complete this checklist for the proposed project.

- A "Yes" means that the project conforms with the guideline or standard
- A "No" means that the project does not conform to the guideline or standard
- A "N/A" means that the guideline or standard does not apply to the project

Applications that do not meet applicable specific guidelines and standards, a "No" or "N/A" response, to the project should provide a written rationale for the design and explain how the project will meet the overall intent to the guideline.

The LAX Specific Plan *Section 15 Design Guidelines and Standards A. LAX Northside Design Guidelines and Standards* reads: "Projects in the LAX Northside Subarea shall substantially conform to the LAX Northside Design Guidelines and Standards, which shall take precedence where there is a conflict with any Citywide design guidelines." LAX Northside Design Guidelines will supersede guidelines found in other LAX documents in cases where there is overlap or conflict. However, regulatory requirements of other City, County, State, or Federal documents must be complied with, where applicable, and supersede the LAX Northside Design Guidelines and Standards.

Contact information

If you have any comments or questions on the checklist, please contact the LAWA Entitlements and Land Use Planning Section.

Address: Environmental Planning Unit
7301 World Way West, 7th Floor
Los Angeles, CA 90045
Phone: (424) 646-6495
Email: LAXPlanning@lawa.org

For questions regarding project design and leasing , please contact the LAWA Planning and Development Group (PDG) or Commercial Development Group (CDG).

YES NO N/A

AREA DESIGNATION

What Area is the project located in (check all the apply)

Campus District:	☑ **Area 1**
	☑ **Area 2 (any)**
	☐ **Area 3**
Airport Support District:	☐ **Area 4**
	☐ **Area 5**
	☐ **Area 6**
	☐ **Area 7**
	☐ **Area 8**
	☐ **Area 9**
	☐ **Area 10**
Center District:	☐ **Area 11**
	☐ **Area 12 (any)**
	☐ **Area 13**

5.0 URBAN DESIGN GIUDELINES AND STANDARDS

All projects within the LAX Northside shall comply with the LAX Specific Plan and the standards and guidelines contained within this document. Additional information that illustrates and informs the overall concepts associated with the urban design approach can be found in Chapter 3: Vision.

5.1 Land Use

☑ ☐ ☐ **A. Maximum Permitted Floor Area**

The maximum total permitted Floor Area within the LAX Northside shall not exceed 2,320,000 square feet. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ Floor Area Calculations

Applications for approval shall include a table that identifies the following (page 46):

- Proposed project building floor area.
- New total of developed building floor area within the LAX Northside.
- Total remaining allowed building floor area within the LAX Northside.

YES NO N/A

- New total developed building floor area for all areas within the LAX Northside.
- Total remaining allowed building floor area within the LAX Northside.

☑ ☐ ☐ **B. Vehicle Trip Cap**

The maximum permitted total daily vehicle trips generated by the LAX Northside shall not exceed 23,635 trips. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ Trip Generation Calculations

Applications for approval shall include a table that identifies the following (page 46):

- Proposed project trip generation.
- New total trip generation within the LAX Northside.
- Total remaining allowed trip generation within the LAX Northside.

☑ ☐ ☐ **C. Project Land Use**

The LAX Northside shall be developed with the land uses as defined by Section E and G below. These land uses shall be developed in the Districts, as shown on Figure 05.1[1], the Land Use Map. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ **D. Designation of Sub-Areas**

The LAX Northside contains three Districts and 15 Areas, as shown on the District Map, Figure 01.1[2] page 8. The Districts are designated as: LAX Northside Center District, LAX Northside Campus District, and LAX Northside Airport Support District. The Areas are designated as Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A East, 12A West, 12B, and 13. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ **E. Floor Area**

The LAX Northside shall be developed with the development capacity for each district as defined in the following table. Refer to Table 05.1.1[3] Maximum Floor Area per District on page 57: *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

See attached table.

[1] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.
[2] Ibid.
[3] Ibid.

YES NO N/A

☑ ☐ ☐ **F. Transfer and Equivalency Program**

Transfers of floor area between all Areas within a District are permitted, however, transfers between LAX Northside Districts is prohibited. In no event shall the maximum permitted floor area within the LAX Northside exceed 2,320,000 square feet of floor area. Transfers and equivalencies shall conform to the Land Use Equivalency Program (Section 5.3 page 63). *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ **G. Permitted Land Uses**

Refer to the Northside Design Guidelines and Standards – Permitted Land Use Table pages 57 – 58. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ **H. Prohibited Land Uses** *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

The following land uses shall be prohibited in the LAX Northside.

a. Residential, or dwelling units of any kind, except hotels
b. K-12 education
c. A retail store over 100,000 gross square feet of floor area
d. Auto dealerships
e. Adult businesses as defined in LAMC 12.70
f. Parking as a primary use, except in Airport Support and Commercial permitted use categories
g. Hazardous materials testing
h. Aircraft under power

Insert comments here.

5.2 Development Regulations

5.2.A Building Heights

Buildings shall be developed in compliance with the height standards identified below and contained within Table 05.2A.1[4] on page 59:

☑ ☐ ☐ 1. Heights shall be measured from finished Grade, as defined in Section 12.03 of the Planning and Zoning Code.

[4] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.

YES NO N/A

Refer to Table 05.2A.1[5] Building Height on page 59. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

5.2.B Building Stepbacks

☐ ☐ ☑ 1. In Area 11, buildings located adjacent to the 88th Street and La Tijera property line shall be stepped back by one foot for each additional foot of height above 15'. *(Area: 11)*

Project site is not in Area 11.

5.2.C Building Setbacks

Buildings shall be developed in compliance with the following setback standards.

☑ ☐ ☐ 1. Buildings shall be developed in compliance with the Building Setback standards as shown on the Building Setbacks Map Figure 05.2 on page 53 – 54 and Table 05.2C.1 on page 59 – 60.[6] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

The proposed project complies with building setbacks on Pg 59.
Setbacks may be adjusted based on final vacation of Cum Laude.

☑ ☐ ☐ 2. No building or portion of a building is permitted within the Building Setback, except architectural features as defined herein. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☐ ☐ ☑ 3. No parking is permitted within the Building Setbacks in the LAX Northside Center District. *(Area: 11, 12, 13)*

The project is not located in the LAX Northside Center District.

[5] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.
[6] Ibid.

YES	NO	N/A		
☑	☐	☐	4.	No walls or fences are permitted within the Building Setback along Westchester Parkway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

No building fences or walls will be within the Building Setback. Security/ perimeter fencing may be located within the Building Setback to provide site security. Fencing will be consistent with existing fencing and landscaping conditions. Refer to site plans, rendering, elevations & plans for proposed fence lines.

☑	☐	☐	5.	Plaza spaces, outdoor eating areas, and enhanced pedestrian connections are permitted within the Building Setback. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑	☐	☐	6.	Landscaped areas within Building Setbacks shall be landscaped in accordance with the Landscape Zone Map and Palettes established in Chapter 7. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑	☐	☐	7.	Architectural features such as canopies, awnings, and architectural overhangs are permitted to extend beyond the face of the buildings into the public right-of-way, provided they do not impede any streetscape trees or other streetscape elements. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

5.2.D Site Access

Vehicular access location and design shall conform with the following standards and guideline. Site access requirements are also illustrated in Figure 05.3[7] Circulation and Access page 55 – 56.

☑	☐	☐	1.	Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the LAX Northside, including locations at Rayford and Stanmoor Drives, excluding the existing golf course on Manchester Avenue. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

[7] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.

YES NO N/A

☑ ☐ ☐ 2. Reciprocal ingress and egress access shall be provided for all adjacent properties within the LAX Northside. This requirement may be waived by due to extreme site constraints or unforeseen conditions. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

In Area 1 access to property west (currently Jets Pets) will be maintained, In Area 2A, adjacent property to the east is vacant; reciprocal access will be evaluated when that property is developed.

☑ ☐ ☐ 3. Minor intersections shall include a right turn only entry way into developments that do not require a signalized entrance way. Primary access drives (Major Intersections), shall include a signalized intersection that allows for both right and left turn entry. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 4. *Primary access drives along Westchester Parkway should be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester parkway medians.*[8] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

5.2.E Parking

Required parking spaces shall conform to standards set forth in the provisions of LAMC Section 12.21.A.4 and surface parking lots shall be landscaped in accordance with the following standards.

☑ ☐ ☐ 1. A minimum of one tree for every four parking spaces shall be provided. Trees should be sized at 24-inch box or larger at the time of installation and remaining landscaped area shall contain understory planting. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Landscape islands and landscape fingers containing trees shall be a minimum of six feet in width. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

[8] Italicized text classifies a guideline, not a standard.

YES	NO	N/A		
☑	☐	☐	3.	Any portion of the parking area not used for parking, loading drive aisles, or pedestrian connectivity shall be landscaped. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

YES	NO	N/A		
☑	☐	☐	4.	Parking stalls shall be paved with permeable pavers or porous paving materials. Drive aisles and primary and secondary entrance roadways are excluded from this requirement. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Instead of permeable pavers and porous paving materials, the site will be employing a range of landscape devices to address storm water runoff including conveyance swales, raingardens, bioretention zones and other devices.

YES	NO	N/A		
☑	☐	☐	5.	Parking areas shall be designed to mitigate stormwater in compliance with the City of Los Angeles' Low Impact Development Ordinance, as amended. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A		
☑	☐	☐	6.	Landscaping within parking areas shall be protected from encroaching vehicles by concrete curbing or raised planting areas. Curb cuts shall be provided to allow stormwater drainage into landscape islands and fingers. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Landscaping will be protected through concrete wheel stops at all parking spaces. The proposed design would minimize concrete curbs and use inset wood strips around planting areas where feasible to reduce embodied carbon and also allow water to drain towards landscape islands and fingers.

YES	NO	N/A		
☑	☐	☐	7.	*A minimum of 20% of all parking spaces provided should be wired to accommodate electric vehicle charging stations.*[9] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

5.2.F Building Location

Buildings or structures shall be developed in compliance with the following standards.

YES	NO	N/A		
☑	☐	☐	1.	Buildings within Areas 2, 11 and 12A shall front Westchester Parkway, La Tijera, and Sepulveda Westway setbacks. *(Area: 2, 11, 12)*

The proposed structures are ancillary to the recreation use, hence shall not front Westchester per item #3 below.

[9] Italicized text classifies a guideline, not a standard.

YES NO N/A

☐ ☐ ☑ 2. Buildings within Areas 2C and 2E shall be located within a minimum of 65 percent of the proposed project ground floor area located within 250 feet of the Westchester Parkway property line. *(Area: 2)*

The project is not located within Areas 2C and 2E.

☑ ☐ ☐ 3. Ancillary buildings shall not front Westchester Parkway, Sepulveda Westway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☐ ☐ ☑ 4. Parking structures shall not front Westchester Parkway. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

No parking structures are being proposed.

5.2.G Pedestrian and Bicycle Orientation

All areas fronting Westchester Parkway, La Tijera, and Sepulveda Westway are designated as "pedestrian oriented." The pedestrian circulation system shall connect buildings, streets, parking areas, and public transit stops to create an environment that supports public transportation, carpools, biking, and other forms of transportation. The following development standards, in addition to the development standards set forth above, shall apply to all primary buildings. These standards shall not apply to ancillary buildings.

☑ ☐ ☐ 1. A direct pedestrian connection designated by distinct landscaping and paving materials shall be provided between parking areas and the buildings they serve. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

☐ ☐ ☑ 2. Retail or restaurant uses shall provide bicycle parking within a minimum of one hundred (100) feet of each primary building entrance. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Proposed structures are not retail or restaurant uses, however, the project will provide bicycle parking within a 100' of entrance of the Welcome Center.

YES	NO	N/A		
☐	☐	☑	3.	Office or research buildings shall provide bicycle parking within a minimum of two hundred (200) feet of an employee entrance. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Proposed structures are not office or research buildings, however, the project will provide bicycle parking within a 100' of entrance of the Welcome Center.

☐	☐	☑	4.	A clearly- marked pedestrian connection designated by distinct landscaping and paving materials shall be provided between the primary building entrance of building and the paseo. The maximum distance between such pedestrian connections and the paseo shall be no more than one hundred (100) feet within the LAX Northside Center District and three hundred (300) feet within the LAX Northside Campus District. *(Area: 1, 2, 3, 11, 12, 13)*

Consistent with item 5.2.F.3, the recreation buildings will not front Westchester Parkway, and therefore, there will not be a connection from the paseo to the building entrance.

☑	☐	☐	5.	Bicycle parking shall be provided consisted with Section 12.21.A.16 of the Los Angeles Municipal Code, as amended. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

The project will comply with applicable bicycle parking requirements.

☐	☐	☑	6.	*Existing bicycle lanes along Westchester Parkway are encouraged to be upgraded to protected lanes using bollards, raised paving or other strategies.*[10] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

The project implements the recreation and open spaces in Areas 1 & 2A, and would not implement this guideline.

5.2.H Landscape Buffers

Landscape Buffers have been identified as the 100- foot Landscape Buffer on the northern boundary of Area 2 (Area 2B) and the 20- foot Landscape Buffer on the northern boundary of Area 1. Landscape Buffers shall be developed in compliance with the following standards. Only Area 1 Landscape Buffer would apply to this project site.

☑	☐	☐	1.	Pedestrian access is prohibited, except for maintenance. *(Area: 1, 2)*

Insert comments here.

[10] Italicized text classifies a guideline, not a standard.

YES	NO	N/A	
☑	☐	☐	2. Landscape Buffers shall be landscaped in accordance with the Landscape Zones and Required Palettes established in Chapter 7. *(Area: 1, 2)*

Insert comments here.

☑	☐	☐	3. Plantings shall be dispersed evenly throughout Landscape Buffers and shall not be limited to the perimeter. *(Area: 1, 2)*

Insert comments here.

☑	☐	☐	4. A 10- foot high fence shall secure the perimeter of a Landscape Buffer identified in the Land Use Map, Figure 05.1[11] page 51 – 52. Fence color shall complement proposed landscaping. Examples of appropriate fencing are presented at the end of this section page 62. *(Area: 1, 2)*

The Project will provide a 8' tall fence, consistent with other design standards, that will complement the landscape design to secure the Landscape Buffer along the Northern edge of Area 1.

☑	☐	☐	5. Trees planted within the Area 1 Landscape Buffer shall be planted to minimize obstruction of views from adjacent residences. *(Area: 1)*

Insert comments here.

5.2.I Utilities and Service Areas

Utilitarian elements and loading/ services areas shall conform to the following standards, with the exception of the LAX Northside Airport Support District which is excluded from these requirements.

☑	☐	☐	1. 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. These areas shall be screened by landscape materials including trees, shrubs, and ground cover and/ or and fences or walls designed to conform to the standards outlined within this document. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑	☐	☐	2. No materials, supplies or equipment, including trucks or other motor vehicles (excluding company vehicles for passenger use) shall be stored on- site unless

[11] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.

YES	NO	N/A	
			located inside a closed building or structure or screened from public view. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.
☑	☐	☐	3. Service areas shall be designed to minimize automobile/ pedestrian conflicts. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.
☑	☐	☐	4. Roof mounted equipment shall be screened at a minimum equal to the height of the equipment, using similar materials and colors as the primary building. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.
☑	☐	☐	5. Walls designed to screen utilitarian equipment shall be a maximum of six (6) feet in height, measured from finish grade. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.
☑	☐	☐	6. Loading areas shall be accommodated entirely on- site. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.
☑	☐	☐	7. Loading docks and doors for areas dedicated to loading shall not be visible from a public street. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.
☑	☐	☐	8. Ancillary buildings shall be built with permanent materials that relate in style and finish to the primary buildings with which they are associated. *(Area: 1, 2, 3, 11, 12, 13)*
			Insert comments here.

YES	NO	N/A	
☑	☐	☐	9. Trash and recycling storage areas shall be located to the rear or sides of a building and shall be screened from public view with walls, berms, or landscaping. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	10. Trash enclosures and loading areas shall be designed using similar materials and colors as the primary buildings with which they are associated. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	11. Recycling bins shall be screened. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	12. Functional building elements, such as roof scuppers and vents shall not be visible from a public street. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	13. Sheet metal vents, pipe stacks, and flashing shall be similar in finish and color to the adjacent roof or wall material. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	14. *The use of reclaimed water in all new developments is encouraged, when available.*[12] *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	15. *All new construction is encouraged to be solar-ready.*[13] *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

[12] Italicized text classifies a guideline, not a standard.
[13] Ibid.

YES NO N/A

☐ ☑ ☐ 16. *Pole structures are encouraged to be Wi-Fi ready.*[14] *(Area: 1, 2, 3, 11, 12, 13)*

The project will not implement this guideline.

5.2.J Walls and Fences

Fences and walls shall conform to the following standards.

☑ ☐ ☐ 1. Walls and fences are discouraged along interior lot lines, except where Landscape Buffers or demonstrated security needs are required. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Recreational Areas shall be secured with an eight (8) foot tall fence and provide limited and controlled access to the general public. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Recreational Areas are secured with an 8' tall fence to provide controlled access. Fences for individual play courts may exceed 8' tall per typical play field design.

☑ ☐ ☐ 3. Fences and walls not associated to Recreation or Landscape Buffer areas shall have a maximum height of eight (8) feet measured from the finished grade. A six (6) foot wide planting strip shall be located adjacent to walls and fences and shall include shrubs, vines, and ground cover identified in Chapter 7. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 4. Solid fences or walls shall be designed with both sides articulated with similar or complementary materials and colors as the primary building with which they are associated. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

[14] Italicized text classifies a guideline, not a standard.

YES NO N/A

☑ ☐ ☐ 5. Chain link fencing (with or without slats), corrugated metal, and barbed/ razor wire is prohibited within the Northside Center and Campus Districts. *(Area: 1, 2, 3, 11, 12, 13)*

Perimeter Recreational Areas fencing shall be consistent with other existing fencing in Area 1 and 2A (welded metal fence). Individual sports field/court fencing may be chain link per typical play field/court design.

☑ ☐ ☐ 6. Long expanses of walls (50 feet or greater) shall be broken up with projections or recessed elements, landscape pockets, or changes in materials. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 7. Where a wall or fence is located adjacent to a public right-of-way, a minimum of six (6) feet landscaped setback shall be provided. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Setback for perimeter landscaping shall be provided generally consistent with existing conditions along Falmouth and Westchester Parkway, which may provide more or less than 6 feet of landscaping between the fence and parkway. Refer to site plans, rendering, elevations & plans for proposed fence lines.

5.2.K Site Lighting

The following lighting standards apply:

☑ ☐ ☐ 1. Glare or light trespass is prohibited on any adjacent streets, or within any adjacent properties. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Lighting mounted above ten (10) feet from finished grade shall incorporate a full cut- off shield fixture. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. Lighting shall be provided in parking areas, near access drives, pedestrian pathways or crosswalks, and internal vehicular circulation areas. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	4. 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. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	5. Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur inside the service area. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	6. Pedestrian area lighting, including outdoor plazas, entry ways or other common areas shall achieve a uniformity ratio of 3 to 1 average to minimum, with an average illumination of 0.60 foot candles and minimum of .18 foot candles. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	7. Pedestrian walking areas, such as the paseo or parking lot walkways, shall require point to point lighting at a minimum of twenty (20) feet between each point with no specific illumination levels required. Lighting shall clearly identify the pedestrian walking zone and direction of travel. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

6.0 ARCHITECTURE DESIGN GUIDELINES AND STANDARDS

The guidelines and standards provided within this chapter articulate the design expectations for the LAX Northside Campus District and LAX Northside Center District and are intended to be used in tandem with the Urban Design Guidelines located in Chapter 5 along with the vision and direction provided within the rest of this document. The guidelines and standards address the minimum requirement for creating quality development.

6.1 Building Form

One of the key aspects to manage development within the LAX Northside is the reduction of impacts on adjacent uses, such as the working airfield and surrounding residential and commercial communities.

YES NO N/A

☑ ☐ ☐ 1. Building facades within 150 feet of neighboring residences shall be located to maximize privacy associate with abutting homes and shall incorporate two or more of the following strategies: *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

- Buildings shall be oriented to limit the direct views into neighborhood homes or sensitive use spaces, such as the golf course, day care or existing condominium facilities.
- Off-set windows on walls adjacent to a neighboring residences to prevent direct views into neighboring windows.
- Utilize 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 to prevent direct sight lines into neighbors' windows and livable outdoor spaces.
- Use landscaping to provide a buffer or screening between properties.

☑ ☐ ☐ 2. No building façade shall extend more than eighty (80) feet in length without variations in the wall surface through setbacks or changes in the wall plane. Variations at a minimum must be four (4) foot offset horizontally. *(Area: 1, 2, 3, 11, 12, 13)*

The south façade of the Welcome Center includes variations in the wall plane. The west façade is split into 26' of glazed curtain wall and 77' of solid wall with punched windows. The north façade consists of 78' of solid wall with punched windows. The east façade is split into 18' of glazed curtain wall and 110' of solid wall with punched windows. See attached plans, building elevations & rendering.

☑ ☐ ☐ 3. Two or more of the following design strategies shall be used to reduce the perceived height, bulk, and massing of the building: *(Area: 1, 2, 3, 11, 12, 13)*

- Variation in the vertical wall in locations in excess of item 2 above.
- Variation in parapet or roof by more than two (2) feet for every forty (40) feet.
- Variation of roof types, or alternating roofs and parapets.
- Variation of façade material, so that no material is more than 35% of the total façade area, including glazing.

☑ ☐ ☐ 4. Vertical circulation elements (stairs and elevators) shall be designed as an integral part of the overall architecture of the building and shall complement its massing and form. *(Area: 1, 2, 3, 11, 12, 13)*

YES	NO	N/A	
☑	☐	☐	5. Minor surface detailing shall not be used as a substitute for distinctive building massing. Minor surface detailing includes score lines or changes in color, rather than a change or relief in the wall plane. *(Area: 1, 2, 3, 11, 12, 13)*
☑	☐	☐	6. The ground floor shall be differentiated from upper floors through changes in massing, architectural relieve, or other strategies. *(Area: 1, 2, 3, 11, 12, 13)*

6.2 Façade Articulation and Materials

Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing. This is particularly important on frontages facing Westchester Parkway, La Tijera Boulevard, and internal to the project area where buildings are oriented toward parking and primary vehicular access areas within the retail and office environments.

YES	NO	N/A	
☑	☐	☐	1. Building massing shall be broken down into smaller units, with vertical and horizontal queues to promote pedestrian scale. *(Area: 1, 2, 3, 11, 12, 13)*
☑	☐	☐	2. Mirror or reflective surfaces shall not be primary building materials. *(Area: 1, 2, 3, 11, 12, 13)*
☑	☐	☐	3. Architectural details should be consistent with the proportions and scale of the building(s). *(Area: 1, 2, 3, 11, 12, 13)*
☑	☐	☐	4. *All building facades should be treated with an equal level of detail and articulation.*[15] *(Area: 1, 2, 3, 11, 12, 13)*

[15] Italicized text classifies a guideline, not a standard.

YES NO N/A

6.3 Roofs

Roof design and mechanical equipment screening are important design features. Integrating full roof forms and elements, green roofs, and the application of a painted finish can provide opportunities to improve the visual quality of roofs.

☑ ☐ ☐ 1. Roof parapets shall be articulated with details including, but not limited to precast treatments, continuous banding, or projecting cornices, lintels, caps, corner details, or variety in pitch (for example, articulated, sculptural roof lines/ forms). *(Area: 1, 2, 3, 11, 12, 13)*

☑ ☐ ☐ 2. Roof parapets shall not appear "tacked on" and shall convey a sense of permanence. Where tower or vertical elements are proposed, parapets shall wrap to create the appearance of a complete structure. *(Area: 1, 2, 3, 11, 12, 13)*

☑ ☐ ☐ 3. All roof mounted mechanical equipment shall be screened to the height of the equipment. Line of sight screening is not acceptable. *(Area: 1, 2, 3, 11, 12, 13)*

- Building with flat or low-pitched roofs shall incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment.
- Screening shall be architecturally compatible in color, shape, size, and material with the primary building and shall be carefully integrated into the overall building design.

☑ ☐ ☐ 4. Roof access shall be provided from the interior of the building. Exterior roof access ladders are prohibited. *(Area: 1, 2, 3, 11, 12, 13)*

☑ ☐ ☐ 5. Roof surfaces shall be light in color. *(Area: 1, 2, 3, 11, 12, 13)*

YES NO N/A

☐ ☑ ☐ 6. *Green roofs are encouraged.*[16] *(Area: 1, 2, 3, 11, 12, 13)*

The project will not implement this guideline.

6.4 Parking Structures

☐ ☐ ☑ 1. Parking structures shall be designed and sited to reduce visual impact from public view and neighboring residential development. *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

☐ ☐ ☑ 2. The following strategies shall be considered when siting and designing a parking structure: *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

- Minimize visual and lighting impacts on neighboring properties.
- Vehicle ramps within the interior of the structure to limit headlight exposure.
- Utilize exterior screen systems for planting and vegetation, or additional architectural articulation to improve aesthetic quality.
- Provide additional accent or façade articulation at vehicular and pedestrian entries to the garage.

☐ ☐ ☑ 3. All lighting within and on the roof of the parking structure shall be shielded so that the light sources are not visible from adjacent property or rights of way. *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

☐ ☐ ☑ 4. A ten foot minimum landscape strip shall be provided at the base of the structure where pedestrian or vehicle access is not provided. *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

[16] Italicized text classifies a guideline, not a standard.

YES	NO	N/A		
☐	☐	☑	5.	*Naturally ventilated parking is encouraged in order to minimize mechanical ventilation.*[17] *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

YES	NO	N/A		
☐	☐	☑	6.	*Elevators and stairs of parking structures should be highlighted architecturally, so visitors can easily find and access these entry points.*[18] *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

YES	NO	N/A		
☐	☐	☑	7.	*Signage and wayfinding should be provided within the parking structure architecture.*[19] *(Area: 1, 2, 3, 11, 12, 13)*

No parking structures are being proposed.

6.5 Pedestrian Amenities and Infrastructure

YES	NO	N/A		
☑	☐	☐	1.	Pedestrian amenities shall be selected to complement the overall character of the development and adhere to the following objectives: *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

- Furnishings shall be attractive, functional, durable, and easy to maintain.
- Amenities shall promote safe, visually pleasing, and comfortable pedestrian environments.

YES	NO	N/A		
☑	☐	☐	2.	Trash receptacles, benches, bollards, planters, and bike racks shall be located in areas with high pedestrian activity such as pedestrian walkways, project entry plazas and building entrances, seating areas, and transit stops. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

[17] Italicized text classifies a guideline, not a standard.
[18] Ibid.
[19] Ibid.

YES NO N/A

☑ ☐ ☐ 3. Incorporate features such as white markings, signage, and lighting at crosswalks so that pedestrian crossings are visible to moving vehicles during the day and at night. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 4. Pave sidewalks with pavers, concrete, or other safe, non- slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

6.6 Building Lighting

Building lighting shall be designed and placed to limit impacts on adjacent properties or disrupt the function of the airfield. The quality of light, level of light as measured in foot- candles, and the type of bulb or source shall be carefully addressed. Lighting levels shall not be so intense as to draw attention to the flow or glare of the project site. Lighting shall incorporate current energy- efficient fixtures and technology.

☑ ☐ ☐ 1. Lighting shall be designed to provide ambience, safety and security without unnecessary spillover or glare into adjacent properties. Indirect wall lighting or "wall washing" and overhead down lighting may be used to help reduce light trespass into adjacent properties. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Spotlighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. Building light fixtures shall be designed or selected to be architecturally compatible with the main structure. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES NO N/A

☑ ☐ ☐ 4. When security lighting is necessary, it shall be recessed, hooded, and located to illuminate only the intended area. Off-site glare and light trespass shall be prevented. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 5. Exposed bulbs are prohibited. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

6.7 Stormwater Management

All areas shall integrate Low Impact Design (LID) best practices into projects to promote and facilitate water conservation.

☑ ☐ ☐ 1. Site development shall comply with all applicable Regional Water Quality Control Board and County of Los Angeles regulations for water quality and quantity including preparation of a Standard Urban Stormwater Mitigation plan (SUSMP) with Operation and Maintenance Guidelines. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Natural vegetation and native and/ or drought tolerant plants shall be planted in parking lot islands and other landscaped areas where feasible. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. Natural drainage systems shall be utilized to the maximum extent feasible. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 4. Impervious area shall be minimized. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	5. Non-structural Best Management Practices shall be used unless they are infeasible in which case the infeasibility shall be documented and structural Best Management Practices are implemented. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	6. Stormwater shall be pre-treated prior to infiltration or discharge from site. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

7.0 LANDSCAPE DESIGN GUIDELIENS AND STANDARDS

7.1 Landscape Design

YES	NO	N/A	
☑	☐	☐	1. Landscaped areas shall be planted in accordance with the Landscape Zones established in Chapter 7. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	2. Plant materials are restricted to those specified in the following plant palette (Tables 07.2-1 through Table 07.2-7, page 73 – 82) and shall be located within the zones identified on the Landscape Zone map, Figure 7.1 page 71 – 72.[20] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	3. Landscapes are required to achieve the following percentage breakdown in their overall composition. These percentages are required on a project by project basis. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

[20] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.

YES NO N/A

Planting Zone		Native (%)
A.	Paseo / Streetscapes	30
B.	Landscape Buffers	100
C.	Landscape Setbacks	50
D.	Parking and Developments	60
E.	Recreation	80
F.	Airport Support	80

☑ ☐ ☐ 4. Trees and large shrubs shall be planted at a spacing of two times the full growth radius. For example, a tree that grows at 30' canopy shall be planted at 60' on center. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 5. Casting of seeds for lawns, such as with hydro- seeding, is prohibited. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 6. Any Areas not developed shall be landscaped within 90 days of the maximum permitted floor area being developed within each District. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 7. *Mulch should be used underneath all planted materials to promote weed control and water conservation.*[21] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 8. *Planted areas should be equipped with automatic irrigation systems and conform to the City of Los Angeles' conservation requirements.*[22] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

[21] Italicized text classifies a guideline, not a standard.
[22] Ibid.

YES NO N/A

☑ ☐ ☐ 9. *The extension of reclaimed water pipes (purple pipes) into the LAX Northside is encouraged.*[23] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Reclaimed water will be used for irrigation throughout the site where available.

7.2 Site Maintenance

These maintenance guidelines shall apply to all individual parcel developers and are applicable to all zoned and districts within the LAX Northside.

☑ ☐ ☐ 1. Areas not used for structures, walkways, paved driveways, or storage areas shall maintain a well-kept landscaped condition and according to maintenance specifications to be provided by the lessee. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. All trees and large shrubs shall be regularly maintained in order to have a thin and open canopy. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. All trees replaced within the medians and right- of-ways shall adhere to the species specified in this document and as stated below: *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

a. Furnishings shall be attractive, functional, durable, and easy to maintain.

b. Amenities shall promote safe, visually pleasing, and comfortable pedestrian environments.

8.0 PUBLIC REALM AND PASEO DESIGN GUIDELINES AND STANDARDS

The public realm and paseo shall conform to the following standards.

8.1 Path Dimensions and Locations

Paving shall consist of stabilized decomposed granite in the following depths and locations:

[23] Italicized text classifies a guideline, not a standard.

YES	NO	N/A		
☐	☐	☑	1.	A minimum of twelve (12) feet between the existing sidewalk within the 50-foot building setback located in Area 11 along the Runway Protection Zone (RPZ) boundary. *(Area: 11)*

The project site is located in Areas 1 & 2A only.

YES	NO	N/A		
☐	☐	☑	2.	A minimum of twelve (12) feet between the existing sidewalk and the 18-foot building setback located in Area 12A East along Westchester Parkway. *(Area: 12)*

The project site is located in Areas 1 & 2A only.

YES	NO	N/A		
☐	☐	☑	3.	A minimum of twelve (12) feet between the existing sidewalk and the 15-foot building setback located in Area12A West along Westchester Parkway. *(Area: 12)*

The project site is located in Areas 1 & 2A only.

YES	NO	N/A		
☑	☐	☐	4.	A minimum of twelve (12) feet between the existing sidewalk and the 38-foot building setback located along Westchester Parkway in Areas 1, 2 and 3. *(Area: 1, 2, 3)*

Insert comments here.

YES	NO	N/A		
☑	☐	☐	5.	A minimum of twelve (12) feet between the existing sidewalk and the 38-foot building setback located along Westchester Parkway and Pershing Drive in Area 1. *(Area: 1)*

Included along the project site. The project does not face Pershing Drive.

8.2 Streetscapes

The public realm streetscape includes only the pedestrian accessible paseo and does not apply to existing right- of- way along Westchester Parkway.

Where sidewalks are being introduced, in particular Area 1, they shall be ten (10) feet wide and shall be designed to the standards set forth by the City of Los Angeles.

YES	NO	N/A		
☑	☐	☐	1.	All tree wells shall have root barriers to prevent material deterioration of the sidewalks and recreation paths. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

YES NO N/A

☑ ☐ ☐ 2. All soil in tree wells shall be finished with a minimum of two (2) inches of decomposed granite that is not stabilized. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

8.3 Street Furnishings

Street furniture elements include bench seating, bollards, planters, trash receptacles, and bike and newspaper racks located in the public right-of-way at locations such as bus shelters, street intersections, transit stations, and public plazas where high numbers of pedestrians commonly congregate or where entrances are provided to developments.

General objectives are as follows: 1) To provide street furniture and amenities that are functional, durable, and easy to maintain; 2) to provide street furniture which provides access and ease of use for handicapped persons; and 3) to provide amenities to help promote safe, visually pleasing, and comfortable pedestrian environments.

8.3.A Bench Seating

☑ ☐ ☐ 1. Benches shall be located along 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. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☐ ☐ ☑ 2. Sheltered bench seating shall be provided at all transit stations. *(Area: 1, 2, 3, 11, 12, 13)*

There are no transit stations along the project site perimeter.

☑ ☐ ☐ 3. *Benches should be durable and sturdy, with attractive design.*[24] *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

[24] Italicized text classifies a guideline, not a standard.

YES NO N/A

8.3.B Bike Racks

☑ ☐ ☐ 1. Bike racks shall be located along 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). *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. *Bike racks should be durable and sturdy, with attractive design.*[25] *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

8.3.C Lighted Bollards (excluding safety bollards)

☑ ☐ ☐ 1. Lighted bollards shall be located at street intersections where they will be used to define the boundary between pedestrian and vehicular zones. Lighted bollards may also be used to delineate pedestrian walkways. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Lighted bollard spacing shall be at a minimum distance of twenty (20) feet along both sides of the paseo. *(Area: 1, 2, 3, 11, 12, 13)*

Similar to the police station paseo, the existing street light will provide lighting along the sidewalk, the project will provide lighting along the interior side of the paseo.

8.3.D Planters

☑ ☐ ☐ 1. Planters shall be used in conjunction with other street furniture, such as benches, bollards, or trash receptacles. Planters shall be located in areas where pedestrians gather. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

[25] Italicized text classifies a guideline, not a standard.

YES NO N/A

☑ ☐ ☐ 2. Planters shall not exceed 36 inches in height. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. Unless maintained on a regular schedule, all planters shall be irrigated. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 4. Planters shall be planted with materials selected from the list of acceptable plants specified for the Paseo and Streetscape Zones located in Tables 07.2-3 and Table 07.2-4, page 74 – 79.[26] *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

8.3.E Trash Receptacles

☑ ☐ ☐ 1. Trash receptacles shall be located along pedestrian walkways, near parcel entry plazas, seating areas, transit stops, public plazas, and other pedestrian gathering areas. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Trash receptacle spacing shall not exceed a distance of one thousand (1,000) feet and shall be placed adjacent to benches and planters. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. All trash receptacles shall be covered. *(Area: 1, 2, 3, 11, 12, 13)*

Insert comments here.

9.0 SIGNAGE AND GRAPHICS DESIGN GUIDELINES AND STANDARDS

Signage and graphics shall comply with the following standards.

[26] All figures, tables and maps can be found in the LAX Northside Design Guidelines and Standards.

YES NO N/A

9.1 Address Sign

☑ ☐ ☐ 1. Address signs shall be required for all tenants. Address signs include any sign that is used to communicate the numerical or alphanumerical identification of a given business or development's address on a street. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

9.2 Tenant Identification Sign

"Tenant Identification Sign" refers to a wall sign that is limited to a company logo, generic type of business, or the name of a business or building.

☑ ☐ ☐ 1. A maximum of two (2) illuminated identification signs on two separate elevations of the building are allowable. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. Signage shall be located on building frontages and primary entry facades. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. Illumination brightness of signs shall be restricted to no greater than two foot candles above ambient lighting, measured at the property line of the nearest residentially zoned property. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 4. Surface brightness of all translucent materials shall be consistent in all components of the sign. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 5. All conduits, lamps or transformers specific to the operation of the sign shall be entirely concealed within the sign. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A		
☑	☐	☐	6.	Tenant signage may not project above the building, as in the manner of common billboards. However, tenants are allowed to use the flat roof surfaces for signage and advertisements as long as the signage and/ or advertisement is not visible to adjacent residential properties. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*
				Insert comments here.
☑	☐	☐	7.	An exposed light source (neon, incandescent) is prohibited. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*
				Insert comments here.
☑	☐	☐	8.	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, and sandblasted wood type construction shall be prohibited from use in the LAX Northside. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*
				Insert comments here.
☑	☐	☐	9.	Visible sign manufacturer's names, stickers, stamps or decals are prohibited on any sign or graphic. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*
				Insert comments here.
☑	☐	☐	10.	Simulated materials (i.e., wood grained plastic laminate, etc.) are prohibited as a primary sign surface. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*
				Insert comments here.
☑	☐	☐	11.	Each Identification Sign shall not exceed four (4) feet six (6) inches in height in the LAX Northside Center and three (3) feet in height in the LAX Northside Campus Districts. *(Area: 1, 2, 3, 11, 12, 13)*
				Insert comments here.

YES NO N/A

☑ ☐ ☐ 12. Signs shall not overlap or directly impact the clarity of architectural features, such as mullions or window breaks. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 13. A maximum of two tenant identification signs shall be placed on a building, a maximum of one per façade can be illuminated. If a retail building is free standing, an additional identification monument sign is permitted. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 14. One monument sign is permitted at the site entrance of a recreational use and shall not exceed four (4) feet six (6) inches in height, measured from the finish grade. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

9.3 Temporary Signage

"Temporary Signage," as defined in these guidelines refers to all forms of signage that are temporary in their use, such as construction related signage (walls/ barricades, entries, etc.), lease signs, flags, banners and pennants.

☑ ☐ ☐ 1. Lease signs attached to buildings shall be limited to the ground floor. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 2. A maximum of three flag poles for advertisement flags will be allowed for each building and flag poled should be no taller than 30 feet. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑ ☐ ☐ 3. Flags shall be no larger than 6' x 9'. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	4. Banners and pennants shall only be permitted in interior court areas and not visible from public right-of-ways. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	5. Special occasion banners or pennants shall be temporarily erected. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	6. Temporary signs shall be submitted to the reviewing authority for approval prior to their installation. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	7. No temporary sign shall be visible for more than a consecutive 30- day term. *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

9.4 Maintenance Guidelines

These maintenance guidelines shall apply to individual parcel developers and are applicable to all Districts of the LAX Northside.

YES	NO	N/A	
☑	☐	☐	1. *Every sign should be maintained in a clean safe and good working condition, including the replacement of defective parts, defaced or broken faces, lighting and other acts required for maintenance of the sign.*[27] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

YES	NO	N/A	
☑	☐	☐	2. *Sign display surfaces should be kept neatly painted or finished at all times.*[28] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

[27] Italicized text classifies a guideline, not a standard.
[28] Ibid.

YES	NO	N/A		
☑	☐	☐	3.	*The base of any sign erected on the ground should be kept clear of weeds, rubbish, or other combustible material at all times.*[29] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

☑	☐	☐	4.	*All signage shall be removed, or the face of said signs should be removed and replaced with blank panels painted to match adjacent background colors within ninety (90) days of a close of business.*[30] *(Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13)*

Insert comments here.

STAFF USE ONLY:

☐ **Substantially Conforms**

☐ **Does Not Conform**

LAWA Reviewer:
(Print Name) _____

Reviewer Signature: _____

Date: _____

[29] Italicized text classifies a guideline, not a standard.
[30] Ibid.

