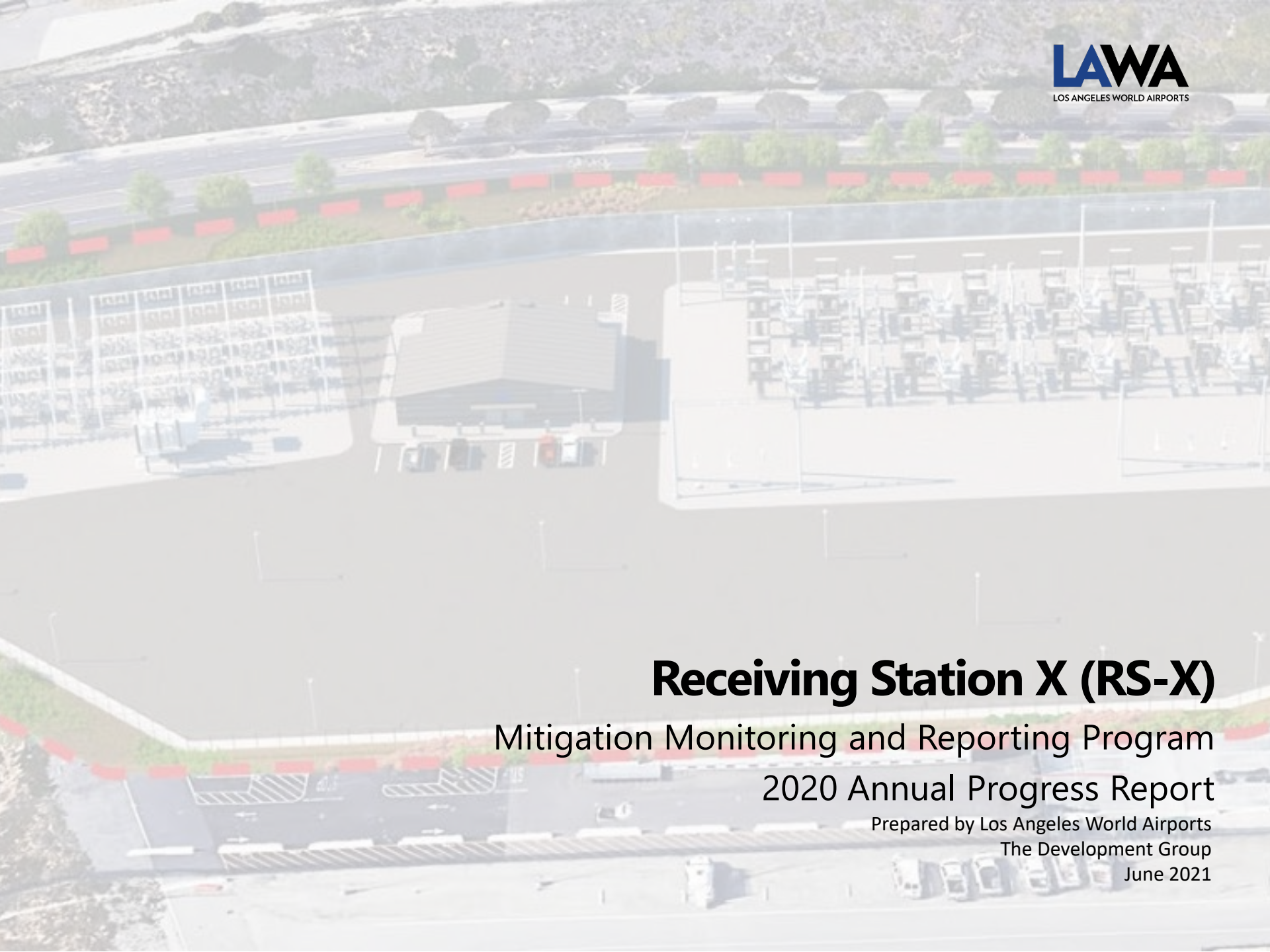


Receiving Station X (RS-X)

Mitigation Monitoring and Reporting Program

2020 Annual Progress Report

Prepared by Los Angeles World Airports
The Development Group

June 2021

Table of Contents

Receiving Station X (RS-X)

Introduction

Receiving Station X (RS-X)

The California Environmental Quality Act (CEQA) requires the adoption of a Mitigation Monitoring and Reporting Program (MMRP) to report on environmental impacts associated with a development project. The adopted MMRP describes the procedures for the implementation of a project's mitigation measures.

The primary purpose of this report is to document and report on the status of the current ongoing and recently completed mitigation measures that are applicable to the Receiving Station X (RS-X) project and set forth in the adopted LAX Northside Plan Update MMRP for the period from **January 1, 2020 through December 31, 2020**.

Please note that construction activities did not start until September 2020.

**To view the project's adopted MMRP and previous annual progress reports, please visit https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program.

Project Background

Receiving Station X (RS-X)

The Receiving Station "X" (RS-X) project will construct new electrical infrastructure improvements in order to address persistent power reliability, redundancy, and capacity issues at Los Angeles International Airports (LAX). The entirety of the proposed project will occur on existing Airport property at the southeast corner of Pershing Road and Westchester Parkway. The RS-X facility will provide redundant power to all major airport facilities, including FAA navigation systems, airfield lighting, and the Airport Traffic Control Tower. Elements of the RS-X include:

- A concrete and masonry, single-story building with a footprint of approximately 4,800 square feet. The RS-X will also include outdoor electrical equipment, occupying approximately 22,800 and 63,400 square feet, to the west and east of the control room, respectively.
- A control room, transmission feeders to the 230 kV LADWP transmission lines and electrical vaults along Pershing Drive, and distribution feeders from RS-X to LAX.
- New utility connections to existing storm and wastewater drains, natural gas, communications, and other related utility services would be required to support the operations of the RS-X facility.

MMRP Summary Table Overview

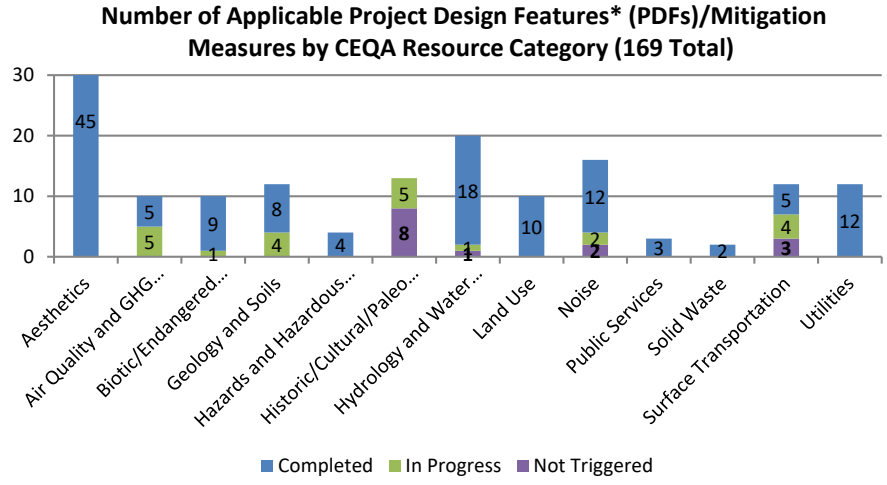
Receiving Station X (RS-X)

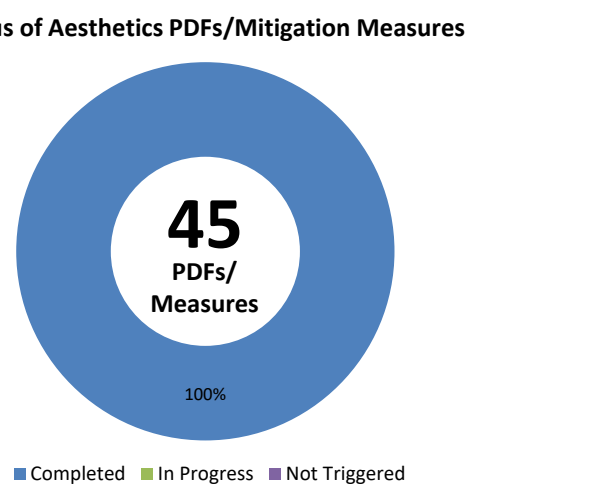
The MMRP Summary Table provides an overview of the progress of the implementation of applicable mitigation measures during the reporting period. The following are included in the table:

- **Resource Category** – lists the environmental factor/resource category
- **Measure ID** – lists the mitigation number as identified in the project's MMRP
- **Status** – the following categories state the progress of the implementation at time of reporting:
  - ***Completed:*** Mitigation measure was completed during this reporting period.
  - ***In Progress*****:** Mitigation measure was implemented or is ongoing during the reporting period.
  - ***Not Triggered*****:** Mitigation measure was not triggered during the reporting period. These measures may be triggered in future reporting periods.
- **Project Design Feature** – Project Design Features (PDFs) are specific design and/or operational characteristics that are incorporated into a project. PDFs do not necessarily constitute mitigation measures, but are incorporated into the MMRP to ensure that they are implemented as a part of the project. The status of compliance for all applicable PDFs for this project are located in Appendix B of this report.

