Los Angeles International Airport (LAX)
Landside Access Modernization Program

Mitigation Monitoring and Reporting Program

February 2017

This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the LAX Landside Access Modernization Program. This MMRP, prepared in compliance with State CEQA Guidelines Section 15097, specifies the monitoring and reporting requirements for the LAX Landside Access Modernization Program described in the Final Environmental Impact Report (EIR) prepared for the project. In addition to project-specific mitigation measures identified in the Final EIR, Los Angeles World Airports (LAWA) has developed Standard Control Measures that implement existing regulations and/or LAWA plans and policies that would reduce or avoid the project's environmental impacts. Where the Final EIR identified significant impacts associated with the proposed project, in some cases, Standard Control Measures were identified as mitigation measures to avoid or substantially lessen these impacts. In addition, the Final EIR identified Standard Control Measures proposed for implementation that would further reduce certain less-than-significant impacts. All Standard Control Measures identified in the Final EIR are included in this MMRP, whether or not they were identified as mitigation measures to address a significant impact.

Table 1 provides, by environmental resource topic, the number and title of each project-specific mitigation measure identified in the Final EIR; the full text of the subject measure; the impact being addressed; and the timing of implementation, monitoring frequency, and actions indicating compliance (i.e., reporting). **Table 2** provides, by environmental resource topic, the number and title of each LAX Standard Control Measure identified in the Final EIR that serve as mitigation measures and other LAX Standard Control Measures that apply to the project; the full text of the subject measure; the impact being addressed; and the timing of implementation, monitoring frequency, and actions indicating compliance (i.e., reporting). Monitoring and implementation of all of the measures are the responsibility of LAWA, and/or the party carrying out the project. Some measures will be implemented by the construction contractor(s) in accordance with their contract specifications, which include environmental compliance requirements. LAWA will prepare an MMRP progress report annually that will identify actions taken with respect to the measures applicable in the reporting year.

Table 1: Project Specific Mitigation Measures

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
Aesthetics					
MM-A (LAMP)-1 **Monitoring Agency:** **LAWA**	**Application of Design Features to Protect Aesthetic Context of Theme Building.** LAWA shall apply the following guidelines to the final design of the APM guideway and passenger walkway adjacent to the Theme Building to reduce visual impacts: • Minimize the number of columns and structures surrounding the Theme Building by maximizing the column support span in this area. • Minimize the bulk of the APM guideway structure to preserve openness around the Theme Building to the extent feasible. • Design the APM and passenger walkway structures around the Theme Building to complement the existing Theme Building structure and better harmonize the Project elements and the Theme Building. • Implement landscape elements in the vicinity of the Theme Building that enhance passenger and visitor's visual focus on the Theme Building (i.e., make the Theme Building the visual focus of this area, not the proposed Project elements).	Visual impairment of Theme Building	Included as condition of design and construction of Project elements	Incorporated as part of design reviews	Design/ compliance review
Air Quality					
MM-AQ (LAMP)-1 **Monitoring Agency:** **LAWA**	**Preferential Use of Renewable Diesel Fuel** LAWA will require the use of renewable diesel fuel in proposed Project construction off-road equipment and on-site, on-road trucks for at least 90 percent of diesel fuel demand. Renewable diesel fuel is available locally for fleetwide use and has been shown to reduce criteria pollutant and greenhouse gas emissions from diesel engines.	Construction-related air pollutant emissions	Included as condition of design and construction of Project elements	Once prior to commencement of construction and on-going during construction	Annual reports to document compliance rate

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Cultural Resources					
MM-HR(LAMP)-1 **Monitoring Agency: LAWA**	**Preservation of Historic Resources: Theme Building and Setting.** Prior to the issuance of a building permit for the APM, a Historic Structures Report (HSR) shall be prepared for the Theme Building to guide its preservation and future use. The format and content of the report shall comply with the National Park Service's Preservation Brief 43: The Preparation and Use of Historic Structure Reports. The Theme Building shall be rehabilitated for a new use that maintains controlled public access to the building's atrium, lobby and former restaurant space. Potential new uses for the Theme Building include, but are not limited to, a restaurant, the relocated Flight Path Learning Center and Museum, or a meeting/event space. The Theme Building shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for the rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary. The remaining space around the Theme Building, bounded on the north and south by World Way and on the east by East Way, shall preserve and retain the open setting to recall the Theme Building's historic setting. The open setting shall include an interpretive program that may include photographic exhibits, audio/visual presentations, and interactive displays to chronicle the history and design of the Theme Building and the 1961 ATCT, their context within the larger airport plan, the architects, and their historic significance. This exhibit shall be located in the	Theme Building and setting	• Historic Structures Report to be prepared prior to issuance of a building permit for the APM; • Rehabilitation to be implemented when building is activated for a use; • Preservation of open space and interpretive program to be implemented after testing and construction of APM completed	Once prior to commencement of construction and on-going during construction	• Complete preparation of Historic Structures Report • Completion of rehabilitation prior to new use • Installation of interpretive program

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	setting surrounding the Theme Building or within the Theme Building and shall be made accessible to the public. The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed rehabilitation, and shall monitor construction for compliance with the recommendations in the HSR.				
MM-HR (LAMP)-2 **Monitoring Agency: LAWA**	**Protection of 1961 Airport Traffic Control Tower.** The 1961 ATCT would be preserved in place. Its remaining character-defining features would be preserved in accordance with the Secretary of the Interior's Standards for Rehabilitation. LAWA will protect the 1961 ATCT during demolition of the Administration Building to ensure the structural integrity of the ATCT. Additionally, the 1961 ATCT will be protected from construction equipment and activities during construction of the APM columns and guideway adjacent to the 1961 ATCT. Protection could include use of techniques to minimize vibration during construction, physical barriers to protect the structure, and contractor awareness of the historic resource.	1961 Airport Traffic Control Tower	• Prior to commencement of demolition and construction adjacent to the 1961 ATCT • Preservation of character-defining features would be ongoing	On-going during demolition and construction activities	• Post-construction evaluation report of structure
Greenhouse Gas Emissions					
MM-GHG (LAMP)-1 **Monitoring Agency: LAWA**	**Incorporate Solar Energy into LAX Landside Access Modernization Program Facilities.** LAWA will provide solar power generation totaling a minimum of 5.70 megawatts in AC output capacity (MWAC) as part of the implementation of the LAX Landside Access Modernization Program.	Operational GHG Emissions	Included in Project elements as feasible, based on results of ongoing Solar Feasibility Study	Once upon completion of installation	Annual reports to document energy production