LAX Northside Campus District
Floor Area Summary Table

LAX Northside Campus District Maximum Floor Area:	**1,075,000**
Area 3 Airport Police Facility Floor Area:	**163,500**
Remaining Available Floor Area:	**911,500**
Proposed Recreation Project Floor Area	**38,000**
Remaining LAX Northside Campus District Floor Area:	**873,500**

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APPENDIX B

MITIGATION, MONITORING AND REPORTING PROGRAM

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

February 2015

Table of Contents

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 **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 **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 **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; T-12
LAXN-PDF- 4 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **Monitoring Agency: LAWA**	A 20-foot-wide Buffer is designated along the northern edge of Area 1. o Buildings are prohibited within the Buffer. o The Buffer is required to be secured by a fence that matches landscaping. 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 **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. o Buildings are prohibited in this 100-foot wide area. 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 **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 **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 **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 **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 **Monitoring Agency: LAWA**	Buildings located adjacent to the 88th 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **Monitoring Agency: LAWA**	Building heights are limited as follows: o Area 11 and 12A East: 60’ o Area 12A West: 20’ o Area 13: 45’ o Areas 1 and 2: 45’ o Area 3: 60’ 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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: 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. o Up to approximately 14.3 acres of Recreation and Open Space in Area 2. o Up to approximately 10.29 acres of Landscape Buffer in Areas 2 and 3. 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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: o Have a sparse to moderately dense foliage growth; o Do not produce fruits or seeds; and/or 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 **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 **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 **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 **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 **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 **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 **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: o 50% non-native and 50% native in the landscape setback zone o 70% non-native and 30% native in the paseo and streetscape zone o 80% native and 20% non-native in the airport support zone o 100% locally-native, drought-tolerant in the buffer zone o 80% native and 20% non-native in the recreation zone 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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: o LAX Northside Campus District ▪ Area 1 • 80 feet (Adjacent to 20 feet landscape buffer) • 30 feet Falmouth Avenue • 38 feet Westchester Parkway ▪ Area 2A • 15 feet St. Bernard/West 91st Street/South Cum Laude Avenue • 20 feet West Cum Laude Avenue and eastern edges • 30 feet Falmouth Avenue • 38 feet Westchester Parkway ▪ Area 2C and Area 2D • 20 feet North, west, and east edges • 38 feet Westchester Parkway ▪ 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 • 20 feet North and west edges • 38 feet Westchester Parkway o LAX Northside Center District ▪ Area 11 • 50 feet Southern edge • 30 feet South La Tijera Avenue • 15 feet Sepulveda Avenue /La Tijera Avenue ▪ Area 12A East • 30 feet West 88th Street • 18 feet Westchester Parkway • 15 feet La Tijera Avenue /West 88th Place • 20 feet on north and west edge of existing building ▪ Area 12A West • 15 feet Westchester Parkway/Emerson Avenue • 20 feet West and north edges ▪ Area 13 • 15 feet Lincoln Boulevard • 20 feet North and east edges o LAX Northside Airport Support District ▪ Area 4 • 50 feet South Pershing Drive/Westchester Parkway • 20 feet Southern edge • 15 feet Northside Parkway ▪ Area 5 and Area 6 ▪ Area 7 • 15 feet Lincoln Boulevard/McClean Parkway ▪ Area 8 • 15 feet All edges ▪ Area 9 • 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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
LAXN-PDF- 161 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **Monitoring Agency: LAWA**	Buildings in Area 11 are required to be set back: o 15 feet from Sepulveda Westway; o 30 feet from South La Tijera Boulevard; and 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 **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 **Monitoring Agency: LAWA**	Buildings in Area 12A East are required to be set back: o 15 feet from La Tijera/West 88th Place; o 18 feet from Westchester Parkway; o 20 feet from the south and west edges of existing structures; and 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 **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 **Monitoring Agency: LAWA**	Buildings in Area 12A West are required to be set back: o 15 feet from Westchester Parkway; and 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 **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 **Monitoring Agency: LAWA**	Buildings in Area 13 are required to be set back: o 15 feet from Lincoln Boulevard; and 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 **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 **Monitoring Agency: LAWA**	Buildings in Area 1 are required to be set back: o 30 feet from Falmouth Avenue; o 38 feet from Westchester Parkway; and 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 **Monitoring Agency: LAWA**	In subarea 2A, buildings are required to be set back: o 15 feet from St. Bernard/West 91st Street/South Cum Laude Avenue; o 20 feet from West Cum Laude Avenue and the eastern edge of the subarea; o 30 feet from Falmouth Avenue; and 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 **Monitoring Agency: LAWA**	In subareas 2C and 2D buildings are required to be set back: o 20 feet from the north and west edges of the subareas; and 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 **Monitoring Agency: LAWA**	In subarea 2E buildings are required to be set back: o 15 feet from Loyola Boulevard; o 20 feet from the north and west edges of the subarea; and 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 **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 **Monitoring Agency: LAWA**	Buildings in Area 3 are required to be set back: o 15 feet from Loyola Boulevard; o 20 feet from the north and west edges of the Area; and 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 **Monitoring Agency: LAWA**	Buildings in Area 4 are required to be set back: o 15 feet from Northside Parkway; o 20 feet from the southern edge of the Area; and 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 **Monitoring Agency: LAWA**	Buildings in Area 5 are required to be set back: o 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and 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 **Monitoring Agency: LAWA**	Buildings in Area 6 are required to be set back: o 15 feet from Northside Parkway/Georgetown Avenue/McClean Parkway; and 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **Monitoring Agency: LAWA**	Compliance with Ordinance No. 181480 of the Los Angeles Municipal Code is required, including but not limited to: o High Efficiency Toilets with flush volume of 1.0 gallons of water per flush (Table 5.303.2.2) 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 **Monitoring Agency: LAWA**	Compliance with Ordinance No. 181480 of the Los Angeles Municipal Code is required, including but not limited to: o Plumbing fixtures and fixture fittings that will reduce overall use of potable water by 20% (Section 99.05.303.2) o Faucets – all indoor faucets (other than City Ordinance No.180822 requirements) with flow rate of .25 gallons/cycle (Table 5.303.2.2) o Providing separate meters or submeters for indoor and outdoor potable water use (99.05.304.2) 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 **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: o High Efficiency Toilets – maximum flush volume not to exceed 1.28 gallons of water (effective) per flush o High Efficiency Urinals – maximum flush volume not to exceed 0.125 gallons of water per flush o Faucets: ▪ Private Use Lavatory Faucets – 1.5 gallons per minute ▪ Public Use Lavatory Faucets – 0.5 gallons per minute, self-closing ▪ Pre-rinse Spray Valve installed in Commercial Kitchens – 1.6 gallons per minute ▪ All Other Indoor Faucets – 2.2 gallons per minute o Low-flow Showerheads – maximum flow rate not to exceed 2.0 gallons per minute, except emergency shower heads for health or safety purposes. o Showerheads – No more than one showerhead per stall. o High efficiency Clothes Washers (Commercial). o All Installed Dishwashers must be Energy Star Rated and in compliance with the following: ▪ 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

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<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 **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 **Monitoring Agency: LAWA**	Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including but not limited to: 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 **Monitoring Agency: LAWA**	Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including but not limited to: 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%. 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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **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 **Monitoring Agency: LADOT**	**Transportation Demand Management** 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. 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 **Monitoring Agency: LADOT**	**Transportation Systems Management Improvements** 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. **<u>City of Los Angeles TSM Improvements</u>** 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: 1. Lincoln Boulevard & Venice Boulevard; 2. Lincoln Boulevard & Washington Boulevard; 6. Lincoln Boulevard & Mindanao Way; 7. Lincoln Boulevard & Fiji Way; 8. Lincoln Boulevard & Jefferson Boulevard; 12. Lincoln Boulevard & Manchester Avenue; 28. Sepulveda Boulevard & Manchester Avenue; 29. Sepulveda Boulevard & La Tijera Boulevard; 30. Sepulveda Boulevard & Westchester Parkway; 46. Airport Boulevard & Manchester Avenue; 57. Aviation Boulevard & Arbor Vitae Street; 62. Aviation Boulevard & Century Boulevard; and 101. Aviation Boulevard & Imperial Highway. 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. 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. **<u>City of Inglewood TSM Improvements</u>** 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. 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 **Monitoring Agency: LADOT**	**Transit System Improvements** 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. **<u>Buses</u>** 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 **Monitoring Agency: LADOT**	**Specific Intersection Improvements** 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: • **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. • **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. • **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 Intersections #12, #28, #29, and #46 Phase II: Upon completion of 55 percent of development or generation of 1,400 afternoon peak hour trips Intersections #34 and #57 Phase III: Upon completion of 75 percent of development or generation of 1,907 afternoon peak hour trips Intersection #58		

Project-Specific Mitigation Measures

Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
• **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. • **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. • **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. • **Intersection #58 – La Cienega Boulevard & Arbor Vitae**				

Project-Specific Mitigation Measures

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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 **Monitoring Agency: LADOT**	**Traffic Mitigation Phasing** 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. 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. 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
	Air Quality				
MM-AQ-1 **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: 1. Construction-Related Measure; 2. Transportation-Related Measure; and 3. Operations-Related Measure. 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
	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 **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

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
	corrective action within 24 hours. o Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions. 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. o Pave all construction access roads at least 100 feet on to the site from the main road. 2. On-Road Mobile Source Controls: o To the extent feasible, have construction employees work/commute during off-peak hours. o Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips. 3. Nonroad Mobile Source Controls: o Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals. o Prohibit construction vehicle idling in excess of ten minutes. o Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips. 4. Stationary Point Source Controls: 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. 5. Mobile and Stationary Source Controls: o Specify combination of construction equipment using "cleaner burning diesel" fuel and exhaust emission controls. o Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX. o Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). 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. o Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. 6. Administrative Controls 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 **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

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
	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. The sites may include, but are not limited to the following: o West San Fernando Valley/Eastern Ventura County o Santa Monica/Pacific Palisades o Central Los Angeles o Long Beach/South Bay/San Pedro o East San Fernando Valley o San Gabriel Valley o Southeast Los Angeles County o North Los Angeles County 2. Public Outreach Program for FlyAway Service: 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. 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
	o Transit Ridership measures such as: ▪ Constructing on-site or off-site bus turnouts, passenger benches, or shelters to encourage transit system use. ▪ Constructing on-site or off-site pedestrian improvements/including showers for pedestrian employees to encourage walking/bicycling to work by LAX employees. o Highway and Roadway Improvements measures such as: ▪ 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. ▪ 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. ▪ 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. ▪ 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
	airport. o Parking measures such as: ▪ 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. ▪ 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. ▪ Implementing on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking. ▪ 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. o Additional Ridesharing measures such as: ▪ Expanding the airport's ridesharing program to include all airport tenants. o Clean Vehicle Fleets measures such as: ▪ 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
	vehicle air emissions. ▪ Promoting "best-engine" technology (SULEV/ZEV) for rental cars using on-airport RAC facilities to reduce vehicle air emissions. ▪ Consolidating nonrental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions. o Energy Conservation measures such as: ▪ 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. 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 **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
	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
	Table F5-10 **Estimated Ranges of Emission Reductions for GSE Conversion** **Pollutant[1] — Alternative D[1] (tons)** ROG — 10 - 100 NO_X — 300 - 400 CO — 500 - 1000 PM10 — 1 - 10 SO_X — 1 - 5 [1]In the build-out year projected by the LAX Master Plan. Source: Camp Dresser & McKee Inc., 2004. 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. 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 **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. These steps shall, at a minimum, include the following: *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
	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." *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
	Area shall continue to be carried out as prescribed.				
MM-BC-3 **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 **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
	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. 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

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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. 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. 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
	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 **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. o This office may undertake a variety of duties, including but not limited to: o Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.; o Work with airport police and the Los Angeles Police Department to enforce delivery times and routes; o Establish staging areas; o Coordinate with police and fire personnel regarding maintenance of emergency access and response times; 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
	o Monitor and coordinate deliveries; o Establish detour routes; o Work with residential and commercial neighbors to address their concerns regarding construction activity; and 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 **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 **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 **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

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
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 **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 **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

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Endangered and Threatened Species				
MM-ET-3 **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 **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: 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. 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. o *Fire Hydrants.* Adequate off-site public and on-site	Avoidance of compromised fire prevention and protection	Prior to issuance of building permits or 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

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans. 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. o *Road Turns.* Standard cut-corners will be used on all proposed road turns. 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. 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. 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. 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. o *Building Heights.* New buildings exceeding 28 feet in height may be required to provide additional LAFD access. o *Construction/Demolition Access.* During demolition and construction activities, emergency access will remain unobstructed. 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

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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 **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 **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

Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	public, local community school history programs, and related interest groups.		resources		
MM-HA-4 **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 **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

Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	of suitable candidates obtained from the Native American Heritage Commission.				
MM-HA-6 **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 **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 **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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Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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 **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 **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 **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

Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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. 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 **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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Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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. 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 **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

Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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. 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. Methods to reduce the peak flow of surface water runoff could include: • Decreasing impervious area by removing unnecessary pavement or utilizing porous concrete or modular pavement • Building storm water detention structures • Diverting runoff to pervious areas (reducing directly-connected impervious areas) • Diverting runoff to outfalls with additional capacity (reducing the total drainage area for an individual outfall) • Redirecting storm water flows to increase the time of concentration Measures to increase drainage capacity could include: • Increasing the size and slope (capacity) of storm water conveyance structures (pipes, culverts, channels, etc.). • 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
	structures and/or outfalls. 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. 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. 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. • Vegetated swales and strips • Oil/Water separators • Clarifiers • Media filtration • Catch basin inserts and screens • Continuous flow deflective systems • Bioretention and infiltration • Detention basins • Manufactured treatment units • Hydrodynamic devices				

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Master Plan Commitments/Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance

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
	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. 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. 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 **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

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Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	Law Enforcement				
LE-1 **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 **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 **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 **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
	have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.				
	Land Use				
LU-1 **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 **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 **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: 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
	can develop alternative facilities. 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. 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 **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 **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
	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 **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 **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 **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
	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 **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 **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 **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

Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-PA-4 **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 **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 **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 **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 **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

Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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 **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 **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 **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
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 **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 **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 **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 **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 **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
				Office	
ST-20 **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 **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 **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 **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 **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 **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
		of)			
	Water Use				
W-1 **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 **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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APPENDIX C

BIOLOGICAL TECHNICAL MEMORANDUM

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memorandum

date	April 14, 2023
to	Lincoln Properties Company
from	Environmental Science Associates (ESA)
subject	LAX Northside Areas 1 and 2A Recreation Project Biological Technical Memorandum, Playa Del Rey, City of Los Angeles, Los Angeles County, California

This Biological Technical Memo Report for the LAX Northside Areas 1 and 2A Recreation Project (hereinafter referred to as the Recreation Project), located along Westchester Parkway, north of Los Angeles International Airport (LAX) updates the information regarding biological resources in the Environmental Impact Report for the LAX Northside Plan Update (EIR), and documents the existing biological conditions, including species observed, and discusses the potential for sensitive biological resources to occur as well as potential impacts to biological resources as a result of project implementation. The information used to support this report includes the results of a field reconnaissance survey of the Recreation Project site and research of available literature and databases.

Project Location

The proposed Recreation Project is located north of Westchester Parkway, east and west of Falmouth Avenue, and south of West 91st Street in the community of Playa Del Rey, within the City of Los Angeles, Los Angeles County, California (Recreation Project site). The Recreation Project site is located within the U.S. Geological Survey (USGS) 7.5' Venice topographic quadrangle map (Township 2 South, Range 15 West, Section 38) (USGS 2016), as shown in **Figure 1**, Vicinity Map (see figures attached at the end of this report).

Project Description

The Recreation Project will develop recreation and open space uses and associated ancillary support facilities for use by the community, and community organizations, including, for example, programs for area students and youth sports. Specifically, Area 1 will include two youth soccer fields, a larger soccer field, a playground area, a dog park, a picnic area and overlook, and facilities ancillary to the recreation use, such as storage and restrooms. These ancillary buildings within Area 1 would be up to a total of 2,000 square feet. Surface parking would be provided on the northeastern portion of Area 1 from a driveway off Falmouth Avenue. The internal road to access the existing Jet Pets facility would be maintained but may be relocated to areas to facilitate placement of the soccer fields.

Development of Area 2A will include various recreational uses including a multi-purpose field, 2 volleyball courts, 4 basketball courts, 24 tennis courts, and 8 pickleball courts. Facilities ancillary to the recreational uses

would include a welcome center (with a lobby, meeting rooms, locker rooms, restrooms, storage, athletic supplies shop, snack shop, and administrative support offices) and other ancillary buildings for fitness, storage, restroom, scheduling, maintenance, and security. Total building development in Area 2A would be up to 36,000 square feet. Surface parking will be provided on the western portion of Area 2 from a driveway off Falmouth Avenue.

The Recreation Project proposes to incorporate use of portions of Cum Laude Avenue, which was previously approved for vacation, and potentially the remnant 92nd Street, if it is vacated in the future. Figure 2 is an illustrative site plan of the Recreation Project. The final layout and placement of the fields and courts may change as construction plans are further developed. Construction of the Project is anticipated to occur over 24 months in a single phase beginning in late 2023 and ending late 2025. The required cut/fill for development of the Recreation Project would be balanced on site. Landscaping will use native, drought tolerant plants following the guidelines in the LAX Northside Design Guidelines (LAWA 2004, 2016). The project study area includes the Recreation Project site (Areas 1 and 2A) and a 250-foot buffer area (**Figure 3,** Vegetation Map). The Recreation Project site elevation ranges from 90 to 120 feet above mean sea level (amsl).

Methodology

Literature Review

Prior to conducting the field reconnaissance survey, ESA biologists reviewed the EIR biological resources information, and conducted a database search and review of sensitive biological resources and habitats, including queries of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2022) and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (CNPS 2022a) for recorded occurrences of special-status plant and wildlife species within the Venice, California 7.5-minute USGS topographic quadrangle and the six surrounding USGS quadrangles, Topanga, Beverly Hills, Hollywood, Inglewood, Redondo Beach, and Torrance. ESA also reviewed the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) report for federally sensitive biological resources known to occur in the vicinity of the study area (USFWS 2022a) as well as designated Critical Habitat (USFWS 2022b) and the National Wetland Inventory (USFWS 2022c). In addition, *A Manual of California Vegetation* (CNPS 2022b; Sawyer et al. 2009) and the Jepson Manual (Baldwin et al. 2012) were used in the classification of vegetation communities and identification of plant species and suitable habitats.

Field Surveys

On July 27, 2022, ESA biologists Brenda McMillan and Amanda French conducted a general biological survey and an aquatic resources survey within the project study area. The survey included a biological inventory and vegetation mapping; no aquatic resources were detected within the project study area. The survey consisted of walking the entire project study area to characterize potentially jurisdictional areas, map existing vegetation communities, and creating an inventory of all plant and wildlife species observed. A Global Positioning System (GPS) with sub-meter accuracy was used to document observations. Representative photographs of the project study area are included in **Appendix A**.

Existing Conditions

The project study area supports 54 plant species, 48 of which are considered non-native or invasive; 28 wildlife species; 9 vegetation communities; and a single soil series complex. The vegetation communities are shown in

Figure 3, Vegetation Map. Lists of all plants and animals observed are provided in **Appendices B and C**, respectively.

Natural Communities and Land Cover Types

The natural communities and land use types that were observed occurring within the project area were mapped in the field and characterized using *A Manual of California Vegetation* (CNPS 2022b) where applicable, as shown in Figure 2.

The project study area is dominated by non-native vegetation communities and ornamental vegetation. No native natural communities were observed within the project study area. There are two areas that have recently been landscaped with native species as part of the Argo Drain Sub-Basin Facility project (Argo), which was recently completed by the Los Angeles County Department of Public Works (LAWA 2019). The Argo project is located within portions of Area 1 and Area 2A. One vegetation community, *Abronia latifolia-Ambrosia chamissonis* Alliance is found within the project study area; however, it appears to be a result of hydroseeding with some natural recruitment.

No sensitive natural communities were observed within the project study area. No suitable habitat for special status species was identified within the study area. A stand of trees is located along Westchester Parkway and is comprised of non-native trees. A single arroyo willow sapling was noted growing along an abandoned road off West 91st Street. This area appeared to be scraped of vegetation at regular intervals.

Natural Communities and Special-Status Plants

The LAX Northside Plan Update Draft Environmental Impact Report, Appendix G Mature Tree Study (LAWA 2015) found 13 mature trees that met the definition of a non-protected significant (mature) tree within Area 2a. This number of mature trees was confirmed in the field and via aerial photography. The City requires the replacement of non-protected significant mature trees at a 1:1 mitigation ratio. It should be noted that the updated City of Los Angeles Tree Protection Ordinance now requires 4:1 replacement ratio for protected trees and is defined as having a trunk of at least four inches or more in cumulative diameter as measured 4.5 feet above the mean natural grade DSH. However, no protected trees have been proposed for removal. The Mexican elderberry (*Sambucus Mexicana*) is located in Area 2A, and listed as a protected tree, however it did not met the definition of a protected tree (< 4” or more in cumulative diameter).

These thirteen mature non-protected significant mature trees within Area 2A would be removed as a result of project construction. An additional 48 trees were found mainly along roadways and sidewalks along Westchester Parkway and Falmouth Avenue could be affected by project related activities. In accordance with LAX Master Plan Mitigation Measure MM-BC-3 (LAWA 2013), any of the identified mature trees that will be impacted due to construction activities will require a 2:1 replacement. The trees within the project study area were assessed for compliance with MM-BC-3, which also requires the census and mapping of all mature trees with a diameter at breast height (dbh) of at least eight inches within the Northside Plan Area of LAX that may be impacted as a result of construction activities (LAWA 2004).

The California Department of Fish and Wildlife’s Natural Diversity Database (CNDDB) was queried on July 25, 2022, to identify species reported within 1-mile of the project site. The CNDDB search shows the proposed project study area is within one mile of several sensitive plants and one sensitive vegetation community. Species

known to occur within one mile of the project study area are summarized in **Appendix D**. These species are not expected to occur within the project study area due to lack of suitable habitat.

No special-status plants were observed within the project study area during the site visit. The project study area does not support suitable habitat for special-status plant species recorded within the project vicinity. No native trees were observed within the project study area. No designated areas of critical habitat were identified as occurring within the proposed project.

A complete list of plant species detected within the project study area is presented in **Appendix B**.

Aquatic Resources

No aquatic resources were observed within the project study area. The project study area does not support suitable aquatic resource habitat or associated plant and animal species.

General Wildlife Observed

The upland vegetation communities within the project study area provide marginal habitat for a variety of wildlife species, including reptiles, birds, and mammals typically found in urbanized settings. Twenty-eight wildlife species were observed during surveys conducted in the study area: 13 bird species, 11 insect species, 3 mammal species, and 1 lizard species. Coyote (*Canis latrans*) presence was evidenced by scat and a striped skunk (*Mephitis mephitis*) pellet was found on the ground under a tree. California ground squirrels (*Spermophiles beecheyi*) were heard vocalizing and burrows were observed in the biological study area.

A complete list of wildlife species detected within the project study area is presented in **Appendix C**.

Special-Status Wildlife

The California Department of Fish and Wildlife's Natural Diversity Database (CNDDB) was queried on July 25, 2022, to identify species reported within 1 mile of the project site. Two special-status invertebrates have the potential to occur within the biological study area; Busck's gall moth (*Eugnosta buskana*) and Riverside fairy shrimp (*Streptocephalus woottoni*). One special-status mammal has the potential to occur within the biological study area; Pacific pocketmouse (*Perognathus longimembris californicus*). However, the project study area lacks suitable habitat for these species.

No special-status wildlife was observed within the project study area during the site visit. The project study area does not support suitable habitat for special-status wildlife species recorded in the vicinity.

In accordance with LAX Master Plan Mitigation Measure MM-BC-3 (LAWA 2013), any of the identified mature trees that will be impacted due to construction activities will require a 2:1 replacement. The trees within the project study area were assessed for compliance with MM-BC-3, which also requires the census and mapping of all mature trees with a diameter at breast height (dbh) of at least eight inches within the Northside Plan Area of LAX that may be impacted as a result of construction activities (LAWA 2004).

SOURCE: ESA, 2023

9100 Falmouth Avenue Addendum

Figure 1
Vicinity Map

ESA

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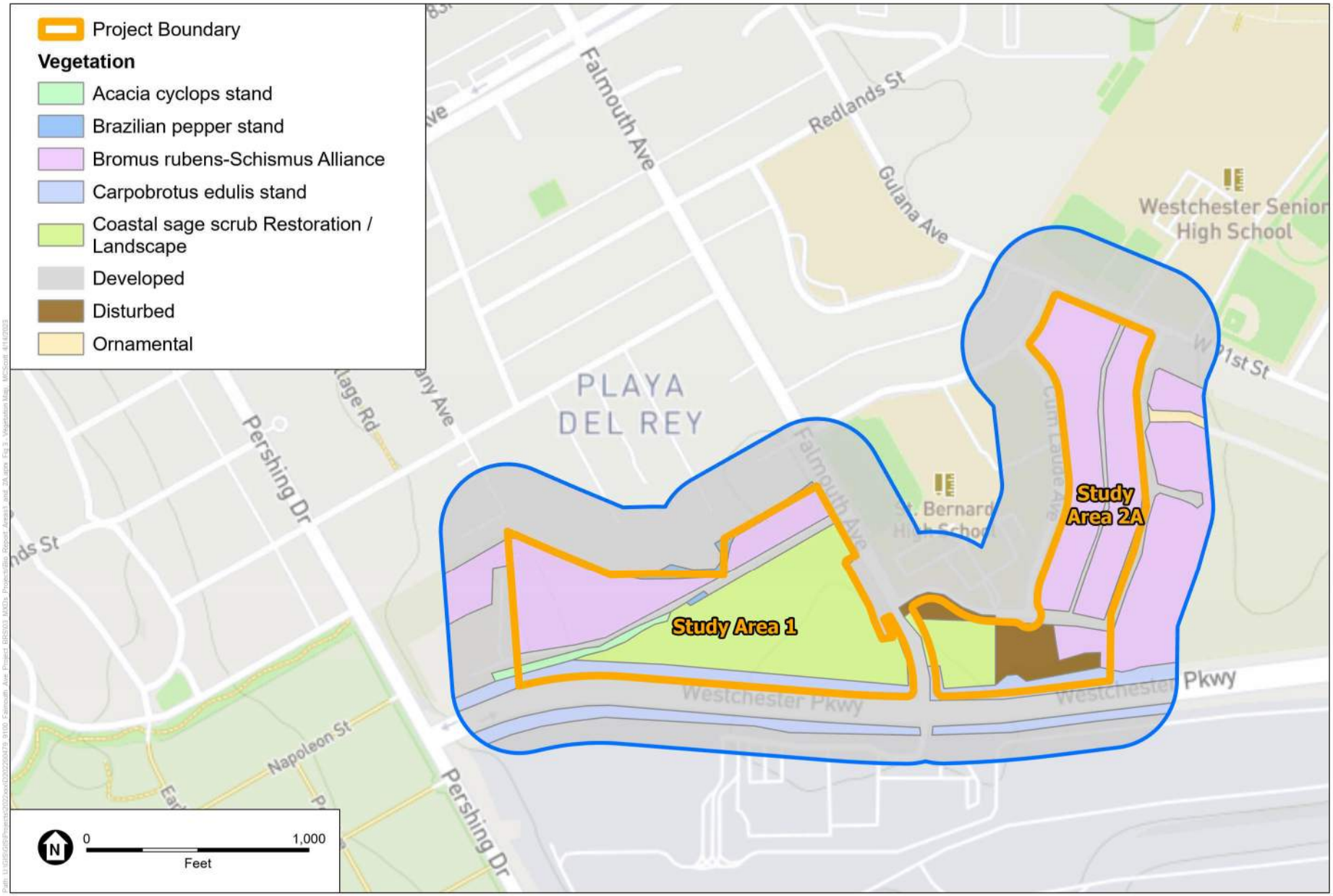
SOURCE: Rios, 2023

9100 Falmouth Avenue Addendum

Figure 2
Conceptual Site Plan

ESA



SOURCE: ESA, 2023

9100 Falmouth Avenue Addendum

Figure 3
Vegetation Map

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BTM Appendix A
Representative Photographs

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PHOTOGRAPH 1: Looking east at Falmouth Ave. at eastern corner of project study area.

PHOTOGRAPH 2: Looking southeast at non-native vegetation in project study area.

PHOTOGRAPH 3: Looking east along Westchester Parkway at western corner of project study area with ice plant stand on left side.

PHOTOGRAPH 4: Looking southwest at disturbed hydroseeded area of project study area.

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SOURCE: ESA, 2022

Lulu's Place

Appendix A
Site Photographs

ESA

PHOTOGRAPH 5: Looking northwest at non-native vegetation and a dirt access road on right.

PHOTOGRAPH 6: Looking west at landscaped area with western vervain in foreground.

PHOTOGRAPH 7: Looking north at mowed area east of the ARGO project.

PHOTOGRAPH 8: Feral animal traps located in the western area of the project study area.

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SOURCE: ESA, 2022

Lulu's Place

Appendix A
Site Photographs

ESA

BTM Appendix B

Plant Species Detected within the Study Area

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APPENDIX B: PLANT SPECIES DETECTED WITHIN THE STUDY AREA

EUDICOTS

	Scientific Name	Common Name
Adoxaceae		**Muskroot Family**
	Sambucus nigra ssp. *caerulea*	blue elderberry
Aizoaceae		**Fig Marigold Family**
*	*Carpobrotus edulis*	Ice plant/hottentot fig
Anacardiaceae		**Sumac Family**
	Malosma laurina	laurel sumac
*	*Cupaniopsis anacardiopsis*	carrotwood
*	*Schinus terebinthifolius*	Brazilian pepper tree
Apiaceae		**Carrot Family**
*	*Foeniculum vulgare*	fennel
Asteraceae		**Aster Family**
	Ambrosia chamissonis	beach-bur
	Baccharis salicifolia ssp. *salicifolia*	mule fat
	Baccharis pilularis	coyote brush
*	*Bidens pilosa*	common beggar's tick
*	*Centaurea melitensis*	tocalote
	Deinandra fasciculata	fasicicled tarweed
	Erigeron algidus	stalked fleabane
*	*Erigeron bonariensis*	flax leaf fleabane
*	*Gazania linearis*	treasure flower
	Heterotheca grandiflora	Telegraph weed
*	*Hypochaeris glabra*	Smooth cat's ears
	Isocoma menzeisii	goldenbush
*	*Lactuca serriola*	prickly lettuce
	Laennecia coulteri	Coulter's fleabane
*	*Picris echoides*	Bristly ox-tongue
*	*Oncosiphon pilulifera*	Stinknet
	Pseudognaphalium beneolens	fragrant everlasting

EUDICOTS

	Scientific Name	Common Name
*	*Sonchus asper*	prickly sow thistle
	Xanthium strumarium	cocklebur
	Brassicaceae	**Mustard Family**
*	*Brassica nigra*	black mustard
*	*Hirschfeldia incana*	short-pod mustard
*	*Raphanus sativus*	wild radish
	Chenopodiaceae	**Goosefoot Family**
*	*Atriplex semibaccata*	Australian saltbush
*	*Salsola tragus*	Russian thistle
	Euphorbiaceae	**Spurge Family**
	Croton setiger	doveweed
*	*Euphorbia maculata*	spotted spurge
*	*Euphorbia terracina*	Geraldton carnation spurge
*	*Ricinus communis*	castor bean
	Fabaceae	**Legume Family**
*	*Acacia cyclops*	western coastal wattle
*	*Acmispon americanus*	Spanish lotus
	Acmispon glaber	coastal deerweed
	Geraniaceae	**Geranium Family**
*	*Erodium botrys*	longbeak stork's bill
*	*Erodium cicutarium*	redstem stork's bill
	Lamiaceae	**Mint Family**
!	*Salvia spathacea*	hummingbird sage
	Lauraceae	**Laurel Family**
*	*Laurus nobilis*	sweet bay
	Magnoliaceae	**Magnolia Family**
*	*Magnolia* sp.	Magnolia
	Malvaceae	**Mallow Family**
*	*Malva parviflora*	cheeseweed
	Moraceae	**Fig Family**
*	*Ficus* sp.	Fig
	Myrtaceae	**Eucalyptus Family**
*	*Eucalyptus* spp.	Eucalyptus

EUDICOTS

Scientific Name	Common Name
Papaveraceae	**Poppy Family**
! *Eschscholzia californica*	California poppy
Plantaginaceae	**Plantain Family**
* *Platango lanceolata*	English plantain
Plumbaginaceae	**Leadwort Family**
* *Limonium sinuatum*	notch leaf marsh-rosemary
Polygonaceae	**Buckwheat Family**
Eriogonum fasciculatum	California buckwheat
Primulaceae	**Primrose Family**
* *Lysimachia arvensis*	scarlet pimpernel
Rosaceae	**Rose Family**
! *Iva hayesiana*	San Diego marsh elder
* *Pyracantha coccinea*	firethorn
Salicaceae	**Willow Family**
Salix lasiolepis	arroyo willow
Scrophulariaceae	**Figwort Family**
* *Myoporum laetum*	ngaio
Solanaceae	**Nightshade Family**
* *Solanum nigrum*	black nightshade
Ulmaceae	**Elm Family**
* *Ulmus parvifolia*	Chinese elm
* *Ulmus pumila*	Siberian elm
Verbenaceae	**Vervain Family**
! *Verbena lasiostachya*	western vervain

MONOCOTYLEDONS

Scientific Name	Common Name
Areacaeae	**Palm Family**
* *Phoenix canariensis*	Canary Island date palm
* *Washingtonia robusta*	Mexican fan palm
Cyperaceae	**Sedge Family**
* *Cyperus eragrostis*	

MONOCOTYLEDONS

Scientific Name	Common Name
Poaceae	**Grass Family**
* *Avena barbata*	slender oat
* *Brachypodium distachyon*	purple false-brome
* *Bromus diandrus*	ripgut brome
* *Bromus hordeaceus*	soft chess
* *Bromus rubens*	red brome
* *Cenchrus* [*Pennisetum*] *setaceus*	African fountaingrass
* *Cynodon dactylon*	Bermuda grass
Distichlis littoralis	shore grass
* *Festuca myuros*	rattail fescue
Phalaris sp.	canary grass
* *Poa annua*	annual blue grass
* *Schismus barbatus*	Mediterranean schismus
* *Setaria viridis*	green bristle grass

CONIFERS

Scientific Name	Common Name
Pinaceae	**Pine Family**
* *Pinus* sp.	pine
Podocarpaceae	**Podocarp Family**
* *Podocarpus macrophyllus*	Yew pine

* = Non-native plant species
! = planted or hydroseed in landscape area

BTM Appendix C

Wildlife Species Detected within the Study Area

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APPENDIX C: WILDLIFE SPECIES DETECTED WITHIN THE STUDY AREA

INVERTEBRATES

Scientific Name	Common Name
Insecta (Order Odonata)	**Dragonflies, Damselflies**
Anax junius	common green darner
Insecta (Order Coleoptera)	**Beetles**
Cotinis mutablis	Green fruit beetle
Insecta (Order Hymenoptera)	**Ants, Bees, and Wasps**
* *Apis mellifera*	European honey bee
Bombus californicus	California Bumble Bee
Insecta (Order Lepidoptera)	**Butterflies and Moths**
Hylephila phyleus	fiery skipper
Pieris rapae	cabbage white
Colias philodice	clouded sulphur
Leptotes marina	marine blue butterfly
Brephidium exilis	western pygmy blue
Cupido amyntula	western Tailed-Blue
Junonia coenia	common buckeye

REPTILES

Scientific Name	Common Name
LACERTILIA	**LIZARDS**
Phrynosomatidae	**Zebratail, Earless, Horned, Spiny, Fringe-Toed Lizards**
Uta stansburiana elegans	western side-blotched lizard

BIRDS

Scientific Name	Common Name
GALLIFORMES	
Numididae	**Pigeons and Doves**
Numida meleagris	common chicken
Phasianidae	**Pigeons and Doves**
Gallus gallus domesicus	helemted guinea fowl
COLUMBIFORMES	
Columbidae	**Pigeons and Doves**
Streptopelia decaotcto	Eurasian collared dove
Zenaida macroura	mourning dove
APODIFORMES	
Trochilidae	**Hummingbirds**
Calypte anna	Anna's hummingbird
Selasphorus sasin	Allen’s hummingbird
PASSERIFORMES	
Tyrannidae	**Tyrant Flycatchers**
Tyrannus vociferus	Cassin’s kingbird
Corvidae	**Jays and Crows**
Corvus brachyrhynchos	American crow
Hirundinidae	**Swallows, Martins, and Saw-wings**
Petrochelidon pyrrhonota	cliff swallow
Fringillidae	**Finches**
Haemorhous mexicanus	house finch
Spinus psaltria	lesser goldfinch
Passerellidae	**New World Sparrows**
Melozone crissalis	California towhee

BIRDS

Scientific Name	Common Name
Melospiza melodia	song sparrow

MAMMALS

Scientific Name	Common Name
Canidae	**Canines**
Canis latrans	coyote
Mephitidae	**Skunks**
Mephitis mephitis	striped skunk
Sciuridae	**Squirrels and Chipmunks**
Otospermophilus beecheyi	California ground squirrel

* = Non-native/invasive species

** = Special status species

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BTM Appendix D

Special-Status Species Evaluated for Potential to Occur on the Project

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Special-Status Plant Species Evaluated for Potential to Occur on the Project

Scientific Name	Common Name	Flowering Period	Federal	State	Local (CRPR/MSCP/Other)	Preferred Habitat	Distribution	Potential to Occur
ANGIOSPERMS (DICOTYLEDONS)								
Asteraceae	**Sunflower Family**							
Dithyrea maritima	Beach spectaclepod	Mar-May	None	ST	1B.1	Coastal scrub (sandy) and coastal dunes. 3–50 meters.	Ventura, Los Angeles, Santa Barbara, Baja California.	Not Expected Marginally suitable habitat is present onsite however, suitable sandy soils are not present onsite). This species has been reported within one mile of the Project (CNDDB 2022).
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	Feb.-Jun.	None	None	1B.1	Salt-marsh, playas, vernal-pools, coastal; usually occurs in wetlands but occasionally in non-wetlands. 1-1,220 meters.	Diego, and possibly Los Angeles, Kern and San Bernardino counties.	Not Expected Marginally suitable habitat is present onsite however, suitable sandy soils are not present onsite). This species has been reported within one mile of the Project (CNDDB 2022).
Polyonaceae	**Buckwheat Family**							
Chorizanthe parryi var. f*ernandina*	San Fernando Valley spineflower	Apr.-Jul.	FC	SE	1B.1	Coastal scrub (sandy), valley and foothill grassland 150-1,220 meters.	Los Angeles, Ventura, possibly Orange counties.	Not Expected Marginally suitable habitat is present onsite however, suitable sandy soils are not present onsite). This species has been reported within one mile of the Project (CNDDB 2022).
Rosaceae	**Rose Family**							
Potentilla multijuga	Ballona cinquefoil	Jun.-Aug.	None	None	1A	Meadows and seeps; brackish meadows. 0-2 meters. .	Los Angeles County.	Not Expected Suitable habitat is not present. This species has been reported within

Scientific Name	Common Name	Flowering Period	Federal	State	Local (CRPR/MSCP/Other)	Preferred Habitat	Distribution	Potential to Occur
								one mile of the Project (CNDDB 2022).

Key to Species Listing Status Codes

SE *State Listed as Endangered*

ST *State Listed as Threatened*

California Rare Plant Rank (CRPR)

CRPR 1B.1 *Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California.*

CRPR 1B.2 *Plants rare, threatened, or endangered in California and elsewhere; moderately threatened in California.*

CRPR 4.1 *Plants of limited distribution; seriously threatened in California.*

CRPR 4.2 *Plants of limited distribution; moderately threatened in California.*

CRPR 4.3 *Plants of limited distribution; not very threatened in California.*

MSCP *MSCP Covered Species*

NE *MSCP Narrow Endemic Species: Rare, narrow endemic animal species known from San Diego County within the MSCP Subarea*

County List A *Plants rare, threatened, or endangered in California and elsewhere.*

County List D *Plants of limited distribution and are uncommon, but not presently rare or endangered.*

Occurrence Potential Definitions

Present: The species was observed within the project area and/or immediate vicinity during surveys.

High Potential: The project area and/or immediate vicinity provide high quality or ideal habitat (i.e., soils, vegetation assemblage, and topography) for a particular species and/or there are known occurrences in the general vicinity of the project area.

Moderate Potential: The project area and/or immediate vicinity provides moderately suitable habitat for a particular species. For example, proper soils may be present, but the desired vegetation assemblage or density is less than ideal; or soils and vegetation are suitable, but the site is outside of the known elevation range of the species.

Low Potential: The project area and/or immediate vicinity provides low quality habitat for a particular species, such as improper soils, disturbed or otherwise degraded habitat, improper assemblage of desired vegetation, and/or the site is outside of the known elevation range of the species.

Not Expected: The project area and/or immediate vicinity does not provide suitable habitat necessary to support the species and/or the site is located outside of the known geographic range of the species. Within suitable habitat, focused protocol surveys and/or botanical surveys conducted during optimal timing (e.g. flowering period) and climatic conditions (e.g. average to above-average hydrologic year) would preclude the presence of the species.

Special-Status Wildlife Species Evaluated for Potential to Occur on the Project

Common Name ***Scientific Name***	**Sensitivity Status[1]**	**Preferred Habitat/Known Distribution[2]**	**Presence/Potential to Occur Within Biological Study Area**
Spiders and Relatives **Arachnida**			
Order Anostraca (fairy shrimp) **Crustacea**			
Riverside fairy shrimp *Streptocephalus woottoni*	Federal: FE State: None	Endemic to western Riverside, Orange and San Diego Counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains greater than 12 inches in depth. Hatch in warm water later in the season. Typically observed January through March.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable vernal pool habitat. This species has been reported within one mile of the Project (CNDDB 2022).
Invertebrates			
Order Diptera (flies) ***Insecta***			
Belkin's dune tabanid fly *Brennania belkini*	Federal: None State: None S1	Habitat information is lacking for this species.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable habitat. This species has been reported within one mile of the Project (CNDDB 2022).
Order Coleoptera (beetles) ***Insecta***			
Sandy beach tiger beetle *Cincindela hirticollis gravida*	Federal: None State: None S2	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable open sandy soils and dune habitat. This species has been reported within one mile of the Project (CNDDB 2022).
globose dune beetle *Coelus globosus*	Federal: None State: None S1	Coastal dunes; Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable dune habitat and sandy soils. This species has been reported within one mile of the Project (CNDDB 2022).