Aesthetics

Receiving Station X (RS-X)



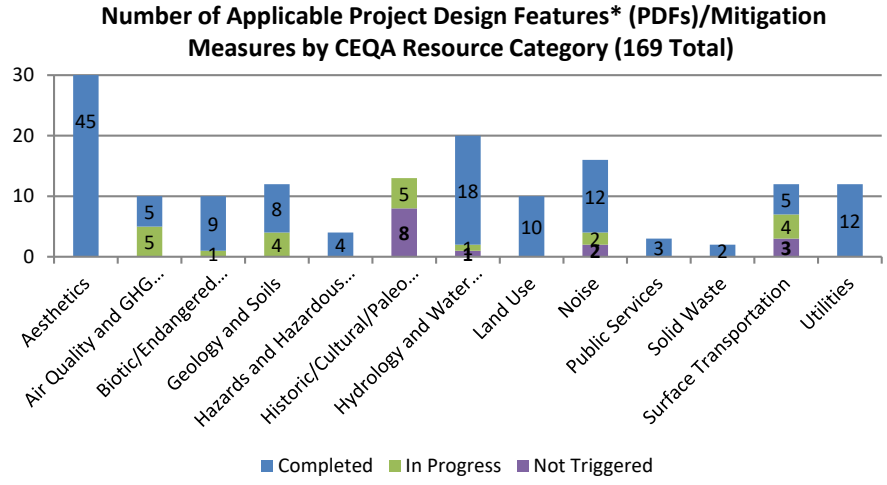


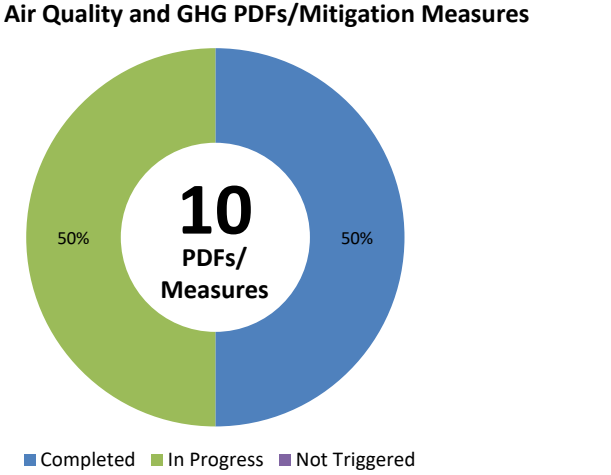
Measure ID	Overview	Status	Summary of Compliance
LI-2	Proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass.	Completed	The final approved design complies with this mitigation measure.
LI-3	Lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations	Completed	The final approved design complies with this mitigation measure.
MM-DA-1	Construction fencing and pedestrian canopies shall be installed along major public approach and perimeter roadways, including Westchester Parkway	Completed	Construction fencing was installed to screen areas along the public right-of-way, including along Pershing Drave and Westchester Parkway. Pedestrian canopies were not needed, given that there were no construction activities occurring over or near pedestrian walkways.

*The status of Project Design Features are located in Appendix B.

Air Quality and Greenhouse Gas (GHG) Emissions

Receiving Station X (RS-X)





Measure ID	Overview	Status	Summary of Compliance
MM-AQ-1	LAX Master Plan – Mitigation Plan for Air Quality	Completed	The Mitigation Plan for Air Quality was completed in 2005.
MM-AQ-2	Construction-Related Mitigation Measures	Completed	LAWA delivered and implemented a Construction-related Mitigation Plan. Please see MM-AQ-2 sub-measures for information on how construction-related mitigation measures are implemented for this project.
MM-AQ-2[1.3]	Post a sign with contact information for dust complaints	Completed	A large dust complaint notification sign was posted adjacent to Pershing Drive.

*The status of Project Design Features are located in Appendix B.

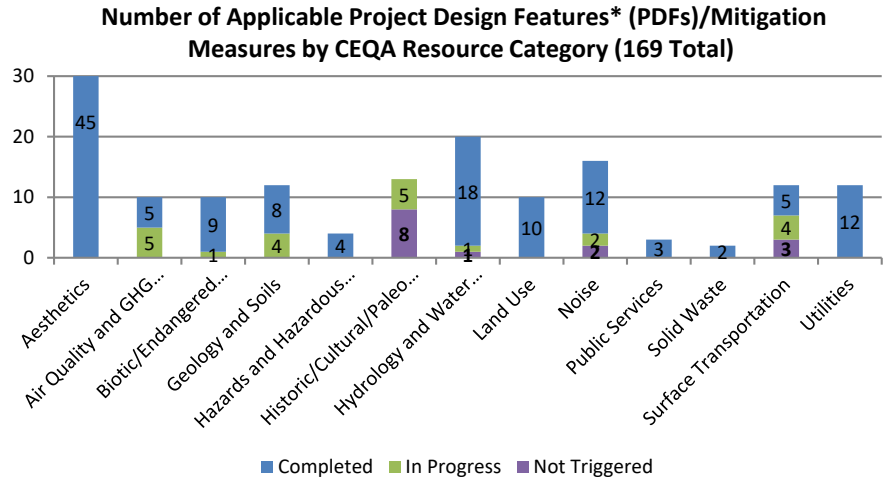
Air Quality and Greenhouse Gas (GHG) Emissions (cont.)

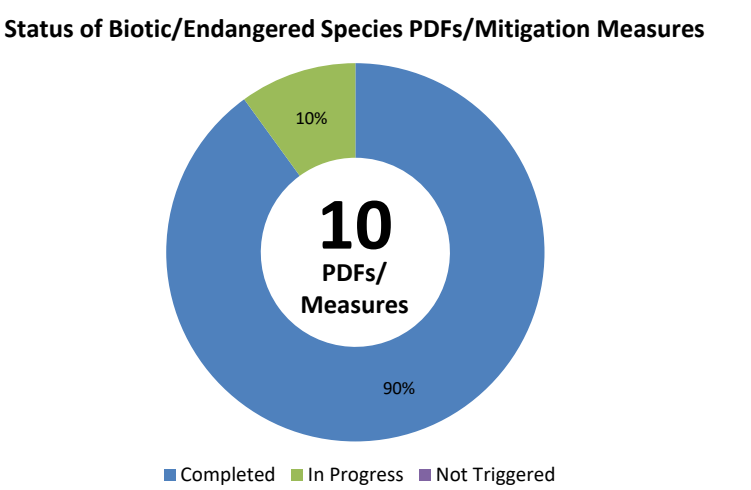
Receiving Station X (RS-X)

Measure ID	Overview	Status	Summary of Compliance
MM-AQ-2[2]	On-Road Mobile Source Controls [Employee Work/Commute Hours and Lunch Trucks]	In Progress	This is a construction contract requirement. Employee shift hours are scheduled outside of peak commuter traffic hours in compliance with this measure. Lunch trucks are allowed on-site in a designated area. No violations were noted during the reporting period.
MM-AQ-2[3]	Non-road Mobile Source Controls [Prohibit staging/parking on adjacent streets]	In Progress	Construction/employee parking is provided on-site. No violations were noted during the reporting period.
MM-AQ-2[6]	The contractor/builder shall designate a person(s) to ensure implementation of construction-related measure	Completed	The contractor designated a person in compliance with this measure.