MITIGATION MEASURES		IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
Hydrology, Water Quality, and Groundwater					
MM-HWA (LAMP)-1 **Monitoring Agency: LAWA**	**Stormwater Management Facilities (Project-Specific).** **Table 1-A** presents the volume of stormwater that would require management to meet the water quality treatment requirement for each proposed Project component, as well as the additional on-site runoff storage/detention that would be needed to fully mitigate peak runoff depth downstream for the 10-year storm event. The design and sizing of drainage system and stormwater quality treatment facilities for the proposed Project shall accommodate those storage requirements. Following Table 1A is a description of the design provisions for each Project component that could meet the storage requirements.	Stormwater Drainage Systems and Flooding	Included as condition of design and construction of Project elements	Incorporated as part of design reviews	Design/ compliance review and NPDES permit reporting

Table 1-A: Storage Volume Requirements for On-Site Stormwater Management

LAMP COMPONENT	WATER QUALITY REQUIREMENT (ft^3)	ADDITIONAL DRAINAGE REQUIREMENT (ft^3)	TOTAL (ft^3)
CONRAC	220,000	351,000	571,000
ITF East	70,000	130,000	200,000
ITF West	45,000	49,000	94,000
APM MSF Facility	7,000	16,000	23,000
APM Guideway (entire length)	54,000	New Storm Drains	54,000
New Roadways	130,000	New Storm Drains	130,000

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	LAWA shall include the following measures, or functional equivalents, in the design of each component of the proposed Project to reduce Project-specific impacts on stormwater drainage and flooding: • **CONRAC**. Proposed on-site cisterns will be supplemented to provide an additional 40,000 ft^3 of detention in the north and 31,000 ft^3 of detention in the south; a detention design depth of 5 feet would necessitate a footprint of 0.2 acre and 0.1 acre on the facility site, respectively. • **ITF East**. A 1.9-acre site for combined retention and detention will be provided, or functional equivalent, to retain 70,000 ft^3 of runoff for water quality treatment (a 1.3-acre footprint) and detain 130,000 ft^3 to meet developed drainage requirements (a 0.6-acre footprint) at the ITF East facility. • **ITF West**. A 1.1-acre site for combined retention and detention will be provided, or functional equivalent, to retain 45,000 ft^3 (0.86 acre) of runoff and detain 50,000 ft^3 (0.23 acre). • **APM MSF**. A 0.2-acre site for combined retention and detention will be provided, or functional equivalent, to retain 7,000 ft^3 of runoff (0.13 acre) and detain 16,000 ft3 (0.07 acre). • **Roadways and APM Guideway**. For roadways, approximately 2.5 acres of swales will be provided, or functional equivalent, to retain 130,000 ft^3 of runoff. For the APM guideway, approximately 1 acre of surface-level bioretention features will be provided, or functional equivalent, to treat 54,000 ft^3 of runoff.				
MM-HWA (LAMP)-2 **Monitoring Agency:**	**Stormwater Management Facilities (Project-Specific).** LAWA shall include the following measures, or functional equivalents, in the design of stormdrain system improvements for the proposed Project to address deficiencies of local drainages:	Stormwater Drainage Systems and Flooding	Included as condition of design and construction of Project elements	Once prior to commencement of construction and on-going during construction activities	Completion of construction or fair-share contribution

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
LAWA	• LAWA will construct or support on a fair-share basis, improvements to the existing line with larger diameter lines to address the existing drainage deficiencies within the storm drain line alone 96th Street, Airport Boulevard, and Century Boulevard.				
MM-HWA (LAMP)-3 **Monitoring Agency: LAWA**	**Stormwater Management Facilities (Programmatic).** LAWA shall implement the following measures for future related development to reduce impacts on stormwater drainage and flooding: • LAWA will use site design and stormwater management to maintain the site's pre-development runoff rates and volumes for future related development project sites. One hundred percent of rainwater from a three-quarter inch rainstorm will be completely captured, infiltrated, and/or used on-site. LAWA will employ the use of underground cisterns, swales, storm drains, or other stormwater management facilities to achieve this result.	Stormwater Drainage Systems and Flooding	Included as mitigation measure for project-specific CEQA documents for potential future related development	Once when project-specific CEQA documents are being prepared	Adoption of project-specific CEQA findings
Noise					
MM-N (LAMP)-1 **Monitoring Agency: LAWA**	**Noise Curtains.** LAWA shall require construction contractors to use noise curtains, noise blankets, temporary sound walls, or their equivalent during construction to shield nearby sensitive receptors from construction equipment-related noise when an increase of 5 dB(A) is projected to occur over the baseline exterior level. To verify efficiency of the noise reduction features, LAWA will measure construction noise levels at the closest sensitive receptors in compliance with City of Los Angeles standards. If noise levels exceed the 5 dB(A) increase, LAWA will implement additional technological solutions and installation equipment and will repeat measuring construction noise levels, until an increase of 5 dB(A) does not occur.	Noise impacts on noise-sensitive receptors 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 construction 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 and subsequent approval of the noise control plan by LAWA