Common Name ***Scientific Name***	**Sensitivity Status[1]**	**Preferred Habitat/Known Distribution[2]**	**Presence/Potential to Occur Within Biological Study Area**
Dorothy's El Segundo Dune weevil *Trigonoscuta dorothea dorothea*	Federal: None State: None S1		**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable dune habitat and sandy soils. This species has been reported within one mile of the Project (CNDDB 2022).
Order Lepidoptera (butterflies & moths) ***Insecta***			
monarch butterfly – California overwintering population *Danaus plexippus pop. 1*	Federal: FC State: None	Wintering sites in California are associated with wind-protected groves of large trees (primarily eucalyptus or pine [*Pinus* spp.]) with nectar and water sources nearby that are generally near the coast.	**Low Potential.** This species has a low potential to occur due to marginally suitable habitat including Eucalyptus stands and a lack of suitable microhabitat including nectar resources. This species has been reported within one mile of the Project (CNDDB 2022).
El Segundo blue butterfly *Euphilotes battoides allyni*	Federal: FE State: None	Restricted to remnant coastal dune habitat in southern California. Host plant is *Eriogonum parvifolium*; larvae feed only on the flowers and seeds; used by adults as major nectar source.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable dune habitat and sandy soils. This species has been reported within one mile of the Project (CNDDB 2022).
wandering (= saltmarsh) skipper *Panoquina errans*	Federal: None State: None S2	Southern California coastal salt marshes.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable salt marsh habitat within the study area. This species has been reported within one mile of the Project (CNDDB 2022).
Order Hymenoptera (ants, bees, & wasps) ***Insecta***			
Crotch bumble bee *Bombus crotchii*	Federal: None State: SCE	Open grassland and scrub habitats that support potential nectar sources such as plants within the Fabaceae, Apocynaceae, Asteraceae, Lamiaceae, and Boraginaceae families.	**Low Potential.** This species has a low potential to occur due to marginally suitable open grassland habitat including a lack of suitable microhabitat including native plant species and nectar resources. This species has been reported within one mile of the Project (CNDDB 2022).
REPTILES			

Common Name ***Scientific Name***	**Sensitivity Status[1]**	**Preferred Habitat/Known Distribution[2]**	**Presence/Potential to Occur Within Biological Study Area**
Legless Lizards ***Anniellidae***			
southern California legless lizard [=silvery legless lizard] *Anniella stebbinsi* [=*Anniella pulchra*]	Federal: None State: SSC	Occurs in moist warm loose soil with plant cover. Moisture is essential. Occurs in sparsely vegetated areas of beach/coastal dunes, chaparral, pine-oak woodlands, desert scrub, sandy washes, and stream terraces with sycamores, cottonwoods, or oaks. Leaf litter under trees and bushes in sunny areas and dunes stabilized with bush lupine and mock heather often indicate suitable habitat. Often can be found under surface objects such as rocks, boards, driftwood, and logs. Can also be found by gently raking leaf litter under bushes and trees. Sometimes found in suburban gardens in Southern California.	**Low Potential.** This species has a low potential to occur within the study area due to a lack of suitable dune habitat and sandy soils. This species has been reported within one mile of the Project (CNDDB 2022).
BIRDS			
Rails, Coots, & Gallinules ***Rallidae***			
California black rail *Laterallus jamaicensis coturniculus*	Federal: BCC State: ST, FP	Known to occur in brackish and freshwater marshes. Inhabits riparian thickets of willow and other brushy tangles near watercourses. Needs water depths of about 1 inch that does not fluctuate during the year and dense vegetation for nesting habitat.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable marsh habitat within the study area. This species has been reported within one mile of the Project (CNDDB 2022).
Plovers & relatives ***Charadriidae***			
western snowy plover *Charadrius alexandrinus nivosus*	Federal: FT, BCC State: SSC	Found in Great Basin standing waters, sand shore, wetland. Sandy beaches, salt pond levees & shores of large alkali lakes. Requires sandy, gravelly, or friable soil substrate for nesting.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable beach and shoreline habitat within the study area. This species has been reported within one mile of the Project (CNDDB 2022).

Common Name ***Scientific Name***	**Sensitivity Status[1]**	**Preferred Habitat/Known Distribution[2]**	**Presence/Potential to Occur Within Biological Study Area**
True Owls ***Strigidae***			
burrowing owl *Athene cunicularia*	Federal: BCC State: SSC	Inhabits coastal prairie, coastal scrub, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, annual and perennial grasslands, bare ground, and disturbed habitats characterized by low-growing vegetation. A subterranean nester dependent upon burrowing mammals, particularly the California ground squirrel.	**Low Potential.** This species has a low potential to occur within the study area due to a marginally suitable habitat and low prey abundance within the study area. This species has been reported within one mile of the Project (CNDDB 2022).
Gnatcatchers ***Polioptilidae***			
coastal California gnatcatcher *Polioptila californica californica*	Federal: FT State: SSC	Species is an obligate, permanent resident of coastal sage scrub habitats dominated by California sagebrush and flat-topped buckwheat, mainly on cismontane slopes below 1,500 feet in elevation. Low coastal sage scrub in arid washes, on mesas and slopes.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable coastal scrub within the study area. This species has been reported within one mile of the Project (CNDDB 2022).
MAMMALS			
Shrews ***Soricidae***			
southern California saltmarsh shrew *Sorex ornatus salicornicus*	Federal: None State: SSC	Coastal marshes in Los Angeles, Orange and Ventura counties. Requires dense vegetation and woody debris for cover.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable salt marsh habitat within the study area. This species has been reported within one mile of the Project (CNDDB 2022).
Kangaroo rats, Pocket mice, & Kangaroo mice ***Heteromyidae***			
Pacific pocket mouse *Perognathus longimembris pacificus*	Federal: FE State: SSC	Found in the coastal scrub and maritime chaparral from the Mexican border north to El Segundo, Los Angeles County. Commonly associated with gravelly, , or fine alluvial soils within coastal plains in the immediate vicinity of the Pacific Ocean. Also found on coastal strand, coastal dunes, and ruderal vegetation on	**Low Potential.** This species has a low potential to occur within the study area due to a lack of suitable dune habitat and sandy soils. This species has been reported within one mile of the Project (CNDDB 2022).

Common Name ***Scientific Name***	**Sensitivity Status[1]**	**Preferred Habitat/Known Distribution[2]**	**Presence/Potential to Occur Within Biological Study Area**
		river alluvium, within open, sparsely vegetated areas.	
Mice, Rats, & Voles ***Muridae***			
south coast marsh vole *Microtus californicus stephensi*	Federal: None State: SSC	Tidal marshes in Los Angeles, Orange and southern Ventura counties.	**Not Expected.** This species is not expected to occur within the study area due to a lack of suitable tidal marsh habitat within the study area. This species has been reported within one mile of the Project (CNDDB 2022).

[1] **Sensitivity Status**

Federal (USFWS)

FE	*Federally Endangered*
FT	*Federally Threatened*
FPE	*Federally Proposed as Endangered*
FPT	*Federally Proposed as Threatened*
State	
FP	*Fully Protected*
SE	*State Endangered*
ST	*State Threatened*
SCE	*State Candidate as Endangered*
SCT	*State Candidate as Threatened*
SSC	*State Species of Special Concern*
Rank	
S1	*Critically Imperiled*
S2	*Imperiled*
S3	*Vulnerable*

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APPENDIX D

TRANSPORTATION ASSESSMENT AND PARKING SUMMARY

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Gibson transportation consulting, inc.

TECHNICAL MEMORANDUM

TO: ESA

FROM: Sean Mohn

DATE: July 24, 2023

RE: Transportation Assessment and Parking Summary for Lulu's Place
Los Angeles International Airport Northside Campus District
Los Angeles, California **Ref:** J2026

Gibson Transportation Consulting, Inc. prepared a transportation assessment and parking summary for the proposed Lulu's Place recreation and open space project (Recreation Project), to be located within Area 1 and 2A (otherwise referred to as Area 2 West) of the Los Angeles International Airport (LAX) Northside Campus District of the LAX Specific Plan area. The methodology of this analysis is consistent with the methodology of the transportation analysis in the LAX Northside Plan Update Environmental Impact Report (EIR) and with the requirements of the LAX Specific Plan. This memorandum summarizes the assessment.

BACKGROUND

The LAX Specific Plan includes zoning provisions for redevelopment of land in the LAX Northside Subarea, which includes the Campus District (Areas 1, 2 and 3). The Specific Plan allows for open space and recreation, office, research and development and community and civic uses in the Areas 1, 2, and 3, with a maximum development program of 1.075 million square feet (sf).

The EIR, certified in March 2015, evaluated, among other issues, the potential transportation impacts related to the development program for the entire LAX Northside area delineated in the LAX Specific Plan, including Areas 1, 2, and 3. Specifically, the EIR evaluated an illustrative conceptual land use program and projected trip generation for the illustrative plan based on the Specific Plan permitted uses and the proposed LAX Northside Design Guidelines and Standards and market research.

The EIR also identified and analyzed the total trips based on the conceptual land use program and intersection level of service (LOS) and significant impact criteria, resulting in the following Specific Plan total net new trip generation limits for all development projects within the LAX Northside Subarea:

- AM Peak hour – 2,009 Trips
- PM Peak hour – 2,543 Trips

LAND USE ASSESSMENT:

The Recreation Project would occupy Area 1 and Area 2A of the LAX Northside Campus District. Area 1 is located northwest of the intersection of Falmouth Avenue & Westchester Parkway and Area 2A is generally located northeast of the intersection of Falmouth Avenue & Westchester Parkway.

The illustrative conceptual land use program evaluated in the EIR included recreation and open space uses in Areas 1 and 2A.

Land Use Program: EIR

The EIR considered the following conceptual land use program for Area 1 and Area 2A:

- Area 1
  - Two Playing Fields (Soccer Fields)
  - One Dog Park
  - Related Ancillary Facilities (10,000 sf)

- Area 2A
  - Three Playing Fields (Soccer Fields)
  - Bureau of Sanitation Area[1] (1.5 Acres)

Land Use Program: Recreation Project

The Recreation Project proposes the following land use program for Area 1 and Area 2A.

- Area 1
  - Three Playing Fields (Soccer Fields)
  - One Dog Park
  - Open Space, Playground and Related Ancillary Facilities (2,000 sf)

- Area 2A
  - One Playing Field (Soccer/Multi-Purpose)
  - 38 Sports Courts
    - Tennis Courts (24)
    - Junior Courts (8)
    - Basketball Courts (4)
    - Volleyball Courts (2)

[1] The Los Angeles Bureau of Sanitation has completed development of facilities within Area 2A.

- Welcome Center[2] (approximately 10,000 sf of administrative support offices and 10,000 sf of related ancillary facilities, including reception area, storage, snack and sports supply shop, locker rooms, restrooms, and meeting rooms)
- Other Related Ancillary Facilities (16,000 sf)

TRIP GENERATION ASSESSMENT

As previously discussed, the EIR identified and analyzed the total trips based on the conceptual land use program and intersection LOS and significant impact criteria, resulting in definitive Specific Plan total net new trip peak hour generation limits for all development projects within the LAX Northside Subarea

Trip Generation Rates

Pursuant to the LAX Specific Plan, trip generation rates from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021) were utilized to calculate the trip generation estimates for the Recreation Project, as detailed below.

- Playing Fields: *ITE Land Use: 488*[3]
- Dog Park: *ITE Land Use: 488*[4]
- Tennis Courts: *ITE Land Use: 490*
- Welcome Center Administrative Support Office Area: *ITE Land Use: 710*

Trip Generation Estimates: EIR

As detailed in Table 1, the trip generation estimates for Area 1 and Area 2A based on the conceptual land use program analyzed in the EIR were as follows:

- AM Peak Hour – 8 Trips
- PM Peak Hour – 124 Trips

Trip Generation Estimates: Recreation Project

As detailed in Table 1, the trip generation estimates for Area 1 and Area 2A based on the land use program for the Recreation Project are as follows:

[2] The Welcome Center includes approximately 10,000 sf of administrative support offices for staff and 10,000 sf of non-trip generating ancillary facilities.

[3] Consistent with LADOT guidelines, the final trip generation estimates for the playing fields assumed a total transit/bicycle/walk credit of 15% (i.e., 10% for transit and 5% for bicycle/walk) due to the activity based nature of the land use and the proximity to local transit, bicycle, and pedestrian facilities.

[4] Consistent with the analysis in the EIR and direction from the Los Angeles Department of Transportation (LADOT), the trip generation estimates for the dog park were conservatively estimated based on the ITE Land Use: 488 trip generation rates.

- AM Peak Hour – 74 Trips
- PM Peak Hour – 231 Trips

With implementation of the prior and future projects (Airport Police and Future Maintenance Yard) and the Recreation Project, the total trip generation estimates for the LAX Northside Subarea are as follows:

LAX NORTHSIDE SUBAREA TRIP GENERATION SUMMARY			
Land Use	**Daily**	**AM Peak Hour**	**PM Peak Hour**
TOTAL TRIPS (EIR & Specific Plan)	**23,635**	**2,009**	**2,543**
Airport Police	662	43	185
Future Maintenance Yard	200	13	56
Recreation Project	1,443	74	231
REMAINING TRIPS	**21,330**	**1,879**	**2,071**

OPERATIONAL ASSESSMENT

As previously discussed, the EIR identified and analyzed the total trips based on the conceptual land use program and intersection LOS and significant impact criteria, resulting in the net new trip generation limits for all development projects within the LAX Northside Subarea.

Therefore, the following Specific Plan total net new trip generation limits for all development projects within the LAX Northside Subarea would remain as follows:

- AM Peak hour – 2,009 Trips
- PM Peak hour – 2,543 Trips

Although no new additional transportation impacts or increases to the severity of previously identified impacts are anticipated (relative to the EIR) as a result of the Recreation Project due to the Specific Plan trip generation limits, based on the total net new trip generation limits detailed above, the Recreation Project would result in the localized internal trip redistribution of approximately 3.3% net new trips during the AM Peak Hour and 4.2% net new trips during PM Peak Hour.

As such, GTC conducted a comparative assessment of the operating conditions for the intersections in the immediate vicinity of Area 1 and Area 2A based on the EIR analysis methodology and results to account for any minor changes to the projected LOS as a result of the localized internal trip redistribution, as summarized below.

Intersection LOS Summary: EIR

As analyzed in the EIR, driveway trips to Area 1 were assigned via Falmouth Avenue and driveway trips to Area 2A were assigned via Westchester Parkway and 92nd Street. As such, for conservative purposes, the following intersections were identified for the comparative assessment based the anticipated localized internal trip redistribution watershed:

1. Lincoln Boulevard & La Tijera Boulevard *(EIR No. 13)*
2. Pershing Drive & Westchester Parkway *(EIR No. 17)*
3. Falmouth Avenue & Manchester Avenue *(EIR No. 91)*
4. Falmouth Avenue & Westchester Parkway *(EIR No. 92)*
5. Lincoln Boulevard & Loyola Boulevard *(EIR No. 93)*
6. Loyola Boulevard & Westchester Parkway *(EIR No. 94)*
7. McConnell Avenue & Westchester Parkway *(EIR No. 95)*

As detailed in Table 2, six of the seven intersections are projected to operate at LOS A under Future with Project conditions during both the AM and PM Peak Hour. The intersection of Lincoln Boulevard & Loyola Boulevard is projected to operate at LOS A during the AM Peak Hour and LOS B during the PM Peak Hour. Based on LADOT criteria, no significant impacts were identified at any of these locations and each of the seven intersections are projected to operate at more than an acceptable service level[5].

Intersection LOS Summary: Recreation Project

For the purposes of the comparative assessment, the Recreation Project driveway trips to both Area 1 and Area 2A were assigned via Falmouth Avenue, as indicated by the Recreation Project site plan. The resulting driveway trips considered the anticipated localized internal trip redistribution watershed, and the appropriate adjustments were made to the intersection turning movement volumes at the aforementioned intersections based on the Specific Plan total net new trip generation limits for all development projects within the LAX Northside Subarea.

As detailed in Table 2, when considering the Recreation Project land use program and site plan requirements within the context of the overall LAX Northside Subarea development envelope, six of the seven intersections are projected to operate at LOS A under Future with Project conditions during both the AM and PM Peak Hour. The intersection of Lincoln Boulevard & Loyola Boulevard is projected to operate at LOS A during the AM Peak Hour and LOS B during the PM Peak Hour. Based on LADOT criteria, each of the seven intersections are projected to operate at more than an acceptable service level.

[5] LOS D is typically recognized as an acceptable service level in urban areas.

Furthermore, no ***new additional transportation impacts*** or increases to the severity of previously identified impacts are anticipated (relative to the EIR) as a result of the Recreation Project.

PARKING SUMMARY

The Recreation Project would comply with Los Angeles Municipal Code (LAMC) vehicle and bicycle parking standards. As the LAMC does not contain parking requirements for some recreational and open space uses, the EIR estimated the parking requirements for those uses based on the *Parking Generation Manual, 5th Edition* (ITE, 2019) methodology.

Consistent with the EIR, based on the LAMC requirements and *Parking Generation Manual, 5th Edition* rates, the Recreation Project would require up to 161 parking spaces, as detailed in Table 3. The Recreation Project will include the required 161 parking spaces on site and will provide a total of approximately 200 parking spaces.

TABLE 1

TRIP GENERATION ESTIMATES - EIR VS. RECREATION PROJECT

TRIP GENERATION ESTIMATES - EIR								
Land Use	**Units**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Area 1								
Playing Fields	2 Fields	143	2	1	3	28	13	41
Dog Park	1 Fields	71	1	0	1	14	7	21
Related Ancillary Facilities	10 ksf	-	-	-	-	-	-	-
Area 2A (Area 2 West)								
Playing Fields	3 Fields	214	2	2	4	43	19	62
TOTAL		**428**	**5**	**3**	**8**	**85**	**39**	**124**

TRIP GENERATION RATES - RECREATION PROJECT								
Land Use	**Rate**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Playing Fields [a]	per Field	71.33	61%	39%	0.99	66%	34%	16.34
Dog Park [b]	per Field	71.33	61%	39%	0.99	66%	34%	16.34
Sports Courts [c]	per Court	30.32	50%	50%	1.67	50%	50%	4.21
Welcome Center [d]	per ksf	10.84	88%	12%	1.52	17%	83%	1.44

TRIP GENERATION ESTIMATES - RECREATION PROJECT								
Land Use	**Units**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Area 1								
Playing Fields	3 Fields	214	2	1	3	32	17	49
Dog Park	1 Fields	71	1	0	1	11	5	16
Related Ancillary Facilities	2 ksf	-	-	-	-	-	-	-
Area 2A (Area 2 West)								
Playing Fields	1 Fields	71	1	0	1	11	5	16
Sports Courts (tennis, pickleball, volleyball, and basketball)	38 Courts	1,152	32	31	63	80	80	160
Less 15% Transit/Bicycle/Walk Credit [e]		*(173)*	*(5)*	*(4)*	*(9)*	*(12)*	*(12)*	*(24)*
Welcome Center								
Administrative Support Offices	10 ksf	108	13	2	15	2	12	14
Related Ancillary Facilities (reception area, storage, snack and	10 ksf	-	-	-	-	-	-	-
sports supply shop, locker rooms, restrooms, and meeting rooms)								
Other Related Ancillary Facilities	16 ksf	-	-	-	-	-	-	-
TOTAL		**1,443**	**44**	**30**	**74**	**124**	**107**	**231**

Notes:

Trip Generation rates from *Trip Generation, 11th Edition* (Institute of Transportation Engineers [ITE], 2021), except where noted.

[a] Uses the Soccer Complex (ITE Land Use: 488) trip generation rate.

[b] Uses the Soccer Complex (ITE Land Use: 488) trip generation rate, as previously directed by LADOT.

[c] Uses the Tennis Court (ITE 490) trip generation rate. The AM peak hour rate is from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012).

[d] Uses the General Office (ITE Land Use: 710) trip generation rate for the administrative support office area. The remaining ancillary facility space does not generate any external trips.

[e] Consistent with LADOT guidelines, the final trip generation estimates for the playing fields assumed a total transit/bicycle/walk credit of 15% (i.e., 10% for transit and 5% for bicycle/walk) due to the activity based nature of the land use and the proximity to local transit, bicycle, and pedestrian facilities.

TABLE 2

INTERSECTION LOS & SIGNFICANT IMPACT ANALYSIS SUMMARY - EIR VS. RECREATION PROJECT

EIR

No.	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
13.	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A	0.389 0.437	A A	0.017 0.058	NO NO	0.379 0.425	A A	0.007 0.046	NO NO
17.	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A	0.256 0.270	A A	0.033 0.054	NO NO	0.255 0.268	A A	0.032 0.052	NO NO
91.	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.159 0.145	A A	0.013 0.017	NO NO	0.155 0.142	A A	0.009 0.014	NO NO
92.	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.318 0.237	A A	0.006 0.050	NO NO	0.318 0.237	A A	0.006 0.050	NO NO
93.	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.515 0.629	A B	0.124 0.138	NO NO	0.499 0.614	A B	0.108 0.123	NO NO
94.	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.413 0.217	A A	0.190 0.090	NO NO	0.401 0.211	A A	0.178 0.084	NO NO
95.	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.284 0.254	A A	0.182 0.176	NO NO	0.275 0.247	A A	0.173 0.169	NO NO

Recreation Project

No.	Intersection	Peak Hour	Future without Project		Future with Project				Future with Project with Mitigation			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
13.	Lincoln Boulevard & La Tijera Boulevard	A.M. P.M.	0.372 0.379	A A	0.389 0.437	A A	0.017 0.058	NO NO	0.379 0.425	A A	0.007 0.046	NO NO
17.	Pershing Drive & Westchester Parkway	A.M. P.M.	0.223 0.216	A A	0.259 0.277	A A	0.036 0.061	NO NO	0.257 0.275	A A	0.034 0.059	NO NO
91.	Falmouth Avenue & Manchester Avenue	A.M. P.M.	0.146 0.128	A A	0.159 0.147	A A	0.013 0.019	NO NO	0.155 0.143	A A	0.009 0.015	NO NO
92.	Falmouth Avenue & Westchester Parkway	A.M. P.M.	0.312 0.187	A A	0.352 0.349	A A	0.040 0.162	NO NO	0.352 0.349	A A	0.040 0.162	NO NO
93.	Lincoln Boulevard & Loyola Boulevard	A.M. P.M.	0.391 0.491	A A	0.520 0.647	A B	0.129 0.156	NO NO	0.505 0.632	A B	0.114 0.141	NO NO
94.	Loyola Boulevard & Westchester Parkway	A.M. P.M.	0.223 0.127	A A	0.428 0.261	A A	0.205 0.134	NO NO	0.416 0.259	A A	0.193 0.132	NO NO
95.	McConnell Avenue & Westchester Parkway	A.M. P.M.	0.102 0.078	A A	0.292 0.276	A A	0.190 0.198	NO NO	0.283 0.268	A A	0.181 0.190	NO NO

TABLE 3

PARKING SUMMARY - RECREATION PROJECT

LAND USE	PARKING RATE	PARKING REQUIRED (Spaces)
Area 1		
Recreation - [soccer fields, dog park, & related facilities]	5.1 spaces/acre [a]	31
Area 2A (Area 2 West)		
Welcome Center		
10,000 sf of adminstrative support office area	2.0 spaces/ksf [b]	20
10,000 sf of ancillary facilities	-	-
Sports Courts - [38 total courts, incuding tennis, pickleball, volleyball, and basketball]	2.67 spaces/court [c]	102
Recreation - [athletic fields & related ancillary facilities]	5.1 spaces/acre [a]	8
TOTAL		**161**

Notes:

[a] Uses the City Park (ITE Land Use: 411) parking rate, per the EIR.

[b] LAMC 12.21.A4

[c] Uses the Tennis Court (ITE Land Use: 490) parking rate.

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APPENDIX E

VEHICLE MILES TRAVELED ASSESSMENT

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TECHNICAL MEMORANDUM

TO: ESA

FROM: Sean Mohn

DATE: April 13, 2023

RE: Vehicle Miles Traveled Assessment for Lulu's Place
Los Angeles International Airport Northside Campus District
Los Angeles, California **Ref:** J2026

Gibson Transportation Consulting, Inc. prepared a Vehicle Miles Traveled (VMT) assessment for the proposed Lulu's Place recreation and open space project (Recreation Project). The methodology of this assessment is consistent with *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

PROJECT DESCRIPTION

The Recreation Project would be located within Area 1 and 2A (otherwise referred to as Area 2 West) of the Los Angeles International Airport (LAX) Northside Campus District of the LAX Specific Plan area and would include the following land uses:

- Area 1: Three Playing Fields (Soccer), One Dog Park, Open Space, and ancillary facilities (2,000 square feet [sf])

- Area 2A: One Playing Field (Soccer/Multi-Purpose), 38 Sports Courts (24 tennis, eight pickleball, four basketball, two volleyball), and ancillary facilities (36,000 sf of related ancillary facilities, including 10,000 sf of administrative support offices)

VMT ASSESSMENT

The TAG defines the methodology for analyzing a project's transportation impacts in accordance with *State of California Senate Bill 743* (Steinberg, 2013) (SB 743), made effective in January 2014, which required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from driver delay (level of service) to VMT in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments, especially those that promote walking and bicycling trips.

VMT Screening Criteria

Section 2.2.4 of the TAG provides definitive guidance and direction regarding VMT screening criteria and analysis requirements for development projects, including land uses categorized as public services and/or facilities, as detailed below.

> "The following identifies screening criteria and thresholds of significance used to determine if other types of land uses occasionally reviewed by LADOT would result in significant impacts as it relates to VMT:
>
> - Public Services. Public services (e.g., police, fire stations, public utilities, local serving parks and recreation facilities) do not generally generate substantial VMT. Instead, these land uses are often built in response to development from other land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less-than-significant impacts on VMT."

Project VMT Analysis

Based on the screening criteria detailed above for local serving parks and recreation facilities, the Recreation Project is presumed to have less-than-significant impacts on VMT by definition. As such, no further VMT analysis is required.

For conservative purposes, however, the administrative support offices component of the Recreation Project was also evaluated independently using LADOT's VMT calculator (Version 1.3). As the administrative support offices would generate fewer than 250 daily trips (which does not meet the daily trip screening threshold required to conduct a VMT analysis), no further VMT analysis is required.

APPENDIX F

PICKLEBALL COURT NOISE CALCULATIONS AND REFERENCE MATERIALS

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APPENDIX F

Proposed Lulu's Place Project

Pickleball Courts Noise Calculations to Nearest Sensitive Receptors

Reference Sound Pressure Level of Pickleball at 100' Distance (dBA)[1]	58.6
Approximate Distance to St. Bernard High School Property Line (ft)	243
Attenuation Due to Distance (dB)	-7.7
Resulting Sound Pressure Level (dBA)	50.9
Approximate Distance to Nearest Residential Use (ft):	1144
Attenuation Due to Distance (dB)	-21.2
Resulting Sound Pressure Level (dBA)	37.4

Source: AECOM 2023.

Notes:

[1] Wyrman and Unetich. 2023. Pickleball Sound 101 - The Statistics of Pickleball Sound and a Recommended Noise Standard for Pickleball Play. Institute of Noise Control Engineering Noise-Con 2023 Conference Proceedings.

Pickleball Sound 101 - The Statistics of Pickleball Sound and a Recommended Noise Standard for Pickleball Play

Barry Wyerman[1] and Robert Unetich[2]
Pickleball Sound Mitigation LLC
1811 Woodlands Circle
Pittsburgh, PA 15241

ABSTRACT

Sound from a pickleball game is a random series of impact sounds each time a paddle strikes the ball. The sound level from these impacts varies depending on the paddles and balls used, the skill of each player, and the force of each impact. A simplified measurement method and a common metric were used to measure the time varying nature of pickleball impacts as individual events. The sound measured from pickleball play exhibited a normal distribution that allowed statistical techniques to be applied to these measurements. Estimates were made of the percentage of time that maximum sound levels would be exceeded. Current noise ordinances fail to quantify the annoyance from these short duration random impacts. This results in measured pickleball sound levels that are not a noise violation but remain a source of complaints from nearby residents. Noise limits for pickleball play are proposed using this common metric so that pickleball sound can be effectively quantified and managed.

1. INTRODUCTION

The sport of pickleball involves two teams who use composite paddles to hit a plastic ball across a net on a court about one-half the length and one half the width of a tennis court (1). The sound from pickleball is described as a "random popping sound." To satisfy the popularity and growth of pickleball, existing tennis courts are either being used for both sports or being converted to pickleball facilities. Residents near these converted courts will hear a louder sound than they previously heard from tennis. At high sound levels, pickleball can annoy and bother nearby residents unless plans are made to mitigate the noise.

The purposes of this study are to describe the characteristics of pickleball sound, to outline a simple method and common metric for measuring pickleball sound, to present an example of how these sounds can be analyzed from a statistical perspective, to explain why current noise ordinances do not properly quantify annoyance from pickleball, and to establish noise limits for pickleball so that community noise ordinances can properly manage pickleball play.

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[2] itsrmu@aol.com

2. PICKLEBALL SOUND

Pickleball sound is an impulsive sound with a short pulse lasting 3 to 5 milliseconds or more. It is perceived as a sharp impact with a tonal quality different from tennis. Figure 1 shows a typical time history of pickleball sound from a paddle and ball impact. The highest sound energy occurs in the first 3 to 5 milliseconds and the ringing lasts 20 milliseconds or more. The horizontal line in Figure 1 is the steady state background sound which is much lower than the maximum levels of the initial pickleball impact.

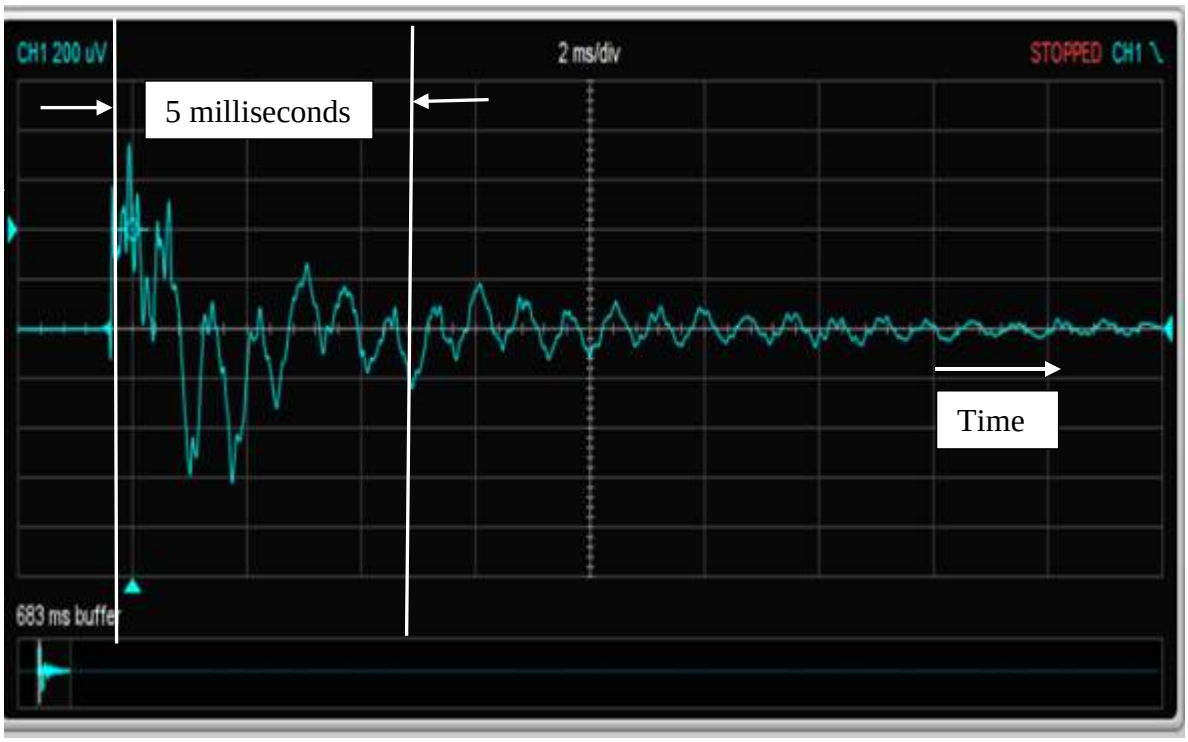

Figure 1 – Time history of pickleball sound

A typical pickleball game will produce a random series of paddle and ball impacts each time the ball is hit. For a stationary receiver, the loudness of each impact varies based on the player's position on a court, the paddles and balls being used, the skill level of each player, and the force of each impact. The dominant frequency of these impacts is typically above 1000 Hz, close to the maximum sensitivity of human hearing.

3. PICKLEBALL SOUND MEASUREMENT

Recognizing the time varying nature of each pickleball impact, a simple metric was needed to measure multiple impacts from pickleball sound over a period that represented a game of 15 minutes or more. Requirements were:

- The metric must correlate with annoyance.
- The metric must be measurable with a sound level meter.

The metric selected was an A-weighted fast setting with a maximum hold option called LAFmax (2). The maximum hold setting continually updates the fast meter measurements with progressively higher

sound levels during the sampling interval. A sampling interval of 5 seconds was selected. In this manner, the maximum sound level will be captured for each 5 second interval.

LAFmax measurements for pickleball will be lower than peak measurements. However, a peak meter setting does not capture any information about the duration or ringing of the pickleball impact. Lab testing of paddles and jury evaluation of pickleball sounds have established a preference for LAFmax measurements as the best indicator of overall loudness. The ringing from the pickleball impact is shorter than the fast averaging time of 125 milliseconds. An LAFmax measurement will therefore be lower than if the sound were constant for the full averaging time, but the sound is not constant. The rational for using LAFmax for pickleball noise is based on successful correlations to annoyance using both jury studies and site studies.

For each sampling interval, the number of impacts and the sound level of each impact will vary based on the speed of a rally and the paddles in use (3). Because of the random nature of pickleball sound, multiple sampling intervals must be measured to understand its variation with time and with level over a period of play.

Pickleball sound measurements were made for recreational games at Osborne Metro Parks in Sandusky, Ohio. The recreational games included 4 players of medium to advanced skill levels on four adjacent courts. The measurement position was 100 feet to the center of the nearest court as shown in Figure 2.

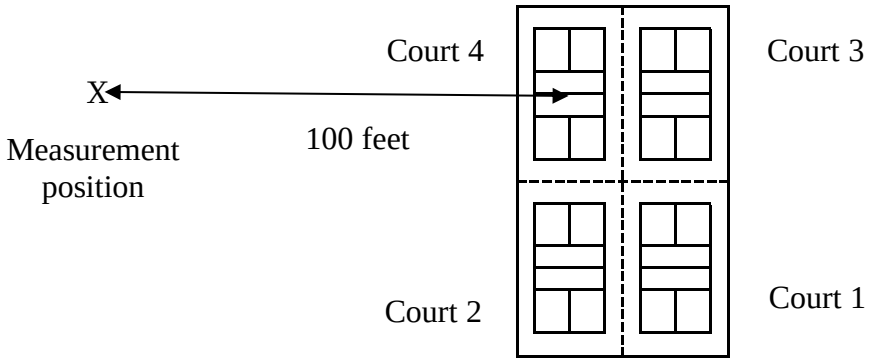

Figure 2 – Measurement position

LAFmax measurements were made with a Class 2 sound level meter set on A weighting, fast response, and Max Hold using successive 5 second sampling intervals. After each 5 second interval, the sound level meter was reset manually for a new LAFmax measurement. Measurements were manually recorded under the following conditions:

- One or more pickleball impacts must have been audible in the 5 second sampling interval. When multiple impacts occurred, the 5 second sampling interval captured the loudest impact.
- If no pickleball impact was audible within the 5 second sampling period, the next audible impact was recorded, and the meter was reset for another 5 second interval. This situation would occur after the completion of a rally while the ball was being retrieved to begin another rally.
- Measurements that included any sound not exclusively from pickleball were discarded and the meter was reset for another sampling interval. The discarded measurements included loud voices from pickleball players, traffic noise, airplanes, lawn mowers, bird chirps, or wind gusts. The discarded measurements were clearly audible, were not due to pickleball, and were not included in the data set.

In this manner, this sampling protocol assures that only pickleball impacts were recorded.

A continuous recording of pickleball play would include sound from pickleball as well as from other extraneous sources such as voices, traffic, airplanes, birds, and lawnmowers. A study of only pickleball sound would require that non-pickleball noises be removed from the data by listening to the recorded signals and eliminating non-pickleball measurements. The procedure followed here did this manually and in real time.

Forty eight measurements of pickleball play were made over a 17 minute period. Figure 3 shows the variation in the individual LAFmax measurements. Each measurement is a separate event. The background sound was 42 to 44 dBA slow so these LAFmax values are all above the background level. Several lower level pickleball impacts may have occurred within each sampling interval, but these lower level impacts were overridden by the maximum value retained by the meter. Only the maximum level was captured in any 5 second sampling interval.

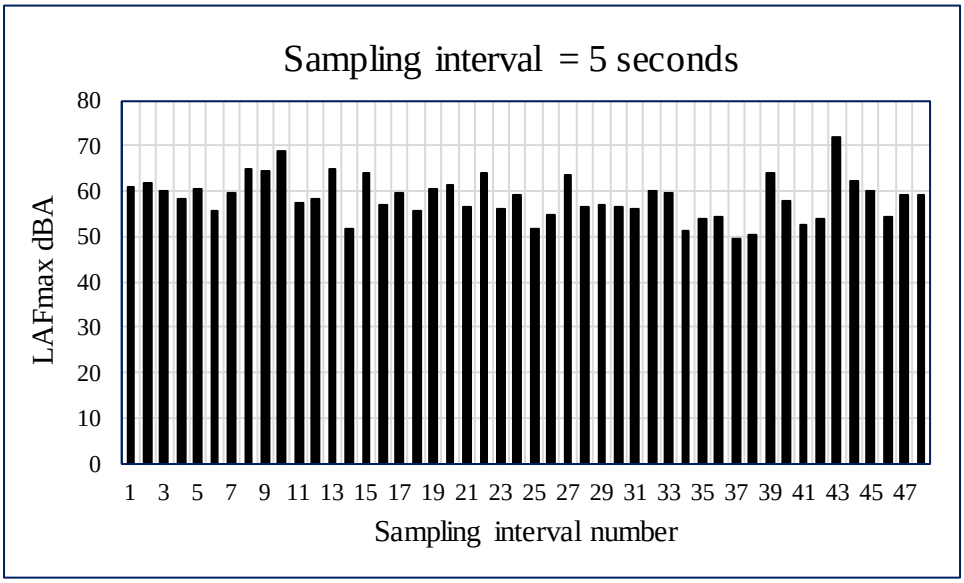

Figure 3 – Data points from pickleball play for 48 sampling intervals of 5 seconds each.

Table 1 shows the distance from the measurement position to the center of all courts. Court 4 is closest to the measurement position, and therefore, sound from court 4 dominates.

Table 1- Sound attenuation with distance to adjacent courts

Distance	**feet**	**dB reduction**
SLM to court 4	100	0.0
SLM to court 1	117	-1.4
SLM to court 3	126	-2.0
SLM to court 2	141	-3.0

However, any noise measurement could include pickleball impacts from any of the courts. This results in a greater number of paddle strikes in any 5 second sampling interval and a greater chance that the highest noise level from all pickleball activity would be captured. Table 1 shows the attenuation with

distance for all courts relative to the distance to court 4. The greater distances to the adjacent courts would result in slightly lower noise levels from these courts. Measurements with simultaneous play on multiple courts represent typical pickleball play.

4. PICKLEBALL SOUND ANALYSIS

Figure 4 shows a histogram of LAFmax sound levels. The histogram is a normal distribution capturing the variation in sound levels from different players, positions, paddles, and ball speeds. Statistical values from this distribution can be used to better understand the maximum sound levels experienced and the frequency of occurrences of these maximum sound levels in a particular period (4).

The maximum, minimum, mean, standard deviation, median and mode for LAFmax data points are listed in Table 2. The mean is 58.6 dBA where 50% of the noise levels will be above this level and 50% will be below this level.

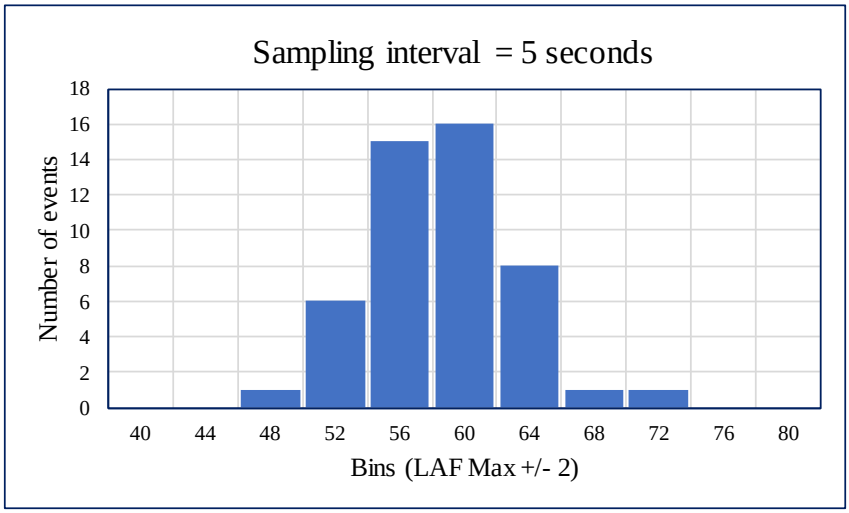

Figure 4 – Histogram of pickleball noise

Table 2 - Statistical values from histogram in Figure 4

		LAF Max dBA					
Position	**Events**	**Max**	**Min**	**Mean**	**Std Dev**	**Median**	**Mode**
100 feet	48	71.9	49.6	58.6	4.7	58.8	60.2

Sound levels above the mean are of greatest interest because the highest sound levels cause annoyance rather than the lowest levels. Using the statistical values in Table 2, the sound levels for several standard variations above the mean can be determined. At two standard deviations above the mean, 97.7% of the data is below this level and 2.3% of the data is above this level. At three standard deviations above the mean, 99.87% of the data is below this level and 0.13% of the data is above this level. Table 3 shows the LAFmax values for each standard deviation and the percent of the time these levels will be exceeded.