Biotic Communities / Endangered and Threatened Species

Receiving Station X (RS-X)



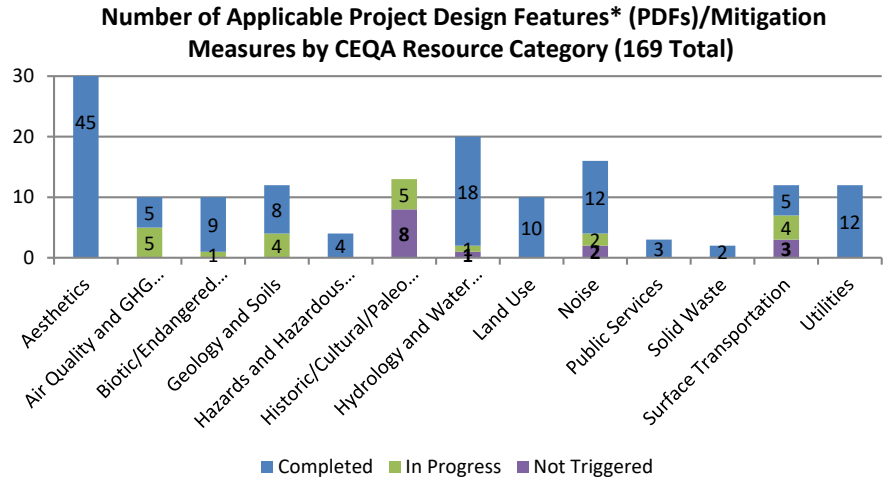


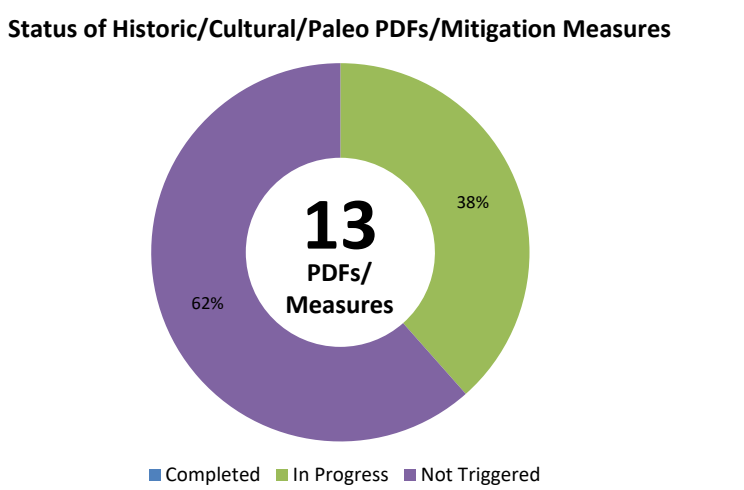
Measure ID	Overview	Status	Summary of Compliance
MM-BC-3	Conservation of Floral Resources: Mature Tree Replacement	Completed	The project site was previously disturbed and the majority of the site consisted of parking areas and modular trailers that housed LAX construction project staff. Low-lying shrubbery and ice plant were located along the northern and western edges of the site; however, there were no matures trees present.

*The status of Project Design Features are located in Appendix B.

Historic/Architectural and Archaeological/Cultural/Paleontological Resources

Receiving Station X (RS-X)





Measure ID	Overview	Status	Summary of Compliance
MM-HA-5	Monitoring [of Archaeological/ Cultural Resources]	In Progress	An archeologist was initially retained by the Contractor to provide for the monitoring of excavation activities that occurred in native soils (i.e., non-fill areas); however, at the end of 2020, that responsibility transferred to representatives of the Kizh Nation (Native American tribe) that provided monitoring of all excavation activities from that point forward.
MM-HA-7	Administration [of Archaeological/ Cultural Resources Mitigation Measures]	In Progress	See MM-HA-5 above.
MM-PA-1	Paleontological Qualification and Treatment Plan	In Progress	The lead representative of Kizh Nation is familiar with cultural and paleontological resources.

*The status of Project Design Features are located in Appendix B.

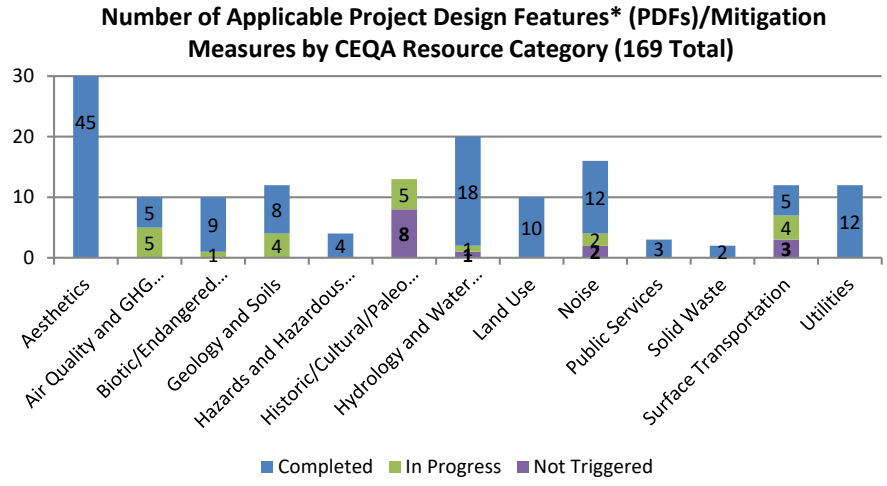
Historic/Architectural and Archaeological/Cultural/Paleontological Resources (cont.)

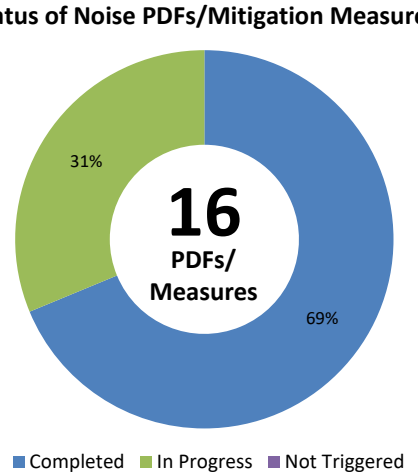
Receiving Station X (RS-X)

Measure ID	Overview	Status	Summary of Compliance
MM-PA-2	Paleontological Authorization Requirements	In Progress	See MM-PA-1 on the previous page.
MM-PA-3	Paleontological Monitoring Specifications	In Progress	See MM-PA-1 on the previous page.

Noise

Receiving Station X (RS-X)





Measure ID	Overview	Status	Summary of Compliance
MM-N (NSP)-3	Equipment equipped with shields/mufflers that achieve a minimum of 5 dBA reduction and properly maintained.	In Progress	All approved construction equipment includes manufacturer installed mufflers and were well maintained. No violations were noted during the reporting period.
MM-N (NSP)-4	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.	Completed	The project site and stationary source equipment are located away from noise-sensitive land uses. No violations were noted during the reporting period.

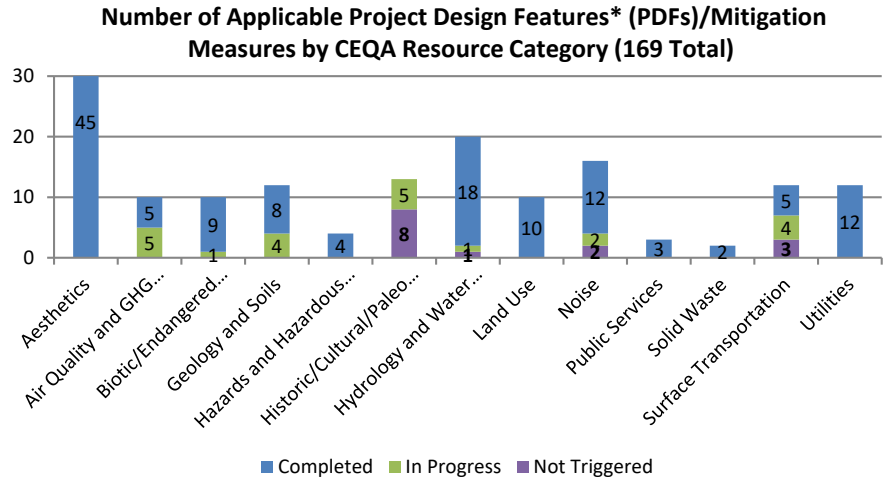
*The status of Project Design Features are located in Appendix B.