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Public Services					
MM-PS (LAMP)-1 **Monitoring Agency:** **LAUSD**	**School Relocations.** As required by CEQA, LAUSD, as lead agency, will evaluate the environmental impacts of the specific relocation proposal(s), and will adopt mitigation measures to avoid or substantially lessen any significant impacts determined in that evaluation.	Relocation of Stella Middle Charter and Bright Star Secondary Charter Academies	Prior to commencement of construction (if feasible).	Once prior to commencement of construction, or on-going through construction activities	Inclusion of mitigation measures in CEQA document
Transportation/Traffic					
MM-ST (LAMP)-1 **Monitoring Agency:** **LAWA**	**Construction Traffic Project Task Force.** LAWA would establish a Project Task Force specific to the LAX Landside Access Modernization Program that may be comprised of key stakeholders from LAWA, the Coordination and Logistic Management Team (CALM), other City departments, and others as deemed appropriate. This Project Task Force would provide input into worksite traffic control plans and other traffic management plans that are developed for the Project. The Project Task Force would review the traffic management plans to ensure the following topics are considered: • Coordination with all other LAWA construction projects; • Coordination with other public infrastructure projects; • Detour impact analysis for pedestrian, business, bicycle, and traffic flow; • Coordinate closures and restricted access with all potential special events and holiday traffic flow • Notification to the public with use of static signage, changeable message signs, media announcements, Airport website, etc.; • Work with LAWA police and the Los Angeles Police Department to enforce delivery times and routes; • Coordinate with police and fire personnel regarding maintenance of emergency access and response	Traffic congestion and delay related to construction activities	Prior to commencement of construction for establishment of Project Task Force and completion of Worksite Traffic Control Plans; during construction for implementation	Once for establishment of Project Task Force and completion of Worksite Traffic Control Plans; on-going during construction	Inclusion of relevant measures in construction contract(s); establishment of Project Task Force

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times; • Monitor and coordinate deliveries; • Establish detour routes; • Work with residential and commercial neighbors regarding upcoming construction activities; and • Analyze traffic conditions to determine the need for additional traffic signals, signs, lane restriping, signal modifications, etc. The Project Task Force would collaborate with the appropriate groups to develop a comprehensive and long-term communication and construction impact outreach strategy for implementation during construction. The Task Force would work closely with other LAWA departments, including Public Relations, Planning and Development, and Operations. The Task Force would also ensure that an innovative and effective construction outreach and communication strategy is developed to keep key stakeholders, businesses, and residents notified and informed during construction of the proposed Project. Prior to initiation of construction, contractors would be required to complete a Traffic Management Plan (TMP) with associated Haul Routes and Worksite Traffic Control Plans (WTCP), as well as Temporary Traffic Signal Plans (TTS), and Temporary Street Lighting (TSL) Plans if TTSs and TSLs are needed. The TMP would include a description of how the contractor will manage all construction-related traffic, deliveries, shift hours, parking locations, haul routes, and modifications to shuttle system operations, if any. The WTCP would detail the locations for variable message and other signs, any lane striping changes, any detours, and traffic signal modifications. The WTCP, TTS, TSL, and Haul Routes would require input from the Project Task Force as well as any appropriate agencies and departments. Contractor compliance would be monitored throughout the duration of their contract. LAWA would require contractors to implement and comply with the following TMP measures				

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to reduce construction-related traffic impacts associated with projects at LAX, including: **Designated Truck Delivery Hours** To the extent possible, truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off-peak hours to avoid the peak commuter and Airport traffic periods on designated haul routes. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. Monday through Friday. Peak Airport traffic periods occur throughout most of the day, therefore, to the extent possible, truck delivery hours shall be limited to overnight hours from 1:00 a.m. to 7:00 a.m. **Designated Truck Routes** For dirt, aggregate, bulk cement, and all other materials and equipment, truck deliveries would be on designated routes only (freeways and non-residential streets). Designated truck routes are limited to: • Aviation Boulevard (Imperial Highway to Manchester Boulevard) • Manchester Boulevard (Aviation Boulevard to I-405) • Florence Avenue (Aviation Boulevard to I-405) • La Cienega Boulevard (north of Imperial Highway) • Pershing Drive (Westchester Parkway to Imperial Highway) • Westchester Parkway (Pershing Drive to Sepulveda Boulevard) • Century Boulevard (Sepulveda Boulevard to Aviation Boulevard) • Sepulveda Boulevard (Westchester Parkway to Imperial Highway) • Imperial Highway (Pershing Drive to I-405)				

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	• I-405 • I-105 **Stockpile Locations** All stockpile locations must be pre-approved by LAWA. Stockpile locations/laydown/staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.				
MM-ST (LAMP)-2 **Monitoring Agency: LAWA**	**Maintenance of Traffic.** To ensure that continued vehicular access to community facilities is maintained, the contractor shall provide at least one lane of traffic in each direction on access cross streets that are not going to be dead-ended during construction. If one lane of traffic cannot be maintained, the contractor shall provide a detour route for motorists.	Maintenance of Traffic	Included as a condition of design and construction of Project elements	Once prior to commencement of construction and on-going during construction activities	Approval of traffic management plans by appropriate jurisdiction
MM-ST (LAMP)-3 **Monitoring Agency: LAWA**	**Worksite Traffic Control Plans.** Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with the affected municipalities and other jurisdictions (County, State) in accordance with the Work Area Traffic Control Handbook (WATCH) manual and the California Manual on Uniform Traffic Control Devices (MUTCD) as required by the relevant municipality. The WTCPs will be based on lane requirements and other special requirements defined by the Los Angeles City Department of Transportation (LADOT), the affected municipalities for construction within their City and from other appropriate agencies for construction in those jurisdictions. The WTCP's shall be designed to maintain designated Safe Routes to School wherever possible during times of the year when nearby schools are in session. The WTCP's shall be reviewed and coordinated with the LAWA Project Task Force 30 days in advance of any restriction or closure, or with as much notice as technically feasible.	Worksite Traffic Control Plans	Prior to initiation of construction and on-going during construction activities; Included as condition of design and construction of Project elements	Once prior to commencement of construction and on-going during construction activities	Approval of worksite traffic control plans by appropriate jurisdiction