The 48 intervals of 5 seconds represented 4 minutes of pickleball sound sampling or 23.5% of the 17 minutes of total play time. The other 13 minutes were intervals with only ambient sound (no pickleball) or with an extraneous sound louder than a pickleball impact. In one hour of pickleball play, 23.5% of the

total sampling intervals can be expected to contain pickleball impacts. This yields 169 intervals in one hour (23.5% x 720 total intervals) that will have the normal distribution of pickleball noise shown in Figure 4.

The number of occurrences of noise at 2 and 3 standard deviations above the mean is of greatest interest. Table 3 shows the number of 5 second intervals in an hour that these sound levels will be exceeded. At 2 standard deviations, the noise will be at or above 68 LAFmax for 4 intervals per hour. At 3 standard deviations, the noise will be at or above 72.7 LAFmax for 0.2 intervals per hour. Lower LAFmax levels will be experienced for a greater number of intervals but will be less annoying than the higher sound levels. Using this procedure of sampling intervals and statistical analysis, the loudness of pickleball impacts and the number of occurrences in a period can be quantified.

Table 3- LAFmax levels and exposure intervals from pickleball

Event	LAFmax	% of time exceeded	Pickleball intervals/hour
Mean	58.6	50%	84.6
Mean + 1 std dev	63.3	16%	27.0
Mean + 2 std dev	68.0	2.3%	3.9
Mean + 3 std dev	72.7	0.13%	0.2

If the sampling interval were longer than 5 seconds, then the meter would have a greater chance of recording a higher LAFmax value. This is because the maximum level detection software in the meter is seeking a maximum level for this longer period. Longer sampling intervals seconds were created by combining successive data points from the sample set in Figure 3, creating histograms as shown in Figure 5. The y-axis in each histogram is the number of events which decreases with longer sampling intervals. The distribution becomes skewed to higher values. The probability of a higher LAFmax level increases as the length of the sampling interval increases.

Table 4 shows the mean LAFmax for each sampling interval. As the sampling interval increases, the average LAFmax increases, as expected.

Table 4 – Sampling time and mean value for pickleball

Sampling interval	Data points	Mean LAF
5	48	58.6
10	24	60.7
20	12	63.7
40	6	66.1
60	4	67.3
120	2	70.3

Figure 6 shows the average LAFmax as a function of the sampling period. As the length of the sampling interval increases, the average LAFmax increases and then approaches a limit. A sampling time of 60 seconds gives an average LAFmax of 67.3. This is near the 97.7th percentile level of 68 dBA from the much larger data set shown in Figure 3 and Table 3. This comparison identifies an opportunity to use the average of 4 sampling intervals of 60 seconds to determine the 97.7th percentile of pickleball sound that has been obtained from 48 sampling intervals of 5 seconds.

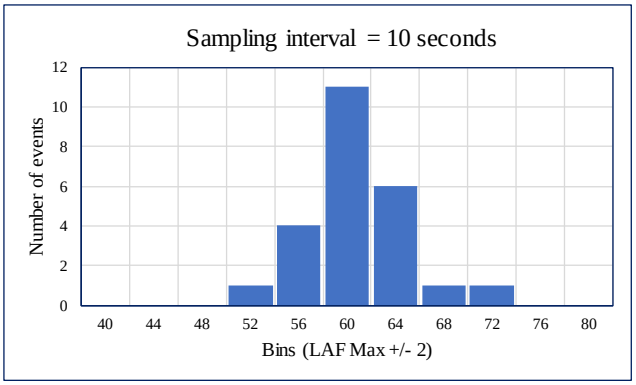

Figure 5a - 10 seconds, 24 events, avg = 60.7

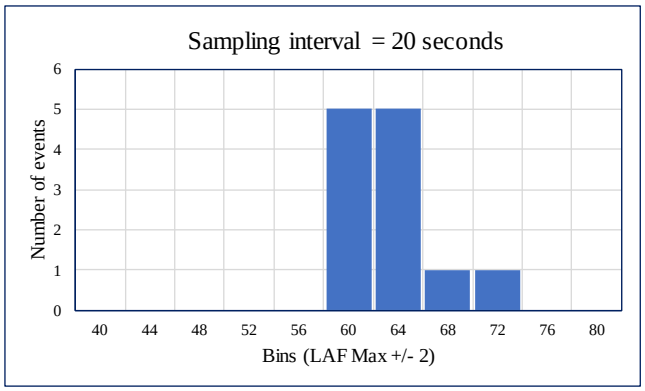

Figure 5b - 20 seconds, 12 events, avg = 63.7

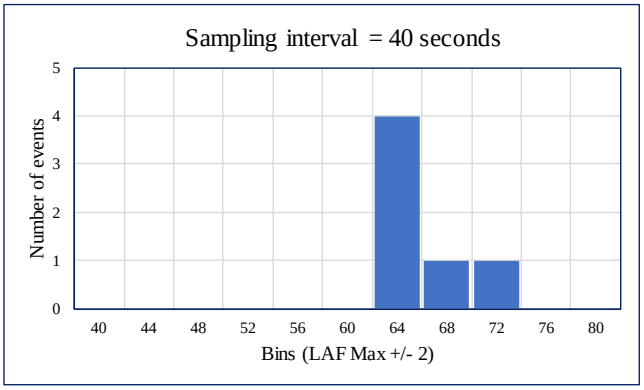

Figure 5c - 40 seconds, 6 events, avg = 66.1

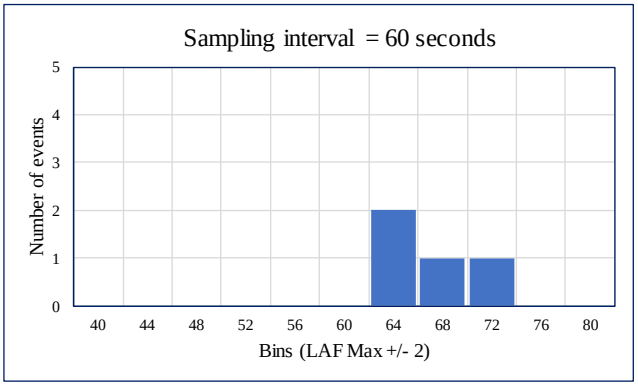

Figure 5d - 60 seconds, 4 events, avg = 67.3

Figure 5 – Histograms of different sampling intervals with the same data set

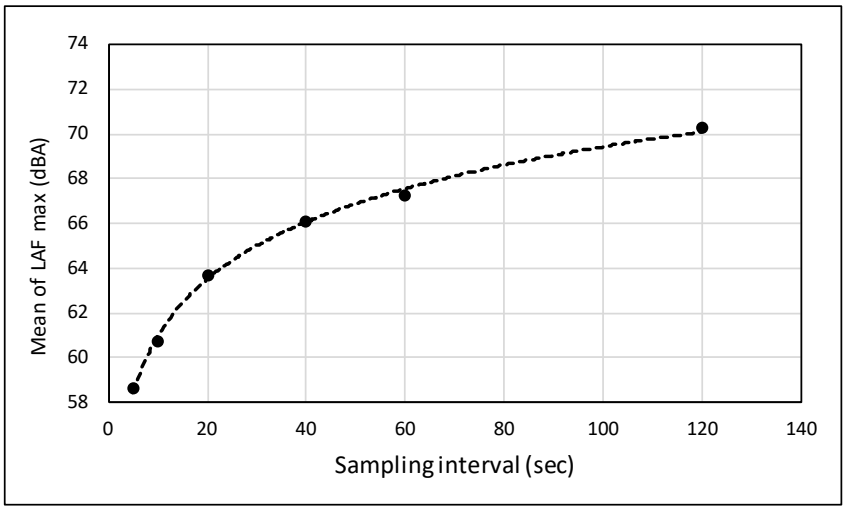

Figure 6 – Relationship between sampling interval and LAFmax

Communities and noise enforcement officials have an interest in determining the maximum sound levels from pickleball using a short sampling period. Thus, the average LAFmax from four sampling intervals of 60 seconds can be used to approximate the 98th percentile of sound. Each 60 second sampling interval, however, must only include pickleball sounds. Any sampling interval that includes traffic noise, bird chirps, or loud voices must be discarded.

5. NOISE ORDINANCES

Noise is sound that annoys. Community noise ordinances set limits for continuous or impulsive sounds so that these sounds are neither annoying nor bothersome (5). These ordinances are intended to establish a limit where the presence of sound above a steady background level will not be objectionable or annoying. Using the procedures outlined in many existing noise ordinances for measuring continuous noise, the level of pickleball sound will be understated. With no violation evident, pickleball play continues, yet noise complaints continue.

6. RECOMMENDED NOISE STANDARD AND LIMIT FOR PICKLEBALL

The procedure described earlier for an average LAFmax from four sampling intervals of 60 seconds is recommended for measuring pickleball sound. It has the advantages that data can be collected with a sound level meter, that measurements can be conducted by a city official or police officer with training, and that a decision on a noise violation can be done on site without post processing of data.

One of the most important parameters for judging annoyance of a pickleball impact is the signal to noise ratio. The signal is the impact between the paddle and the ball, and the noise is the background sound level which can vary during the day.

With a background sound level of 47 dBA or lower, the recommended noise limit for pickleball is 50 LAFmax average measured at a property line. Pickleball sound at 50 LAFmax will still be audible but not objectionable. With a higher level of background sound, the recommended noise limit for pickleball is an average LAFmax that is 3 dB above the background level. This creates a variable limit for pickleball that is adjusted upward when a high background sound is present. Table 5 shows this limit.

Table 5 – Noise limit for pickleball

Background sound level	Noise limit
< 47 LAeq	50 LAFmax
= 47 LAeq	50 LAFmax
> 47 LAeq	Background LAeq + 3 dB

This limit comes from jury tests of pickleball sounds and successful experience with pickleball sound mitigation. The LAFmax metric and the 50 LAFmax limit have been successfully used to evaluate situations when the community noise ordinance failed to quantify the bothersome nature of pickleball sound.

At a greater distance from a pickleball court, pickleball sound will be attenuated by distance. Pickleball sound in Figure 4 was measured at 100 feet from the source. Assuming 6 dB attenuation per doubling of distance, the pickleball sound at 800 feet from the source will be attenuated an additional 18 dB. Figure 7 shows the histogram expected at 800 feet together with a limit at 50 LAFmax, assuming a background level near 40 dBA. A higher background sound level near 47 dBA will override many of the lower level impacts at 800 feet. They would not be heard.

For distances closer than 800 feet, sound mitigation may be required to meet the noise limit (6). With a higher background sound level, the distance from the court to an observer could also be less than 800 feet without annoyance and without additional sound mitigation.

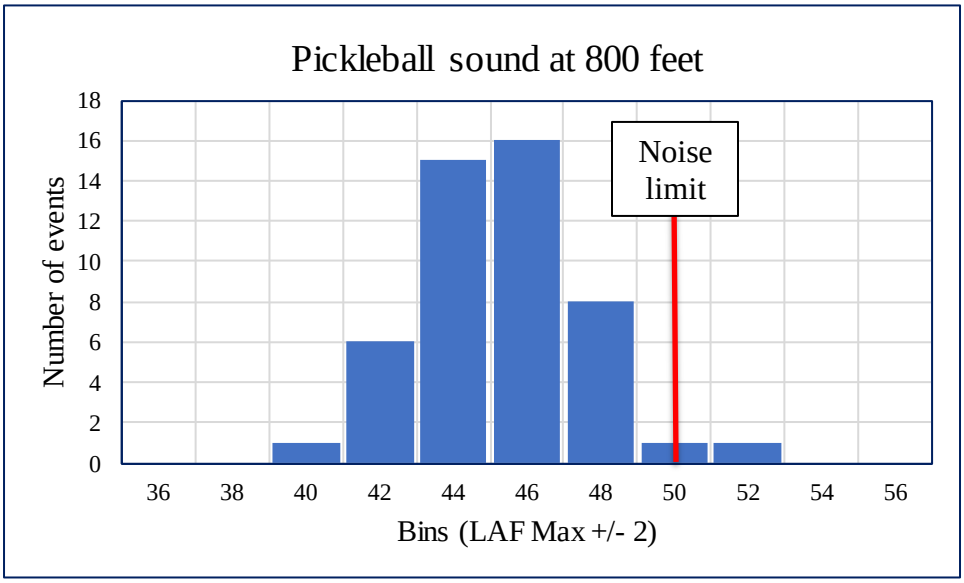

Figure 7- Histogram of pickleball sound at 800 feet

7. CONCLUSIONS

Pickleball sound is an impulsive sound that varies with time and level. A simple measurement method using LAFmax with a 5 second sampling interval showed a normal distribution of pickleball sound measured at 100 feet. The highest levels of sound are of greatest interest for determining annoyance. The noise levels at the 97.7th percentile were 68 LAFmax and would occur 4 times in one hour of play. A noise limit for pickleball is recommended at 50 dBA LAFmax average where the average is taken from four sampling intervals of 60 seconds. A higher background sound level would allow higher limits for pickleball sound without annoyance. Successful results have been achieved in the use of this metric and this limit in studies of pickleball sound exposure and pickleball sound mitigation.

ACKNOWLEDGEMENTS

The authors gratefully acknowledge the pickleball players that generated this data and the communities that have helped to validate these limits to quantify annoyance.

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Attachment 6

Traffic Generation Reports (2022)

TRAFFIC GENERATION REPORT

Los Angeles International Airport / August 2022

LAWA
LOS ANGELES WORLD AIRPORTS

Prepared by The Development Group - Transportation Section
December 2022

Executive Summary:

As part of the LAX Specific Plan, Appendix A, Monitoring and Reporting, states: "*LAWA shall prepare and submit annual reports [including a Traffic Generation Report] to the Board of Airport Commissioners, the Department of City Planning, Los Angeles Department of Transportation and Los Angeles City Council*." This report is intended to assist in fulfilling this commitment for 2022.

The typical design day used for LAX planning is a Friday in August. The results of the August 2022 traffic volume study reveal that there were **12,348** trips recorded at LAX during the 8 am to 9 am peak hour, **15,133** trips in the 11 am to 12 pm airport peak hour and **11,997** trips in the 5 pm to 6 pm peak hour.

Through most of 2022, the COVID-19 global pandemic continued to have a modest and noticeable impact on all travel. At the time of data collection in August 2022, LAX vehicle traffic levels were 1 to 7 percent greater than those in 2021, but still 15 to 25 percent below pre-COVID-19 levels from 2019. While 2022 traffic levels are substantially greater than the pandemic year, 2020, a full recovery from the pandemic has not yet been realized at LAX. According to Transportation Security Agency (TSA) data, 2022 average peak passenger screening is still approximately at 80% of 2019 peak.

As a reminder, LAX underwent major operational changes for its ground transportation providers in 2019. Major changes included: the construction and opening of LAX-it, a new passenger pickup facility located just east of Terminal 1 that is dedicated to only Taxi and Transportation Network Companies (TNC) or "Ride-App" pickups; the installation of curb extensions along the arrivals median island to accommodate passenger queuing; dedicating the inner roadway on the lower level to only LAWA shuttles; and reallocating commercial vehicle passenger loading zones along the entirety of the CTA curbside. These facility and operational changes went into effect at the end of October 2019. It should be noted that these facilities did not create additional airport trips, but rather reallocated existing trips to different areas within the CTA.

Methodology:

The following methodology was used in calculating the overall traffic volumes accessing and egressing LAX. The Land Use and Development Section of the Los Angeles Department of Transportation (LADOT) approved this methodology, which has been used consistently for the annual LAX Traffic Generation reports since 2005.

LAX Central Terminal Area (CTA) Roadways:

All traffic entering and exiting the LAX CTA is recorded by LAWA's Traffic and Automated Vehicle Identification System (TRAVIS), with the exception of TNC and Taxi pickups at LAX-it after October 2019. TRAVIS includes electro-magnetic loop detectors embedded in each travel lane of entry and exit roadways. Traffic information is continuously recorded in this database and is retrievable by LAWA staff for a variety of time intervals, including hourly counts. Vehicle type is not distinguished by the loop sensors; therefore, each vehicle regardless of size is considered as a single trip either into or out of the LAX CTA. A "trip" is defined as the entrance or exit of a vehicle from the airport or airport-related property. Traffic entering LAX-it is recorded via video detection at the entry points into the facility and is reported to a separate database that is also accessible by LAWA staff. These counts are currently not connected to TRAVIS. However, to be included in this reporting, LAX-it volumes were added to CTA traffic counts in Tables 5, 6 and 7.

Database traffic counts and video counts for LAX CTA for Fridays in August 2022 were retrieved and averaged for the morning (8 am to 9 am), airport (11 am to 12 pm) and evening (5 pm to 6 pm) peak hours. **Table 1** shows the number of inbound and outbound trips for the three peak hours, along with the average number of trips for each peak hour.

LAX Central Terminal Area - Traffic Volumes by Direction

	Inbound			Outbound		
Date	**8-9 AM**	**11AM-12PM**	**5-6 PM**	**8-9 AM**	**11AM-12PM**	**5-6 PM**
8/05/22	4,460	4,922	3,903	4,345	5,562	4,372
8/12/22	4,334	4,855	3,927	4,318	5,223	4,428
8/19/22	4,528	5,126	3,720	4,347	5,433	3,789
8/26/22	4,304	4,969	3,897	4,115	5,113	4,375
Average	**4,407**	**4,968**	**3,862**	**4,281**	**5,333**	**4,241**

Table 1

The total number of trips into and out of the LAX CTA on each of the Fridays in August 2022, along with their averages, is summarized in **Table 2**.

LAX Central Terminal Area - Total Traffic Volumes

	Total		
Date	**8-9 AM**	**11AM-12PM**	**5-6 PM**
8/05/22	8,805	10,484	8,275
8/12/22	8,652	10,078	8,355
8/19/22	8,875	10,559	7,509
8/26/22	8,419	10,082	8,272
Average	**8,688**	**10,301**	**8,103**

Table 2

World Way West:

Traffic counts for eastbound and westbound movements on World Way West, east of Pershing Drive, were recorded by LADOT and Metro Traffic Data, a privately owned and operated traffic data collection company under contract by LAWA. The volumes recorded on World Way West account for traffic heading to and leaving airport facilities on the west side of LAX. A summary of the volumes is included in **Table 8**.

Driveways

Traffic during the three peak hours was counted at over 54 airport-related driveways. The counts were conducted by Metro Traffic Data. Individual counts were required at these locations because traffic volumes are not recorded by the automated, loop-detector system. Traffic entering and exiting a roadway or driveway was counted using three vehicular categories – cars, trucks and shuttles. See **Figure 1** for a map of the facilities at which driveway counts were recorded and see **Table 8** for the Trip Generation Table for these facilities.

Cargo/Ancillary Facilities:

Metro Traffic Data recorded traffic at the following cargo facility driveways on Friday, August 5th, 2022. The traffic counts are shown in Table 8.

Aviation Boulevard (west leg of intersection) locations:

- 104th Street
- 111th Street

Century Boulevard (south leg of intersection) locations:

- Avion Drive
- Airport Blvd
- Postal Road
- International Road

Imperial Highway (north leg of intersection) locations:

- Imperial Terminal
- California Street
- Hughes Way
- Unsignalized driveway east of Hughes Way
- Kilroy Center Drive
- Douglas Street
- Unsignalized driveway between Douglas Street and Aviation Boulevard

Five driveways along the north side of Imperial Highway and one driveway along the south side of Century Blvd have very limited traffic volumes throughout the day. For the purposes of this study, a total of 50 vehicles was added to the cargo/ancillary traffic volumes recorded for each peak hour to account for the traffic using these six driveways. Because traffic entering and exiting these minor driveways is infrequent, this estimate represents a conservatively high volume of traffic for these six driveways.

Airport Operated Public Parking Lots

In response to COVID-19 and lower passenger traffic numbers, the public parking lot known as Economy Lot E was closed in 2020 and its shuttle service was suspended. In November 2021 a new airport public parking, LAX Economy Parking (ITF West), was fully opened to the public utilizing airport shuttles to transfer passengers to and from the CTA. The new facility traffic volumes were captured in August 2022 counts and are shown in Table 8. Only the car volumes are reported in Tables 5, 6 & 7 as the facility shuttles were captured by the CTA TRAVIS system.

Airport Operated Employee Parking Lots

Traffic counts were conducted by Metro Traffic Data at the LAWA-operated Employee Lots East, West and South. The individual driveway locations for these three parking lots are as follows:

- Employee Lot West Entrance/Exit Driveway on Westchester Parkway
- Employee Lot East Entrance/Exit Driveway on Jenny Avenue north of Westchester Parkway
- Employee Lot South Entrance/Exit Driveway on Jetway Boulevard south of Westchester Parkway
- Employee Lot South Entrance/Exit Driveway on 96th Street east of Sepulveda Boulevard

Rental Car Locations:

In total, there are ten car rental companies that are allowed to provide shuttle service between the LAX CTA and their individual facilities. The number of autos and shuttles entering and exiting the following locations were recorded at the following locations on three Fridays in August 2022.

Avis – Airport Boulevard/Westchester Parkway/Jetway Boulevard:

- Two driveways on Airport Blvd south of Westchester Parkway
- Two driveways on Jetway Boulevard south of Westchester Parkway

Budget – Airport Boulevard and 98th Street, NW corner:

- Two driveways on Airport Boulevard between 96th Place and 98th Street
- Two driveways on 96th Place west of Airport Boulevard
- Driveway on 98th Street west of Airport Boulevard

Enterprise, Alamo and National – Aviation Boulevard between Hillcrest Boulevard and Arbor Vitae Street:

- Three driveways on Aviation Boulevard south of Hillcrest Boulevard
- Driveway on Hillcrest Boulevard east of Aviation Boulevard
- Two driveways on Isis Avenue east of Hillcrest Boulevard

Fox – Century Boulevard, south side, between Aviation Boulevard and Concourse Way:

- Driveway at 5500 West Century Boulevard
- Exit driveway on 102nd Street

Hertz, Dollar and Thrifty – Airport Boulevard between Interceptor Street and Arbor Vitae Street*:*

- Shuttle entrance driveway on Airport Boulevard between Interceptor Street and Arbor Vitae Street
- Driveway on Interceptor Street east of Airport Boulevard
- Two exit driveways on Arbor Vitae Street east of Airport Boulevard

Sixt Rental Car – Bellanca Avenue between Arbor Vitae Street and Manchester Boulevard:

- Three driveways at 9000 Bellanca Avenue

Off-Airport Rental Car Company Lot:

Off-airport car rental companies are not permitted to drop-off or pickup customers in the CTA. Instead, a pick-up and drop-off location for the patrons of these companies is located at the southeast corner of Airport Boulevard and Century Boulevard. This facility is used only by a few off-airport rental car companies. Driveway counts were not recorded at this facility since the driveways are shared with the US Postal Facility. Therefore, for purposes of this report, six (6) rental car trips per direction per peak hour were added to the rental car facilities trip generation totals. This is considered a conservatively high number that would account for the rental car shuttles using this facility.

Cell Phone Waiting Lot:

The LAX Cell Phone Waiting Lot is located on the northwest corner of 96th Street and Vicksburg Avenue. Drivers in private vehicles are permitted to wait in this lot before coming into the CTA to pick up passengers. Driveway counts were <u>not</u> recorded at this facility since this traffic is counted when they enter and exit the CTA to pick up their party at the terminal.

Private Airport Parking Facilities:

Traffic was recorded at the following private parking facility driveways. These facilities are exclusively used for parking and are not affiliated with a hotel or office building. It was conservatively assumed that all traffic entering or exiting these facilities is airport related. Since these facilities cater to customers unrelated to the airport, the traffic volumes used in this report are likely to be somewhat inflated.

During the August 2022 collection period, a number of facilities previously recorded were either not operational or mixed with hotel shuttle operations. These facilities were omitted from the Private Airport Parking list. The following is a list of operating airport private parking facilities that were counted.

The Parking Spot (Century) – Bellanca Avenue from Century Boulevard to 98th Street:

- Two driveways on Bellanca Ave south of 96th Street
- Driveway on 98th Street west of Bellanca Avenue
- Car entrance driveway on Century Blvd west of Bellanca
- Driveway in alley west of Bellanca

The Parking Spot (Sepulveda) – Sepulveda Boulevard/Westchester Parkway/Sepulveda Westway:

- Driveway on Sepulveda Westway south of Westchester Parkway
- Driveway on Westchester Parkway west of Sepulveda Boulevard

Wally Park – Bellanca Avenue, east side, north of 98th Street:

- Two driveways on Bellanca Avenue north of 98th Street

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Traffic Count Map

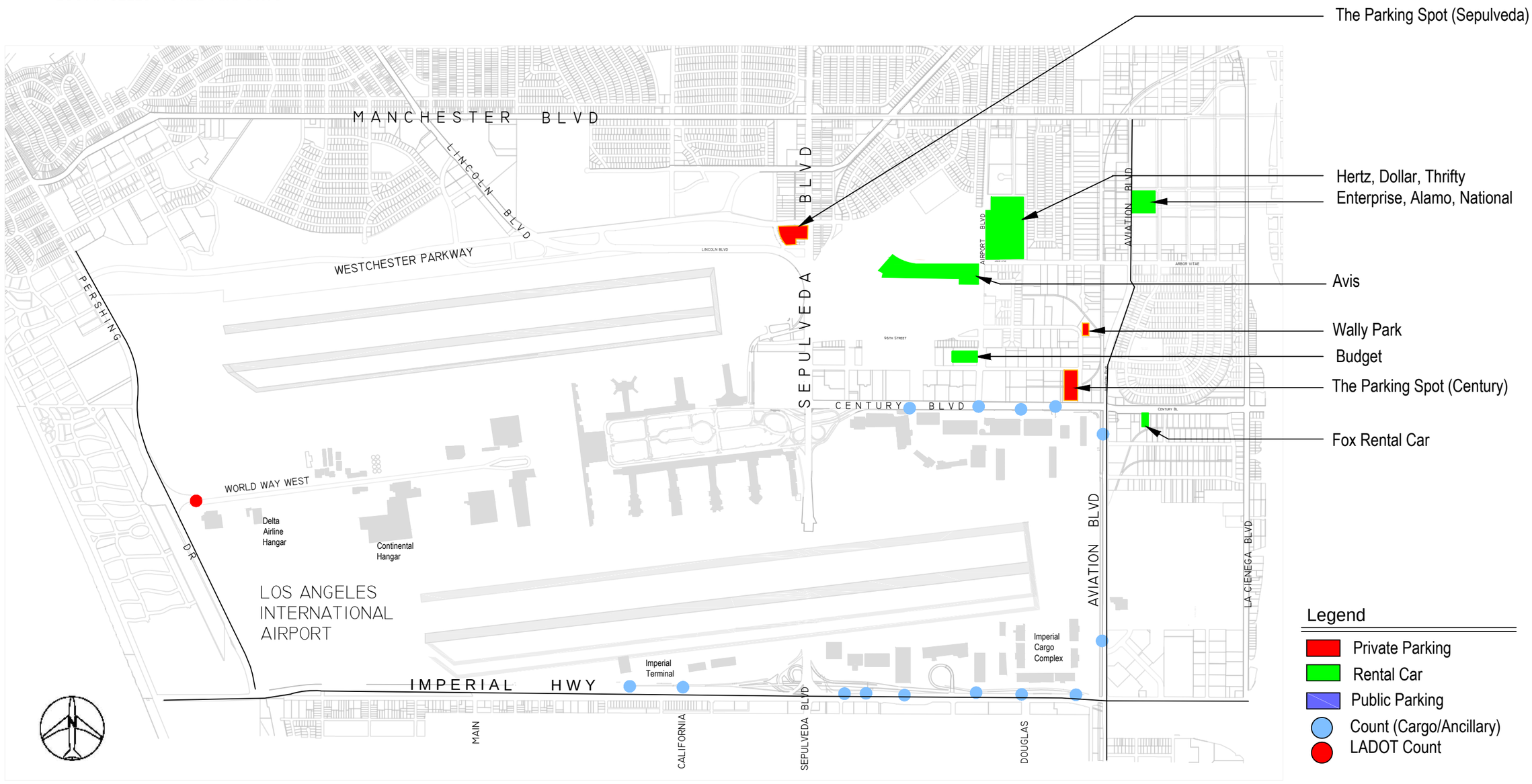

Figure 1

Other Private Airport Parking Facilities:

Similar to the private parking facilities referenced above, other off-airport, private parking operators also provide shuttle service for their customers to and from LAX terminals. However, these parking operators also cater to customers who park in their facilities but who are not going to the airport. Therefore, the following methodology was established to estimate the volume of airport trips at these joint-use parking facilities where manual traffic counts were not conducted.

Using the volume of car trips and the volume of shuttle trips manually recorded at the driveways of The Parking Spot (Century), The Parking Spot (Sepulveda) and Wally Park, the following trip generation factors were calculated:

Private Parking Car Trips per Inbound Shuttle

AM	120 trips/ 26 shuttles = 4.62 trips/shuttle
AP	64 trips/ 32 shuttles = 2 trips/shuttle
PM	37 trips/ 38 shuttles = 0.97 trips/shuttle

Private Parking Car Trips per Outbound Shuttle

AM	36 trips/ 29 shuttles = 1.24 trips/shuttle
AP	83 trips/ 30 shuttles = 2.77 trips/shuttle
PM	68 trips/ 40 shuttles = 1.7 trips/shuttle

The number of shuttles recorded in the LAX CTA on the four Fridays in August 2022 by the joint-use parking businesses was obtained from the TRAVIS (Commercial Vehicle Count) database. It is assumed that the same number of car trips per shuttle trip made by facilities such as The Parking Spot or Wally Park would also be generated by other off-airport parking facilities. The total number of shuttle trips made during each peak hour on Fridays in August 2022 by the joint-use, off-airport parking facilities is shown in **Table 3.**

In/Out Shuttle Trips by Other Off-Airport Parking Facilities

	Peak Hour		
Date	**AM**	**AP**	**PM**
8/05/22	58	43	71
8/12/22	39	38	57
8/19/22	52	47	67
8/26/22	35	32	49
Rounded Average	**46**	**40**	**61**

Table 3

In January 2017, private parking shuttles began operating exclusively on the upper (departures) level roadway of the CTA. Hotel shuttles began operating exclusively on the lower (arrivals) level roadway. Providers who had previously operated both as a dual purpose (private parking and hotel) shuttle were forced to choose to operate as either a hotel or a private parking shuttle. All the previously dual-branded shuttles chose to operate as a hotel shuttle on the lower level.

In August, 2018, the private parking shuttle operators relocated from the upper level to the lower level roadway. Passengers were dropped off and picked up at the same lower level commercial curb as the hotel shuttles.

In October 2019, private parking, hotel, and dual-branded shuttle operators were relocated from the lower level commercial curb to the upper level roadway with zones designated between terminal buildings.

Multiplying the calculated trips-per-shuttle ratios with the average number of shuttle trips attributable to the off-airport private parking facilities where driveways were not manually recorded results in the totals shown in **Table 4** below. This provides an estimate of the number of inbound and outbound car trips generated at the remaining parking facilities that are related to LAX.

Inbound Car Trips for Off-Airport Parking Facilities Where Driveways Were Not Counted

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	4.62	X	46	=	213
Airport	2	X	40	=	80
PM	0.97	X	61	=	60

Outbound Car Trips for Off-Airport Parking Facilities Where Driveways Were Not Counted

Peak Hour	Adjustment Factor (Trips per Shuttle)		Number of Shuttles		No. of Trips
AM	1.24	X	46	=	58
Airport	2.77	X	40	=	111
PM	1.7	X	61	=	104

Table 4

To avoid “double counting,” shuttle trips from private parking facilities and from rental car facilities are only counted as they enter and exit the CTA. For example, a shuttle that exits the Wally Park facility and enters the CTA is counted as a single trip. The same shuttle exiting the CTA is counted as another single trip but is not counted again as it enters the Wally Park driveway.

Projects Currently Under Construction:

The following airport-related projects are currently under construction:

- **Terminal 2 & 3 Modernization**
  The $1.86 billion project (which includes the cost of an earlier terminal swap) will see complete reconstruction of Terminal 3 as well as additional work in Terminal 2, where LAWA had completed $194 million in upgrades in 2017. When completed, the modern facility will offer more security screening capacity with automated security lanes, more gate-area seating, and a world-class concession program. The 27-gate complex will include a secure connection to the Tom Bradley International Terminal. It will also feature a brand new headhouse with centralized lobby, security screening checkpoint, and baggage claim. A convenient bridge will connect Terminals 2, 3, and Bradley on the secure side of the airport. The work will also include the terminal vertical core to connect to the people mover.

- **Terminal 4 Modernization**
  American Airlines has plans for $1.6 billion in renovations continuing into the mid-2020s. The work will create a 28-gate complex, along with a unified departure hall. LAWA completed a $114 million connector between Tom Bradley International Terminal and Terminal 4 in 2016, and $271 million in renovation took place at Terminal 5 between 2012 and 2015. Construction has begun on a terminal vertical core to connect to the future APM walkway between Terminals 4 and 5. From there, the project will continue in a carefully planned, phased approach that will move from curbside to gate areas.

- **Terminal 6 Renovation**
  As part of an earlier CIP, $318.5 million in improvements took place, culminating in new concessions and gate areas in 2016. A $197.5 million project scheduled to start later in 2020 and continue through 2025 will add one to two gates, develop additional square footage for gate area hold rooms and lounges, realign or replace passenger boarding bridges, develop a bus gate and a connector to the terminal vertical core between Terminals 5 and 6, and upgrade security checkpoints

- **Terminal Vertical Cores**
  In addition to the work being done at Terminals 1.5, 2/3 and 4/5 to build Terminal Cores, which include elevators and escalators to connect to to the Automated People Mover's walkways, LAWA will spend $336.5 million to build cores at Tom Bradley and between Terminals 5 and 6, as well as upgrade earlier improvements to create a core at Terminal 7.

- **ITF-West – LAX Economy Parking/ Security Badging Office**
  Intermodal Transportation Facility West (ITF-W) also known as LAX Economy Parking is constructing a new parking structure located at the southeast corner of Jetway Boulevard and 94th Street. The facility and the roadways are project elements of the Landside Access Modernization Program (LAMP). This project will provide over 4,000 new parking stalls and is currently programed to house a new Security Badging Office (SBO). This facility was opened for public in

November 2021 and driveway directional volumes were captured in August counts. The SBO portion of this facility is scheduled to be completed in 2023.

- **Roadways, Utilities & Enabling (RUE)**
  Roadways, utilities & enabling will construct a number of key individual projects that are directly related to the Landside Access Modernization Program (LAMP) or will provide a utility service or enabling work for a LAMP related project or facility. RUE provides the next phase of enabling for LAMP, focusing on high priority projects necessary to support the Automated People Mover (APM), Consolidated Rental Car Facility (ConRAC) and Intermodal Transportation Facility West (ITFW). The Project also addresses several Capital Improvement Plans (CIP) utility projects. Some of the projects include:
    - Roadway Signage for the overall LAMP area
    - I-405 off ramp improvements
    - 98th Street Civil Packages
    - Installation of Utilities through the CTA and within City of Los Angeles and Inglewood right of way.

- **Landside Access Modernization Program (LAMP)**
  The Landside Access Modernization Program (LAMP) is a multi-billion dollar capital improvement project that seeks to enrich passenger experience, relieve congestion, and enhance LAX's status as a world-class airport. Key components of LAMP include the construction of an Automated People Mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (ConRAC), and associated roadway improvements.

Summary of Peak Hour Counts:

While Subsection C, *Project Trip Generation*, of Section 12, *Transportation Regulations*, of the LAX Specific Plan[1] uses the airport peak hour as its basis for trip generation reporting, a summary of the final traffic datum is presented for all three peak hours: **Table 5** (AM Peak), **Table 6** (Airport Peak) and **Table 7** (PM Peak). The Airport Peak Hour traffic volumes for the last fifteen years are shown on **Figure 2.**

As expected, the Airport Peak Hour traffic count total of 15,133 trips is higher than the counts recorded for the AM and PM peak hours. The August 2022 AM peak hour volume is 12,348 trips and the August 2022 PM peak hour volume is 11,997 trips. The traffic counts show that August 2022 AM and PM trips were 102-103% of 2021 August trips and 75-82% of 2019 August trips, and the 2022 Airport peak hour, noon trips, were 108% of trips recorded at the same time last year and 86% of those in 2019.