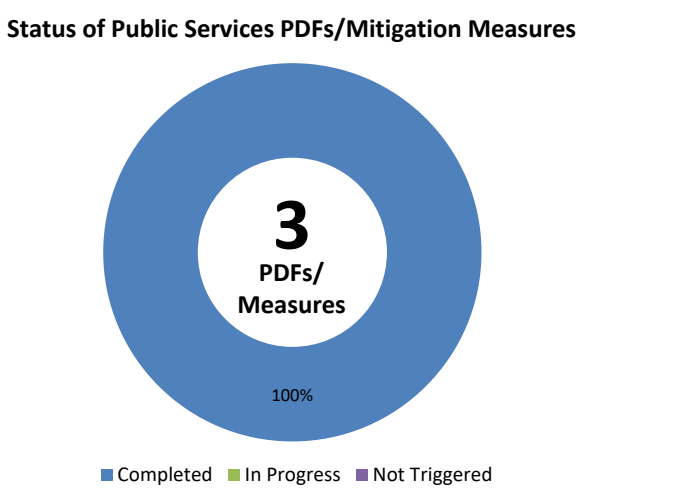
Noise (cont.)
Receiving Station X (RS-X)

Measure ID	Overview	Status	Summary of Compliance
MM-N (NSP)-5	Loading/unloading of construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible	In Progress	Construction materials were loaded/unloaded on-site, which is located away from noise-sensitive uses. No violations noted during the reporting period.
MM-N -7	Construction Noise Control Plan	Completed	This is a construction contract requirement. The contractor submitted a noise control plan that details how it will implement noise control measures (i.e. noise barriers, staging, equipment replacement) in compliance with this measure.
MM-N-8	Construction Staging	Completed	Construction staging was approved by LAWA and located away from noise-sensitive land uses.
MM-N-9	Equipment Replacement	Completed	Equipment replacement procedures are addressed in the Construction Noise Control Plan. See MM-N-7 above.
MM-N-10	Construction Scheduling	Completed	This is a construction contract requirement. Construction activities are scheduled to avoid sensitive times of the day.

Public Services

Receiving Station X (RS-X)



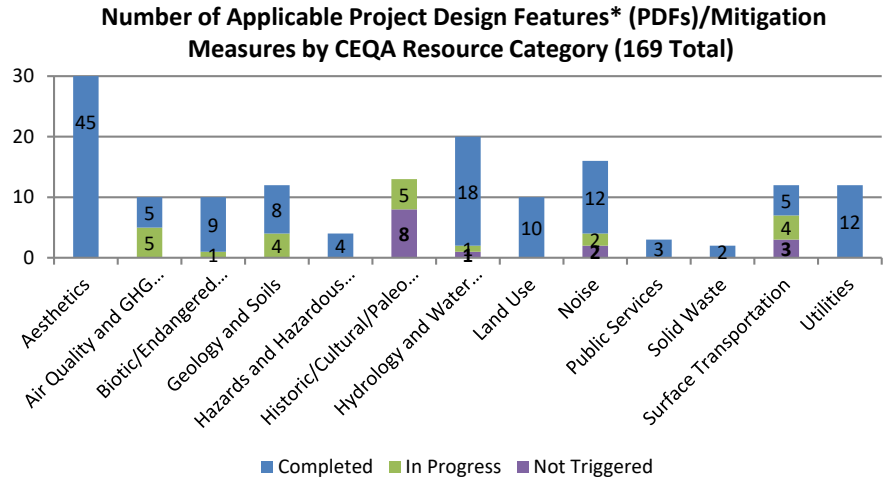


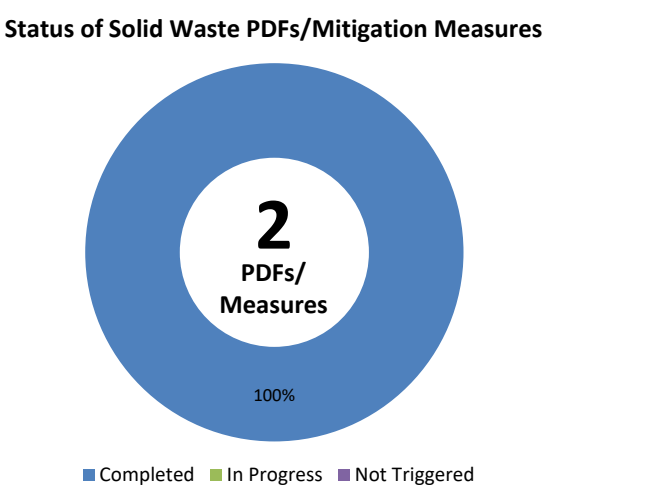
Measure ID	Overview	Status	Summary of Compliance
FP-1	LAWA will work with Los Angeles Fire Department (LAFD) to prepare plans that contain the appropriate design features applicable to that component	Completed	LAWA/LADWP worked with LAFD for the design of this project.

*The status of Project Design Features are located in Appendix B.

Solid Waste

Receiving Station X (RS-X)



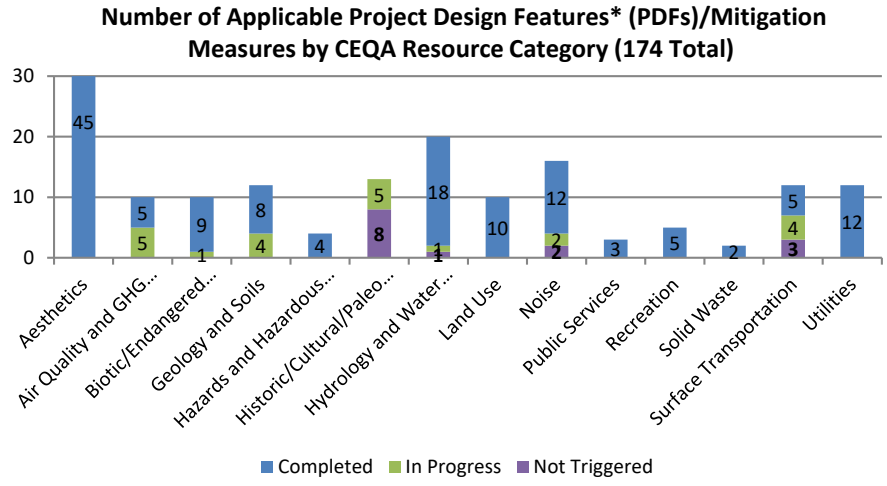


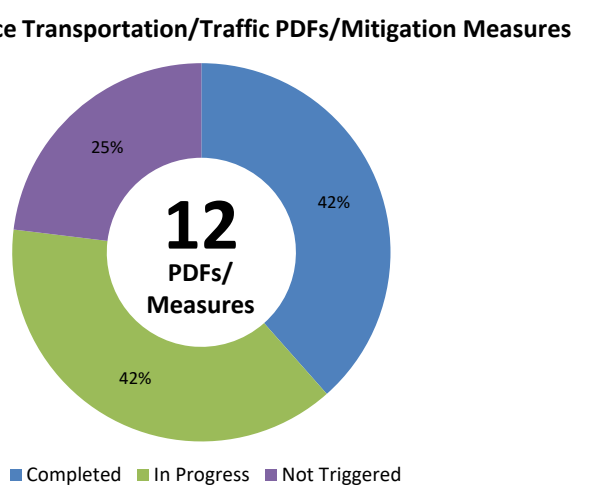
Measure ID	Overview	Status	Summary of Compliance
SW-2	Requirements for the Use of Recycled Materials during Construction	Completed	This is a construction contract requirement. The contractor will use recycled materials as feasible.
SW-3	Requirements for the Recycling of Construction and Demolition Waste	Completed	See SW-2 above.

*The status of Project Design Features are located in Appendix B.