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MM-ST (LAMP)-4 **Monitoring Agency: LAWA**	**Roadway Closure Restrictions.** No designated major or secondary highway will be closed to vehicular or pedestrian traffic except at night or on weekends, unless approval is granted by the jurisdiction in which it is located.	Roadway Closure Restrictions	Included as condition of design and construction of Project elements; on-going during construction activities	Once prior to commencement of construction and on-going during construction activities	Approval of traffic maintenance plans by appropriate jurisdiction
MM-ST (LAMP)-5 **Monitoring Agency: LAWA**	**Traffic Maintenance During Construction.** The following would be implemented during construction when appropriate City departments or local jurisdictions deem necessary: • Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time. • Access shall remain unobstructed, or equivalent alternate access provided for land uses in proximity to the Project site during construction. • Unless otherwise specified in the WTCP, the contractor shall maintain access to the businesses that rely on on-street parking and pedestrian access during construction. If it is necessary to temporarily restrict access to a business, the contractor shall provide the facility advance notice of restrictions. Unless otherwise specified in the WTCP, the contractor shall schedule access restrictions to off-peak hours or during times when the business is closed and shall not fully restrict access for the total hours of operation of business on any given day of operation. • Relative to maintaining access to businesses, construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time unless otherwise specified by the WTCP. • Contractors shall use temporary special signage to	Traffic Maintenance During Construction	During construction of Project elements	On-going during construction activities	Approval of traffic maintenance plans by appropriate jurisdiction

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	inform the public of closure information in advance of temporary closures. Signage shall also provide special access directions, if warranted. • Notice of closure will be prepared by the contractor with legible maps and reviewed prior to dissemination by the Project Task Force. • A construction management plan shall be developed by the contractor and will be implemented during construction, to include the following: - Establish requirements for the loading, unloading, and storage of materials on the Project site - Coordinate with the City and emergency and safety service providers to ensure adequate access is maintained to the project site and neighboring businesses. In addition to the mitigation measures identified above, the contractor would be required to comply with City and local jurisdiction guidelines and regulations.				
MM-ST (LAMP)-6 **Monitoring Agency: LAWA**	**Transportation Demand Management (TDM) Program.** Prior to completion of Phase 1 of the Project, Los Angeles World Airports shall: • Prepare and circulate a general travel demand survey to a statistically viable number of LAX-based employees to ascertain mode of travel to/from work, a representative percentage of drive-alone and park employees versus those who utilize public transit or existing LAWA-managed rideshare programs (i.e., vanpool, carpool, FlyAway, etc.). • Based on the results of above, LAWA shall prepare a LAX TDM Program that includes, but is not limited to the following: - The formation of a Los Angeles International Airport Area Transportation Management Organization (TMO) to organize and offer	Off-Airport Traffic	Included as condition of design and construction of Project elements; prior to completion of Phase 1 Survey to be conducted 9 months after implementation of the TDM Program	On-going through TDM Program operations	Annual reports on TDM Program activities and ridership, and achievement of performance objective (5 percent employee trip reduction as specified)

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	alternative transportation programs and benefits to LAX-area employees. - The following transportation amenities/opportunities for LAX-area employees, as determined by Origin/Destination-based data ▪ Enhanced vanpool program opportunities ▪ Enhanced carpool opportunities ▪ Transit passes ▪ New car-share program opportunities ▪ Pilot-program shuttle service for employees living in SB 535 designated disadvantaged communities • Within nine months of the launch of the LAX TDM Program, LAWA will conduct a follow-up survey to ascertain the pros and cons of various programs, make adjustments as needed, and re-tool program efforts. • Achieve a 5 percent trip reduction performance objective. Performance metrics for the 5 percent TDM Program shall be as follows: - Elimination of 200 peak hour trips (am or pm) identified as "drive alone" employee trips. - Elimination of 800 average daily one-way trips identified as "drive alone" employee trips.				
MM-ST (LAMP)-7 **Monitoring Agency: LAWA**	**Signal System Corridor Improvements – Intelligent Transportation System (ITS), City of Inglewood.** Prior to completion of Phase 1 of the Project, LAWA shall implement intersection improvements designed to reduce the significant impacts of the Project, consisting of signal system and phasing enhancements, including a monetary contribution to design and implementation of an Intelligent Transportation System (ITS) improvement along various key travel corridors within the City of Inglewood. Signal system and phasing enhancements include provision	Off-Airport Traffic	Prior to Phase 1 completion	Once upon completion of ITS improvements	Activation of ITS improvements

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	of additional/upgraded equipment and/or providing connections to existing traffic control systems. LAWA will implement a signal system upgrade along the La Cienega Boulevard corridor between La Tijera Boulevard and Century Boulevard; and along the Century Boulevard corridor between La Cienega Boulevard and Van Ness Avenue, by upgrading the signal controller and other equipment upgrades, as necessary to achieve the mitigation benefit at the following locations: • La Cienega Boulevard and Florence Avenue • La Cienega Boulevard and Manchester Boulevard • La Cienega Boulevard and Arbor Vitae Street • La Cienega Boulevard and Century Boulevard • Century Boulevard and I-405 Northbound on- and off-ramps • Century Boulevard and Inglewood Avenue • Century Boulevard and La Brea Avenue/Hawthorne Boulevard				
MM-ST (LAMP)-8 **Monitoring Agency: LAWA**	**Signal System Corridor Improvements - Closed Circuit TV (CCTV) Camera and Changeable Message Signs (CMS) Installation.** Prior to completion of Phase 1 of the Project, LAWA shall implement signal system upgrades within the study area by installing CCTV cameras at the locations identified below: • Sepulveda Boulevard and Manchester Avenue • Sepulveda Boulevard and La Tijera Boulevard • Sepulveda Boulevard and Westchester Parkway • Sepulveda Boulevard and Lincoln Boulevard • Sepulveda Boulevard and Century Boulevard • Sepulveda Boulevard and I-105 Freeway Ramps • Sepulveda Boulevard and Imperial Highway Additionally, to provide real-time traffic information as well as predictive time information to the users, the Project will	Off-Airport Traffic	Prior to completion of Phase 1	Once upon completion of CCTV installation	Completion of signal system upgrades and provision of funding for CMS and CCTV systems