[1] Ordinance Amendment: 185164, 9/8/17

2022 TRIP GENERATION SUMMARY FOR LAX - 8 AM TO 9 AM

Airport Facility	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts	2019 Traffic Counts	2020 Traffic Counts	2021 Traffic Counts	2022 Traffic Counts
CTA	6,771	6,383	6,229	6,274	6,295	6,388	6,174	7,273	7,782	9,104	9,225	9,421	10,129	3,975	8,321	8,688
RAC/Rental Car Facilities (1)	1,261	1,239	956	1,011	1,038	1,273	1,042	1,208	1,419	1,429	1,528	1,768	1,584	489	811	1,053
LAX Public Parking Lots	145	165	145	100	87	68	84	150	106	112	118	52	49	0	0	72
Employee Parking	534	524	446	393	387	417	436	570	549	507	506	438	390	0	325	390
Private Parking (2)	427	388	359	331	294	285	360	437	462	379	374	583	569	96	517	427
World Way West	580	648	598	503	490	559	544	520	611	496	547	568	518	324	330	307
Cargo and Ancillary (3)	2,036	1,971	1,641	1,733	2,031	1,914	1,765	1,831	1,649	1,827	1,888	1,915	1,858	1,313	1,624	1,391
LAX Northside (4)	0	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
TOTAL	**11,754**	**11,338**	**10,394**	**10,365**	**10,642**	**10,924**	**10,425**	**12,009**	**12,598**	**13,874**	**14,206**	**14,765**	**15,117**	**6,217**	**11,948**	**12,348**

(1) 6 vehicle trips per direction were added to the 2016 through 2022 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport and Century Boulevards
(2) Per Table 4, 213 inbound and 58 outbound car trips were added to the 2022 counts to account for parking facilities where traffic counts were not recorded manually.
(3) 50 total vehicle trips were added to each annual count total to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)
(4) 20 total vehicle trips were added to the 2008 through 2021 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 5

2022 TRIP GENERATION SUMMARY FOR LAX - 11 AM TO 12 PM

Airport Facility	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts	2019 Traffic Counts	2020 Traffic Counts	2021 Traffic Counts	2022 Traffic Counts
CTA	9,346	9,419	9,021	9,312	9,000	9,046	9,035	9,800	10,559	11,434	11,592	11,582	11,184	5,215	9,655	10,301
RAC/Rental Car Facilities (1)	1,829	1,727	1,559	1,605	1,781	1,761	1,886	1,989	2,183	2,203	2,320	2,662	2,302	801	1,274	1,569
LAX Public Parking Lots	226	172	172	122	68	77	72	137	81	118	117	55	56	0	0	80
Employee Parking	384	548	508	409	862	480	511	642	649	602	617	534	624	0	413	605
Private Parking (2)	461	405	373	449	520	314	436	398	470	364	317	475	590	106	348	338
World Way West	737	833	628	607	648	708	578	602	614	577	695	812	701	435	428	411
Cargo and Ancillary (3)	2,094	1,983	1,636	1,739	1,802	1,875	1,865	1,857	1,810	1,899	2,376	2,415	2,020	1,489	1,883	1,809
LAX Northside (4)	0	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
TOTAL	**15,077**	**15,107**	**13,917**	**14,263**	**14,701**	**14,281**	**14,403**	**15,445**	**16,386**	**17,217**	**18,054**	**18,555**	**17,497**	**8,066**	**14,021**	**15,133**

(1) 6 vehicle trips per direction were added to the 2016 through 2022 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport and Century Boulevards
(2) Per Table 4, 80 inbound and 111 outbound car trips were added to the 2022 counts to account for parking facilities where traffic counts were not recorded manually.
(3) 50 total vehicle trips were added each annual count to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)
(4) 20 total vehicle trips were added to the 2008 through 2021 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 6

2022 TRIP GENERATION SUMMARY FOR LAX - 5 PM TO 6 PM

Airport Facility	2007 Traffic Counts	2008 Traffic Counts	2009 Traffic Counts	2010 Traffic Counts	2011 Traffic Counts	2012 Traffic Counts	2013 Traffic Counts	2014 Traffic Counts	2015 Traffic Counts	2016 Traffic Counts	2017 Traffic Counts	2018 Traffic Counts	2019 Traffic Counts	2020 Traffic Counts	2021 Traffic Counts	2022 Traffic Counts
CTA	8,120	8,052	7,300	7,431	7,478	7,153	7,562	8,328	8,839	10,231	10,522	9,945	10,108	4,029	8,206	8,103
RAC/Rental Car Facilities (1)	1,172	1,120	938	981	1,319	1,478	1,263	1,214	1,491	1,390	1,782	1,817	1,557	661	863	852
LAX Public Parking Lots	257	206	220	164	108	92	112	144	120	133	137	37	49	0	0	71
Employee Parking	591	637	633	612	597	613	533	629	723	663	699	584	569	0	396	529
Private Parking (2)	601	423	424	483	562	439	457	344	503	392	337	373	538	77	325	269
World Way West	373	506	356	307	284	327	306	352	323	287	353	401	395	212	278	242
Cargo and Ancillary (3)	2,411	2,128	2,152	2,137	2,029	2,339	1,965	2,131	2,231	2,817	2,870	2,836	2,739	1,429	1,709	1,911
LAX Northside (4)	0	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
TOTAL	**13,525**	**13,092**	**12,043**	**12,135**	**12,397**	**12,461**	**12,218**	**13,162**	**14,250**	**15,933**	**16,720**	**16,013**	**15,975**	**6,428**	**11,797**	**11,997**

(1) 6 vehicle trips per direction were added to the 2016 through 2022 rental car facility counts to account for shuttles to/from the off-airport rental car facility at the southeast corner of Airport and Century Boulevards
(2) Per Table 4, 60 inbound and 104 outbound car trips were added to the 2022 counts to account for parking facilities where traffic counts were not recorded manually.
(3) 50 total vehicle trips were added to the 2005 through 2021 counts to account for traffic at 6 minor driveways (5 of which are on Imperial Hwy)
(4) 20 total vehicle trips were added to the 2008 through 2021 counts to account for traffic at the fire station on Emerson Avenue n/o Westchester Parkway

Table 7

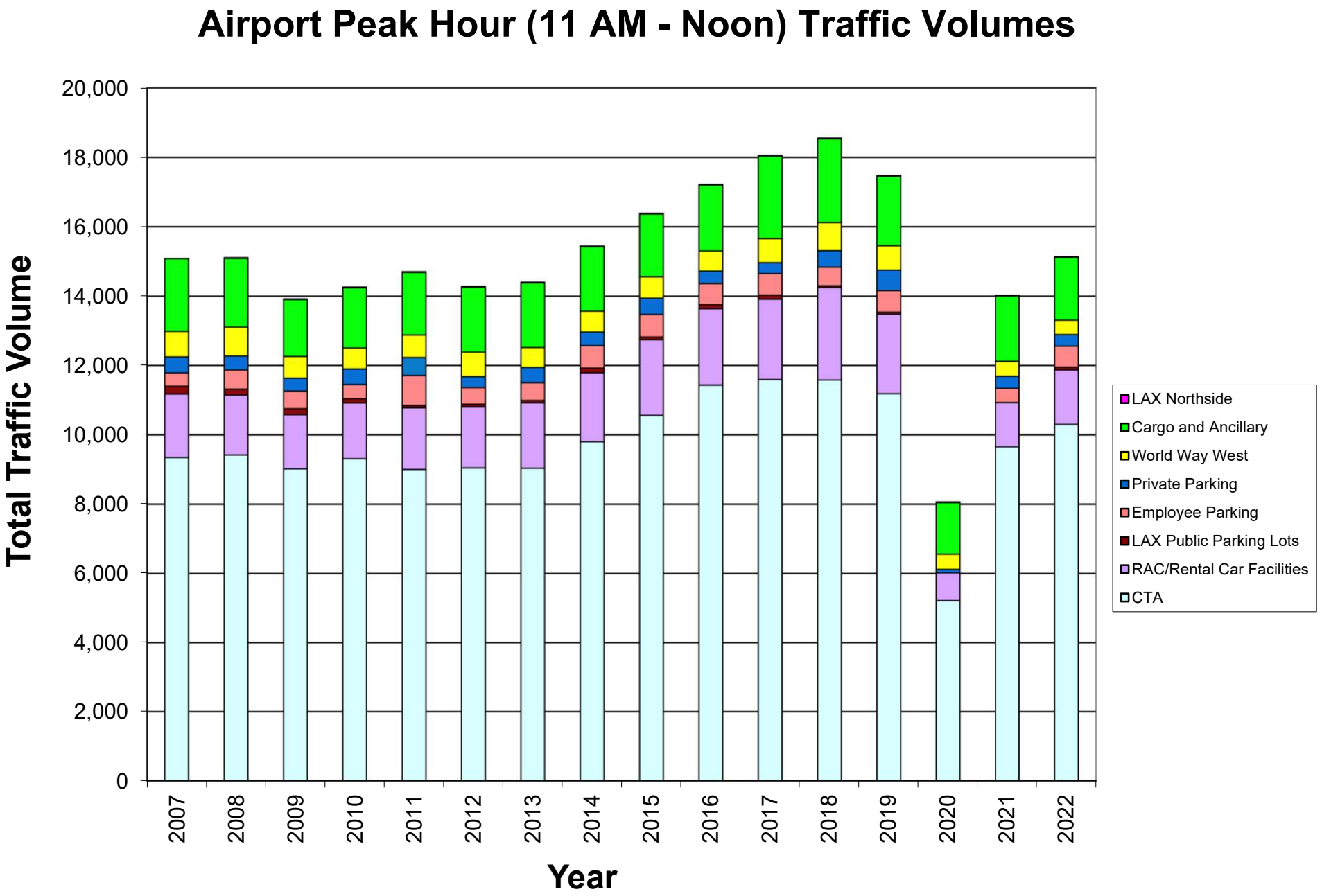
Airport Peak Hour (11 AM - Noon) Traffic Volumes
Total Traffic Volume
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Year
LAX Northside
Cargo and Ancillary
World Way West
Private Parking
Employee Parking
LAX Public Parking Lots
RAC/Rental Car Facilities
CTA

Figure 2

FlyAway Program:

The LAX FlyAway is a low-cost shuttle service operating between a remote parking facility and LAX. While nine FlyAway sites started in 1975, two remain in operation.

FlyAway Service History

	Start of Service	End of Service	Operating
Van Nuys	1975		Yes
Union Station	March 2006		Yes
Westwood/UCLA	June 2007	June 2019	
Irvine Transp. Ctr.	November 2009	Summer 2012	
Exposition Light Rail	Spring 2013	September 2014	
Santa Monica	July 2014	September 2016	
Hollywood	September 2014	March 2020	
Long Beach	December 2015	March 2020	
Orange Light Rail Line	December 2015	Jan 2019	

The ridership totals for the month of August during the last seventeen years are shown in **Figure 3**. The FlyAway program has helped to reduce the number of private vehicles into and out of the LAX CTA. Figure 3 shows a 20% increase in Union Station and Van Nuys service in 2022 FlyAway passenger ridership compared to 2021, but still approximately 80% of 2019 pre-COVID-19 levels.

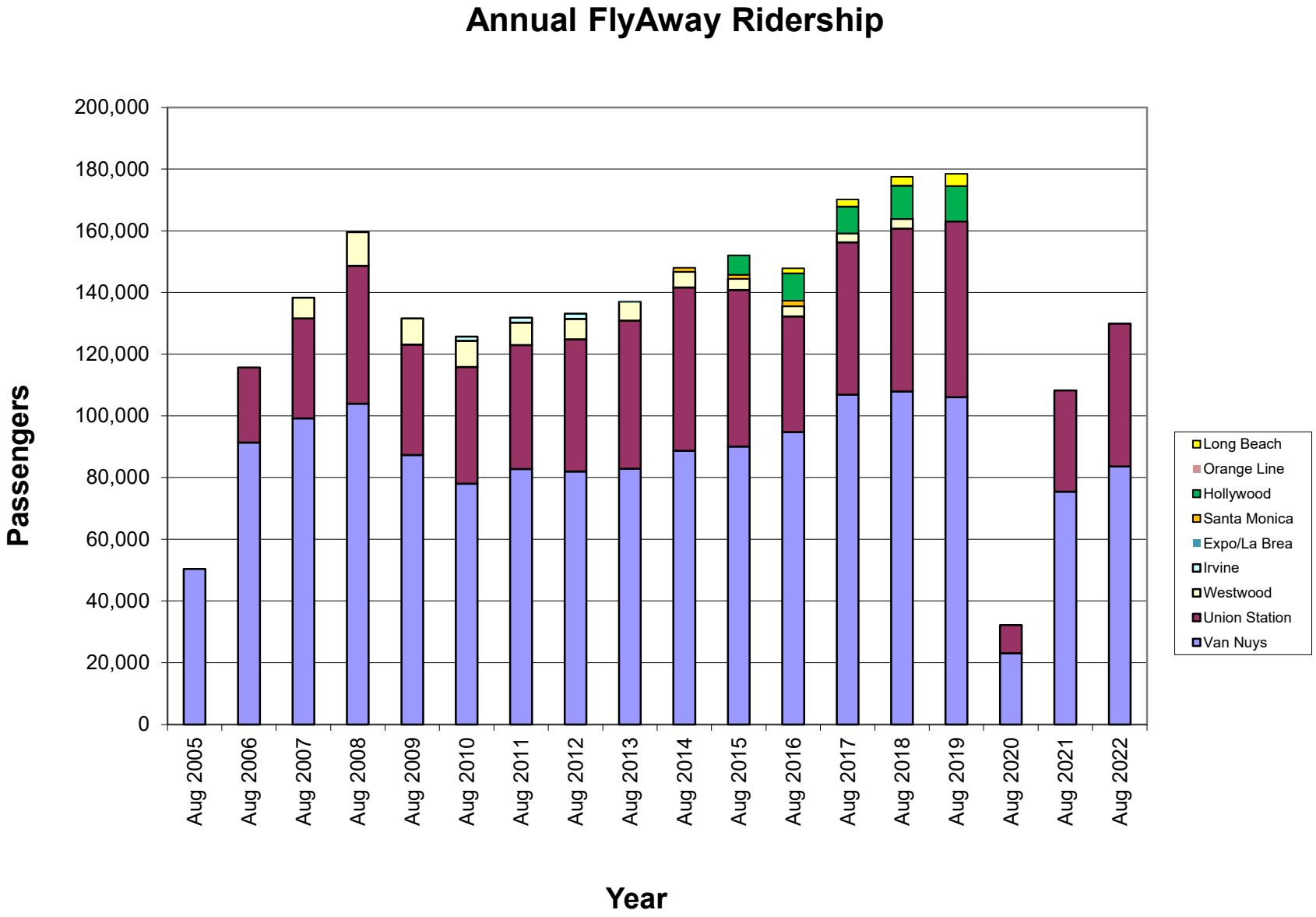
Annual FlyAway Ridership
Passengers
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Aug 2005
Aug 2006
Aug 2007
Aug 2008
Aug 2009
Aug 2010
Aug 2011
Aug 2012
Aug 2013
Aug 2014
Aug 2015
Aug 2016
Aug 2017
Aug 2018
Aug 2019
Aug 2020
Aug 2021
Aug 2022
Year
Long Beach
Orange Line
Hollywood
Santa Monica
Expo/La Brea
Irvine
Westwood
Union Station
Van Nuys

Figure 3

2022 LAX Trip Generation Table

LOCATION	Date Recorded	Day	Traffic Volumes Inbound												Traffic Volumes Outbound											
			AM (8 AM - 9 AM)				AP (11 AM - 12 PM)				PM (5 PM - 6 PM)				AM (8 AM - 9 AM)				AP (11 AM - 12 PM)				PM (5 PM - 6 PM)			
			Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total	Cars	Trucks	Shuttles	Total
Airport Public Parking Lots																										
Economy Parking (ITF-W) - 94th St e/o Jetway Blvd (Shuttle Entry/Exit)	8/19/2022	FRI	0	0	15	15	0	0	16	16	0	0	13	13	0	0	12	12	0	0	13	13	0	0	12	12
Economy Parking (ITF-W) - 94th St e/o Jetway Blvd (Passenger Vehicle Entry/Exit)	8/19/2022	FRI	64	0	0	64	56	0	0	56	41	0	0	41	8	0	0	8	24	0	0	24	30	0	0	30
Subtotal			64	0	15	79	56	0	16	72	41	0	13	54	8	0	12	20	24	0	13	37	30	0	12	42
Airport Employee Parking																										
Employee Lot West - Entry/Exit on Westchester Pkwy	8/12/2022	FRI	63	0	0	63	61	0	0	61	29	0	0	29	14	0	0	14	38	0	0	38	38	0	0	38
Employee Lot East - Entry/Exit on Jenny Ave n/o Westchester Pkwy	8/19/2022	FRI	93	0	0	93	79	0	0	79	33	0	0	33	8	0	0	8	46	0	0	46	96	0	0	96
Employee Lot South - Entry/Exit on Jetway Blvd w/o Westchester Pkwy	8/19/2022	FRI	88	0	22	110	128	1	25	154	54	0	19	73	13	0	0	13	72	1	0	73	108	0	0	108
Employee Lot South- Entry/Exit on 96th St e/o Sepulveda Blvd	8/19/2022	FRI	43	0	0	43	72	0	0	72	29	0	0	29	12	0	0	12	50	0	0	50	69	0	0	69
Airport Police Facility - Entry/Exit on Loyola Blvd east side, s/o La Tijera Blvd	8/26/2022	FRI	28	0	0	28	23	0	0	23	49	0	0	49	27	0	0	27	32	0	0	32	17	0	0	17
Airport Police Facility - Entry/Exit on 94th St, e/o Lincoln Blvd	8/26/2022	FRI	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	7	0	0	7
Subtotal			315	0	22	337	364	1	25	390	194	0	19	213	75	0	0	75	239	1	0	240	335	0	0	335
World Way West																										
World Way West	8/19/2022	FRI	224	0	0	224	202	0	0	202	98	0	0	98	103	0	0	103	209	0	0	209	144	0	0	144
Subtotal			224	0	0	224	202	0	0	202	98	0	0	98	103	0	0	103	209	0	0	209	144	0	0	144
Cargo Facilities																										
Cargo Facilities - Aviation Blvd and 104th St (West Leg)	8/5/2022	FRI	27	7	0	34	67	30	0	97	55	32	0	87	10	1	1	12	68	21	1	90	113	37	2	152
Cargo Facilities - Aviation Blvd and 111th St (West Leg)	8/5/2022	FRI	20	43	1	64	79	49	1	129	58	3	2	63	60	47	1	108	9	69	2	80	115	60	1	176
Cargo Facilities - Century Blvd and Avion Drive (South Leg)	8/5/2022	FRI	82	10	0	92	92	14	1	107	71	7	0	78	69	16	0	85	101	22	1	124	69	20	0	89
Cargo Facilities - Century Blvd and Airport Blvd (South Leg)	8/5/2022	FRI	38	18	0	56	50	17	1	68	37	11	0	48	33	7	0	40	39	10	1	50	41	12	0	53
Cargo Facilities - Century Blvd and Postal Road (South Leg)	8/5/2022	FRI	24	6	0	30	24	14	1	39	14	5	0	19	17	5	0	22	24	6	0	30	20	5	0	25
Cargo Facilities - Century Blvd and International Rd (South Leg)	8/5/2022	FRI	54	15	0	69	52	10	1	63	70	12	2	84	48	10	0	58	32	13	1	46	40	9	0	49
Cargo Facilities - Imperial Hwy and Imperial Terminal (North Leg)	8/5/2022	FRI	37	11	0	48	44	9	0	53	29	6	0	35	23	5	0	28	41	7	0	48	51	8	0	59
Cargo Facilities - Imperial Hwy and California St (North Leg)	8/5/2022	FRI	60	5	1	66	68	13	1	82	49	10	1	60	39	8	1	48	60	4	1	65	58	7	1	66
Cargo Facilities - Imperial Hwy and Hughes Way (North Leg)	8/5/2022	FRI	73	18	0	91	72	26	0	98	60	25	1	86	46	27	0	73	81	27	0	108	69	40	0	109
Cargo Facilities - Imperial Hwy and unsignalized dwy e/o Hughes Way (North Leg)	8/5/2022	FRI	42	30	0	72	34	13	0	47	153	37	0	190	22	3	0	25	36	8	0	44	32	8	0	40
Cargo Facilities - Imperial Hwy and Kilroy Center Dr (North Leg)	8/5/2022	FRI	3	1	0	4	2	3	0	5	11	3	0	14	2	0	0	2	12	4	0	16	15	1	0	16
Cargo Facilities - Imperial Hwy and Douglas St (North Leg)	8/5/2022	FRI	86	10	0	96	83	26	0	109	51	37	0	88	42	26	0	68	59	39	0	98	85	27	0	112
Cargo Facilities - Imperial Hwy and unsignalized dwy btwn Douglas St and Aviation Blvd (North Leg)	8/5/2022	FRI	33	0	0	33	19	18	0	37	22	12	0	34	17	0	0	17	24	2	0	26	27	2	0	29
Subtotal			579	174	2	755	686	242	6	934	680	200	6	886	428	155	3	586	586	232	7	825	735	236	4	975
Rental Car Facilities																										
Avis Rental Car - Airport Blvd s/o Westchester Pkwy (Rental Car Entrance)	8/19/2022	FRI	79	0	0	79	114	0	0	114	42	0	0	42	2	0	0	2	0	0	0	0	1	0	0	1
Avis Rental Car - Airport Blvd s/o Westchester Pkwy (Employee Entrance/Exit)	8/19/2022	FRI	13	0	0	13	10	0	0	10	7	0	0	7	10	0	0	10	11	0	0	11	16	0	0	16
Avis Rental Car - Jetway Blvd east side, s/o Westchester Pkwy (Rental Car Exit)	8/19/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	0	0	72
Avis Rental Car - Jetway Blvd (Bus Entrance Only and Exit)	8/19/2022	FRI	0	0	12	12	1	0	12	13	1	0	9	10	86	0	0	86	126	0	0	126	3	0	0	3
Avis Rental Car - Westchester and Jenny Ave (Visitor Parking)	8/19/2022	FRI	13	0	0	13	17	0	0	17	8	0	0	8	11	0	0	11	15	0	0	15	7	0	0	7
Budget Rental Car - Airport Blvd btwn 96th Pl and 98th St (Shuttle Exit)	8/5/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	11	11	0	0	17	17
Budget Rental Car - Airport Blvd btwn 96th Pl and 98th St (Rental Car Entrance)	8/5/2022	FRI	64	1	0	65	83	0	0	83	41	0	0	41	0	0	0	0	2	0	0	2	0	0	0	0
Budget Rental Car - 98th St w/o Airport Blvd (Visitor Entrance/Exit)	8/5/2022	FRI	9	0	0	9	19	0	0	19	12	0	0	12	8	0	0	8	16	0	0	16	7	0	0	7
Budget Rental Car - 96th Pl w/o Airport Blvd (Rental Car Exit)	8/5/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	43	1	0	44	84	0	0	84	49	0	0	49
Budget Rental Car - 96th Pl w/o Airport Blvd (Shuttle Entrance)	8/5/2022	FRI	0	0	10	10	0	0	13	13	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
Enterprise/Alamo/National Rental Car - Three dwys on Aviation Blvd s/o Hillcrest Blvd	8/19/2022	FRI	4	0	29	33	1	0	35	36	4	0	36	40	21	0	0	21	64	0	0	64	49	0	0	49
Enterprise/Alamo/National Rental Car - Entry dwy on Hillcrest Blvd e/o Aviation Blvd	8/19/2022	FRI	183	2	0	185	218	0	0	218	132	0	0	132	0	0	0	0	0	0	0	0	0	0	0	0
Enterprise/Alamo/National Rental Car - Exit dwys on Isis Ave s/o Hillcrest Blvd	8/19/2022	FRI	1	0	0	1	0	0	0	0	0	0	0	0	107	0	0	107	168	1	0	169	44	0	0	44
Fox Rental Car - Century Blvd btwn Aviation Blvd and Concourse Way (at 5500 W. Century Blvd)	8/5/2022	FRI	25	0	0	25	27	0	0	27	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0
Fox Rental Car - Exit dwy on 102nd St	8/5/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	10	0	0	10	12	0	0	12
Hertz/Dollar/Thrifty Rental Car - Airport Blvd btwn Interceptor St and Arbor Vitae St	8/12/2022	FRI	2	0	20	22	1	0	0	1	1	0	0	1	2	0	0	2	1	0	0	1	0	0	0	0
Hertz/Dollar/Thrifty Rental Car - Arbor Vitae St e/o Airport Blvd	8/19/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	157	0	0	157	76	0	0	76
Hertz/Dollar/Thrifty Rental Car - Arbor Vitae St e/o Airport Blvd	8/19/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	0	0	28	28	3	0	26	29
Hertz/Dollar/Thrifty Rental Car - Interceptor St e/o Airport Blvd	8/19/2022	FRI	168	1	1	170	220	3	3	226	120	0	0	120	36	1	1	38	76	2	0	78	57	0	0	57
Sixt Rental Car - Three dwys at 9000 Bellanca Ave	8/19/2022	FRI	55	0	8	63	59	0	5	64	30	0	7	37	25	0	8	33	51	0	6	57	27	0	7	34
Subtotal			616	4	80	700	770	3	68	841	417	0	70	487	419	2	44	465	781	3	45	829	423	0	50	473
Off Airport Parking Facilities																										
The Parking Spot (Century) - Bellanca Ave s/o 98th St	8/19/2022	FRI	4	0	2	6	5	0	3	8	3	0	2	5	0	0	7	7	1	0	4	5	1	0	3	4
The Parking Spot (Century) - Bellanca Ave s/o 98th St	8/19/2022	FRI	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	30	0	0	30	28	0	0	28
The Parking Spot (Century) - 98th St w/o Bellanca Ave	8/19/2022	FRI	4	0	10	14	1	0	10	11	0	0	10	10	1	0	5	6	0	0	9	9	1	0	9	10
The Parking Spot (Century) - Century Blvd w/o Bellanca Ave	8/5/2022	FRI	30	0	0	30	19	0	0	19	13	0	0	13	0	0	0	0	0	0	0	0	1	0	0	1
The Parking Spot (Century) - Dwy in Alley w/o Bellanca Ave	8/19/2022	FRI	1	2	0	3	1	0	0	1	2	0	0	2	4	1	0	5	1	1	0	2	0	0	1	1
Wally Park - Bellanca Ave n/o 98th St	8/19/2022	FRI	26	0	6	32	11	0	7	18	5	0	9	14	9	0	7	16	34	0	6	40	16	0	9	25
Wally Park - Bellanca Ave n/o 98th St	8/19/2022	FRI	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
The Parking Spot (Sepulveda) - Sepulveda Westway s/o Westchester Pkwy	8/26/2022	FRI	50	0	0	50	25	0	0	25	14	0	0	14	7	0	0	7	15	0	0	15	19	0	0	19
The Parking Spot (Sepulveda) - Westchester Pkwy w/o Sepulveda Blvd	8/26/2022	FRI	3	0	8	11	1	0	12	13	0	0	17	17	2	0	10	12	0	0	11	11	1	0	18	19
Subtotal			118	2	26	146	64	0	32	96	37	0	38	75	35	1	29	65	82	1	30	113	68	0	40	108

Table 8

Attachment 7

Los Angeles Department of City Planning: Consistency Determination

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: November 9, 2023

TO: Evelyn Quintanilla
Chief of Airport Planning II
Los Angeles World Airports

FROM: Juliet Oh
Senior City Planner
Department of City Planning

SUBJECT: Director of Planning Consistency Determination for Lulu's Place (LAX Northside Subarea – Areas 1 and 2A), Case No. ADM-2023-5969-OVR

Pursuant to Section 7.F.2.(d) of the LAX Specific Plan, the Director of Planning is required to review Projects located within the LAX Northside Subarea north of Westchester Parkway and the Airport Landside Support Subarea. The Director of Planning is required to review the proposed Project for consistency with the following LAX Specific Plan Sections: Northside north of Westchester Parkway - Sections 12, 13.C.2, 14.D, and 15A; and is required to provide the Executive Director of LAWA with a written determination within 75 days.

Planning staff has reviewed the written project description and associated exhibits, and as a designee of the Director of Planning, staff determines based on the submitted material that the project is consistent with Sections 12, 13.C.2, 14.D, and 15A of the LAX Specific Plan, based upon the Findings outlined below. No further review is required by the Director of Planning to satisfy the requirements of Section 7.F.2.(d) except as outlined in the Notes below.

Notes: An administrative review of final design documents, as they become available, is required by Los Angeles World Airports (LAWA) and Department of City Planning (DCP) staff to confirm compliance with the LAX Specific Plan. Once LAWA and DCP deem the working drawings final, the relevant clearances will be issued.

FINDINGS

Section 12. LAX NORTHSIDE SUBAREA.
The proposed Project is consistent with the applicable regulations of Section 12, as follows:

E. Permitted Uses. *The following land use categories shall be permitted in the LAX Northside Subarea within the Specific Plan Area, subject to approval by the Executive Director: 1. Recreation and Open Space; 2. Office, Research and Development; 3. Community and Civic; 4. Commercial; 5. Airport Support; 6. Landscape Buffer; and 7. Uses permitted by and pursuant to the procedures set forth in LAMC Section 12.24W.*

The primary use of the proposed project is recreation and open space and includes ancillary and support uses related to the primary use. These uses are allowed within the Campus District of the LAX Northside, and therefore the proposed project is consistent with the permitted uses regulations in Section 12.E of the LAX Specific Plan.

F. Prohibited Uses. *The following uses shall be prohibited in the LAX Northside Subarea: 1. Residential or dwelling units of any kind, except hotels; 2. K-12 education; 3. A retail store over 100,000 gross square feet of floor area; 21 4. Auto dealerships; 5. Adult business as defined in LAMC 12.70; 6. Parking as a primary use, except in the Airport Support and*

Commercial permitted use categories; 7. Hazardous materials testing; and 8. Aircraft under power.

The proposed project does not include any of the prohibited land uses and is therefore consistent with the regulations in Section 12.F of the LAX Specific Plan.

G. Site Development Standards. *Land uses, setbacks, building orientation, heights, and floor area shall comply with the Site Development Standards contained in Table 1, Section 12 of the LAX Specific Plan, and the LAX Northside Design Guidelines and Standards.*

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

2. *Intensity Allocation. The total floor area within the LAX Northside District shall not exceed the following: (a) 1,075,000 square feet of Floor Area for Campus District (Areas 1, 2 and 3) (b) 645,000 square feet of Floor Area for Center District (Areas 11, 12A East, 12A West, 12B and 13) (c) 600,000 square feet of Floor Area for Airport Support District (Areas 4-10).*

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

The proposed project is located in the Campus District and includes 38,000 square feet of floor area distributed between five ancillary buildings, including 2,000 square feet within Area 1 and 36,000 square feet within Area 2A. A total of 458,500 square feet of floor area has been previously set aside within the LAX Northside. Including the proposed project, there are 1,823,500 remaining allowable square feet within the LAX Northside. Additionally, a total of 163,500 square feet of floor area has been previously approved within the Campus District. Including the proposed project, there are 873,500 remaining allowable square feet within the Campus District. Since the Campus District will have leftover allowable floor area available, it is too soon to determine whether any parcels will remain undeveloped, and the Undeveloped Parcels provision shall not apply to the proposed project at this time. As such, the proposed project will not exceed the maximum allowable floor area or result in any undeveloped parcels and is therefore consistent with this standard.

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

The proposed project is located in Areas 1 and 2A of the LAX Northside Subarea. Required building setbacks are 38 feet along Westchester Parkway, 30 feet along both sides of Falmouth Avenue, 80 feet along the northern boundary of Area 1, 15 feet along St. Bernard and 91st Streets and what is currently 92nd Street and Cum Laude Avenue, and 20 feet along the eastern boundary of Area 2A. As shown in the Conceptual Site Plan Fence Diagram and the landscape plans, the proposed buildings and perimeter fences of the project adhere to the required setbacks.

As shown in the Site Plan General Notes, the landscaped areas within Building Setbacks shall be landscaped in accordance with the Landscape Zone Map and Palettes established in Chapter 7. No building projections or architectural features are proposed in the public right-of-way. Standard 3 does not apply as the proposed project is not located within the Northside Center District.

Therefore, the proposed project is consistent with the LAX Northside Design Guidelines and Standards Sections 5.2C 1, 2, and 4, and shall substantially comply with Standards 5.2C 5, 6, and 7.

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

Building orientation is regulated by multiple standards in multiple sections and chapters of the LAX Northside Design Guidelines and Standards, which are located in Section 15.A of the LAX Specific Plan. The proposed Project is consistent with the applicable regulations of Section 15, as discussed in the relevant sections below.

L. Parking Requirements. *All Projects within the LAX Northside Subarea shall provide off-street parking per LAMC 12.21 A.4.*

The applicant's parking calculations provided in the CEQA analysis estimate a total of 161 required parking spaces. As shown on the landscape plans, there are approximately 160 proposed parking spaces in Area 1 and 85 parking spaces in Area 2A for a total of 245 parking spaces shown. The landscape plans also show that approximately 33% of the parking spaces in Area 1 and 22% of the spaces in Area 2A would be EV ready. As stated on the Site Plan General Notes, the project shall substantially conform to standards set forth in the provisions of LAMC Section 12.21 A.4.

Section 13. TRANSPORTATION REGULATIONS AND STREETSCAPE.
The proposed Project is consistent with the applicable regulations of Section 13, as follows:

C. Trip Generation.

2. *LAX Northside Subarea. All projects within the LAX Northside Subarea together shall not generate more than 2,009 project-related Trips in the a.m. peak hour (part of the total 6,496 net new a.m. peak hour Trips for the LAX Master Plan) and 2,543 project-related Trips in the p.m. peak hour (part of the total 6,914 net new p.m. peak hour Trips for the LAX Master Plan). The number of Trips generated by a project shall be based on the trip generation rates used in Ordinance No. 168,999 (Coastal Transportation Corridor Specific Plan, as amended (CTCSP)) and/or determined as appropriate by the LADOT General Manager and using square footages of the proposed project. In conjunction with each application for LAX Specific Plan Compliance Review for a Project within the LAX Northside Subarea, the Applicant shall estimate the number of Trips generated by each Project and submit the estimate to the LADOT General Manager for review and approval.*

The proposed project will generate an estimated 74 AM peak hour vehicle trips and 231 PM peak hour vehicle trips to/from the project site. Previously approved uses within LAX Northside generate an estimated 56 AM peak hour vehicle trips and 241 PM peak hour vehicle trips. Including the proposed project, there are an estimated 1,879 remaining allowed AM peak hour vehicle trips and 2,071 PM peak hour vehicle trips within the LAX Northside, so the proposed project will not exceed the maximum permitted vehicle trips and is therefore consistent with the regulations of Section 13.C.2.

Section 14. SIGN REGULATIONS.

D. Requirements - LAX Northside Subarea. *Signs within the LAX Northside Subarea shall be in compliance with the requirements set forth in the LAX Northside Design Guidelines and Standards.*

New signage shall substantially conform to the applicable standards in Chapter 9 and is subject to review by LAWA and DCP staff prior to the issuance of clearances.

Section 15. DESIGN GUIDELINES AND STANDARDS.
The proposed Project is consistent with the applicable regulations of Section 15, as follows:

A. LAX Northside Design Guidelines and Standards. *Projects in the LAX Northside Subarea shall substantially conform to the LAX Northside Design Guidelines and Standards, which shall take precedence where there is a conflict with any Citywide design guidelines.*

Chapter 5. Urban Design.

5.1 Land Use

A. ***Maximum Permitted Floor Area.*** *The maximum total permitted Floor Area within the LAX Northside shall not exceed 2,320,000 square feet.*

The proposed project includes 38,000 square feet of floor area distributed between five ancillary buildings, including 2,000 square feet within Area 1 and 36,000 square feet within Area 2A. A total of 458,500 square feet of floor area has been previously approved within the LAX Northside. Including the proposed project, there are 1,823,500 remaining allowable square feet within the LAX Northside, so the proposed project will not exceed the maximum allowable floor area and is therefore consistent with this standard.

B. Vehicle Trip Cap. *The maximum permitted total daily vehicle trips generated by the LAX Northside shall not exceed 23,635 trips.*

The proposed project will generate an estimated 1,443 daily vehicle trips to the project site. Previously approved uses within LAX Northside generate an estimated 862 daily vehicle trips. Including the proposed project, there are an estimated 21,330 remaining permitted daily vehicle trips within the LAX Northside, so the proposed project will not exceed the maximum permitted vehicle trips and is therefore consistent with this standard.

C. Project Land Use. *The LAX Northside shall be developed with the land uses as defined by Section E and G below. These land uses shall be developed in the Districts, as shown on Figure 05.1, the Land Use Map.*

The proposed project is consistent with Standards 5.1E and 5.1G below. Therefore, the proposed project is consistent with this standard.

D. Designation of Sub-Areas. *The LAX Northside contains three Districts and 15 Areas, as shown on the District Map, Figure 01.1. The Districts are designated as: LAX Northside Center District, LAX Northside Campus District, and LAX Northside Airport Support District. The Areas are designated as Area: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12A East, 12A West, 12B, and 13.*

The proposed project will be located in Areas 1 and 2A, within the Campus District.

E. Floor Area. *The LAX Northside shall be developed with the following development capacity for each district: Center District, 645,000 square feet; Campus District, 1,075,000 square feet; Airport Support District, 600,000 square feet.*

The proposed project is located in the Campus District and includes 38,000 square feet of floor area distributed between five ancillary buildings, including 2,000 square feet within Area 1 and 36,000 square feet within Area 2A. A total of 163,500 square feet of floor area has been previously approved within the Campus District. Including the proposed project, there are 873,500 remaining allowable square feet within the Campus District, so the proposed project will not exceed the maximum allowable floor area and is therefore consistent with this standard.

F. Transfer and Equivalency Program. *Transfers of floor area between all Areas within a District are permitted, however, transfers between LAX Northside Districts is prohibited. In no event shall the maximum permitted floor area within the LAX Northside exceed 2,320,000 square feet of floor area. Transfers and equivalencies shall conform to the Land Use Equivalency Program (Section 5.3).*

Proposed project is consistent; no transfer of floor area is proposed.

G. *Permitted Land Uses.* The following land use categories shall be permitted in the LAX Northside Subarea: Recreation and Open Space, Office, Research and Development, Community and Civic, Commercial; Airport Support; Landscape Buffer.

The primary use of the proposed project is recreation and open space and includes ancillary and support uses related to the primary use. These uses are allowed within the Campus District of the LAX Northside; therefore, the proposed project is consistent with this standard.

H. Prohibited Land Uses. *The following land uses shall be prohibited in the LAX Northside: a. Residential, or dwelling units of any kind, except hotels; b. K-12 education; c. A retail store over 100,000 gross square feet of floor area; d. Auto dealerships; e. Adult businesses as defined in LAMC 12.70; f. Massage parlors as defined in LAMC 12.70; g. Parking as a primary use, except in Airport Support and Mixed Use-Commercial permitted use categories; h. Hazardous materials testing; i. Aircraft under power.*

The proposed project does not include any of the prohibited land uses and is therefore consistent with this standard.

5.2 Development Regulations.

5.2A Building Heights.

1. *Heights shall be measured from finished Grade, as defined in Section 12.03 of the Planning and Zoning Code.*

Area	Maximum Height
LAX Northside Center	
Area 11 and 12A East	60’
Area 12A West	20’
Area 13	45’

LAX Northside Campus	
Area 3	60’
Areas 1, 2A, 2C, 2D, 2E	45’
LAX Northside Airport Support	
All Areas	30’

The proposed project is located within Areas 1 and 2A of the Campus District, which have a maximum height limit of 45 feet. The tallest of the proposed structures is approximately 40 feet. Therefore the proposed project is consistent with this standard.

5.2B Building Stepbacks. *In Area 11, buildings located adjacent to the 88th Street and La Tijera property line shall be stepped back by one foot for each additional foot of height above 15’.*

This standard is not applicable, as the proposed project is not located within Area 11.

5.2C Building Setbacks.

1. *Buildings shall be developed in compliance with the Building Setback standards as shown in the Building Setbacks Map (Figure 05.2) and Table 05.2 C.1.*

2. *No building or portion of a building is permitted within the Building Setback, except architectural features as defined herein.*

3. *No parking is permitted within the Building Setbacks in the LAX Northside Center District.*

4. *No walls or fences are permitted within the Building Setback along Westchester Parkway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive.*

5. *Plaza spaces, outdoor eating areas, and enhanced pedestrian connections are permitted within the Building Setback.*

6. *Landscaped areas within Building Setbacks shall be landscaped in accordance with the Landscape Zone Map and Palettes established in Chapter 7.*

7. *Architectural features such as canopies, awnings, and architectural overhangs are permitted to extend beyond the face of the building into the public right-of-way, provided they do not impede any streetscape* trees or other streetscape elements.

The proposed project is located in Areas 1 and 2A. Required building setbacks are 38 feet along Westchester Parkway, 30 feet along both sides of Falmouth Avenue, 80 feet along the northern boundary of Area 1, 15 feet along St. Bernard and 91st Streets and what is currently 92nd Street and Cum Laude Avenue, and 20 feet along the eastern boundary of Area 2A. As shown in the Conceptual Site Plan Fence Diagram and the landscape plans, the proposed buildings and perimeter fences of the project adhere to the required setbacks.

As shown in the Site Plan General Notes, the landscaped areas within Building Setbacks shall be landscaped in accordance with the Landscape Zone Map and Palettes established in Chapter 7. No building projections or architectural features are proposed in the public right-of-way. Standard 3 does not apply as the proposed project is not located within the Northside Center District.

Therefore, the proposed project is consistent with Standards 5.2C 1, 2, and 4, and shall substantially comply with Standards 5.2C 5, 6, and 7.

5.2D Site Access.

1. *Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the LAX Northside, including locations at Rayford and Stanmoor Drives, excluding the existing golf course on Manchester Avenue.*

2. *Reciprocal ingress and egress access shall be provided for all adjacent properties within the LAX Northside. This requirement may be waived due to extreme site constraints or unforeseen conditions.*

3. *Minor intersections shall include a right turn only entry way into developments that do not require a signalized entrance way. Primary access drives (Major Intersections), shall include a signalized intersection that allows for both right and left turn entry.*

4. *Primary access drives along Westchester Parkway should be limited to enhance traffic flow and to reduce the disruption of the landscaping, pedestrian recreation paths, and Westchester Parkway medians.*

Primary vehicular access to the proposed project is provided from Falmouth Avenue to Area 1 and 92nd Street via Falmouth Avenue to Area 2A. Secondary vehicular access is proposed along the eastern edge of the project site, connected to Westchester Parkway. Reciprocal access is provided through Area 1 to the existing Jet Pets facility, and may be provided via the secondary access route to the east of Area 2A should the undeveloped parcels to the east require it in the future. As shown in the Site Plan General Notes, the project shall adhere to all standards of Section 5.2D Site Access. Therefore, the project is consistent with Standards 5.2D 1 and 2 and Guideline 5.2D 4 and shall substantially conform with Standard 5.2D 3.

5.2E Parking. *Required parking spaces shall conform to standards set forth in the provisions of LAMC Section 12.21.A.4 and surface parking lots shall be landscaped in accordance with the following standards:*

1. *A minimum of one tree for every four parking spaces shall be provided. Trees should be sized at 24-inch box or larger at the time of installation and the remaining landscaped area shall contain understory planting.*

2. *Landscape islands and landscape fingers containing trees shall be a minimum of six feet in width.*

3. *Any portion of the parking area not used for parking, loading, drive aisles, or pedestrian connectivity shall be landscaped.*

4. *Parking stalls shall be paved with permeable pavers or porous paving materials. Drive aisles and primary and secondary entrance roadways are excluded from this requirement.*

5. *Parking areas shall be designed to mitigate stormwater in compliance with the City of Los Angeles' Low Impact Development Ordinance, as amended.*

6. *Landscaping within parking areas shall be protected from encroaching vehicles by concrete curbing or raised planting areas. Curb cuts shall be provided to allow stormwater drainage into landscape islands and fingers.*

7. *A minimum 20% of all parking spaces provided should be wired to accommodate electric vehicle charging stations.*

The applicant's parking calculations provided in the CEQA analysis estimate a total of 161 required parking spaces. As shown on the landscape plans, there are approximately 160 proposed parking spaces in Area 1 and 85 parking spaces in Area 2A for a total of 245 parking spaces shown. The parking area in Area 2A includes 22 proposed trees, which is more than one tree for every four parking spaces. As stated in the Site Plan General Notes, one tree shall be provided for every four parking spaces. The landscape plans also show that approximately 33% of the parking spaces in Area 1 and 22% of the spaces in Area 2A would be EV ready.

The landscape plans show that all portions of the parking area not used for parking, loading, drive aisles, or pedestrian connectivity are proposed to be landscaped. As stated in the Site Plan General Notes, all landscaped areas containing trees shall be a minimum of six feet wide.

The Site Plan General Notes state that all parking areas shall be designed to comply with the City's Low Impact Development Ordinance. Additionally, the Site Plan General Notes state that the applicant is proposing alternatives to permeable pavers and concrete curbs, including conveyance swales, rain gardens, and bioretention zones to enhance stormwater retention and infiltration, and concrete wheel stops and inset wooden strips to protect and separate the landscape areas from the parking areas while reducing the embodied carbon of the project and enhancing stormwater drainage.

Therefore, the proposed project is consistent with Standard 5.2E 3 and Guideline 5.2E 7, and shall substantially conform with Standards 5.2E 1, 2, 4, 5, and 6.

5.2F Building Location.

1. *Buildings within Areas 2, 11, and 12A shall front Westchester Parkway, La Tijera, and Sepulveda Westway setbacks.*

2. *Buildings within Areas 2C and 2E shall be located with a minimum of 65 percent of the proposed project ground floor area located within 250 feet of the Westchester Parkway property line.*

3. *Ancillary buildings shall not front Westchester Parkway, Sepulveda Westway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue or Pershing Drive.*

4. *Parking structures shall not front Westchester Parkway*.

The primary use of the proposed project is recreation, and the proposed structures are ancillary to the recreation use. The proposed Welcome Center fronts the partially-vacated Cum Laude Avenue and is centrally located among the proposed tennis courts. The other ancillary structures are distributed throughout the project site in conjunction with the sports courts and fields, including the restroom structures, one of which is located in both Area 1 and Area 2A. Standards 5.2F 2 and 4 are not applicable as the project is not located within Areas 2C or 2E and no parking structure is proposed by the applicant. Therefore, the proposed project is consistent with Standards 5.2F 1 and 3.