Surface Transportation/Traffic

Receiving Station X (RS-X)





Measure ID	Overview	Status	Summary of Compliance
ST-12	Designated Truck Delivery Hours	In Progress	Deliveries were scheduled within the designated hours during the reporting period. However, one (1) violation was noted during the reporting period. Notification was given and no other violations were noted during the reporting period.
ST-14	Construction Employee Shift Hours	In Progress	This is a construction contract requirement. Employee shift hours are scheduled outside of peak commuter traffic hours in compliance with this measure. No violations were noted.
ST-16	Designated Haul Routes	Completed	The project's haul routes were approved by the Los Angeles Department of Building and Safety's (LADBS) Board of Building and Safety Commission in 2017.

*The status of Project Design Features are located in Appendix B.

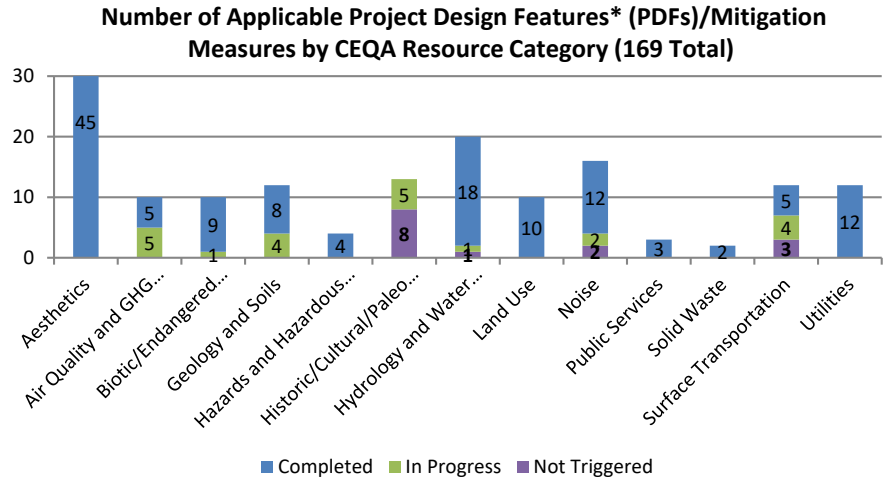
Surface Transportation/Traffic (cont.)

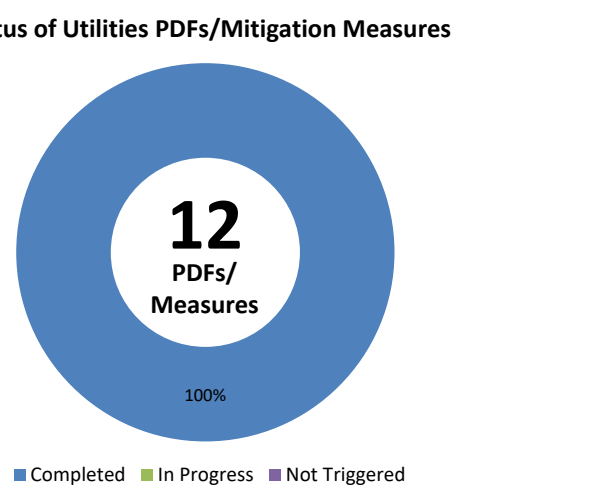
Receiving Station X (RS-X)

Measure ID	Overview	Status	Summary of Compliance
ST-17	Maintenance of Haul Routes	In Progress	The contractor mostly maintained haul routes in compliance with this measure. During the reporting period, one or more haul roads were impacted with debris from a project truck hauling event. Notification was given and the debris was cleaned up within a reasonable time. The contractor was also informed that sweeper(s) need to be made available to quickly respond to any impact to approved project haul roads. No other violation were observed during the reporting period.
ST-18	Construction Traffic Management Plan	Completed	This is a construction contract requirement. LAWA's Coordination and Logistics Management (CALM) team is responsible for reviewing Area Shutdown Requests (ASRs), which delineate traffic control measures on- and off- airport property. The ASRs effectively serve as construction traffic management plans. During the 2020 reporting period, nineteen (19) ASRs were approved by CALM for this project.
ST-22	Designated Truck Routes	Completed	Please see ST-16.

Utilities

Receiving Station X (RS-X)





Measure ID	Overview	Status	Summary of Compliance
E-1	LAWA will seek to continually improve the energy efficiency of building design and layouts	Completed	The project will comply with LAGBC Tier-1 conformance.
E-2	Coordination with Utility Providers	Completed	RS-X is a joint project with the Los Angeles Department of Water and Power (LADWP). LAWA coordinated with LADWP and other utlitiy providers during the design of this project.
PU-1	LAWA will develop and implement a utilities relocation program	Completed	LAWA and LADWP developed a relocation program for existing utilties impacted by the project.
W-1	To the extent feasible, LAWA will maximize the use of reclaimed water	Completed	The project site will use reclaimed water provided by the Los Angeles Department of Water and Power.

*The status of Project Design Features are located in Appendix B.

Appendix A

Measures Not Triggered in 2020

Appendix A – Measure Not Triggered in 2020

Receiving Station X (RS-X)

Appendix A provides a list of mitigation measures that were not triggered during the 2020 reporting period.

Measure ID	Resource Category	Overview
MM-HA-6	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Excavation and Recovery Requirements
MM-HA-8	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Archaeological/Cultural Monitor Report
MM-HA-9	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Artifact Curation Requirements
MM-HA-10	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Archaeological Notification
MM-PA-4	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Paleontological Resources Collection Requirements
MM-PA-5	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Fossil Preparation Requirements
MM-PA-6	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Fossil Donation Requirements

Appendix A – Measure Not Triggered in 2020 (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview
MM-PA-7	Historic/Architectural and Archaeological/Cultural/Paleontological Resources	Paleontological Reporting Requirements
MM-N (NSP)-1	Noise	A temporary, continuous and impermeable minimum 10’ 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’
MM-N (NSP)-2	Noise	Shut off idle equipment if within 250' of noise sensitive receptors
MM-T (NSP)-5	Surface Transportation/ Traffic	Traffic Mitigation Phasing for Trips Generated over the course of the development of the LAX Northside
ST-9	Surface Transportation/ Traffic	Construction Deliveries Requiring Lane Closures
ST-19	Surface Transportation/ Traffic	Closure Restrictions of Existing Roadway

Appendix B

Project Design Features

Appendix B – Project Design Features

Receiving Station X (RS-X)

Appendix B provides a list of applicable project design features (PDFs), their current status, and a brief summary of how compliance is being/was met.