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	provide funding towards implementation of Changeable Message Signs (CMS) along key access corridors to LAX such as Sepulveda Boulevard, La Cienega Boulevard and Century Boulevard.				
MM-ST (LAMP)-9 **Monitoring Agency: LAWA**	**Modify the Intersection of Airport Boulevard and Century Boulevard.** Prior to completion of Phase 1 of the Project, LAWA will provide a signal modification to include a southbound right-turn overlap arrow, allowing right-turning vehicles to proceed at the same time the eastbound left-turn turn arrow is green. This improvement will require the prohibition of 'U'-turns in the eastbound direction.	Intersection of Airport Boulevard and Century Boulevard	Prior to completion of Phase 1	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-10 **Monitoring Agency: LAWA**	**Modify the Intersection of Arbor Vitae Street and Concourse Way-Isis Avenue.** Prior to completion of Phase 1 of the Project, LAWA will align the extension of Concourse Way to be directly across from Isis Avenue (north of Arbor Vitae Street) and install a traffic signal of the intersection of Isis Avenue/Concourse Way and Arbor Vitae Street. The provision of a traffic signal at this location will allow left-turn movement in and out of Concourse Way, reducing the number of westbound and northbound left-turns at the intersection of Aviation Boulevard and Arbor Vitae Street. Through movements north and south between Isis Avenue and Concourse Way will not be permitted.	Intersection of Arbor Vitae Street and Concourse Way-Isis Avenue	Prior to completion of Phase 1	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-11 **Monitoring Agency: LAWA**	**Modify the Intersection of La Cienega Boulevard and Arbor Vitae Street.** Prior to completion of Phase 1 of the Project, LAWA will provide a second eastbound left-turn lane and contribute to design and implementation of signal system improvement. The eastbound approach will be restriped to have one left-turn lane, a shared left-through lane, one through lane and a separate right-turn lane. The signal system improvement will increase the intersection capacity by 10 percent (a 0.10 improvement in V/C ratio).	Intersection of La Cienega Boulevard and Arbor Vitae Street	Prior to completion of Phase 1 of the Project	Once upon completion of intersection improvements	Completion of improvement

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MM-ST (LAMP)-12 **Monitoring Agency: LAWA**	**Modify the Intersection of La Cienega Boulevard and Century Boulevard.** Prior to completion of Phase 1 of the Project, LAWA will restripe this intersection to provide northbound and southbound dual left-turn lanes and provide a separate westbound right-turn lane. The northbound approach will be restriped within existing right-of-way to provide dual left-turn lanes, two through lanes and two right-turn lanes. The southbound approach will be restriped from one left-turn lane, two through lanes and two right-turn lanes to dual-left-turn lanes, two through lanes and one right-turn lane. The existing westbound shared through-right turn lane will be restriped to a right-turn lane only. The westbound approach will have a left-turn lane, three through lanes and a separate right-turn lane. LAWA will also contribute to the design and implementation of signal system improvements to this intersection.	Intersection of La Cienega Boulevard and Century Boulevard	Prior to completion of Phase 1 of the Project	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-13 **Monitoring Agency: LAWA**	**Modify the Intersection of La Cienega Boulevard and Florence Avenue.** Prior to completion of Phase 1 of the Project, LAWA will contribute to design and implementation of signal system improvement. This improvement will increase the intersection capacity by 10 percent (a 0.10 improvement in V/C ratio).	Intersection of La Cienega Boulevard and Florence Avenue	Prior to completion of Phase 1	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-14 **Monitoring Agency: LAWA**	**Modify the Intersection of Inglewood Avenue and Century Boulevard.** Prior to completion of Phase 1 of the Project, LAWA will contribute to design and implementation of signal system improvement. This improvement will increase the intersection capacity by 10 percent (a 0.10 improvement in V/C ratio).	Intersection of Inglewood Avenue and Century Boulevard	Prior to completion of Phase 1	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-15 **Monitoring Agency:**	**Modify the Intersection of I-105 Freeway Ramps (east of Aviation Boulevard) and Imperial Highway.** Prior to completion of Phase 1 of the Project, LAWA will modify the design for the new 'C' Street being proposed between 111th Street and Imperial Highway to provide a separate	Intersection of I-105 Freeway Ramps (east of Aviation Boulevard) and Imperial Highway	Prior to completion of Phase 1 of the Project	Once upon completion of intersection improvements	Completion of improvement