5.2G Pedestrian and Bicycle Orientation. *All Areas fronting Westchester Parkway, La Tijera, and Sepulveda Westway are designated as "pedestrian oriented." The pedestrian circulation system shall connect buildings, streets, parking areas, and public transit stops to create an environment that supports public transportation, carpools, biking, and other forms of transportation. The following development standards, in addition to the development standards set forth above, shall apply to all primary buildings. These standards shall not apply to ancillary buildings.*

1. *A direct pedestrian connection designated by distinct landscaping and paving materials shall be provided between parking areas and the buildings they serve.*

2. *Retail or restaurant uses shall provide bicycle parking within a minimum of one hundred (100) feet of each primary building entrance.*

3. *Office or research buildings shall provide bicycle parking within a minimum of two hundred (200) feet of an employee entrance.*

4. *A clearly-marked pedestrian connection designated by distinct landscaping and paving materials shall be provided between the primary building entrance of buildings and the paseo. The maximum distance between such pedestrian connections and the paseo shall be no more than one hundred (100) feet within the LAX Northside Center District and three hundred (300) feet within the LAX Northside Campus District.*

5. *Bicycle parking shall be provided consistent with Section 12.21 A.16 of the Los Angeles Municipal Code, as amended.*

6. *Existing bicycle lanes along Westchester Parkway are encouraged to be upgraded to protected lanes using bollards, raised paving, or other strategies.*

As shown in the proposed landscape plans, distinct pedestrian paths are proposed to provide connections between the parking areas and the proposed uses on the site. Standards 5.2G 2 and 3 are not applicable as the project is not proposing retail, restaurant, office, or research uses. The applicant has provided a cross section where the project site meets the paseo along Westchester Parkway demonstrating that it is infeasible or impractical to provide direct connections between the paseo and the project site due to the difference in grade between the two areas. Therefore, the proposed project is consistent with Standard 5.2G 1 and is not required to address Standards 5.2G 2 and 3. Consistency with Standard 5.2G 4 would be impractical or otherwise infeasible. As stated in the Site Plan General Notes, the proposed project shall provide bicycle parking consistent with LAMC Section 12.21 A.16 and shall substantially conform with Standard 5.2G 5.

5.2H Landscape Buffers. *Landscape Buffers have been identified as Area 2B and the 20-foot Landscape Buffer on the northern boundary of Area 1.*

1. *Pedestrian access is prohibited, except for maintenance.*

2. *Landscaped Buffers shall be landscaped in accordance with the Landscape Zones and Required Palettes established in Chapter 7.*

3. *Plantings shall be dispersed evenly throughout Landscape Buffers and shall not be limited to the perimeter.*

4. *A 10-foot high fence shall secure the perimeter of a Landscape Buffer identified in the Land Use Map, Figure 05.1. Fence color shall complement proposed landscaping. Examples of appropriate fencing are presented at the end of this Section.*

5. *Trees planted within the Area 1 Buffer shall be planted to minimize obstruction of views from adjacent residences.*

The Area 1 Landscape Plan provided by the applicant shows a 20-foot Landscape Buffer will be provided along the northern edge of Area 1, which will be enclosed with fencing in accordance with Standard 5.2H 4. As stated in the Site Plan General Notes, the proposed project shall comply with the standards in Section 5.2H of the LAX Northside Design Guidelines, while also installing an 8 foot high fence in lieu of 10 feet in order to maintain a consistent appearance of fencing throughout the project site. Therefore, the proposed project is consistent with Standard 5.2H 1 and shall substantially conform with Standards 5.2H 2, 3, 4, and 5.

5.2I Utilities and Service Areas. *Utilitarian elements and loading/service areas shall conform to the following standards, with the exception of the LAX Northside Airport Support District which is excluded from these requirements.*

1. *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. These areas shall be screened by landscape materials including trees, shrubs, and ground cover and/or and fences or walls designed to conform to the standards outlined within this document.*

2. *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 structure or screened from public view.*

3. *Service areas shall be designed to minimize automobile/pedestrian conflicts.*

4. *Roof mounted equipment shall be screened at a minimum equal to the height of the equipment, using similar materials and colors as the primary building.*

5. *Walls designed to screen utilitarian equipment shall be a maximum of six (6) feet in height, measured from finish grade.*

6. *Loading areas shall be accommodated entirely on-site.*

7. *Loading docks and doors for areas dedicated to loading shall not be visible from a public street.*

8. *Ancillary buildings shall be built with permanent materials that relate in style and finish to the primary buildings with which they are associated.*

9. *Trash and recycling storage areas shall be located to the rear or sides of a building and shall be screened from public view with walls, berms, or landscaping.*

10. *Trash enclosures and loading areas shall be designed using similar materials and colors as the primary buildings with which they are associated.*

11. *Recycling bins shall be screened.*

12. *Functional building elements, such as roof scuppers and vents shall not be visible from a public street.*

13. *Sheet metal vents, pipe stacks, and flashing shall be similar in finish and color to the adjacent roof or wall material.*

14. *The use of reclaimed water in all new developments is encouraged, when available.*

15. *All new construction is encouraged to be solar-ready.*

16. *Pole structures are encouraged to be wi-fi ready.*

The Area 1 and Area 2A Landscape Plans show that proposed utility areas are to be integrated into the parking areas and screened with fencing or enclosures to reduce visual impacts to the rest of the project site and the public realm. Additional trash collection areas are shown to be screened within their own enclosures. As stated in the Site Plan General Notes, the proposed project shall comply with the standards in Section 5.2I. Therefore, the proposed project is consistent with Standard 5.2I 1 and shall substantially conform with all other standards within Section 5.2I of the LAX Northside Design Guidelines and Standards.

5.2J Walls and Fences.

1. *Walls and fences are discouraged along interior lot lines, except where Landscape Buffers or demonstrated security needs are required.*

2. *Recreation Areas shall be secured with an eight (8) foot tall fence and provide limited and controlled access to the general public.*

3. *Fences and walls not associated with Recreation or Buffer areas shall have a maximum height of eight (8) feet measured from the finished grade. A six (6) foot wide planting strip shall be located adjacent to walls and fences and shall include shrubs, vines and ground cover identified in Chapter 7.*

4. *Solid fences or walls shall be designed with both sides articulated with similar or complementary materials and colors as the primary building with which they are associated.*

5. *Chain link fencing (with or without slats), corrugated metal, and barbed/razor wire is prohibited within the Northside Center and Campus Districts.*

6. *Long expanses of walls (50 feet or greater) shall be broken up with projections or recessed elements, landscape pockets, or changes in materials.*

7. *Where a wall or fence is located adjacent to a public right-of-way, a minimum six (6) feet landscaped setback shall be provided.*

The proposed project is characterized as a Recreation Area. As shown in the Conceptual Site Plan Fence Diagram, the perimeter of the project site will be secured with an eight-foot-tall fence, which shall respect required setbacks along Westchester Parkway and Falmouth Avenue. Additionally, the Site Plan General Notes state that the proposed project will comply with all standards in Section 5.2J of the LAX Northside Design Guidelines and Standards. Therefore, the proposed project is consistent with Standard 5.2J 2 and shall substantially conform with Standards 5.2J 1, 3, 4, 5, 6, and 7.

5.2K Site Lighting.

1. *Glare or light trespass is prohibited on any adjacent streets, or within any adjacent properties.*

2. *Lighting mounted above ten (10) feet from finished grade shall incorporate a full cut-off shield fixture.*

3. *Lighting shall be provided in parking areas, near access drives, pedestrian pathways or crosswalks, and internal vehicular circulation areas.*

4. *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 .3 foot candle.*

5. *Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover shall occur outside the service area.*

6. *Pedestrian area lighting, including outdoor plazas, entry ways or other common areas shall achieve a uniformity ratio of 3 to 1 average to minimum, with an average illumination of .60 foot candles and minimum of .18 foot candles.*

7. *Pedestrian walking areas, such as the paseo or parking lot walkways, shall require point to point lighting at a minimum of twenty (20) feet between each point with no specific illumination levels required. Lighting shall clearly identify the pedestrian walking zone and direction of travel.*

The Site Plan General Notes state that all standards in Section 5.2K of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 5.2K 1-7.

Chapter 6. Architectural Design.

6.1 Building Form. *One of the key aspects to manage development within the LAX Northside is the reduction of impacts on adjacent uses, such as the working airfield and surrounding residential and commercial communities.*

1. *Building facades within 150 feet of neighboring residences shall be located to maximize privacy associated with abutting homes and shall incorporate two or more of the following strategies:*

    a. *Buildings shall be oriented to limit direct views into neighborhood homes or sensitive use spaces, such as the golf course, day care or existing condominium facilities.*

    b. *Off-set windows on walls adjacent to neighboring residences to prevent direct views into neighboring windows.*

    c. *Utilize 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 to prevent direct sight lines into neighbors' windows and livable outdoor spaces.*

    d. *Use landscaping to provide a buffer or screening between properties.*

2. *No building facade shall extend more than eighty (80) feet in length without variations in the wall surface through setbacks or changes in the wall plane. Variations at a minimum must be a four (4) foot offset horizontally.*

3. *Two or more of the following design strategies shall be used to reduce the perceived height, bulk, and massing of the building:*

    a. *Variation in the vertical wall in locations in excess of item 2 above.*

    b. *Variation in parapet or roof by more than two (2) feet for every forty (40) feet.*

    c. *Variation of roof types, or alternating roofs and parapets.*

    d. *Variation of facade material, so that no material is more than 35% of the total facade area, including glazing.*

4. *Vertical circulation elements (stairs and elevators) shall be designed as an integral part of the overall architecture of the building and shall complement its massing and form.*

5. *Minor surface detailing shall not be used as a substitute for distinctive building massing. Minor surface detailing includes score lines or changes in color, rather than a change or relief in the wall plane.*

6. *The ground floor shall be differentiated from upper floors through changes in massing, architectural relief, or other strategies.*

As shown in the Conceptual Site Plan and the proposed landscape plans, no buildings are proposed within 150 feet of any neighboring residences. There are 5 ancillary buildings proposed as part of the project. The Welcome Center is a two-story structure divided into two distinct sections of facade; the main mass of the building is clad in a vertical stripe pattern of wall panels with punched windows, as shown in the conceptual render, while the lobby, atrium, and open office areas are within a glass volume with a diagonally staggered facade and covered by a metal trellis shade structure.

The Fitness Zone and Scheduling Desk buildings are long, low-slung structures with shaded rooftop patio viewing areas that are situated between clusters of tennis courts. The form of these structures is specifically designed to serve the needs of the recreation use.

There are two additional standalone restroom buildings proposed, with one each to be located in Area 1 and Area 2A of the project site. These buildings are small block structures with low horizontal roof canopies open to the air.

As stated by the Site Plan General Notes, all standards of Section 6.2 shall apply. Therefore, the proposed project is substantially consistent with Standards 6.1 1-6.

6.2 Facade Articulation and Materials. *Architectural details should be used to enhance buildings by adding color, shadows, and interesting forms. They should not, however, be used as a substitute for genuine building massing. This is particularly important on frontages facing Westchester Parkway, La Tijera Boulevard, and internal to the project area where buildings are oriented toward parking and primary vehicular access areas within the retail and office environments.*

1. *Building massing shall be broken down into smaller units, with vertical and horizontal cues to promote pedestrian scale.*

2. *Mirror or reflective surfaces shall not be primary building materials.*

3. *Architectural details should be consistent with the proportions and scale of the building(s).*

4. *All building* facades should be treated with an equal level of detail and articulation.

As previously discussed, there are 5 ancillary buildings proposed as part of the project. The Welcome Center is a two-story structure made up of two distinct connected volumes; the main mass of the building is a simple form clad in a vertical stripe pattern of wall panels and punched windows, as shown in the conceptual render, while the lobby, atrium, and open office areas are within a glass volume with a diagonally staggered facade and covered by a metal trellis shade structure.

The Fitness Zone and Scheduling Desk buildings are long, low-slung structures with shaded rooftop patio viewing areas that are situated between clusters of tennis courts. Both buildings have a breezeway that breaks up the mass of the ground floor and allows passage through to either side of the building. The massing of these structures is specifically designed to serve the needs of the recreation use.

There are two additional standalone restroom buildings proposed, with one each to be located in Area 1 and Area 2A of the project site. These buildings are small block structures with low horizontal roof canopies open to the air.

As such, the proposed project is consistent with Standard 6.2 1 and Guidelines 6.2 3 and 4. The building material palette has not yet been finalized, but as stated in the Site Plan General Notes, the project substantially conforms with Standard 6.2 2.

6.3 Roofs. *Roof design and mechanical equipment screening are important design features. Integrating full roof forms and elements, green roofs, and the application of a painted finish can provide opportunities to improve the visual quality of roofs.*

1. *Roof parapets shall be articulated with details including, but not limited to precast treatments, continuous banding, or projecting cornices, lintels, caps, corner details, or variety in pitch (for example, articulated, sculptural roof lines/forms).*

2. *Roof parapets shall not appear "tacked on" and shall convey a sense of permanence. Where tower or vertical elements are proposed, parapets shall wrap to create the appearance of a complete structure.*

3. *All roof mounted mechanical equipment shall be screened to the height of the equipment. Line of sight screening is not acceptable.*

    a. *Buildings with flat or low-pitched roofs shall incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment.*

    b. *Screening shall be architecturally compatible in color, shape, size, and material with the primary building and shall be carefully integrated into the overall building design.*

4. *Roof access shall be provided from the interior of the building. Exterior roof access ladders are prohibited.*

5. *Roof surfaces shall be light in color.*

6. *Green roofs are encouraged.*

As previously discussed, there are 5 ancillary buildings proposed as part of the project. The roof of the Welcome Center is made up of two distinct sections that correspond to the distinct volumetric elements of the building. The main mass of the building is designed to appear as a single solid volume, and the roof parapets are integrated seamlessly into the facade. The glass volume housing the lobby, atrium, and open office areas is roofed with a metal trellis shade structure and canopy that is taller than the main portion of the building with wide eaves providing shade over the entry area and the staggered side of the building. No external roof access ladder is shown or proposed.

The second floor of both the Fitness Zone and Scheduling Desk buildings are open to the air except for enclosed restrooms and the elevators. The open second floor areas are accessible by stairs at either end of the building and may serve as viewing areas to the tennis and sports courts below. Each building has an open canopy roof over the second-floor area that runs the length of the building and a portion of the stair landings beyond.

Each of the standalone restroom buildings and their open sink and drinking fountain areas is covered by a low, wide canopy roof.

As such, the proposed project is consistent with Standard 6.3 1, 2, and 4. The building material palette and mechanical equipment plans have not yet been finalized, but as stated in the Site Plan General Notes, the project substantially conforms with Standard 6.3 3 and 5.

6.4 Parking Structures.

No parking structure is proposed as part of this project, so the standards in Section 6.4 are not applicable.

6.5 Pedestrian Amenities and Infrastructure.

1. *Pedestrian amenities shall be selected to complement the overall character of the development and adhere to the following objectives:*

    a. *Furnishings shall be attractive, functional, durable and easy to maintain.*

    b. *Amenities shall promote safe, visually pleasing, and comfortable pedestrian environments.*

2. *Trash receptacles, benches, bollards, planters and bike racks shall be located in areas with high pedestrian activity such as pedestrian walkways, project entry plazas and building entrances, seating areas, and transit stops.*

3. *Incorporate features such as white markings, signage, and lighting at crosswalks so that pedestrian crossings are visible to moving vehicles during the day and at night.*

4. *Pave sidewalks with pavers, concrete, or other safe, non-slip materials to create a distinctive pedestrian environment and, for crosswalks, to visually and physically differentiate these from vehicle travel lanes and promote continuity between pedestrian sidewalks.*

The Site Plan General Notes state that all standards in Section 6.5 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 6.5 1-4.

6.6 Building Lighting. *Building lighting shall be designed and placed to limit impacts on adjacent properties or disrupt the function of the airfield. The quality of light, level of light as measured in foot-candles, and the type of bulb or source shall be carefully addressed. Lighting levels shall not be so intense as to draw attention to the flow or glare of the project site. Lighting shall incorporate current energy-efficient fixtures and technology.*

1. *Lighting shall be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties. Indirect wall lighting or "wall washing" and overhead down lighting may be used to help reduce light trespass into adjacent properties.*

2. *Spotlighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area.*

3. *Building light fixtures shall be designed or selected to be architecturally compatible with the main structure.*

4. *When security lighting is necessary, it shall be recessed, hooded, and located to illuminate only the intended area. Off-site glare and light trespass shall be prevented.*

5. *Exposed bulbs are prohibited.*

The Site Plan General Notes state that all standards in Section 6.6 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 6.6 1-5.

6.7 Stormwater Management. *All areas shall integrate Low Impact Design (LID) best practices into projects to promote and facilitate water conservation.*

1. *Site development shall comply with all applicable Regional Water Quality Control Board and County of Los Angeles regulations for water quality and quantity including preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) with Operation and Maintenance Guidelines.*

2. *Natural vegetation and native and/or drought tolerant plants shall be planted in parking lot islands and other landscaped areas where feasible.*

3. *Natural drainage systems shall be utilized to the maximum extent feasible.*

4. *Impervious area shall be minimized.*

5. *Non-structural Best Management Practices shall be used unless they are infeasible in which case the infeasibility shall be documented and structural Best Management Practices are implemented.*

6. *Stormwater shall be pre-treated prior to infiltration or discharge from the site.*

The Site Plan General Notes state that all standards in Section 6.7 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 6.7 1-6.

Chapter 7. Landscape Design.

7.1 Landscape Design.

1. *Landscaped areas shall be planted in accordance with the Landscape Zones established in this chapter.*

2. *Plant materials are restricted to those specified in the following plant palettes and shall be located within the zones identified on the Landscape Zone map, Figure 7.1.*

3. *Landscapes are required to achieve the following percentage breakdown in their overall composition. These percentages are required on a project by project basis.*

Planting Zone	Native (%)	Non-Native (%)
Paseo/Streetscapes	30	70
Landscape Buffers	100	0
Landscape Setbacks	50	50
Parking and Developments	60	40
Recreation	80	20
Airport Support	80	20

4. *Trees and large shrubs shall be planted at a spacing of two times the full growth radius. For example, a tree that grows to 30' canopy shall be planted 60' on center.*

5. *Casting of seeds for lawns, such as with hydro-seeding, is prohibited.*

6. *Any Areas not developed shall be landscaped within 90 days of the maximum permitted floor area being developed within each District.*

7. *Mulch should be used underneath all planted materials to promote weed control and water conservation.*

8. *Planted areas should be equipped with automatic irrigation systems and conform to the City of Los Angeles' conservation requirements.*

9. *The extension of reclaimed water pipes (purple pipes) into the LAX Northside is encouraged.*

Conceptual landscape plans were provided by the applicant for Area 1 and Area 2A, including the proposed plant palette, however these plans do not include detailed measurements, highlighted planting zones, calculations of planting composition percentages, planting practices, or irrigation plans. The proposed plant palette is made up of species listed in Chapter 7 of the LAX Northside Design Guidelines and Standards. The Site Plan General Notes state that all standards in Section 7.1 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project is consistent with Standard 7.1 2, and shall substantially conform with Standards 7.1 1 and 2-6 and Guidelines 7.1 7-9.

7.2 Site Maintenance. *These maintenance guidelines shall apply to individual parcel developers and are applicable to all zones and districts within the LAX Northside.*

1. *Areas not used for structures, walkways, paved driveways, or storage areas shall maintain a well-kept landscaped condition and according to the maintenance specifications to be provided by the lessee.*

2. *All trees and large shrubs shall be regularly maintained in order to have a thin and open canopy.*

3. *All trees replaced within the medians and right-of-ways shall adhere to the species specified in this document and as stated below:*

    a. *Any tree replaced in the medians of Westchester Parkway shall be replaced with an Arbutus 'Marina', also known as the Marina Strawberry Tree.*

    b. *Any tree replaced along the right-of-way on Westchester Parkway or La Tijera Boulevard shall be replaced with a Metrosideros excelsa, also known as the New Zealand Christmas Tree.*

The Site Plan General Notes state that all standards in Section 7.2 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 7.2 1-3.

Chapter 8. Paseo & Public Realm.

8.1 Path Dimensions and Locations. *Paving shall consist of stabilized decomposed granite in the following depths and locations:*

1. *A minimum of twelve (12) feet between the existing sidewalk within the 50-foot building setback located in Area 11 along the Runway Protection Zone (RPZ) boundary.*

2. *A minimum of twelve (12) feet between the existing sidewalk and the 18-foot building setback located in Area 12A East along Westchester Parkway.*

3. *A minimum of twelve (12) feet between the existing sidewalk and the 15-foot building setback located in Area 12A West along Westchester Parkway.*

4. *A minimum of twelve (12) feet between the existing sidewalk and the 38-foot building setback located along Westchester Parkway in Areas 1, 2 and 3.*

5. *A minimum of twelve (12) feet between the existing sidewalk and the 38-foot building setback located along Westchester Parkway and Pershing Drive in Area 1.*

The proposed project is located within Areas 1 and 2A, so only Standards 4 and 5 apply. The applicant has provided a section at the paseo showing a 12-foot paseo located between the sidewalk and the 38-foot building setback. Material specifications have not yet been provided, however the Site Plan General Notes state that Standards 4 and 5 in Section 8.1 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 8.1 4 and 5.

8.2 Streetscapes. *The public realm streetscape includes only the pedestrian accessible paseo and does not apply to existing right-of-way along Westchester Parkway.*

Where sidewalks are being introduced, in particular Area 11. they shall be ten (10) feet wide and shall be designed to the standards set forth by the City of Los Angeles.

1. *All tree wells shall have root barriers to prevent material deterioration of the sidewalks and recreation paths.*

2. *All soil in tree wells shall be finished with a minimum of two (2) inches of decomposed granite that is not stabilized.*

The Site Plan General Notes state that all standards in Section 8.2 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with Standards 8.2 1 and 2.

8.3 Street Furnishings. *Street furniture elements include bench seating, bollards, planters, trash receptacles, and bike and newspaper racks located in the public right-of-way at locations such as bus shelters, street intersections, transit stations, and public plazas where high numbers of pedestrians commonly congregate or where entrances are provided to developments.*

General objectives are as follows: 1) To provide street furniture and amenities that are functional, durable, and easy to maintain; 2) to provide street furniture which provides access and ease of use for handicapped persons; and, 3) to provide amenities to help promote safe, visually pleasing, and comfortable pedestrian environments.

8.3A Bench Seating.

1. *Benches shall be located along 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.*
2. *Sheltered bench seating shall be provided at all transit stations.*
3. *Benches should be durable and sturdy, with attractive design.*

8.3B Bike Racks.

1. *Bike racks shall be located along 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).*
2. *Bike racks should be durable and sturdy, with attractive design.*

8.3C Lighted Bollards (excluding safety bollards).

1. *Lighted bollards shall be located at street intersections where they will be used to define the boundary between pedestrian and vehicular zones. Lighted bollards may also be used to delineate pedestrian walkways.*
2. *Lighted bollard spacing shall be at a minimum distance of twenty (20) feet along both sides of the paseo.*

8.3D Planters.

1. *Planters shall be used in conjunction with other street furniture, such as benches, bollards, or trash receptacles. Planters shall be located in areas where pedestrians gather.*
2. *Planters shall not exceed 36 inches in height.*
3. *Unless maintained on a regular schedule, all planters shall be irrigated.*

4. *Planters shall be planted with materials selected from the list of acceptable plants specified for the Paseo and Streetscape Zones located in sections 7.3 and 7.4 of the LAX Design Standards and Guidelines.*

8.3E Trash Receptacles.

1. *Trash receptacles shall be located along pedestrian walkways, near parcel entry plazas, seating areas, transit stops, public plazas, and other pedestrian gathering areas.*
2. *Trash receptacle spacing shall not exceed a distance of one thousand (1,000) feet and shall be placed adjacent to benches and planters.*
3. *All trash receptacles shall be covered.*

The Site Plan General Notes state that all standards in Section 8.3 of the LAX Northside Design Guidelines and Standards shall apply to the project. Therefore, the proposed project shall substantially conform with the applicable standards in Section 8.3.

Chapter 9. Signage & Graphics.

New signage shall substantially conform to the applicable standards in Chapter 9 and is subject to review by LAWA and DCP staff prior to the issuance of clearances.

Instructions to Applicant: An appointment is required for the review of any construction plans and permit clearances. The Applicant shall show compliance with all requirements under LAX Specific Plan prior to issuance of clearances.

Please contact the DCP planner assigned to the LAX Specific Plan to schedule an appointment for the administrative review of construction plans and permit clearances for the LAX Specific Plan. Applicants should contact the City Planning Development Services Center (DSC) for all other City Planning clearances.

If you have any questions concerning this matter, please contact Caelan Rafferty at caelan.rafferty@lacity.org.

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Attachment: Exhibit A stamped plans

SITE PLAN GENERAL NOTES
LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS

5.0URBAN DESIGN GUIDELINES AND STANDARDS

5.2 DEVELOPMENT REGULATIONS

5.2.A BUILDING HEIGHTS

BUILDING SHALL BE DEVELOPED IN COMPLIANCE WITH THE HEIGHT STANDARDS CONTAINED WITHIN TABLE 05.2A.1 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS:

1. HEIGHTS SHALL BE MEASURED FROM FINISHED GRADE, AS DEFINED IN SECTION 12.03 OF THE PLANNING AND ZONING CODE. MAXIMUM BUILDING HEIGHT FOR AREAS 1 AND 2A SHALL BE 45'.

.2.C BUILDING SETBACKS

BUILDING SHALL BE DEVELOPED IN COMPLIANCE WITH THE FOLLOWING SETBACK STANDARDS.

1. BUILDINGS SHALL BE DEVELOPED IN COMPLIANCE WITH THE BUILDING SETBACK STANDARDS AS SHOWN THE BUILDING SETBACKS MAP FIGURE 05.2 AND TABLE 05.2C.1
(THE PROPOSED PROJECT COMPLIES WITH BUILDING SETBACKS ON TABLE 05.2C.1. SETBACKS MAY BE ADJUSTED BASED ON FINAL VACATION OF CUM LAUDE.)
2. NO BUILDING OR PORTION OF A BUILDING IS PERMITTED WITHIN THE BUILDING SETBACK, EXCEPT ARCHITECTURAL FEATURES AS DEFINED IN THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.
4. NO WALLS OR FENCES ARE PERMITTED WITHIN THE BUILDING SETBACK ALONG WESTCHESTER PARKWAY, LA TIJERA BOULEVARD, LOYOLA BOULEVARD, FALMOUTH AVENUE OR PERSHING DRIVE.
(NO BUILDING FENCES OR WALLS WILL BE WITHIN THE BUILDING SETBACK.
SECURITY/PERIMETER FENCING MAY BE LOCATED WITHIN THE BUILDING SETBACK TO PROVIDE SITE SECURITY. FENCING WILL BE CONSISTENT WITH EXISTING FENCING AND LANDSCAPING CONDITIONS. REFER TO SITE PLANS, RENDERINGS, ELEVATIONS AND PLANS FOR PROPOSED FENCE LINES.)
5. PLAZA SPACES, OUTDOOR EATING AREAS, AND ENHANCED PEDESTRIAN CONNECTIONS ARE PERMITTED WITHIN THE BUILDING SETBACK.
6. LANDSCAPED AREAS WITHIN BUILDING SETBACKS SHALL BE LANDSCAPED IN ACCORDANCE WITH THE LANDSCAPE ZONE MAP AND PALETTES ESTABLISHED IN CHAPTER 7 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS
7. ARCHITECTURAL FEATURES SUCH AS CANOPIES, AWNINGS, AND ARCHITECTURAL OVERHANGS ARE PERMITTED TO EXTEND BEYOND THE FACE OF THE BUILDING INTO THE PUBLIC RIGHT-OF-WAY, PROVIDED THEY DO NOT IMPEDE ANY STREETSCAPE TREES OR OTHER STREETSCAPE ELEMENTS.

TABLE 05.2C.1 BUILDING SETBACKS

AREA 1, 2, AND 3 AT WESTCHESTER PARKWAY	38 FEET
AREA 1 WEST BOUNDARY	38 FEET
AREA 1 NORTH BOUNDARY	80 FEET
AREA 1 EAST BOUNDARY AT FALMOUTH AVENUE	30 FEET
AREA 2 WEST BOUNDARY AT FALMOUTH AVENUE	30 FEET

5.2.D SITE ACCESS

VEHICULAR ACCESS LOCATION AND DESIGN SHALL CONFORM WITH THE FOLLOWING STANDARDS AND GUIDELINE. SITE ACCESS REQUIREMENTS ARE ALSO ILLUSTRATED IN FIGURE 05.3 CIRCULATION AND ACCESS OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.

1. VEHICULAR ACCESS IS PROHIBITED FROM LINCOLN BOULEVARD, PERSHING DRIVE, AND ALL THE LOCAL STREETS ALONG THE NORTH EDGE OF THE LAX NORTHSIDE, INCLUDING LOCATIONS AT RAYFORD AND STANMOOR DRIVES, EXCLUDING THE EXISTING GOLF COURSE ON MANCHESTER AVENUE.
2. RECIPROCAL INGRESS AND EGRESS ACCESS SHALL BE PROVIDED FOR ALL ADJACENT PROPERTIES WITHIN THE LAX NORTHSIDE. THIS REQUIREMENT MAY BE WAIVED BY DUE TO EXTREME SITE CONSTRAINTS OR UNFORESEEN CONDITIONS.
(IN AERA 1, ACCESS TO PROPERTY WEST (CURRENTLY JET PETS) WILL BE MAINTAINED. IN AREA 2A, ADJACENT PROPERTY TO THE EAST IS VACANT; RECIPROCAL ACCESS WILL BE EVALUATED WHEN THAT PROPERTY IS DEVELOPED.)
3. MINOR INTERSECTIONS SHALL INCLUDE A RIGHT TURN ONLY ENTRY WAY INTO DEVELOPMENTS THAT DO NOT REQUIRE A SIGNALIZED ENTRANCE WAY. PRIMARY ACCESS DRIVES (MAJOR INTERSECTIONS), SHALL INCLUDE A SIGNALIZED INTERSECTION THAT ALLOWS FOR BOTH RIGHT AND LEFT TURN ENTRY.
4. PRIMARY ACCESS DRIVES ALONG WESTCHESTER PARKWAY SHOULD BE LIMITED TO ENHANCE TRAFFIC FLOW AND TO REDUCE THE DISRUPTION OF THE LANDSCAPING, PEDESTRIAN RECREATION PATHS, AND WESTCHESTER PARKWAY MEDIANS.

5.2.E PARKING

REQUIRED PARKING SPACES SHALL CONFORM TO STANDARDS SET FORTH IN THE PROVISIONS OF LAMC SECTION 12.21.A.4 AND SURFACE PARKING LOTS SHALL BE LANDSCAPED IN ACCORDANCE WITH THE FOLLOWING STANDARDS.

1. A MINIMUM OF ONE TREE FOR EVERY FOUR PARKING SPACES SHALL BE PROVIDED. TREES SHOULD BE SIZED AT 24-INCH BOX OR LARGER AT THE TIME OF INSTALLATION AND REMAINING LANDSCAPED AREA SHALL CONTAIN UNDERSTORY PLANTING.
2. LANDSCAPE ISLANDS AND LANDSCAPE FINGERS CONTAINING TREES SHALL BE A MINIMUM OF SIX FEET IN WIDTH.
3. ANY PORTION OF THE PARKING AREA NOT USED FOR PARKING, LOADING DRIVE AISLES, OR PEDESTRIAN CONNECTIVITY SHALL BE LANDSCAPED.
4. PARKING STALLS SHALL BE PAVED WITH PERMEABLE PAVERS OR POROUS PAVING MATERIALS. DRIVE AISLES AND PRIMARY AND SECONDARY ENTRANCE ROADWAYS ARE EXCLUDED FROM THIS REQUIREMENT.
(INSTEAD OF PERMEABLE PAVERS AND POROUS PAVING MATERIALS, THE SITE WILL BE EMPLOYING A RANGE OF LANDSCAPE DEVICES TO ADDRESS STORM WATER RUNOFF INCLUDING CONVEYANCE SWALES, RAINGARDENS, BIORETENTION ZONES AND OTHER DEVICES.)
5. PARKING AREAS SHALL BE DESIGNED TO MITIGATE STORMWATER IN COMPLIANCE WITH THE CITY OF LOS ANGELES' LOW IMPACT DEVELOPMENT ORDINANCE, AS AMENDED.
6. LANDSCAPING WITHIN PARKING AREAS SHALL BE PROTECTED FROM ENCROACHING VEHICLES BY CONCRETE CURBING OR RAISED PLANTING AREAS. CURB CUTS SHALL BE PROVIDED TO ALLOW STORMWATER DRAINAGE INTO LANDSCAPE ISLANDS AND FINGERS.
(LANDSCAPING WILL BE PROTECTED THROUGH CONCRETE WHEEL STOPS AT ALL PARKING SPACES. THE PROPOSED DESIGN WOULD MINIMIZE CONCRETE CURBS AND USE INSET WOOD STRIPS AROUND PLANTING AREAS WHERE FEASIBLE TO REDUCE EMBODIED CARBON AND ALSO ALLOW WATER TO DRAIN TOWARDS LANDSCAPE ISLANDS AND FINGERS.)
7. A MINIMUM 20% OF ALL PARKING SPACES PROVIDED SHOULD BE WIRED TO ACCOMMODATE ELECTRIC VEHICLE CHARGING STATIONS.

5.2.F BUILDNG LOCATION

BUILDINGS OR STRUCTURES SHALL BE DEVELOPED IN COMPLIANCE WITH THE FOLLOWING STANDARDS.

1. BUILDINGS WITHIN AREAS 2, 11 AND 12A SHALL FRONT WESTCHESTER PARKWAY, LA TIJERA, AND SEPULVEDA WESTWAY SETBACKS.
(THE PROPOSED STRUCTURES ARE ANCILLARY TO THE RECREATION USE, HENCE SHALL NOT FRONT WESTCHESTER PARKWAY PER ITEM #3 BELOW.)
3. ANCILLARY BUILDINGS SHALL NOT FRONT WESTCHESTER PARKWAY, SEPULVEDA WESTWAY, LA TIJERA BOULEVARD, LOYOLA BOULEVARD, FALMOUTH AVENUE OR PERSHING DRIVE.

5.2.G PEDESTRIAN AND BICYCLE ORIENTATION

ALL AREAS FRONTING WESTCHESTER PARKWAY, LA TIJERA, AND SEPULVEDA WESTWAY ARE DESIGNATED AS "PEDESTRIAN ORIENTED." THE PEDESTRIAN CIRCULATION SYSTEM SHALL CONNECT BUILDINGS, STREETS, PARKING AREAS, AND PUBLIC TRANSIT STOPS TO CREATE AN ENVIRONMENT THAT SUPPORTS PUBLIC TRANSPORTATION, CARPOOLS, BIKING, AND OTHER FORMS OF TRANSPORTATION. THE FOLLOWING DEVELOPMENT STANDARDS, IN ADDITION TO THE DEVELOPMENT STANDARDS SET FORTH ABOVE, SHALL APPLY TO ALL PRIMARY BUILDINGS. THESE STANDARDS SHALL NOT APPLY TO ANCILLARY BUILDINGS.

1. A DIRECT PEDESTRIAN CONNECTION DESIGNATED BY DISTINCT LANDSCAPING AND PAVING MATERIALS SHALL BE PROVIDED BETWEEN PARKING AREAS AND THE BUILDINGS THEY SERVE.
5. BICYCLE PARKING SHALL BE PROVIDED CONSISTENT WITH SECTION 12.21.A.16 OF THE LOS ANGELES MUNICIPAL CODE, AS AMENDED.
(THE PROJECT WILL COMPLY WITH APPLICABLE BICYCLE PARKING REQUIREMENTS.)

5.2.H LANDSCAPE BUFFERS

LANDSCAPE BUFFERS HAVE BEEN IDENTIFIED AS THE 20-FOOT LANDSCAPE BUFFER ON THE NORTHERN BOUNDARY OF AREA 1. LANDSCAPE BUFFERS SHALL BE DEVELOPED IN COMPLIANCE WITH THE FOLLOWING STANDARDS.

1. PEDESTRIAN ACCESS IS PROHIBITED, EXCEPT FOR MAINTENANCE.
2. LANDSCAPED BUFFERS SHALL BE LANDSCAPED IN ACCORDANCE WITH THE LANDSCAPE ZONES AND REQUIRED PALETTES ESTABLISHED IN CHAPTER 7 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.
3. PLANTINGS SHALL BE DISPERSED EVENLY THROUGHOUT LANDSCAPE BUFFERS AND SHALL NOT BE LIMITED TO THE PERIMETER.
4. A 10-FOOT HIGH FENCE SHALL SECURE THE PERIMETER OF A LANDSCAPE BUFFER IDENTIFIED IN THE LAND USE MAP, FIGURE 05.1. OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS FENCE COLOR SHALL COMPLEMENT PROPOSED LANDSCAPING. EXAMPLES OF APPROPRIATE FENCING ARE PRESENTED AT THE END OF THIS SECTION.
(THE PROJECT WILL PROVIDE A 8' TALL FENCE, CONSISTENT WITH OTHER DESIGN STANDARDS, THAT WILL COMPLEMENT THE LANDSCAPE DESIGN TO SECURE THE LANDSCAPE BUFFER ALONG THE NORHTERN EDGE OF AREA 1.)
5. TREES PLANTED WITHIN THE AREA 1 LANDSCAPE BUFFER SHALL BE PLANTED TO MINIMIZE OBSTRUCTION OF VIEWS FROM ADJACENT RESIDENCES.

5.2.I UTILITIES AND SERVICE AREAS

UTILITARIAN ELEMENTS AND LOADING/SERVICES AREAS SHALL CONFORM TO THE FOLLOWING STANDARDS, WITH THE EXCEPTION OF THE LAX NORTHSIDE AIRPORT SUPPORT DISTRICT WHICH IS EXCLUDED FROM THESE REQUIREMENTS.

1. 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. THESE AREAS SHALL BE SCREENED BY LANDSCAPE MATERIALS INCLUDING TREES, SHRUBS, AND GROUND COVER AND/OR AND FENCES OR WALLS DESIGNED TO CONFORM TO THE STANDARDS OUTLINED WITHIN THIS DOCUMENT.
2. 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 STRUCTURE OR SCREENED FROM PUBLIC VIEW.
3. SERVICE AREAS SHALL BE DESIGNED TO MINIMIZE AUTOMOBILE/PEDESTRIAN CONFLICTS.
4. ROOF MOUNTED EQUIPMENT SHALL BE SCREENED AT A MINIMUM EQUAL TO THE HEIGHT OF THE EQUIPMENT, USING SIMILAR MATERIALS AND COLORS AS THE PRIMARY BUILDING.
5. WALLS DESIGNED TO SCREEN UTILITARIAN EQUIPMENT SHALL BE A MAXIMUM OF SIX (6) FEET IN HEIGHT, MEASURED FROM FINISH GRADE.
6. LOADING AREAS SHALL BE ACCOMMODATED ENTIRELY ON-SITE.
7. LOADING DOCKS AND DOORS FOR AREAS DEDICATED TO LOADING SHALL NOT BE VISIBLE FROM A PUBLIC STREET.
8. ANCILLARY BUILDINGS SHALL BE BUILT WITH PERMANENT MATERIALS THAT RELATE IN STYLE AND FINISH TO THE PRIMARY BUILDINGS WITH WHICH THEY ARE ASSOCIATED.
9. TRASH AND RECYCLING STORAGE AREAS SHALL BE LOCATED TO THE REAR OR SIDES OF A BUILDING AND SHALL BE SCREENED FROM PUBLIC VIEW WITH WALLS, BERMS, OR LANDSCAPING.
10. TRASH ENCLOSURES AND LOADING AREAS SHALL BE DESIGNED USING SIMILAR MATERIALS AND COLORS AS THE PRIMARY BUILDINGS WITH WHICH THEY ARE ASSOCIATED.
11. RECYCLING BINS SHALL BE SCREENED.
12. FUNCTIONAL BUILDING ELEMENTS, SUCH AS ROOF SCUPPERS AND VENTS SHALL NOT BE VISIBLE FROM A PUBLIC STREET.
13. SHEET METAL VENTS, PIPE STACKS, AND FLASHING SHALL BE SIMILAR IN FINISH AND COLOR TO THE ADJACENT ROOF OR WALL MATERIAL.
14. THE USE OF RECLAIMED WATER IN ALL NEW DEVELOPMENTS IS ENCOURAGED, WHEN AVAILABLE.
15. ALL NEW CONSTRUCTION IS ENCOURAGED TO BE SOLAR-READY.
16. POLE STRUCTURES ARE ENCOURAGED TO BE WI-FI READY.

5.2.J WALLS AND FENCES

FENCES AND WALLS SHALL CONFORM TO THE FOLLOWING STANDARDS.