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-2	Land Use	Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the Northside area. This requirement may be waived by due to extreme site constraints or unusual conditions.	Completed	It was determined by LAWA and LADWP that primary access to the site will be from Pershing Drive due to extreme site constraints related to the runway protection zone and excavation requirements for the project. Therefore, the access on the west of the site is considered compliant.
LAXN-PDF-3	Noise; Surface Transportation/ Traffic	The project does not introduce any new streets, or open up existing streets	Completed	The project does not introduce new streets.
LAXN-PDF-4	Noise	Vehicular access is prohibited from Lincoln Boulevard, Pershing Drive, and all the local streets along the north edge of the Northside area	Completed	See LAXN-PDF-2.
LAXN-PDF-5	Noise	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	Completed	The project does not include access from Westchester Parkway. See LAXN-PDF-2.
LAXN-PDF-18	Air Quality and Greenhouse Gas (GHG) Emissions	Provide a minimum number of EV charging stations, which is equal to 5% of the total parking spaces	Completed	The finalized design includes thirteen (13) parking spaces and two (2) EV charging stations.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-20	Air Quality and Greenhouse Gas (GHG) Emissions	Water three times daily to reduce fugitive dust emissions	In Progress	The contractor watered three times daily in compliance with this measure. No violations were noted during the reporting period.
LAXN-PDF-21	Air Quality and Greenhouse Gas (GHG) Emissions	On-road trucks greater than 19,500 pounds shall comply with USEPA 2010	In Progress	The contractor submitted equipment lists for LAWA review and approval. Approximately one-hundred and thirty-seven (137) pieces of on-road were approved. No exceptions were granted and all were in compliance with USEPA 2010 emission standards.
LAXN-PDF-23	Air Quality and Greenhouse Gas (GHG) Emissions	Off-road diesel-powered equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards	In Progress	The contractor submitted equipment lists for LAWA review and approval. Approximately one-hundred and nine (109) pieces of off-road as well as three (3) Portable Equipment Registration Program (PERP) pieces of equipment were approved. No exceptions granted all approved equipment were USEPA Tier 4 Final standards.
LAXN-PDF-32	Aesthetics	Areas dedicated to loading shall not be visible from a public street	Completed	The loading area will not be visible from a public street due to project's grading and landscaping.
LAXN-PDF-33	Aesthetics	Roof parapets are required to be an integral part of building design	Completed	The RS-X Control House does not included roof parapets.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-34	Aesthetics	Roofs are required to be painted a light color and are encouraged to be designed to collect rain water	Completed	The RS-X Control House cool roof will have an Energy Smart Reflective Gray color that has a Solar Reflectance Index of 80.
LAXN-PDF-35	Aesthetics	Exterior roof ladders are prohibited. Roof mounted equipment shall be screened at a maximum of 6' measured from the grade.	Completed	The RS-X's design substantially complies with this project design feature. The RS-X Control House includes an external ladder for roof maintenance. The RS-X's Control House's HVAC units are located in a screened dedicated mechanical area outside of the building and not on the structure's roof.
LAXN-PDF-36	Aesthetics	Auxiliary buildings are not allowed along Westchester Parkway, Sepulveda Westway, La Tijera Boulevard, Loyola Boulevard, Falmouth Avenue, or Pershing Drive	Completed	No auxilary buildings are included with the project.
LAXN-PDF-40	Aesthetics	All utility service equipment shall be screened and located away from major pedestrian routes and outdoor seating areas	Completed	The RS-X facility is screened by landscaped berms and located away from public rights-of-way to the extent feasible.
LAXN-PDF-41	Aesthetics	All utility service equipment shall be screened by landscape materials	Completed	Landscape berms screen the project site from Westchester Parkway.
LAXN-PDF-42	Biotic Communities / Endangered and Threatened Species	The contractor shall utilize integrated pest/rodent management measures wherever feasible during construction in the LAX Northside Campus District	In Progress	Relative to implementing this feature during construction of the project, the applicable provision of the subject mitigation measure is to maintain the site free of unsealed food and open trash that could attract rodents. That provision is being implemented by the contractor on an ongoing basis.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-43	Aesthetics	Fences and walls not associated to Recreation or Buffer Areas shall have a maximum height of 8’ measured from the finished grade	Completed	The perimeter of the site will consist of a LAWA standard 8’ tall security fence with 2’ barbed wire. The 2’ barbed wire are required for security purposes due to the facility’s proximity to the airfield.
LAXN-PDF-44	Aesthetics	Solid fences or walls shall be designed with both sides articulated with similar or complementary materials and colors as the primary buildings on site	Completed	The final approved design complies with this project design feature.
LAXN-PDF-46	Aesthetics	Walls designed to screen utilitarian equipment shall be a 6’ in height, measured from finish grade	Completed	The RS-X Control House’s mechanical area will be screened in compliance with this project design feature.
LAXN-PDF-52	Geology and Soils	Site-specific geotechnical investigation and reports shall be submitted to the Grading Division of the LADBS for review	Completed	A geotechnical investigation has been provided by LAWA/LADWP and approved by LADBS.
LAXN-PDF-53	Geology and Soils	The proposed use of on-site materials for surcharging and backfilling will help reduce the import and export requirements of the proposed Project	Completed	On-site soils generated from excavations and earthwork of the RS-X project can be recompacted as engineered fill provided that the soils are free of debris and other deleterious materials.
LAXN-PDF-54	Geology and Soils	The proposed Project would be compliant with 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	Completed	All foundations, retaining walls, slabs on grade and all other related site work will be compliant with LADBS requirements.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-55	Geology and Soils	Grading would be scheduled for completion prior to the start of the rainy season or temporary erosion control plans would be implemented	In Progress	It was not feasible to schedule grading to occur outside the rainy season; however, appropriate erosion control measures were implemented during such grading, as set forth in the Construction Stormwater Pollution Prevention Plan (SWPPP) approved for the project.
LAXN-PDF-56	Geology and Soils	The grading contractor will control surface water and the transportation of silt and sediment	In Progress	The control of surface water and transportation of silt and sediment is addressed in the SWPPP. A Qualified SWPPP Practitioner (QSP), or QSP designee, inspects the stormwater Best Management Practices (BMPs) every week and before and after rainstorms.
LAXN-PDF-57	Geology and Soils	Backfilling would be used during construction of the project	In Progress	See LAXN-PDF-53.
LAXN-PDF-58	Geology and Soils	Erosion and sedimentation control measures would be implemented during site grading	In Progress	See LAXN-PDF-56.
LAXN-PDF-59	Geology and Soils	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	Completed	The project complies with FAA height restrictions. It is mostly oriented towards Westchester Parkway, but access is located off of Pershing Drive due to site constraints. Landscape berms buffer the project from Westchester Parkway.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-60	Geology and Soils	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.	Completed	The RS-X project is significantly lower than the existing residential neighborhoods to the north of the LAX Northside subarea due to FAA height restrictions. The nature and location of the facility does not allow it to be linked to future recreational opportunities along Westchester Parkway.
LAXN-PDF-61	Aesthetics; Hydrology and Water Quality; Land Use	Grading strategies and landscape berms will be preserved and will work to limit the visual presence of the LAX Airport Support District from the view of neighbors north of Westchester Pkwy. Additional grading may be introduced to enhance landscape berms.	Completed	The RS-X project maintains and enhances landscape berms to reduce the presence of the prject from Westchester Parkway.
LAXN-PDF-63	Geology and Soils	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.	Completed	The final approved design conforms with the LAMC Building Code and UBC for seismic safety.
LAXN-PDF-64	Geology and Soils	Seismic design for structures and foundations will comply with the most current seismic building code standards for site-specific soil conditions.	Completed	See LAXN-PDF-63.
LAXN-PDF-65	Hazards and Hazardous Materials	If any construction activities would meet the thresholds set in FAR 77 Sec. 9, the proposed Project would be required to notify the FAA	Completed	The FAA provided approval in November 2020 for construction activities that meet the FAR 77 Sec. 9 thresholds.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-66	Aesthetics	Building heights in Area 4 are limited to 30’	Completed	The RS-X Control House is one story with a maximum height of approximately 22’-2”.
LAXN-PDF-67	Aesthetics	Building heights and locations are restricted to preserve views of visual resources to the maximum extent feasible	Completed	The RS-X Control House is one story. The grading and the landscaping of the site preserve visual resources to the maximum extent feasible.
LAXN-PDF-68	Hydrology and Water Quality	The project would tie into existing drainage infrastructure and would continue to drain to the Argo Basin as under existing conditions.	Completed	Approximately 2/3 of the facility’s drainage will be captured and connected to the Argo Drainage Facility. The remaining 1/3 will fully comply with LID requirements, and infiltration BMPs will be required to manage stormwater quality and runoff from the site.
LAXN-PDF-69	Hydrology and Water Quality	All areas would integrate LID best practices	Completed	The final approved design complies with this project design feature. See LAXN-PDF-68.
LAXN-PDF-70	Hydrology and Water Quality	Stormwater Management strategies and design features incorporated into the proposed Project design	Completed	The final approved design complies with this project design feature. See LAXN-PDF-68.
LAXN-PDF-71	Hydrology and Water Quality	Site development will comply with all applicable LARWQCB, City of Los Angeles, and County of Los Angeles water quality regulations	Completed	The project will comply with all applicable water quality regulations.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-72	Hydrology and Water Quality	Natural drainage systems will be used to the maximum extent feasible	Completed	The final approved design complies with this project design feature. See LAXN-PDF-68.
LAXN-PDF-73	Hydrology and Water Quality	Impervious areas will be minimized to the maximum extent feasible	Completed	The areas for the 34.5kV and 230kV equipment, which is a significant portion of the facility's site will consist of a 6-inch gravel layer with crushed drain rock to allow for permeability into the soil and reduce potential for drainage accumulation.
LAXN-PDF-74	Hydrology and Water Quality	Non-structural BMPs will be used unless they are infeasible	Completed	The final approved design complies with this project design feature. See LAXN-PDF-68.
LAXN-PDF-75	Hydrology and Water Quality	Stormwater will be pre-treated prior to infiltration or discharge from the site	Completed	The final approved design complies with this project design feature. See LAXN-PDF-68.
LAXN-PDF-76	Hydrology and Water Quality	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.	Completed	Parking for the RS-X Control House does not include landscaping. However, the RS-X facility includes landscaped berms along the site's perimeter that will be compatible with sustainable water management systems. The site will also comply with stormwater management requirements as previously described in LAXN-PDF-68.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-77	Hydrology and Water Quality	Surface parking would incorporate stormwater management and water quality measures, such as permeable paving and bioswales	Completed	The areas for the 34.5kV and 230kV equipment, which is a significant portion of the facility's site, will consist of a 6-inch gravel layer with crushed drain rock to allow for permeability into the soil and reduce potential for drainage accumulation. The facility's surface parking drains into these areas.
LAXN-PDF-78	Hydrology and Water Quality	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.	Completed	See LAXN-PDF-77 above.
LAXN-PDF-80	Hydrology and Water Quality	Provisions will be made for adequate surface drainage away from the areas of excavation as well as protection of excavated areas from flooding	In Progress	The contractor implements stormwater managment Best Management Practices (BMP) on an ongoing basis as required in the SWPPP to protect excavated areas during the reporting period.
LAXN-PDF-81	Hydrology and Water Quality	Appropriate erosion control and drainage devices will be incorporated to the satisfaction of the LADBS	Completed	The final approved design complies with this project design feature.
LAXN-PDF-82	Hydrology and Water Quality	Dewatering per Regional Water Quality Control Board requirements if encountered	Not Triggered	Dewatering activities are not expected during construction and was not required in 2020. However, if the water table is unexpectedly discovered during construction in the future, dewatering would be conducted in accordance to RWQCB requirements and LADBS approval as appropriate.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-83	Hydrology and Water Quality	Parking areas to be designed to mitigate stormwater through planters, bioswales, and other catchment areas are designed to capture stormwater runoff.	Completed	The areas for the 34.5kV and 230kV equipment, which is a significant portion of the facility's site will consist of a 6-inch gravel layer with crushed drain rock to allow for permeability into the soil and reduce potential for drainage accumulation. The facility's surface parking drains into these areas.