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
LAWA	right-turn lane on the southbound approach to Imperial Highway.				
MM-ST (LAMP)-16 **Monitoring Agency: LAWA**	**Modify the Intersection of La Cienega Boulevard and Manchester Boulevard.** LAWA will contribute to design and implementation of signal system improvement. This improvement will increase the intersection capacity by 10 percent (a 0.10 improvement in V/C ratio).	Intersection of La Cienega Boulevard and Manchester Boulevard	Prior to completion of Phase 1 of the Project	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-17 **Monitoring Agency: LAWA**	**Modify the Intersection of Sepulveda Boulevard and Century Boulevard.** In conjunction with the construction of the new Sepulveda northbound access to the CTA, and prior to the elimination of the intersection of Sky Way and World Way, LAWA will provide a third westbound left-turn lane. As part of the proposed Project, new connections would be provided between westbound Century Boulevard to northbound Sepulveda Boulevard via New 'A' Street and W. 96th Street. This would result in reducing the number of westbound right-turning vehicles at Sepulveda Boulevard and Century Boulevard and eliminating the need for a second westbound right-turn lane. The proposed improvement will restripe the westbound right-turn lane into a third left-turn. The westbound approach will have three left-turn lanes and one right-turn lane.	Intersection of Sepulveda Boulevard and Century Boulevard	In conjunction with the construction of the new Sepulveda northbound access to the CTA, prior to the elimination of the intersection of Sky Way and World Way, and after New 'A' Street is opened	Once upon completion of intersection improvements	Completion of improvement
MM-ST (LAMP)-18 **Monitoring Agency: LAWA**	**Modify the Intersection of La Brea Avenue/Hawthorne Boulevard and Century Boulevard.** Prior to completion of Phase 1 of the Project, LAWA will implement the following: add a second left-turn lane on the eastbound and westbound approaches. In order accommodate the additional left-turn lanes, it would require widening of Century Boulevard. The eastbound and westbound approaches would have dual left-turn lanes, two through lanes and a shared through-right-turn lane. LAWA will also contribute to the design and implementation of signal system improvements at this intersection.	Intersection of La Brea Avenue/Hawthorne Boulevard and Century Boulevard	Prior to completion of Phase 1 of the Project	Once upon completion of intersection improvements	Completion of improvement

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
MM-ST (LAMP)-19 **Monitoring Agency: LAWA**	**I-405 Northbound Auxiliary Lane.** Prior to completion of Phase 1 of the Project, LAWA will work with Caltrans to fund an added auxiliary lane along northbound I-405 between El Segundo Boulevard on-ramp and the Imperial Highway off-ramp. This improvement would require widening the I-405 northbound roadway between the limits noted above including potentially widening the bridge over 120th Street.	I-405 northbound traffic bound for CONRAC or CTA	Prior to completion of Phase 1 of the Project	Once upon completion of auxiliary lane improvements	Completion of improvement
MM-ST (LAMP)-20 **Monitoring Agency: LAWA**	**Imperial Highway Off-ramp.** Prior to completion of Phase 1 of the Project, LAWA will work with Caltrans to fund the widening of the off-ramp to two lanes at the exit from the I-405 northbound lanes and carrying the widening to the ramp junction at Imperial Highway to provide two left-turn lanes and a separate right-turn lane.	I-405 northbound off-ramp to Imperial Highway	Prior to completion of Phase 1 of the Project	Once upon completion of off-ramp improvements	Completion of improvement
MM-ST (LAMP)-21 **Monitoring Agency: LAWA**	**La Cienega Boulevard Additional Lane.** Prior to completion of Phase 1 of the Project, LAWA shall work with the affected jurisdiction(s) to reconstruct the median along certain stretches of La Cienega Boulevard to allow for a third northbound travel lane between Imperial Highway and Century Boulevard during the peak periods, by restricting parking on the east side of the street. The proposed improvement would allow for three through lanes in both directions along La Cienega Boulevard between Imperial Highway and Century Boulevard during the peak time periods.	La Cienega Boulevard between Imperial Highway and Century Boulevard	Prior to completion of Phase 1 of the Project	Once upon completion of off-ramp improvements	Completion of improvement
MM-ST (LAMP)-22 **Monitoring Agency: LAWA**	**I-405 Corridor and Network Connectivity Enhancements.** The Project will fund completion of a project study report and environmental documents as its fair share to Caltrans efforts towards identification, evaluation and implementation of the I-405 corridor mobility and access improvements such as the I-405 southbound collector-distributor roadway improvements between Florence Avenue and Century Boulevard;	Cumulative traffic impacts to I-405	Prior to completion of Phase 1 of the Project	Once upon completion of project study report and environmental documents	Completion of project study report and environmental documents

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	associated I-405 SB interchange access improvements at La Cienega Boulevard, Manchester Boulevard and Century Boulevard; I-405 northbound access improvements at Imperial Highway, Century Boulevard and La Cienega Boulevard; and the I-105 westbound to I-405 northbound freeway connector enhancement to potentially improve access to the Century Boulevard interchange. These improvements would be planned to operate in conjunction with the ITS improvements along the I-405 and I-105 freeway corridors such that traffic flow experiencing recurrent and non-recurrent congestion can be improved and managed, and safety is enhanced on an overall basis.				
MM-ST (LAMP)-23 **Monitoring Agency: LAWA**	**I-105 Freeway Intelligent Transportation System (ITS) Improvements.** The Project will contribute its fair share to Caltrans efforts towards implementation of Active Traffic Management (ATM) Strategies along the I-105 freeway corridor between I-110 and Sepulveda Boulevard. ATM is a proactive set of strategies to dynamically manage and regulate traffic based on prevailing conditions of recurrent and non-recurrent congestion. These strategies could include part-time Hard Shoulder Running (HSR) with speed harmonization, queue warning, dynamic corridor adaptive ramp metering, adaptive traffic signal control, ramp meter-arterial signal coordination, dynamic routing, predictive traveler information and dynamic junction control. Two parallel arterials to the I-105 corridor namely El Segundo Boulevard and Imperial Highway would be included as part of the ATM improvements. These ATM strategies would ultimately improve mobility and enhance safety by using real-time data, technology and decision support systems for making performance-driven decisions.	Cumulative traffic impacts to I-105	Prior to completion of Phase 2 of the Project	Once upon making fair-share contribution	Completion of fair-share contribution
MM-ST (LAMP)-24	**I-405 Freeway Intelligent Transportation System (ITS) Improvements.** The Project will contribute its fair share to Caltrans efforts towards implementation of Active Traffic	Cumulative traffic impacts to I-405	Prior to completion of Phase 2 of the Project	Once upon making fair-share contribution	Completion of fair-share contribution

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
Monitoring Agency: LAWA	Management (ATM) Strategies along the I-405 freeway corridor between SR 90 (Marina Freeway) and Rosecrans Avenue. These strategies would help dynamically manage and regulate traffic based on prevailing conditions of recurrent and non-recurrent congestion. The strategies could include dynamic speed harmonization, queue warning, dynamic corridor adaptive ramp metering, adaptive traffic signal control, ramp meter-arterial signal coordination, dynamic routing, predictive traveler information and dynamic junction control. Key parallel arterials to the I-405 corridor namely La Cienega Boulevard, Sepulveda Boulevard and Sawtelle Boulevard would be included as part of the ATM improvements. These ATM strategies would ultimately improve mobility and enhance safety by using real-time data, technology and decision support systems for making performance-driven decisions during prevailing congested conditions.				