1. WALLS AND FENCES ARE DISCOURAGED ALONG INTERIOR LOT LINES, EXCEPT WHERE LANDSCAPE BUFFERS OR DEMONSTRATED SECURITY NEEDS ARE REQUIRED.
2. RECREATION AREAS SHALL BE SECURED WITH AN EIGHT (8) FOOT TALL FENCE AND PROVIDE LIMITED AND CONTROLLED ACCESS TO THE GENERAL PUBLIC.
(RECREATIONAL AREAS ARE SECURED WITH AN 8' TALL FENCE TO PROVIDE CONTROLLED ACCESS. FENCES FOR INDIVIDUAL PLAY COURTS MAY EXCEED 8' TALL PER TYPICAL PLAY FIELD DESIGN.)
3. FENCES AND WALLS NOT ASSOCIATED TO RECREATION OR LANDSCAPE BUFFER AREAS SHALL HAVE A MAXIMUM HEIGHT OF EIGHT (8) FEET MEASURED FROM THE FINISHED GRADE. A SIX (6) FOOT WIDE PLANTING STRIP SHALL BE LOCATED ADJACENT TO WALLS AND FENCES AND SHALL INCLUDE SHRUBS, VINES AND GROUND COVER IDENTIFIED IN CHAPTER 7.
4. SOLID FENCES OR WALLS SHALL BE DESIGNED WITH BOTH SIDES ARTICULATED WITH SIMILAR OR COMPLEMENTARY MATERIALS AND COLORS AS THE PRIMARY BUILDING WITH WHICH THEY ARE ASSOCIATED.
5. CHAIN LINK FENCING (WITH OR WITHOUT SLATS), CORRUGATED METAL, AND BARBED/RAZOR WIRE IS PROHIBITED WITHIN THE NORTHSIDE CAMPUS DISTRICTS.
(PERIMETER RECREATIONAL AREAS FENCING SHALL BE CONSISTENT WITH OTHER EXISTING FENCING IN AREA 1 AND 2A (WELDED METAL FENCE). INDIVIDUAL SPORTS FIELD/COURT FENCING MAY BE CHAIN LINK PER TYPICAL PLAY FIELD/COURT DESIGN.)
6. LONG EXPANSES OF WALLS (50 FEET OR GREATER) SHALL BE BROKEN UP WITH PROJECTIONS OR RECESSED ELEMENTS, LANDSCAPE POCKETS, OR CHANGES IN MATERIALS.
7. WHERE A WALL OR FENCE IS LOCATED ADJACENT TO A PUBLIC RIGHT-OF-WAY, A MINIMUM OF SIX (6) FEET LANDSCAPED SETBACK SHALL BE PROVIDED.
(SETBACK FOR PERIMETER LANDSCAPING SHALL BE PROVIDED GENERALLY CONSISTENT WITH EXISTING CONDITIONS ALONG FALMOUTH AND WESTCHESTER PARKWAY, WHICH MAY PROVIDE MORE OR LESS THAN 6 FEET OF LANDSCAPING BETWEEN THE FENCE AND PARKWAY. REFER TO SITE PLANS, RENDERINGS, ELEVATIONS AND PLANS FOR PROPOSED FENCE LINES.)

5.2.K SITE LIGHTING

THE FOLLOWING LIGHTING STANDARDS APPLY:

1. GLARE OR LIGHT TRESPASS IS PROHIBITED ON ANY ADJACENT STREETS, OR WITHIN ANY ADJACENT PROPERTIES.
2. LIGHTING MOUNTED ABOVE TEN (10) FEET FROM FINISHED GRADE SHALL INCORPORATE A FULL CUT-OFF SHIELD FIXTURE.
3. LIGHTING SHALL BE PROVIDED IN PARKING AREAS, NEAR ACCESS DRIVES, PEDESTRIAN PATHWAYS OR CROSSWALKS, AND INTERNAL VEHICULAR CIRCULATION AREAS.
4. 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 .3 FOOT CANDLE.
5. SERVICE AREA LIGHTING SHALL BE CONTAINED WITHIN THE SERVICE YARD BOUNDARIES AND ENCLOSURE WALLS. NO LIGHT SPILLOVER SHALL OCCUR OUTSIDE THE SERVICE AREA.
6. PEDESTRIAN AREA LIGHTING, INCLUDING OUTDOOR PLAZAS, ENTRY WAYS OR OTHER COMMON AREAS SHALL ACHIEVE A UNIFORMITY RATIO OF 3 TO 1 AVERAGE TO MINIMUM, WITH AN AVERAGE ILLUMINATION OF .60 FOOT CANDLES AND MINIMUM OF .18 FOOT CANDLES.
7. PEDESTRIAN WALKING AREAS, SUCH AS THE PASEO OR PARKING LOT WALKWAYS, SHALL REQUIRE POINT TO POINT LIGHTING AT A MINIMUM OF TWENTY (20) FEET BETWEEN EACH POINT WITH NO SPECIFIC ILLUMINATION LEVELS REQUIRED. LIGHTING SHALL CLEARLY IDENTIFY THE PEDESTRIAN WALKING ZONE AND DIRECTION OF TRAVEL.

6.0 ARCHITECTURE DESIGN GUIDELINES AND STANDARDS

THE GUIDELINES AND STANDARDS PROVIDED WITHIN THIS CHAPTER ARTICULATE THE DESIGN EXPECTATIONS FOR THE LAX NORTHSIDE CAMPUS DISTRICT AND ARE INTENDED TO BE USED IN TANDEM WITH THE URBAN DESIGN GUIDELINES LOCATED IN CHAPTER 5 ALONG WITH THE VISION AND DIRECTION PROVIDED WITHIN THE REST OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS. THE GUIDELINES AND STANDARDS ADDRESS THE MINIMUM REQUIREMENT FOR CREATING QUALITY DEVELOPMENT.

6.1 BUILDING FORM

ONE OF THE KEY ASPECTS TO MANAGE DEVELOPMENT WITHIN THE LAX NORTHSIDE IS THE REDUCTION OF IMPACTS ON ADJACENT USES, SUCH AS THE WORKING AIRFIELD AND SURROUNDING RESIDENTIAL AND COMMERCIAL COMMUNITIES.

1. BUILDING FACADES WITHIN 150 FEET OF NEIGHBORING RESIDENCES SHALL BE LOCATED TO MAXIMIZE PRIVACY ASSOCIATED WITH ABUTTING HOMES AND SHALL INCORPORATE TWO OR MORE OF THE FOLLOWING STRATEGIES:
   - BUILDINGS SHALL BE ORIENTED TO LIMIT THE DIRECT VIEWS INTO NEIGHBORHOOD HOMES OR SENSITIVE USE SPACES, SUCH AS THE GOLF COURSE, DAY CARE OR EXISTING CONDOMINIUM FACILITIES.
   - OFF-SET WINDOWS ON WALLS ADJACENT TO A NEIGHBORING RESIDENCES TO PREVENT DIRECT VIEWS INTO NEIGHBORING WINDOWS.
   - UTILIZE 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 TO PREVENT DIRECT SIGHT LINES INTO NEIGHBORS' WINDOWS AND LIVABLE OUTDOOR SPACES.
   - USE LANDSCAPING TO PROVIDE A BUFFER OR SCREENING BETWEEN PROPERTIES.
2. NO BUILDING FACADE SHALL EXTEND MORE THAN EIGHTY (80) FEET IN LENGTH WITHOUT VARIATIONS IN THE WALL SURFACE THROUGH SETBACKS OR CHANGES IN THE WALL PLANE. VARIATIONS AT A MINIMUM MUST BE FOUR (4) FOOT OFFSET HORIZONTALLY.
(THE SOUTH FACADE OF THE WELCOME CENTER INCLUDES VARIATIONS IN THE WALL PLANE. THE WEST FACADE IS SPLIT INTO 26' OF GLAZED CURTAIN WALL AND 77' OF SOLID WALL WITH PUNCHED WINDOWS. THE NORTH FACADE CONSISTS OF 78' OF SOLID WALL WITH PUNCHED WINDOWS. THE EAST FAÇADE IS SPLIT INTO 18' OF GLAZED CURTAIN WALL AND 110' OF SOLID WALL WITH PUNCHED WINDOWS. SEE ATTACHED PLANS, BUILDING ELEVATIONS AND RENDERINGS.)
3. TWO OR MORE OF THE FOLLOWING DESIGN STRATEGIES SHALL BE USED TO REDUCE THE PERCEIVED HEIGHT, BULK, AND MASSING OF THE BUILDING:
   - VARIATION IN THE VERTICAL WALL IN LOCATION IN EXCESS OF ITEM 2 ABOVE.
   - VARIATION IN PARAPET OR ROOF BY MORE THAN TWO (2) FEET FOR EVERY FORTY (40) FEET.
   - VARIATION OF ROOF TYPES, OR ALTERNATING ROOFS AND PARAPETS.
   - VARIATION OF FACADE MATERIAL, SO THAT NO MATERIAL IS MORE THAN 35% OF THE TOTAL FACADE AREA, INCLUDING GLAZING.
4. VERTICAL CIRCULATION ELEMENTS (STAIRS AND ELEVATORS) SHALL BE DESIGNED AS AN INTEGRAL PART OF THE OVERALL ARCHITECTURE OF THE BUILDING AND SHALL COMPLEMENT ITS MASSING AND FORM.
5. MINOR SURFACE DETAILING SHALL NOT BE USED AS A SUBSTITUTE FOR DISTINCTIVE BUILDING MASSING. MINOR SURFACE DETAILING INCLUDES SCORE LINES OR CHANGES IN COLOR, RATHER THAN A CHANGE OR RELIEF IN THE WALL PLANE.
6. THE GROUND FLOOR SHALL BE DIFFERENTIATED FROM UPPER FLOORS THROUGH CHANGES IN MASSING, ARCHITECTURAL RELIEVE, OR OTHER STRATEGIES.

6.2 FACADE ARTICULATION AND MATERIALS

ARCHITECTURAL DETAILS SHOULD BE USED TO ENHANCE BUILDINGS BY ADDING COLOR, SHADOWS, AND INTERESTING FORMS. THEY SHOULD NOT, HOWEVER, BE USED AS A SUBSTITUTE FOR GENUINE BUILDING MASSING. THIS IS PARTICULARLY IMPORTANT ON FRONTAGES FACING WESTCHESTER PARKWAY, LA TIJERA BOULEVARD, AND INTERNAL TO THE PROJECT AREA WHERE BUILDINGS ARE ORIENTED TOWARD PARKING AND PRIMARY VEHICULAR ACCESS AREAS WITHIN THE RETAIL AND OFFICE ENVIRONMENTS.

1. BUILDING MASSING SHALL BE BROKEN DOWN INTO SMALLER UNITS, WITH VERTICAL AND HORIZONTAL QUEUES TO PROMOTE PEDESTRIAN SCALE.
2. MIRROR OR REFLECTIVE SURFACES SHALL NOT BE PRIMARY BUILDING MATERIALS.
3. ARCHITECTURAL DETAILS SHOULD BE CONSISTENT WITH THE PROPORTIONS AND SCALE OF TEH BUILDING(S).
4. ALL BUILDING FACADES SHOULD BE TREATED WITH AN EQUAL LEVEL OF DETAIL AND ARTICULATION.

6.3 ROOFS

ROOF DESIGN AND MECHANICAL EQUIPMENT SCREENING ARE IMPORTANT DESIGN FEATURES. INTEGRATING FULL ROOF FORMS AND ELEMENTS, GREEN ROOFS, AND THE APPLICATION OF A PAINTED FINISH CAN PROVIDE OPPORTUNITIES TO IMPROVE THE VISUAL QUALITY OF ROOFS.

1. ROOF PARAPETS SHALL BE ARTICULATED WITH DETAILS INCLUDING, BUT NOT LIMITED TO PRECAST TREATMENTS, CONTINUOUS BANDING, OR PROJECTING CORNICES, LINTELS, CAPS, CORNER DETAILS, OR VARIETY IN PITCH (FOR EXAMPLE, ARTICULATED, SCULPTURAL ROOF LINES/FORMS).
2. ROOF PARAPETS SHALL APPEAR "TACKED ON" AND SHALL CONVEY A SENSE OF PERMANENCE. WHERE TOWER OR VERTICAL ELEMENTS ARE PROPOSED, PARAPETS SHALL WRAP TO CREATE THE APPERANCE OF A COMPLETE STRUCTURE.
3. ALL ROOF MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED TO THE HEIGHT OF THE EQUIPMENT. LINE OF SIGHT SCREENING IS NOT ACCEPTABLE.
   - BUILDING WITH FLAT OR LOW-PITCHED ROOFS SHALL INCORPORATE PARAPETS, PITCHED FACADES, OR ARCHITECTURAL ELEMENTS DESIGNED TO SCREEN ROOF MOUNTED MECHANICAL EQUIPMENT.
   - SCREENING SHALL BE ARCHITECTURALLY COMPATIBLE IN COLOR, SHAPE, SIZE, AND MATERIAL WITH THE PRIMARY BUILDING AND SHALL BE CAREFULLY INTEGRATED INTO THE OVERALL BUILDING DESIGN.
4. ROOF ACCESS SHALL BE PROVIDED FROM THE INTERIOR OF THE BUILDING. EXTERIOR ROOF ACCESS LADDERS ARE PROHIBITED.
5. ROOF SURFACES SHALL BE LIGHT IN COLOR.
6. GREEN ROOFS ARE ENCOURAGED.

6.5 PEDESTRIAN AMENITIES AND INFRASTRUCTURE

1. PEDESTRIAN AMENITIES SHALL BE SELECTED TO COMPLEMENT THE OVERALL CHARACTER OF THE DEVELOPMENT AND ADHERE TO THE FOLLOWING OBJECTIVES:
   - FURNISHINGS SHALL BE ATTRACTIVE, FUNCTIONAL, DURABLE AND EASY TO MAINTAIN.
   - AMENITIES SHALL PROMOTE SAFE, VISUALLY PLEASING, AND COMFORTABLE PEDESTRIAN ENVIRONMENTS.
2. TRASH RECEPTACLES, BENCHES, BOLLARDS, PLANTERS AND BIKE RACKS SHALL BE LOCATED IN AREAS WITH HIGH PEDESTRIAN ACTIVITY SUCH AS PEDESTRIAN WALKWAYS, PROJECT ENTRY PLAZAS AND BUILDING ENTRANCES, SEATING AREAS, AND TRANSIT STOPS.
3. INCORPORATE FEATURES SUCH AS WHITE MARKINGS, SIGNAGE, AND LIGHTING AT CROSSWALKS SO THAT PEDESTRIAN CROSSINGS ARE VISIBLE TO MOVING VEHICLES DURING THE DAY AND AT NIGHT.
4. PAVE SIDEWALKS WITH PAVERS, CONCRETE, OR OTHER SAFE, NON-SLIP MATERIALS TO CREATE A DISTINCTIVE PEDESTRIAN ENVIRONMENT AND, FOR CROSSWALKS, TO VISUALLY AND PHYSICALLY DIFFERENTIATE THESE FROM VEHICLE TRAVEL LANES AND PROMOTE CONTINUITY BETWEEN PEDESTRIAN SIDEWALKS.

6.6 BUILDING LIGHITNG

BUILDING LIGHTING SHALL BE DESIGNED AND PLACED TO LIMIT IMPACTS ON ADJACENT PROPERTIES OR DISRUPT THE FUNCTION OF THE AIRFIELD. THE QUALITY OF LIGHT, LEVEL OF LIGHT AS MEASURED IN FOOT-CANDLES, AND THE TYPE OF BULB OR SOURCE SHALL BE CAREFULLY ADDRESSED. LIGHTING LEVELS SHALL NOT BE SO INTENSE AS TO DRAW ATTENTION TO THE FLOW OR GLARE OF THE PROJECT SITE. LIGHTING SHALL INCORPORATE CURRENT ENERGY-EFFICIENT FIXTURES AND TECHNOLOGY.

1. LIGHTING SHALL BE DESIGNED TO PROVIDE AMBIENCE, SAFETY AND SECURITY WITHOUT UNNECESSARY SPILLOVER OR GLARE INTO ADJACENT PROPERTIES. INDIRECT WALL LIGHTING OR "WALL WASHING" AND OVERHEAD DOWN LIGHTING MAY BE USED TO HELP REDUCE LIGHT TRESPASS INTO ADJACENT PROPERTIES.
2. SPOTLIGHTING OR GLARE FROM ANY SITE LIGHTING SHALL BE SHIELDED FROM ADJACENT PROPERTIES AND DIRECTED AT A SPECIFIC OBJECT OR TARGET AREA.
3. BUILDING LIGHT FIXTURES SHALL BE DESIGNED OR SELECTED TO BE ARCHITECTURALLY COMPATIBLE WITH THE MAIN STRUCTURE.
4. WHEN SECURITY LIGHTING IS NECESSARY, IT SHALL BE RECESSED, HOODED, AND LOCATED TO ILLUMINATE ONLY THE INTENDED AREA. OFF-SITE GLARE AND LIGHT TRESPASS SHALL BE PREVENTED.
5. EXPOSED BULBS ARE PROHIBITED.

6.7 STORMWATER MANAGEMENT

ALL AREAS SHALL INTEGRATE LOW IMPACT DESIGN (LID) BEST PRACTICES INTO PROJECTS TO PROMOTE AND FACILITATE WATER CONSERVATION.

1. SITE DEVELOPMENT SHALL COMPLY WITH ALL APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD AND COUNTY OF LOS ANGELES REGULATIONS FOR WATER QUALITY AND QUANTITY INCLUDING PREPARATION OF A STANDARD URBAN STORMWATER MITIGATION PLAN (SUSMP) WITH OPERATION AND MAINTENANCE GUIDELINES.
2. NATURAL VEGETATION AND NATIVE AND/OR DROUGHT TOLERANT PLANTS SHALL BE PLANTED IN PARKING LOT ISLANDS AND OTHER LANDSCAPED AREAS WHERE FEASIBLE.
3. NATURAL DRAINAGE SYSTEMS SHALL BE UTILIZED TO THE MAXIMUM EXTENT FEASIBLE.
4. IMPERVIOUS AREA SHALL BE MINIMIZED.
5. NON-STRUCTURAL BEST MANAGEMENT PRACTICES SHALL BE USED UNLESS THEY ARE INFEASIBLE IN WHICH CASE THE INFEASIBILITY SHALL BE DOCUMENTED AND STRUCTURAL BEST MANAGEMENT PRACTICES ARE IMPLEMENTED.
6. STORMWATER SHALL BE PRE-TREATED PRIOR TO INFILTRATION OR DISCHARGE FROM SITE.

7.0 LANDSCAPE DESIGN GUIDELINES AND STANDARDS

7.1 LANDSCAPE DESIGN

1. LANDSCAPED AREAS SHALL BE PLANTED IN ACCORDANCE WITH THE LANDSCAPE ZONES ESTABLISHED ACCORDING TO LAX NORTHSIDE DESIGN GUIDELINE AND STANDARDS CHAPTER 7.
2. PLANT MATERIALS ARE RESTRICTED TO THOSE SPECIFIED IN THE PLANT PALETTES (TABLES 01.2-1 THROUGH TABLES 07.2-7) AND SHALL BE LOCATED WITHIN THE ZONES IDENTIFIED ON THE LANDSCAPE ZONE MAP PER FIGURE 7.1.
3. LANDSCAPES ARE REQUIRED TO ACHIEVE THE FOLLOWING PERCENTAGE BREAKDOWN IN THEIR OVERALL COMPOSITION. THESE PERCENTAGES ARE REQUIRED ON A PROJECT BY PROJECT BASIS.

PLANTING ZONE	NATIVE (%)	NON-NATIVE (%)
A. PASEO / STREETSCAPES	30	70
B. LANDSCAPE BUFFERS	100	
C. LANDSCAPE SETBACKS	50	50
D. PARKING AND DEVELOPMENTS	60	40
E. RECREATION	80	20
F. AIRPORT SUPPORT	80	20

4. TREES AND LARGE SHRUBS SHALL BE PLANTED AT A SPACING OF TWO TIMES THE FULL GROWTH RADIUS. FOR EXAMPLE, A TREE THAT GROWS TO 30' CANOPY SHALL BE PLANTED 60' ON CENTER.
5. CASTING OF SEEDS FOR LAWNS, SUCH AS WITH HYDRO-SEEDING, IS PROHIBITED.
6. ANY AREAS NOT DEVELOPED SHALL BE LANDSCAPED WITHIN 90 DAYS OF THE MAXIMUM PERMITTED FLOOR AREA BEING DEVELOPED WITHIN EACH DISTRICT.
7. MULCH SHOULD BE USED UNDERNEATH ALL PLANTED MATERIALS TO PROMOTE WEED CONTROL AND WATER CONSERVATION.
8. PLANTED AREAS SHOULD BE EQUIPPED WITH AUTOMATIC IRRIGATION SYSTEMS AND CONFORM TO THE CITY OF LOS ANGELES' CONSERVATION REQUIREMENTS.
9. THE EXTENSION OF RECLAIMED WATER PIPES (PURPLE PIPES) INTO THE LAX NORTHSIDE IS ENCOURAGED.
(RECLAIMED WATER WILL BE USED FOR IRRIGATION THROUGHOUT THE SITE WHERE AVAILABLE.)

7.2 SITE MAINTENANCE

THESE MAINTENANCE GUIDELINES SHALL APPLY TO INDIVIDUAL PARCEL DEVELOPERS AND ARE APPLICABLE TO ALL ZONES AND DISTRICTS WITHIN THE LAX NORTHSIDE.

1. AREAS NOT USED FOR STRUCTURES, WALKWAYS, PAVED DRIVEWAYS, OR STORAGE AREAS SHALL MAINTAIN A WELL-KEPT LANDSCAPED CONDITION AND ACCORDING TO THE MAINTENANCE SPECIFICATIONS TO BE PROVIDED BY THE LESSEE.
2. ALL TREES AND LARGE SHRUBS SHALL BE REGULARLY MAINTAINED IN ORDER TO HAVE A THIN AND OPEN CANOPY.
3. ALL TREES REPLACED WITHIN THE MEDIANS AND RIGHT-OF-WAYS SHALL ADHERE TO THE SPECIES SPECIFIED IN THIS DOCUMENT AND AS STATED BELOW:
   A. ANY TREE REPLACED IN THE MEDIANS OF WESTCHESTER PARKWAY SHALL BE REPLACED WITH A ARBUTUS 'MARINA', ALSO KNOWN AS THE MARINA STRAWBERRY TREE.
   B. ANY TREE REPLACED ALONG THE RIGHT-OF-WAY ON WESTCHESTER PARKWAY OR LA TIJERA BOULEVARD SHALL BE REPLACED WITH A METROSIDEROS EXCELSA, ALSO KNOW AS THE NEW ZEALAND CHRISTMAS TREE.

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CONSULTANT

NOT FOR CONSTRUCTION

EXHIBIT "A"
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Case No. ADM-2023-5969-OVR

LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

ISSUES

SITE PLAN GENERAL NOTES

21735_LULU_BASE_LAWA EXHIBIT_231012-SC.DWG
Plot date: OCT 11, 2023

SCALE [WHEN PRINTED ON 30"X42" SHEET]

DRAWING NO.

SITE PLAN GENERAL NOTES
LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS (CON'T)

3.0 PUBLIC REALM AND PASEO DESIGN GUIDELNES AND STANDARDS

THE PUBLIC REALM AND PASEO SHALL CONFORM TO THE FOLLOWING STANDARDS:

3.1 PATH DIMENSIONS AND LOCATIONS

PAVING SHALL CONSIST OF STABILIZED DECOMPOSED GRANITE IN THE FOLLOWING DEPTHS AND LOCATIONS :

4. A MINIMUM OF TWELVE (12) FEET BETWEEN THE EXISTING SIDEWALK AND THE 38-FOOT BUILDING SETBACK LOCATED ALONG WESTCHESTER PARKWAY IN AREAS 1 AND 2.
5. A MINIMUM OF TWELVE (12) FEET BETWEEN THE EXISTING SIDEWALK AND THE 38-FOOT BUILDING SETBACK LOCATED ALONG WESTCHESTER PARKWAY AND PERSHING DRIVE IN AREA 1. (INCLUDED ALONG THE PROJECT SITE. THE PROJECT DOES NOT FACE PERSHING DRIVE.)

3.2 STREETSCAPES

THE PUBLIC REALM STREETSCAPE INCLUDES ONLY THE PEDESTRIAN ACCESSIBLE PASEO AND DOES NOT APPLY TO EXISTING RIGHT-OF-WAY ALONG WESTCHESTER PARKWAY.

WHERE SIDEWALKS ARE BEING INTRODUCED, IN PARTICULAR AREA 11. THEY SHALL BE TEN (10) FEET WIDE AND SHALL BE DESIGNED TO THE STANDARDS SET FORTH BY THE CITY OF LOS ANGELES.

1. ALL TREE WELLS SHALL HAVE ROOT BARRIERS TO PREVENT MATERIAL DETERIORATION OF THE SIDEWALKS AND RECREATION PATHS.
2. ALL SOIL IN TREE WELLS SHALL BE FINISHED WITH A MINIMUM OF TWO (2) INCHES OF DECOMPOSED GRANITE THAT IS NOT STABILIZED.

3.3 STREET FURNISHINGS

STREET FURNITURE ELEMENTS INCLUDE BENCH SEATING, BOLLARDS, PLANTERS, TRASH RECEPTACLES, AND BIKE AND NEWSPAPER RACKS LOCATED IN THE PUBLIC RIGHT-OF-WAY AT LOCATIONS SUCH AS BUS SHELTERS, STREET INTERSECTIONS, TRANSIT STATIONS, AND PUBLIC PLAZAS WHERE HIGH NUMBERS OF PEDESTRIANS COMMONLY CONGREGATE OR WHERE ENTRANCES ARE PROVIDED TO DEVELOPMENTS.

GENERAL OBJECTIVES ARE AS FOLLOWS :

1) TO PROVIDE STREET FURNITURE AND AMENITIES THAT ARE FUNCTIONAL, DURABLE, AND EASY TO MAINTAIN;
2) TO PROVIDE STREET FURNITURE WHICH PROVIDES ACCESS AND EASE OF USE FOR HANDICAPPED PERSONS; AND,
3) TO PROVIDE AMENITIES TO HELP PROMOTE SAFE, VISUALLY PLEASING, AND COMFORTABLE PEDESTRIAN ENVIRONMENTS.

3.3.A BENCH SEATING

1. BENCHES SHALL BE LOCATED ALONG 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.
3. BENCHES SHOULD BE DURABLE AND STURDY, WITH ATTRACTIVE DESIGN.

3.3.B BIKE RACKS

1. BIKE RACKS SHALL BE LOCATED ALONG 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).
2. BIKE RACKS SHOULD BE DURABLE AND STURDY, WITH ATTRACTIVE DESIGN.

3.3.C LIGHTED BOLLARDS (EXCLUDING SAFETY BOLLARDS)

1. LIGHTED BOLLARDS SHALL BE LOCATED AT STREET INTERSECTIONS WHERE THEY WILL BE USED TO DEFINE THE BOUNDARY BETWEEN PEDESTRIAN AND VEHICULAR ZONES. LIGHTED BOLLARDS MAY ALSO BE USED TO DELINEATE PEDESTRIAN WALKWAYS.
2. LIGHTED BOLLARD SPACING SHALL BE AT A MINIMUM DISTANCE OF TWENTY (20) FEET ALONG BOTH SIDES OF THE PASEO.
(SIMILAR TO THE POLICE STATION PASEO. THE EXISTING STREET LIGHT WILL PROVIDE LIGHTING ALONG THE SIDEWALK. THE PROJECT WILL PROVIDE LIGHTING ALONG THE INTERIOR SIDE OF THE PASEO.)

3.3.D PLANTERS

1. PLANTERS SHALL BE USED IN CONJUNCTION WITH OTHER STREET FURNITURE, SUCH AS BENCHES, BOLLARDS, OR TRASH RECEPTACLES. PLANTERS SHALL BE LOCATED IN AREAS WHERE PEDESTRIANS GATHER.
2. PLANTERS SHALL NOT EXCEED 36 INCHES IN HEIGHT.
3. UNLESS MAINTAINED ON A REGULAR SCHEDULE, ALL PLANTERS SHALL BE IRRIGATED.
4. PLANTERS SHALL BE PLANTED WITH MATERIALS SELECTED FROM THE LIST OF ACCEPTABLE PLANTS SPECIFIED FOR THE PASEO AND STREETSCAPE ZONES LOCATED IN TABLES 07.2-3 AND TABLE 07.2-4 OF THE LAX NORTHSIDE DESIGN GUIDELINES AND STANDARDS.

3.3.E TRASH RECEPTACLES

1. TRASH RECEPTACLES SHALL BE LOCATED ALONG PEDESTRIAN WALKWAYS, NEAR PARCEL ENTRY PLAZAS, SEATING AREAS, TRANSIT STOPS, PUBLIC PLAZAS, AND OTHER PEDESTRIAN GATHERING AREAS.
2. TRASH RECEPTACLE SPACING SHALL NOT EXCEED A DISTANCE OF ONE THOUSAND (1,000) FEET AND SHALL BE PLACED ADJACENT TO BENCHES AND PLANTERS.
3. ALL TRASH RECEPTACLES SHALL BE COVERED

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EXHIBIT "A"
Page No. 2 of 19
Case No. ADM-2023-5969-OVR

LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

ISSUES

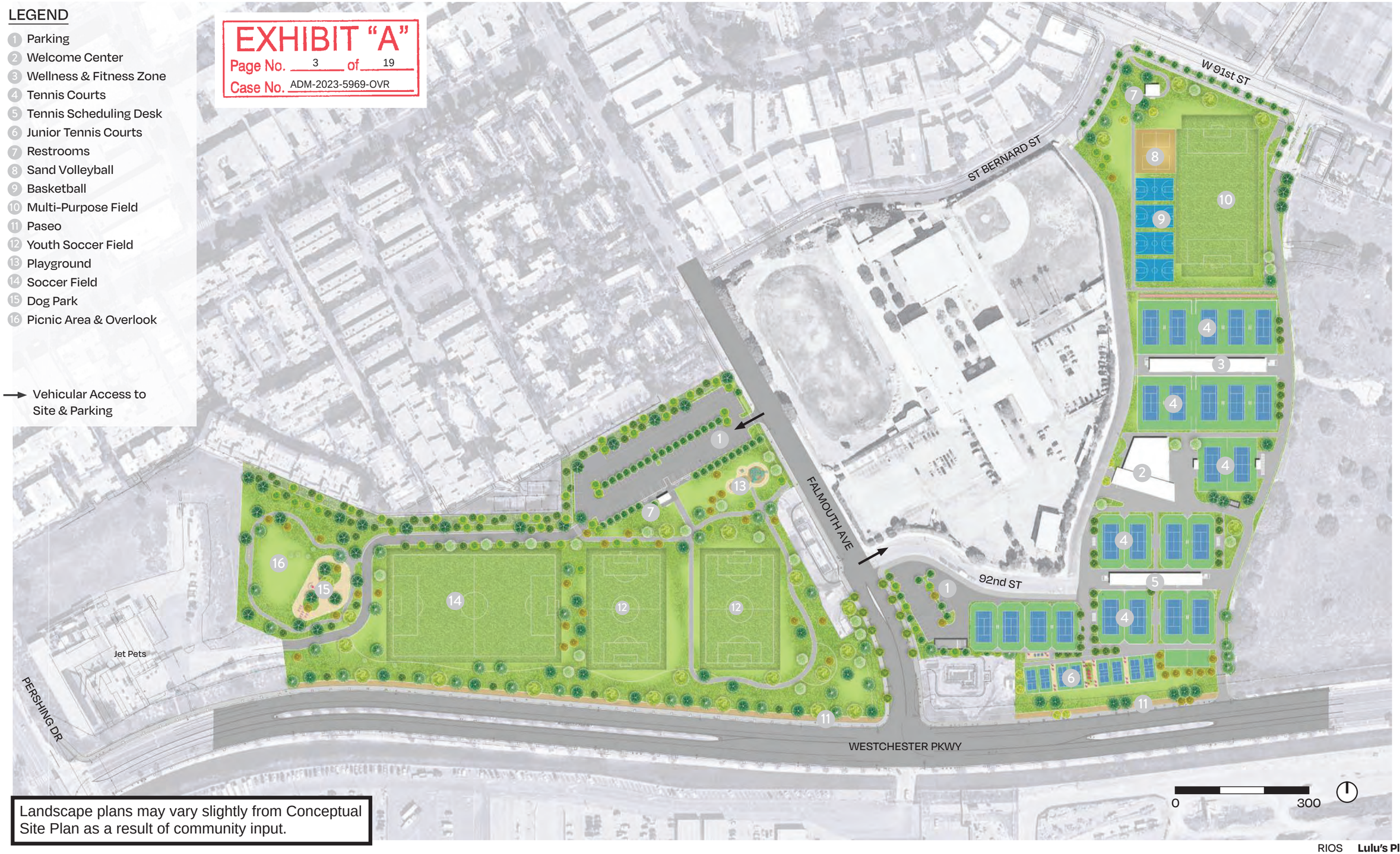
SITE PLAN GENERAL NOTES

21735_LULU_BASE_LAYA EX 6BIT_231012-SC.DWG
Plot date:

SCALE: (WHEN PRINTED ON 30"X42" SHEET)

DRAWING NO.

Conceptual Site Plan



Landscape plans may vary slightly from Conceptual Site Plan as a result of community input.

Conceptual Site Plan Fence Diagram

LEGEND

1. Parking
2. Welcome Center
3. Wellness & Fitness Zone
4. Tennis Courts
5. Tennis Scheduling Desk
6. Junior Tennis Courts
7. Restrooms
8. Sand Volleyball
9. Basketball
10. Multi-Purpose Field
11. Paseo
12. Youth Soccer Field
13. Playground
14. Soccer Field
15. Dog Park
16. Picnic Area & Overlook

EXHIBIT "A"
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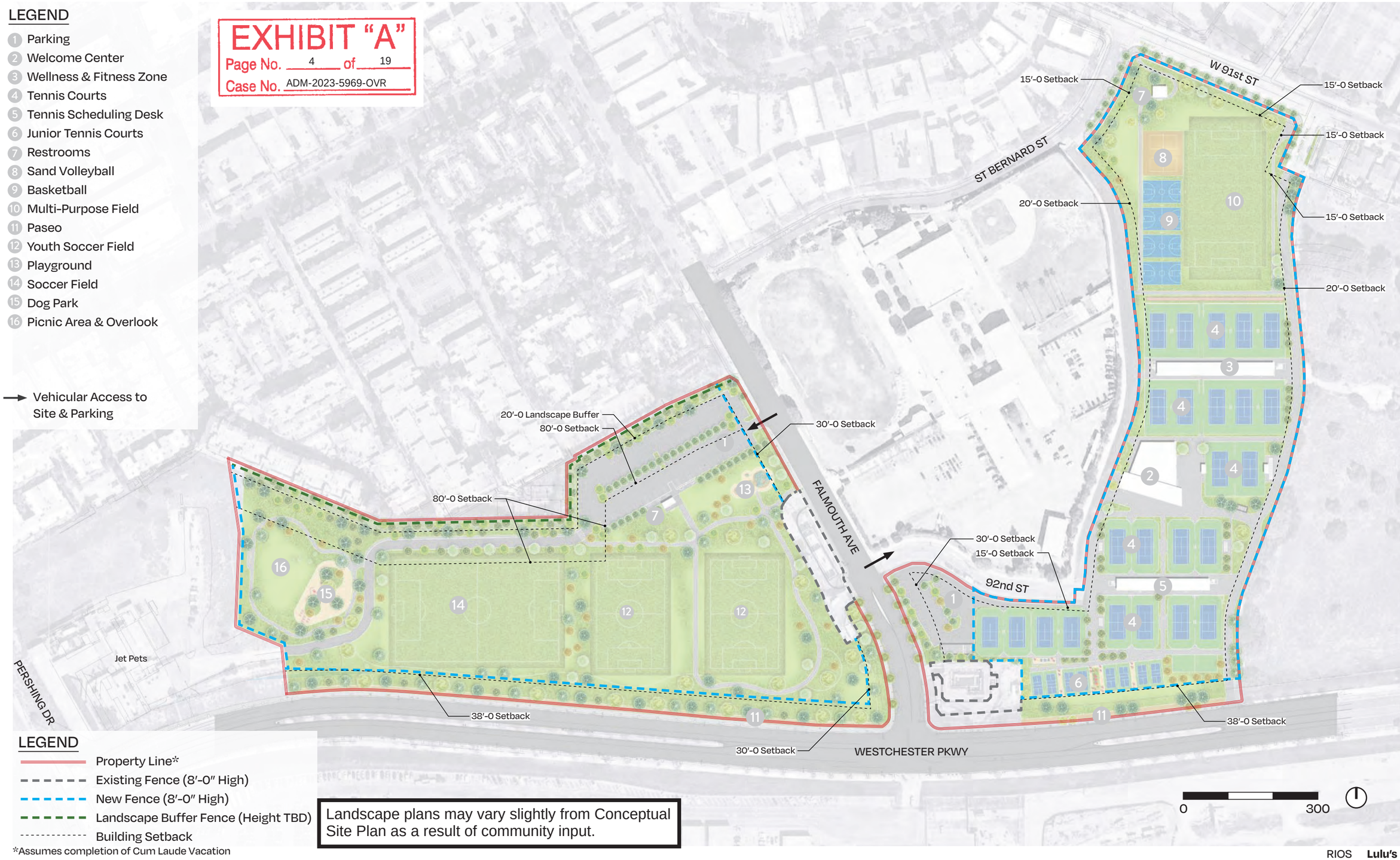
→ Vehicular Access to Site & Parking



LEGEND

- Property Line*
- Existing Fence (8'-0" High)
- New Fence (8'-0" High)
- Landscape Buffer Fence (Height TBD)
- Building Setback

*Assumes completion of Cum Laude Vacation

Landscape plans may vary slightly from Conceptual Site Plan as a result of community input.

TREE SCHEDULE

SYMBOL	CONTAINER SIZE	SCIENTIFIC NAME	COMMON NAME
	36" BOX	Agonis flexuosa	Peppermint Tree
	48" BOX	Agonis flexuosa	Peppermint Tree
	60" BOX	Agonis flexuosa	Peppermint Tree
	36" BOX	Arbutus 'Marina'	Marina Strawberry Tree
	48" BOX	Arbutus 'Marina'	Marina Strawberry Tree
	24" BOX	Pinus pinea	Stone Pine
	36" BOX	Pinus pinea	Stone Pine
	36" BOX	Lyonothamnus floribundus	Catalina Ironwood
	36" BOX	<varies>	<varies>
	60" BOX	Melaleuca Quinquenervia	Cajepeu Tree
	36" BOX	Metrosideros excelsa	New Zealand Christmas Tree
	36" BOX	Parkinsonia x 'Desert Museum'	Desert Museum Palo Verde
	36" BOX	Pinus pinea	Stone Pine
	36" BOX	Pinus torreyana	Torrey Pine
	24" BOX	Salix lasiolepis	Arroyo Willow

PLANTING LEGEND

TURF

GENERAL MIX

60% 1 GAL @ 3' O.C.
30% 5 GAL @ 5' O.C.
10% 15 GAL @ 8' O.C.

AGAVE BLUE FLAME	BLUE FLAME AGAVE	15 GAL
ALOE SPICATA	BOTTLE-BRUSH ALOE	15 GAL
CEANOTHUS GLORIOSUS	MOUNTAIN LILAC	15 GAL
UMBELLULARIA CALIFORNICA	CALIFORNIA LAUREL	15 GAL
HETEROMELES ARBUTIFOLIA	TOYON	15 GAL
ACHILLEA MILLEFOLIUM	COMMON YARROW	5 GAL
ARCTOSTAPHYLOS HOOKERI	HOOKER'S MANZANITA	5 GAL
ENCELIA CALIFORNICA	BUSH SUNFLOWER	5 GAL
BACCHARIS PILULARIS PIGEON POINT	DWARF COYOTE BUSH	5 GAL
PCLYPODIUM CALIFORNICUM	CALIFORNIA PODBODY	5 GAL
SALVIA LEUCOPHYLLA	PURPLE SAGE	5 GAL
HEUCHERA SANGUINEA	CORAL BELLS	5 GAL
ERIGONUM PARVIFOLIUM	SEA CUFF BUCKWHEAT	5 GAL
JUNCUS PATENS	COMMON RUSH	5 GAL
GAMBELIA SPECIOSA	ISLAND SNAPDRAGON	5 GAL
LOTUS SCOPARIUS	DEERWEED	5 GAL
ASCLEPIAS SPECIOSA	SHOWY MILKWEED	5 GAL
CEANOTHUS GRISEUS	CARMEL CEANOTHUS	5 GAL
DUDLEYA HASSEI	BRIGHT GREEN DUDLEYA	1 GAL
PCA SECUNDA	ONE-SIDED BLUE GRASS	1 GAL
CAREX PRAEGRACILIS	CLUSTERED FIELD SEDGE	1 GAL
DISTICHLIS SPICATA VAR. STRICTSA	SALTGRASS	1 GAL
FESTUCA RUBRA	RED FESCUE	1 GAL
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL

WESTCHESTER MIX

60% 1 GAL @3' O.C.
25% 5 GAL @5' O.C.
15% 15 GAL @8' O.C.

HETEROMELESARBUTIFOLIA	TOYON	15 GAL
HESPEROYUCCA WHIPPLEI	OUR LORD'S CANDLE	5 GAL
CEANOTHUS GLORSUS	MOUNTAIN LILAC	5 GAL
ERIGONUM PARVIFOLIUM	SEA CLIFF BUCKWHEAT	5 GAL
ARCTOSTAPHY..OS HOOKERI	HOOKER'S MANZANITA	5 GAL
ACHILLEA MILLEFOJUM	COMMON YARROW	5 GAL
BACCHARIS PILJLARIS	COYOTE BUSH	5 GAL
JUNCUS PATENS	COMMON RUSH	5 GAL
ASCLEPIAS SPECICSA	SHOWY MILKWEED	GAL
FRAGARIA CHILOENSIS	BEACH STRAWBEERRY	GAL
POA SECUNDA	ONE-SIDED BLUE GRASS	GAL
CAREX PRAEGFACILIS	CLUSTERED FIELD SEDGE	1 GAL
DISTICHLIS SPICATA VAR. STRICTSA	SALTGRASS	GAL
FESTUCA RUBRA	RED FESCUE	1 GAL
FESTUCA CALIFORIIICA	CALIFORNIA FESCUE	GAL

BIORETENTION MIX

60% 1 GAL @ 3' O.C.
40% 5 GAL @ 5' O.C.