LAXN-PDF-89	Land Use	The permitted land use categories for each type of proposed land use shall comply with the proposed LAX Northside Design Guidelines and Standards	Completed	The project's land use is permitted in the LAX Northside.
LAXN-PDF-91	Land Use	Land uses are permitted in those areas shown on the LAX Northside Design Guidelines and Standards Land Use Plan Map	Completed	The project's land use is permitted in the LAX Northside.
LAXN-PDF-93	Land Use	Proposed land uses are designed to be compatible with neighboring airport uses and to provide a buffer between existing residences and airfield activity	Completed	The project's land use is permitted in and complimentary to the airport. It also provides a buffer between existing residences and airfield activity.
LAXN-PDF-96	Aesthetics; Land Use	Buildings are prohibited within the Limited Development Area	Completed	While the RS-X facility is located in Area 4 of the LAX Northside subarea, it is not located near or adjacent to the Limited Development Area.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-97	Land Use	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	Completed	Vehicles will be parked outside of the RS-X Control House and will most likely be LADWP company vehicles. Additionally, the grading and landscaping of the site mostly screens the parking areas from the street.
LAXN-PDF-99	Hydrology and Water Quality	The planting palette will consist of a hybrid mix of 40% non-native and 60% native plants	Completed	The final approved design complies with this project design feature.
LAXN-PDF-100	Hydrology and Water Quality	The project would use rotating sprinkler nozzles for landscape irrigation, would use weather based irrigation control, and would implement at least 30 % native California plants in landscaping	Completed	The project's irrigation design is an entirely horizontal drip layout with tree bubblers to irrigate the trees screening the utilities along the Westchester-ridge fence line. Landscaping complies with this project design feature.
LAXN-PDF-101	Aesthetics	A 6' planting strip shall be located adjacent to walls and fences and shall include plants identified in the LAX Northside Design Guidelines and Standards	Completed	A six-foot wide drainage swale encircles the north and west perimeters of the site, and here the landscape falls on the exterior side of this swale, extending approximately 10-30 feet outward toward the top of the berm above Westchester Pkwy and Pershing Dr.
LAXN-PDF-102	Aesthetics	Where a wall or fence is located adjacent to a public right-of-way, a min 6' landscaped setback shall be provided	Completed	Please see LAXN-PDF-101 above.
LAXN-PDF-104	Aesthetics	Parking areas are required to be landscaped with 1 tree per every 4 parking spaces	Completed	The RS-X project cannot comply with this project design feature due to its proximity to runway protection zone and hazards related to nesting birds in trees.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-105	Aesthetics	All areas not used for parking, loading, or pedestrian connectivity are also required to be landscaped	Completed	The RS-X Control House has a limited amount of parking area that does not allow for landscaping. The berms surrounding the RS-X facility will be landscaped as feasible.
LAXN-PDF-106	Aesthetics	Landscape design would put an emphasis on enhanced streetscapes and pedestrian experiences and safety	Completed	The landscaping on the berms surrounding the RS-X site complies with this project design feature.
LAXN-PDF-107	Aesthetics	The palette will primarily be evergreen and native, allowing a consistent visual appeal year round, in addition to being drought-tolerant and non-invasive	Completed	The plant palette complies with this project design feature.
LAX-PDF-108	Biotic Communities / Endangered and Threatened Species	Required landscaping at the LAX Northside is designed to create a sustainable and functional urban landscape that prevents any unnecessary impact on adjacent uses	Completed	The final approved design complies with this project design feature.
LAX-PDF-109	Biotic Communities / Endangered and Threatened Species	The proposed LAX Northside Design Guidelines and Standards requires landscaping that unifies the project site	Completed	The final approved design complies with this project design feature.
LAX-PDF-110	Biotic Communities / Endangered and Threatened Species	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	Completed	The project's approved plant palette includes drought tolerant plants and supports the preservation of plant species native to the Southern California region and local habitats.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-111	Biotic Communities / Endangered and Threatened Species	Casting and spraying of seed for sod installation is prohibited to further reduce the possibility of attracting the presence of flocking birds.	Completed	No casting and spraying of seed for sod installation is intended for this project, especially given the site's proximity to the runway.
LAXN-PDF-112	Biotic Communities / Endangered and Threatened Species	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.	Completed	The final approved design complies with this project design feature.
LAXN-PDF-114	Biotic Communities / Endangered and Threatened Species	Existing trees will be preserved when compatible with the proposed Project's landscape material palettes	Completed	The project site was previously disturbed and the majority of the site consisted of parking areas and modular trailers that housed LAX construction projects staff. Low-lying shrubbery and ice plant were located along the northern and western edges of the site; however, there were no matures trees present (i.e., no existing trees to preserve)
LAXN-PDF-116	Biotic Communities / Endangered and Threatened Species	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.	Completed	The final approved design complies with this project design feature.
LAXN-PDF-117	Hazardous and Hazardous Materials	Landscaping throughout the project site is designed to create a sustainable and functional urban landscape that prevents any unnecessary impact on adjacent uses.	Completed	The final approved design complies with this project design feature.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-118	Hazardous and Hazardous Materials	Landscaping is allowed if it is compatible with the operation of aircraft at the adjacent airfield.	Completed	The landscaping selected for the RS-X Project will not pose compatibility problems with the operation of aircraft.
LAX-PDF-119	Biotic Communities / Endangered and Threatened Species	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.	Completed	The final approved design complies with this project design feature.
LAXN-PDF-120	Geology and Soils	The landscape zones defined in the proposed LAX Northside Design Guidelines and Standards control allowable plant materials to ensure appropriate locations	Completed	The final approved design complies with this project design feature.
LAXN-PDF-121	Hydrology and Water Quality	Natural vegetation and native and/or drought tolerant plants will be planted in parking lot islands and other landscaped areas where feasible	Completed	The final approved design complies with this project design feature.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-122	Land Use	Any portion of the parking area not used for parking, loading, drive aisles, or pedestrian connectivity would be landscaped	Completed	The RS-X Control House has a limited amount of parking area that does not allow for landscaping.
LAXN-PDF-124	Utilities	Drought-tolerant plants that require moderate to limited maintenance are required in certain areas	Completed	The final approved design complies with this project design feature.
LAXN-PDF-125	Utilities	Landscaped buffers, landscaped setbacks, and recreational areas are required to have only drought-tolerant plants.	Completed	Please see LAXN-PDF-124.
LAXN-PDF-126	Utilities	The landscaping is required to be: • 50% non-native and 50% native in the landscape setback zone • 70% non-native and 30% native in the paseo and streetscape zone • 80% native and 20% non-native in the airport support zone • 100% locally-native, drought-tolerant in the buffer zone • 80% native and 20% non-native in the recreation zone • 40% non-native and 60% native in parking and development zones	Completed	The final approved design complies with this project design feature.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-127	Aesthetics	Lighting shall be designed to provide ambiance, safety, and security without unnecessary spillover or glare	Completed	The final approved design complies with this project design feature.
LAXN-PDF-128	Aesthetics	Indirect wall lighting or “wall washing” and overhead down lighting may be used to help reduce light trespass into adjacent properties	Completed	The final approved design complies with this project design feature.
LAXN-PDF-129	Aesthetics	Spotlighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area	Completed	The final approved design complies with this project design feature.
LAXN-PDF-130	Aesthetics	Exposed bulbs shall not be used.	Completed	No exposed bulbs are included in this project.
LAXN-PDF-131	Aesthetics	Building light fixtures shall be designed or selected to be architecturally compatible with the main structure	Completed	The final approved design complies with this project design feature.
LAXN-PDF-132	Aesthetics	Lighting mounted above 10’ from finish grade shall incorporate a full cut-off shield fixture	Completed	The final approved design complies with this project design feature.
LAXN-PDF-133	Aesthetics	When security lighting is necessary, it shall be recessed, hooded, and located to illuminate only the intended area	Completed	The final approved design complies with this project design feature.
LAXN-PDF-134	Aesthetics	Glare or light trespass is prohibited on any adjacent streets, or within any adjacent properties	Completed	The final approved design complies with this project design feature.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-135	Aesthetics	Service area lighting shall be contained within the service yard boundaries and enclosure walls	Completed	The final approved design complies with this project design feature.
LAXN-PDF-136	Aesthetics	No light spillover shall occur outside the service area	Completed	The final approved design complies with this project design feature.
LAXN-PDF-137	Aesthetics	Lighting is required to be shielded so that the source of lighting is not visible at the property line	Completed	The final approved design complies with this project design feature.
LAXN-PDF-138	Aesthetics	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	Completed	The final approved design complies with this project design feature.
LAXN-PDF-139	Hazards and Hazardous Materials	Lighting for buildings will be designed to prevent disruption of the function of the airfield.	Completed	The final approved design complies with this project design feature.
LAXN-PDF-141	Noise	The following buffer areas and setbacks apply to the LAX Northside Airport Support District: ▪ Area 4: • 50 feet South Pershing Drive/Westchester Parkway • 20 feet Southern edge • 25 feet Northside Parkway	Completed	The project complies with the stipulated setbacks.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-142	Noise	The Project site will be graded and/or developed so that sound propagating towards existing residential areas to the north will be attenuated.	Completed	In order to accommodate the vertical and horizontal setbacks by FAA, the RS-X project site will be located at a lower elevation - 15 to 22 feet below the existing grade. To do so, berms and slopes will be graded along the northern, western and southern boundaries of the site. The berms will be landscaped to screen the site as feasible. Both the lower elevation and landscaping on the northern berm help provide attenuation.
LAXN-PDF-144	Noise	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.	Completed	The RS-X's Control House's HVAC units are located in a screened dedicated mechanical area outside of the building and not on the structure's roof.
LAXN-PDF-147	Noise	Roof mounted equipment shall be screened at a maximum of 6' in height, measured from finish grade, which will buffer associated noise.	Completed	Please see LAXN-PDF-144.
LAXN-PDF-152	Hydrology and Water Quality	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.	Completed	The RS-X project does not include subterranean parking.
LAXN-PDF-153	Land Use	Required parking spaces shall conform to standards set forth in the provisions of LAMC Section 12.21.A.4.	Completed	The RS-X Control House's parking spaces conform to LAMC Section 12.21.A.4.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-166	Public Services	The proposed Project would be required to provide design features consistent with the Fire Protection Regulations established within the LAMC.	Completed	The project will comply with Fire Protection Regulations in the LAMC. In addition, the project includes a secondary emergency access to/from adjoining LAWA property on the east.
LAXN-PDF-167	Public Services	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.	Completed	The project will comply with Police Protection Regulations in the LAMC.
LAXN-PDF-187	Aesthetics	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	Completed	The final approved design complies with this project design feature.
LAXN-PDF-194	Aesthetics	Signs are limited to a maximum of two signs on two elevations and may not project above the top of buildings	Completed	Signs will not be located on top of the RS-X Control House.
LAXN-PDF-195	Aesthetics	Signs are prohibited from being visible from residential areas and shall be located on building frontages	Completed	Signs will not be visible from residential areas.