Table 2: Standard Control Measures that are Mitigation Measures

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
Air Quality					
LAX-AQ-1 **Monitoring Agency: LAWA**	**Construction-Related Air Quality Control Measures**. • 1a: Post a publicly visible sign(s) with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours. • 1b: During construction, the contractor shall demonstrate that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions. • 1c: All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as practical; in addition, building pads should be laid as soon as practical after grading. • 1d: Prohibit idling or queuing of diesel-fueled vehicles and equipment in excess of five minutes. This requirement will be included in specifications for any LAX projects requiring on-site construction. Exemptions may be granted for safety-related and operational reasons, as defined by CARB or as approved by LAWA. • 1e: All diesel-fueled equipment used for construction will be outfitted with the best available emission control devices, where technologically feasible, primarily to reduce emissions of diesel particulate matter (PM), including fine PM (PM2.5), and secondarily, to reduce emissions of NOx. This requirement shall apply to diesel-fueled off-road equipment (such as construction machinery), diesel-fueled on-road vehicles (such as trucks), and stationary diesel-fueled engines (such as electric generators). (It is unlikely that this measure will apply to equipment with Tier 4 engines, as these engines typically already incorporate the best available emission control	Construction-related fugitive dust and exhaust emissions of air pollutants and GHGs	Included as condition of design and construction of Project elements	Depending on the individual measure, monitoring may occur prior to commencement of construction, on-going during construction, and upon completion of construction	Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
devices.) The emission control devices utilized in construction equipment shall be verified or certified by California Air Resources Board or US Environmental Protection Agency for use in on-road or off-road vehicles or engines. For multi-year construction projects, a reassessment of equipment availability, equipment fleet mixtures, and best available emissions control devices shall be conducted annually for equipment newly brought to the project site each year. • 1f: Pave all construction access roads at least 100 feet onto the site from the main road. • 1g: To the extent feasible, have construction employees commute during off-peak hours. • 1h: Make access available for on-site lunch trucks during construction, as feasible and consistent with requirements pertaining to airport security, to minimize off-site worker vehicle trips. • 1i: Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips. • 1j: Every effort shall be made to utilize grid-based electric power at any construction site, where feasible. Grid-based power can be from a direct hookup or a tie in to electricity from power poles. If diesel- or gasoline-fueled generators are necessary, generators using "clean burning diesel" fuel and exhaust emission controls shall be utilized. • 1k: Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX. • 1l: Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. • 1m: 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, record reviews, and				

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
investigations of complaints. • 1n: Locate rock-crushing operations and construction material stockpiles for all LAX-related construction in areas away from LAX-adjacent residents, to the extent possible, to reduce impacts from emissions of fugitive dust. • 1o: On-road medium-duty and larger diesel-powered trucks used on LAX construction projects with a gross vehicle weight rating of at least 14,001 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM10 and NOx. 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 1q below. • 1p: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, USEPA Tier 4 (final) off-road emissions standards. Contractor requirements to utilize Tier 4 (final) equipment or next cleanest equipment available will be subject to the provisions of LAWA Air Quality Control Measure 1q below. • 1q: The on-road haul truck and off-road construction equipment requirements set forth in Standard Air Quality Control Measures 1o and 1p above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that: - The Contractor does not have the required types of on-road haul trucks or off-road construction equipment within its current available inventory and intends to meet the requirements of the Measures 1o and 1p as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with these				

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
measures, but that vehicle or equipment is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. - The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the equipment or vehicle that would comply with Measures 1o and 1p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 1q) apply. - Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures 1o and 1p at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of Measures 1o and 1p, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure				

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
1q) apply. - Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception (Measure 1q) to circumvent the intent of Measures 1o and 1p. - Documentation of good faith efforts and due diligence regarding the above exceptions shall include written record(s) of inquiries (i.e., phone log[s]) to at least three (3) leasing/rental companies that provide construction-related on-road trucks of the type specified in Measure 1o above (i.e., medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds) or diesel-powered off-road construction equipment such as the types to be used by the Contractor, documenting the availability/unavailability of the required types of trucks/equipment. LAWA will, from time-to-time, conduct independent research and verification of the availability of such vehicles and equipment for lease/rent within a 120 mile radius of LAX, which may be used in reviewing the acceptability of the Contractor's good faith efforts and due diligence. In any of the situations described above, the Contractor/ Subcontractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in **Table 1-A** for Off-Road Equipment and **Table 1-B** for On-Road Equipment. Nothing in the above shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards. How to use Table 1-A and Table 1-B: For example, if				

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
Compliance Alternative #1 is required by this policy but Contractor cannot obtain an off-road vehicle that meets the Tier 4 interim standard (Compliance Alternative #1 in Table A) and meets one of the above exceptions, then Contractor shall use a vehicle that meets the next compliance alternative (Compliance Alternative #2) which is a Tier 3 engine standard equipped with a Level 3 VDECS. Should Contractor not be able to supply a vehicle with a Tier 3 engine equipped with a Level 3 VDECS in accordance with Compliance Alternative #2 and has satisfied the requirements of one of the above exceptions as to Contractor's ability to obtain a vehicle meeting Compliance Alternative #2, Contractor shall then supply a vehicle meeting the next compliance alternative (Compliance Alternative #3), and so on. If Contractor is proposing an exemption for on-road equipment, the step down schedule in Table B should be used. Contractor must demonstrate that it has satisfied one of the exceptions listed above before it can use a subsequent Compliance Alternative. The goal of this requirement is to ensure that Contractor has exercised due diligence in supplying the cleanest fleet available.				