ASCLEPIAS SPECIOSA	SHOWY MILKWEED	1 GAL
CAREX PRAEGRACILIS		
IRIS DOUG..ASIANA	DOUGLAS IRIS	5 GAL
JUNCUS PATENS		
FESTUCA CALIFORNICA		
PCLYPODIUM CALIFORNICUM	CALIFORNIA PODBODY	5 GAL
CCREOPSIS MARITIMA	SEA DAHLIA	1 GAL
GRINDELIA INTEGRIFOLIA	PUGET SOUND GUMWEED	1 GAL
LEYMUS TRITICOIDES	CREEPING WILD RYE	1 GAL
MIMULUS AURANTIACUS	BUSH MONKEYFLOWER	5 GAL
PENSTEMON AZUREUS	AZURE PENSTEMON	1 GAL
SALVIA APIANA	WHITE SAGE	5 GAL
TELICRIUM CHAMAEDRYS	WALL GERMANDER	5 GAL

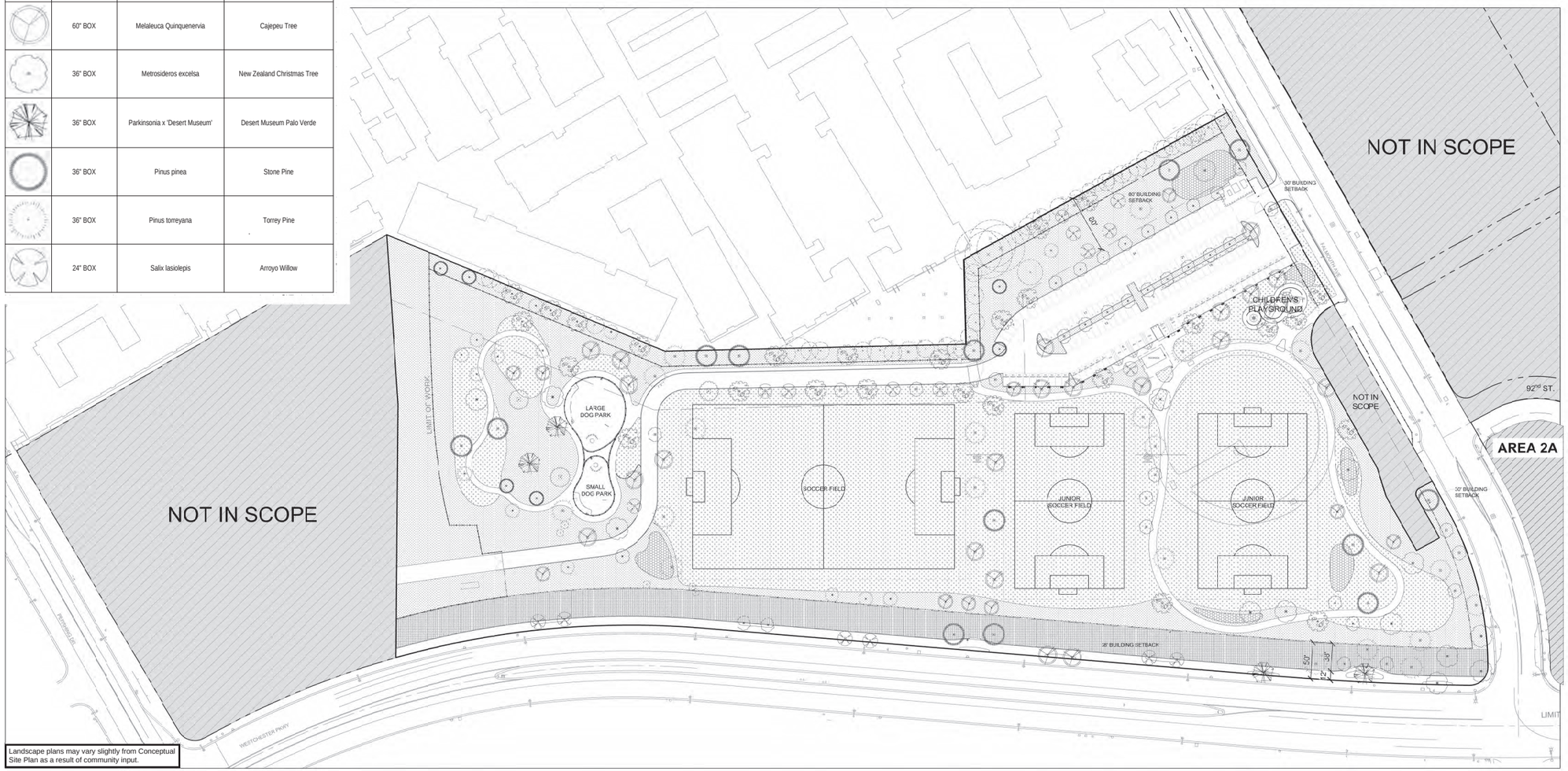


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EXHIBIT "A"
Page No. 5 of 19
Case No. ADM-2023-5969-OVR

LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

NORTH
0 60 120 180 feet
1" = 60'

03/05

AREA 1
LANDSCAPE PLAN

DATE 21.1.35_LULU_BASE_LAYA EXHIBIT_231012-SC.DWG
PLOT DATE per m. ass

SCALE WHEN PRINTED ON 30"X42" SHEET

DRAWING NO.

TREE SCHEDULE

SYMBOL	CONTAINER SIZE	SCIENTIFIC NAME	COMMON NAME
	36" BOX	Agonis flexuosa	Peppermint Tree
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	36" BOX	Pinus torreyana	Torrey Pine
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PLANTING LEGEND

TURF

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POLYPODIUM CALIFORNICUM	CALIFORNIA PODBODY	1 GAL
SALVIA LEUCOPHYLLA	PURPLE SAGE	1 GAL
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LOTUS SCOPARIUS	DEERWEED	1 GAL
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BIORETENTION MIX

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CAREX PRAEGRACILIS		
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JUNCUS PATENS		
FESTUCA CALIFORNICA		
POLYPODIUM CALIFORNICUM	CALIFORNIA PODBODY	1 GAL
COREOPSIS MARITIMA	SEA DAHLIA	1 GAL
GRINDELIA INTEGRIFOLIA	PUGET SOUND GUMWEED	1 GAL
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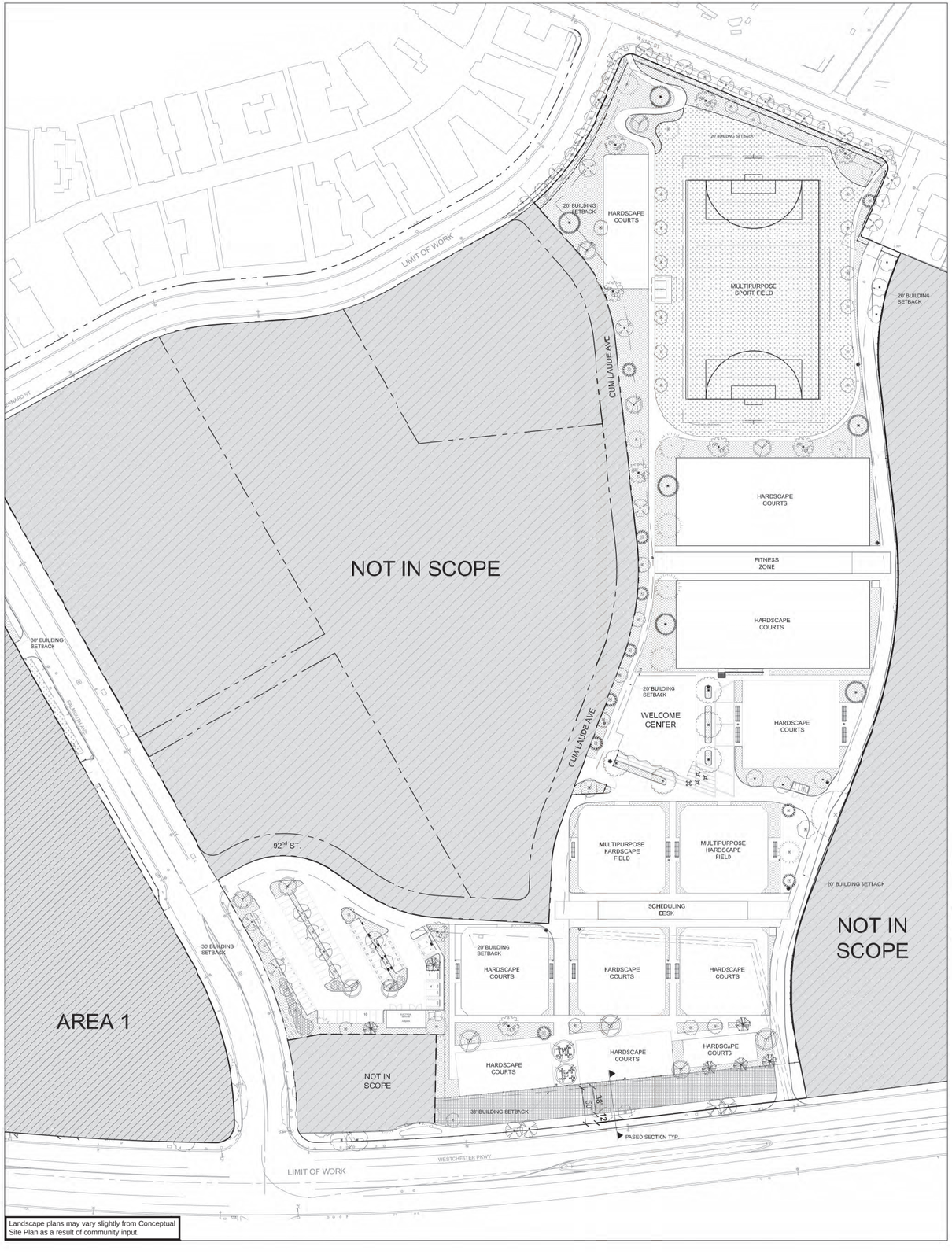
FESTUCA RUBRA	RED FESCUE	1 GAL
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL



Landscape plans may vary slightly from Conceptual Site Plan as a result of community input.

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EXHIBIT "A"
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Case No. ADM-2023-5969-OVR

LULU'S PLACE

9200 S. FALMOUTH AVE
LOS ANGELES, CA 90293

NORTH
0 60 120 180 feet
1" = 60'

ISSUES

AREA 2A LANDSCAPE PLAN

DATE 21.1215_LULU_BASE_LARA EXHIBIT_231212-SC.DWG
Plot date DEC 11, 2023

SCALE WHEN PRINTED ON 30"X42" SHEET

DRAWING NO.

RIOS

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PROJECT #
21735

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EXHIBIT "A"
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Case No. ADM-2023-5969-OVR

LULU'S PLACE AREA 2A

9200 S. FALMOUTH AVE.
LOS ANGELES, CA 90293

REVISIONS

ISSUED

PUBLISHED

DRAWING TITLE
SECTION @ PASEO

DATE 10/12/2023 12:55:31 PM

SCALE 1/4" = 1'-0" (WHEN PRINTED ON 30"X42" SHEET)

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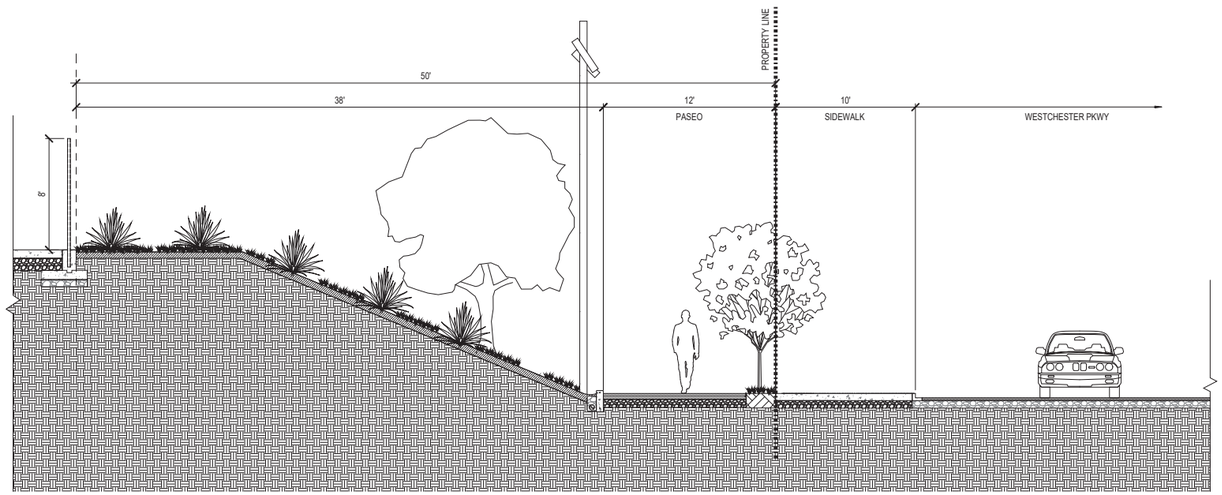

PASEO SECTION 1
1/4" = 1'-0"

Published: 10/12/2023 12:55:31 PM

Render Welcome Center

Welcome Center Floor Plans

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Page No. 9 of 19
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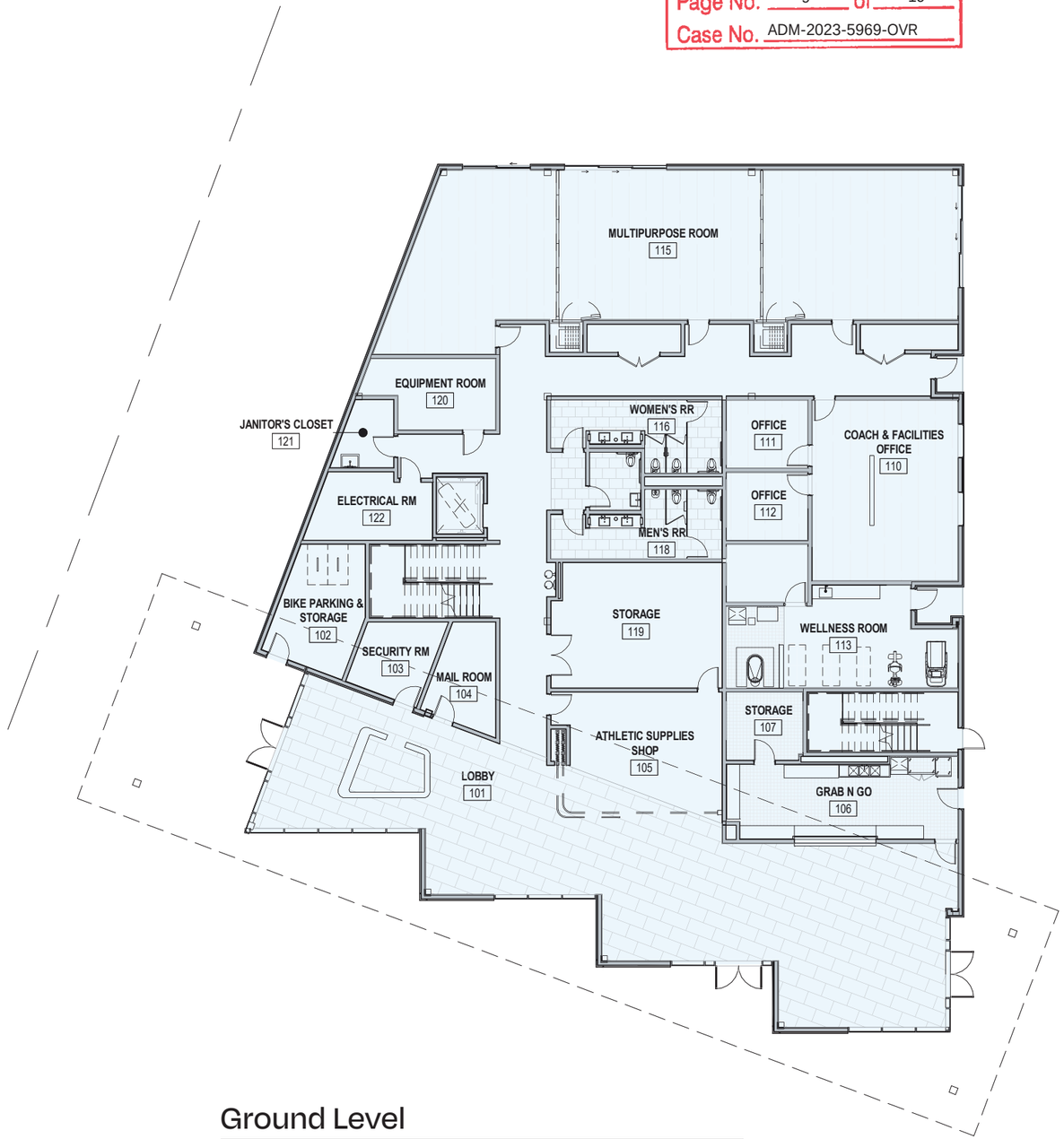


Ground Level

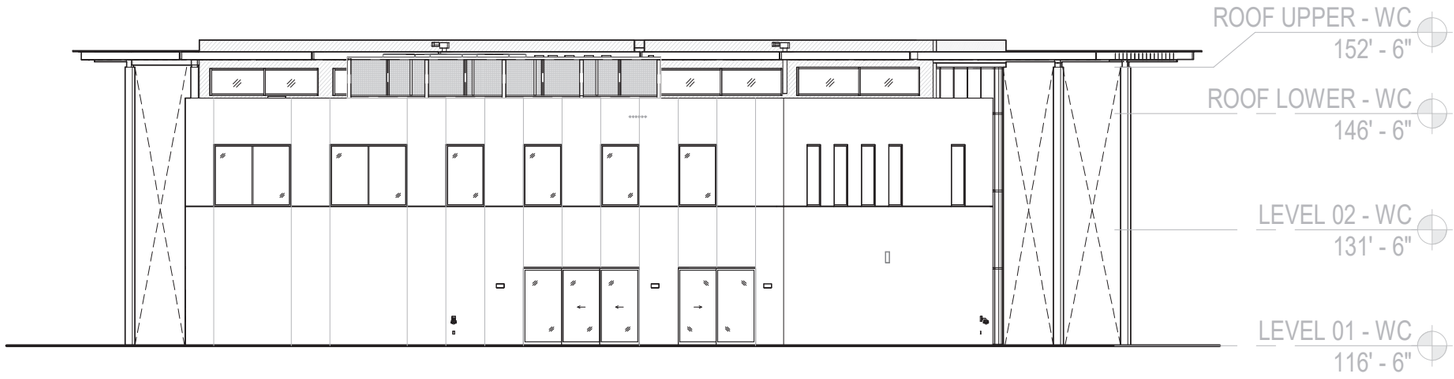
Second Level

SCALE: 1" = 20'-0"

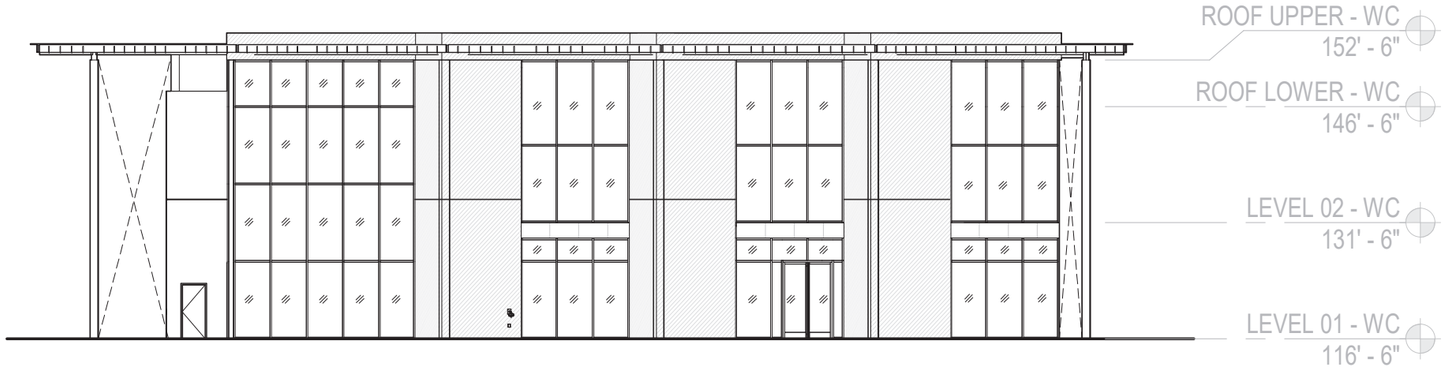
N

Welcome Center North & South Elevations

EXHIBIT "A"
Page No. 10 of 19
Case No. ADM-2023-5969-OVR



North Elevation



South Elevation

SCALE: 1" = 20'-0"

Welcome Center East & West Elevations

EXHIBIT "A"
Page No. 11 of 19
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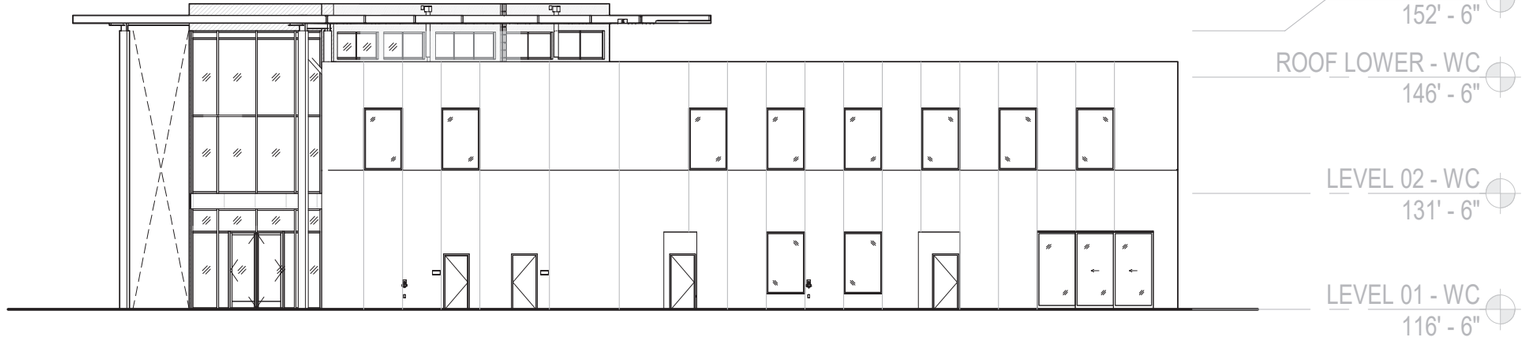
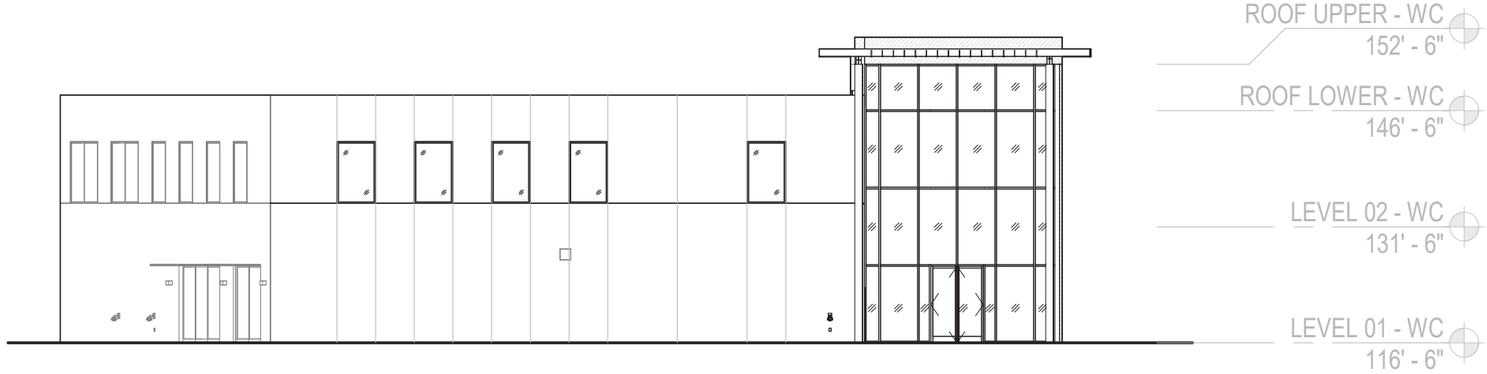


East Elevation



West Elevation

SCALE: 1" = 20'-0"

Fitness Zone Floor Plans

EXHIBIT "A"
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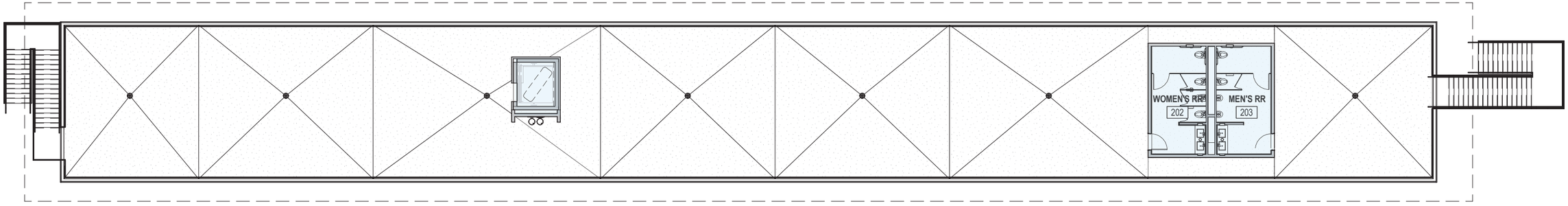
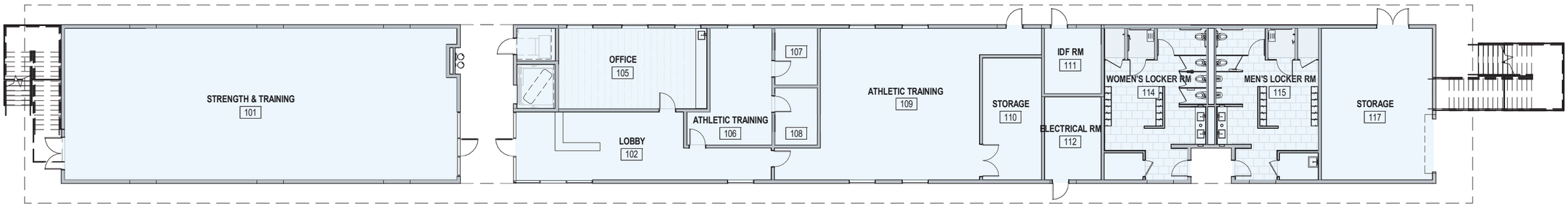
Case No. ADM-2023-5969-OVR



Second Level



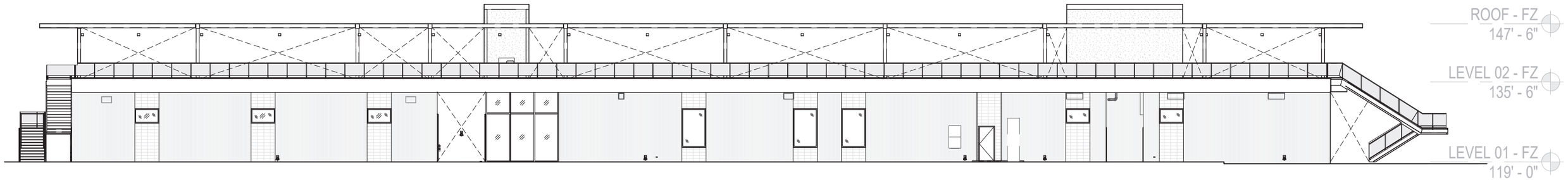
Ground Level

SCALE: 1" = 20'-0"

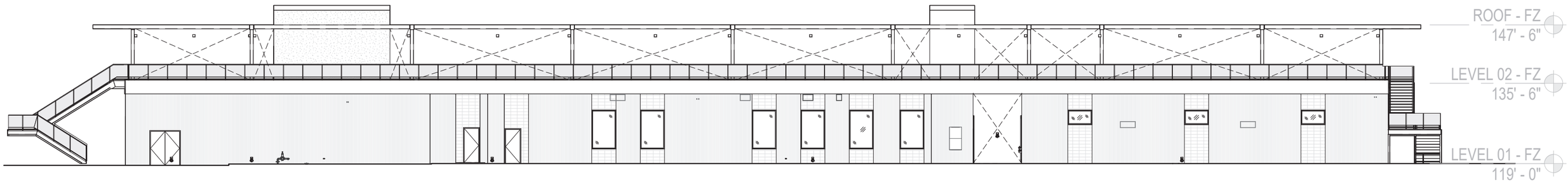
N

Fitness Zone North & South Elevations

EXHIBIT "A"
Page No. 13 of 19
Case No. ADM-2023-5969-OVR



2 : South Elevation



1: North Elevation

SCALE: 1" = 20'-0"

Fitness Zone East & West Elevations

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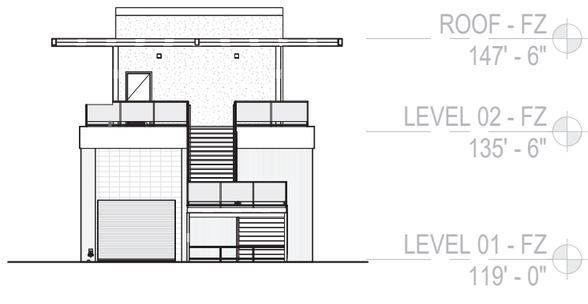
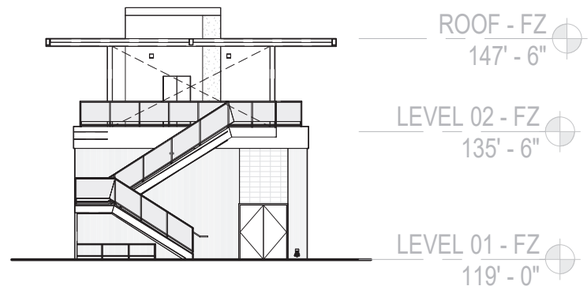


1: East Elevation



2: West Elevation

SCALE: 1" = 20'-0"

Scheduling Desk Floor Plans

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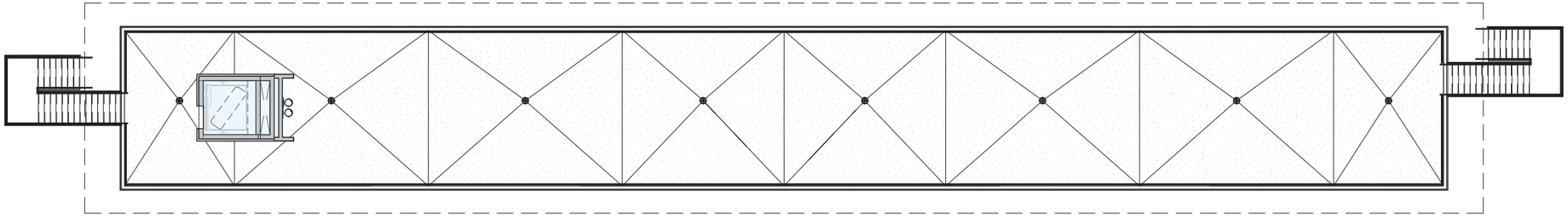
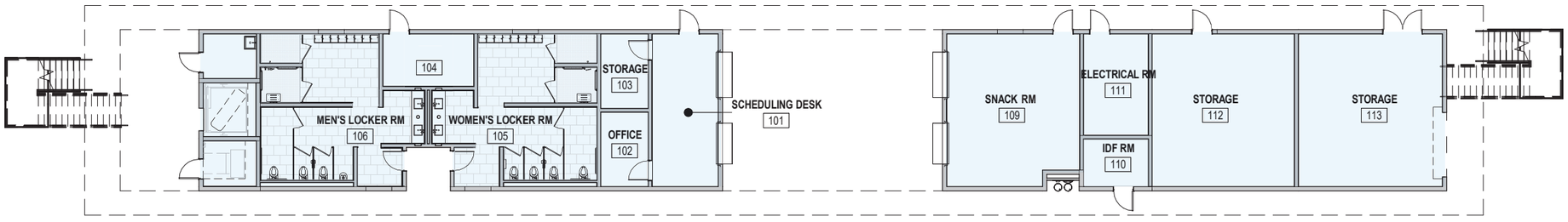


Second Level



Ground Level

SCALE: 1" = 20'-0"

Scheduling Desk North & South Elevations

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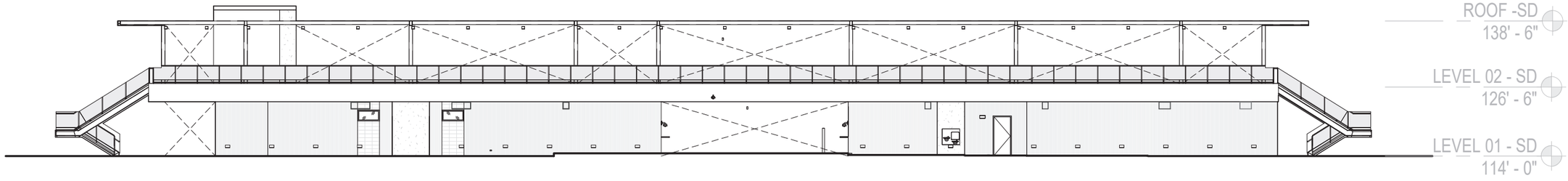
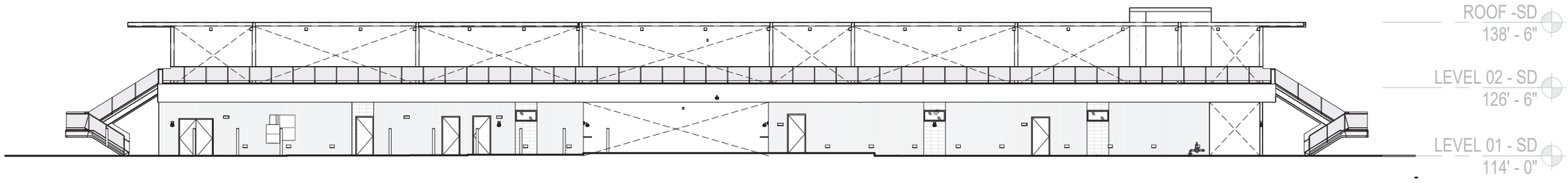


2: South Elevation



1: North Elevation

SCALE: 1" = 20'-0"

Scheduling Desk East & West Elevations

EXHIBIT "A"
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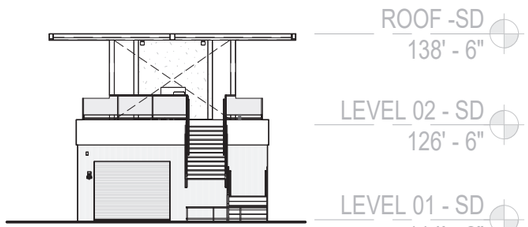
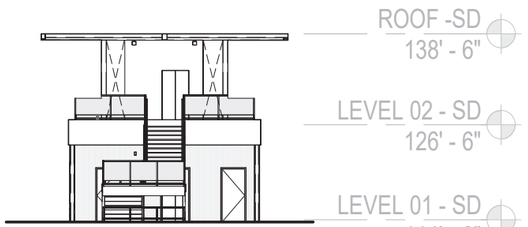


1: East Elevation



2: West Elevation

SCALE: 1" = 20'-0"

Area 1 Restroom Building Plan & Elevations

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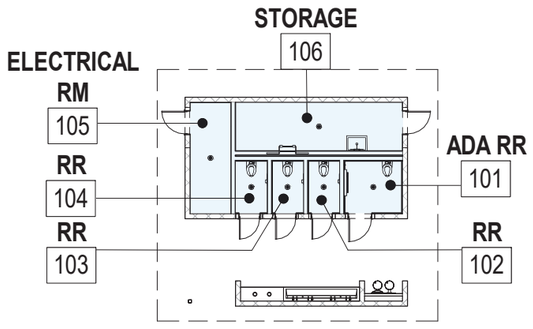
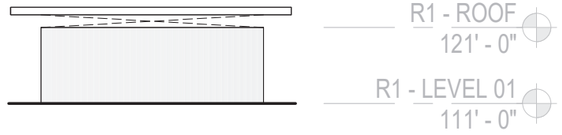
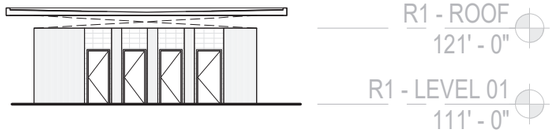


1: Ground Level

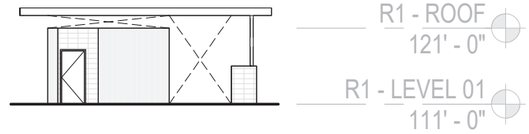


2: North Elevation

4: East Elevation



3: South Elevation



5: West Elevation

SCALE: 1" = 20'-0"

N

Area 2A Restroom Building Plan & Elevations

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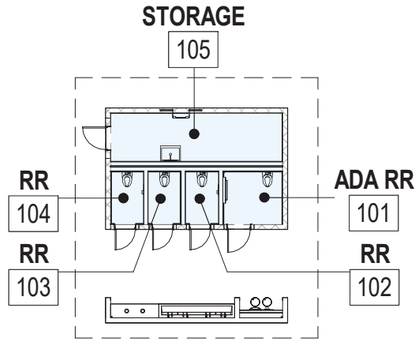
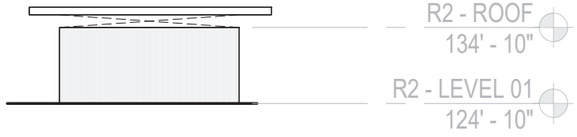
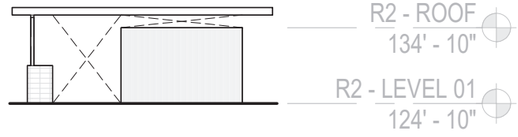


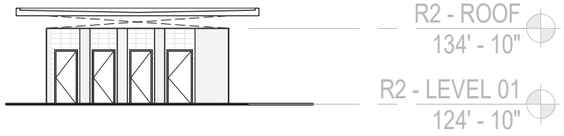
1: Ground Level



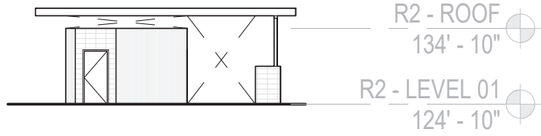
2: North Elevation



4: East Elevation



3: South Elevation



5: West Elevation

SCALE: 1" = 20'-0"

N

Attachment 8

Los Angeles Department of Transportation: Letter of Concurrence

CITY OF LOS ANGELES
CALIFORNIA

Connie Llanos
INTERIM GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

KAREN BASS
MAYOR

September 7, 2023

Emery Molnar
Los Angeles World Airport, Deputy Executive Director
Airports Development Program
1 World Way, Suite 218
Los Angeles, Ca 90045

Subject: **Transportation Assessment and Parking Summary for Lulu's Place**
Los Angeles International Airport Northside Campus District

The Los Angeles Department of Transportation (LADOT) has received and reviewed the technical memorandum, prepared by Gibson Transportation Consulting (GTC), dated July 2023, which summarizes the trip generation and parking needs for the proposed project to be located in the areas 1 and 2A of the LAX Specific Plan. The proposed project is comprised of recreation and open space, which are land uses that were included in the Environmental Impact Report (EIR) for the LAX Specific Plan.

The EIR, certified in March 2015, evaluated, among other issues, the potential transportation impacts related to the development program for the entire LAX Northside area delineated in the LAX Specific Plan, including Areas 1, 2, and 3. Specifically, the EIR evaluated an illustrative conceptual land use program and projected trip generation for the illustrative plan based on the Specific Plan permitted uses and the proposed LAX Northside Design Guidelines and Standards and market research.

The EIR also identified and analyzed the total trips based on the conceptual land use program and intersection level of service (LOS) and significant impact criteria, resulting in the following Specific Plan total net new trip generation limits for all development projects within the LAX Northside Subarea:

- AM Peak hour – 2,009 Trips
- PM Peak hour – 2,543 Trips

After reviewing the memo from GTC, LADOT concurs with the trip generation figures for the proposed project:

- AM Peak Hour – 74 Trips
- PM Peak Hour – 231 Trips

Although these figures are higher than the figures based on the conceptual land use program for the EIR, the cumulative total, AM and PM trips would remain significantly below the total permitted trip counts for the LAX Northside Subarea, as shown in the table below.

LAX NORTHSIDE SUBAREA TRIP GENERATION SUMMARY			
Land Use	**Daily**	**AM Peak Hour**	**PM Peak Hour**
TOTAL TRIPS (EIR & Specific Plan)	**23,635**	**2,009**	**2,543**
Airport Police	662	43	185
Future Maintenance Yard	200	13	56
Recreation Project	1,443	74	231
REMAINING TRIPS	**21,330**	**1,879**	**2,071**

Thank you for including LADOT in the review of this proposal. We are committed to work with LAWA to ensure that all future developments are properly coordinated to advance the goals of the LAX Specific Plan while maintaining safety and the community's interest and concerns at the forefront.

Sincerely,

Robert Sanchez (Sep [illegible], 2023 13:[illegible] PDT)

Robert Sanchez
Sr. Transportation Engineer
Transportation Planning & Development Review West LA/ Coastal

Attachment