Appendix B – Project Design Features (cont.)
Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-196	Aesthetics	Signs can be internally illuminated only to a maximum of 2 foot candles above ambient levels	Completed	The final approved design complies with this project design feature.
LAXN-PDF-197	Aesthetics	Exposed light sources (neon or incandescent) are prohibited (in signs)	Completed	No exposed light sources will be present in signs .
LAXN-PDF-198	Aesthetics	Signs shall not overlap architectural features on a building	Completed	The project's signs will follow LAWA's sign standards.
LAXn-PDF-199	Aesthetics	Tenant signs are not allowed to project above buildings in the manner of billboards	Completed	Signs will not be located on top of the RS-X Control House.
LAXN-PDF- 200	Aesthetics	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	Completed	The project's signage will conform with LAWA standards and does not incorporate moving / flashing lights, exposed infrastructure, exposed fasters, plastic letters or sandblasted wood type construction.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAXN-PDF-207	Land Use	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	Completed	The RS-X Control House will comply with LAWA Sustainability Guidelines.
LAXN-PDF-208	Utilities	Compliance with Ordinance No. 181,480 of the Los Angeles Municipal Code for high efficiency toilets and water-conserving fixtures (water closets, urinals) or utilizing non-potable water systems	Completed	The project will comply with Ordinance No. 181,480.
LAXN-PDF-209	Utilities	Compliance with Ordinance No. 181,480 of the Los Angeles Municipal Code for: plumbing fixtures and fixture fittings; faucets; providing separate meters or submeters for indoor and outdoor potable water use; and having irrigation controllers and sensors	Completed	The project will comply with Ordinance No. 181,480.
LAXN-PDF-210	Utilities	Compliance with the City's Water Efficiency Requirements Ordinance (Ordinance No.180,822)	Completed	The project will comply with Ordinance No. 180,822.
LAXN-PDF-211	Utilities	Energy efficient lighting is required	Completed	The final approved design complies with this project design feature.

Appendix B – Project Design Features (cont.)

Receiving Station X (RS-X)

Measure ID	Resource Category	Overview	Status	Summary of Compliance
LAX-PDF-212	Aesthetics	Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 including Section A5.203.1.1	Completed	The final approved design complies with the LAGBC.
LAX-PDF-213	Aesthetics	Compliance with Los Angeles Green Building Code (LAGBC) Tier 1 requirements including Sections A5.203.1.1 and A5.303.2.3.1	Completed	Please see LAX-PDF-212.
LAXN-PDF-214	Utilities	All building projects with an LADBS permit-valuation over $200,000 shall achieve LAGBC Tier-1 conformance	Completed	The project will comply with LAGBC Tier-1 conformance.
LAXN-PDF-216	Surface Transportation/ Traffic	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.	Completed	Site preparation/grading resulted in net export of soils; however, a large portion of the export was placed on a vacant lot owned by LAWA where it will be temporarily stored for future use by other LAX projects that require the import of soils during site preparation/grading. This helps reduce the number and distances of off-site haul trips.
LAXN-PDF-220	Surface Transportation/ Traffic	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	In Progress	LAWA has and will continue to notify transit operators of any construction activity that impacts regularly scheduled transit routes.