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE

Table 1-A: Off-Road Vehicle Compliance Step-Down Schedule

COMPLIANCE ALTERNATIVE	ENGINE STANDARD	CARB-VERIFIED DECS (VDECS)
1	Tier 4 *interim*	N/A*
2	Tier 3	Level 3
3	Tier 2	Level 3
4	Tier 1	Level 3
5	Tier 2	Level 2
6	Tier 2	Level 1
7	Tier 3	Uncontrolled
8	Tier 2	Uncontrolled
9	Tier 1	Level 2

Equipment less than Tier 1, Level 2 shall not be permitted.

* Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	Table 1-B: On-Road Vehicle Compliance Step-Down Schedule **COMPLIANCE ALTERNATIVE / ENGINE STANDARD / CARB-VERIFIED DECS (VDECS)** 1 / 2007 / N/A* 2 / 2004 / Level 3 3 / 1998 / Level 3 4 / 2004 / Uncontrolled 5 / 1998 / Uncontrolled * 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS. Equipment with a model year earlier than Model Year 1998 shall not be permitted.				
LAX-AQ-2 **Monitoring Agency: LAWA**	**Transportation-Related Air Quality Control Measures.** • 2a: Provide preferential parking locations for ultra-low emission vehicles/super low emission vehicles/zero emission vehicles (ULEV/SULEV/ZEV) in all (including employee) LAX lots; provide free charging stations for ZEV; include public outreach to reduce air emissions from automobiles accessing airport parking. • 2b: Develop measures to reduce air emissions of vehicles in line to exit parking lots such as pay-on-foot (before getting into car) to minimizing idle time at parking check out, including public outreach. • 2c: Implement on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking.	Transportation-related emissions of air pollutants and GHGs	Included as condition of design and construction of Project elements	Depending on the individual measure, monitoring may occur prior to commencement of construction, on-going during construction, and upon completion of construction	Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	• 2d: Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities to reduce vehicle air emissions. • 2e: Consolidate non-rental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions. • 2f: Cover, if feasible, any parking structures that receive direct sunlight, to reduce volatile emissions from vehicle gasoline tanks; and install 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. • 2g: Incorporate quick entry and exit parking systems in the project level design of new parking lots/structures. • 2h: Include advanced signage in the design of new parking structures that could advise airport users of available parking spaces within the structure.				
LAX-AQ-3 **Monitoring Agency: LAWA**	**Operations-Related Air Quality Control Measure.** • 3d: LAWA will promote the use of electric lawn mowers and leaf blowers, as these units become available for commercial use, for landscape maintenance associated with the proposed project.	Operations emissions of air pollutants and GHGs	On-going during routine maintenance activities	On-going during routine maintenance activities	Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year
Aesthetics					
LAX-A-1 **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.	Light and Glare; Wildlife	Design Review	Once prior to commencement of construction and on-going during construction	Design/ compliance review

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
Biological Resources					
LAX-BR-1 **Monitoring Agency: LAWA**	**Conservation of Faunal Resources: Nesting Birds/Raptors.** LAWA shall require construction contractors to implement the following measures: • Construction shall be scheduled outside of nesting season for those areas of the project site that have a potential for nesting birds/raptors, if feasible. • If construction is scheduled to occur during the nesting season for birds/raptors (generally February 1 to June 30 for raptors and March 15 to August 15 for other birds), vegetation clearing for the proposed Project shall be conducted outside the nesting season, if feasible. • If it is not feasible to schedule vegetation clearing outside of nesting season, then a qualified avian biologist ("biologist") shall inspect the shrubs/trees prior to project activities to ensure that no nesting birds/raptors are present. The qualified avian biologist shall be approved by LAWA, and shall have authority to halt construction activities if nesting birds/raptors are disturbed. • If the biologist finds an active nest within the construction area, or in the vicinity, and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone; the size of the buffer zone will depend on the species and the type of construction activity. Only construction activities (if any) that have been approved by the biologist will take place within the buffer zone until the young have fledged and are independent of the adults and nest. • The biologist, shall be present and monitor during construction activities near active nest areas to ensure that no adverse impacts on nesting birds/raptors or young occur. The biologist shall submit weekly reports to LAWA. • Appropriate bird exclusion methods shall be used to	Faunal Resources: Nesting Birds/Raptors	Included as condition of design and construction of Project elements	Once prior to commencement of construction and on-going during construction	Inclusion of requirements in construction contracts; periodic monitoring reports, if vegetation clearing during the nesting season or near active nests is required

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	discourage birds from nesting in construction equipment and facilities, if determined by the wildlife biologist to be necessary. Bird netting shall not be used as an exclusion method in order to avoid potential bird entanglement. • These impact avoidance measures shall be coordinated with LAWA's United States Department of Agriculture (USDA) Wildlife Hazard Biologist and will be consistent with FAA AC No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.				
LAX-BR-2 **Monitoring Agency: LAWA**	**Conservation of Floral Resources: Mature Tree Replacement – Nesting Raptors.** LAWA shall require construction contractors to implement the following measures: • Prior to construction, affected areas shall be surveyed by a qualified avian biologist (see LAX-BR-1) to identify potential areas for raptor nesting. Results of the survey shall be reported to LAWA. For areas of the project site that have potential for nesting raptors to occur, all mature trees within such areas shall be inspected for current or past raptor nesting activity prior to initiating construction activities during the nesting season (February 1 to June 30). • Inspections for signs of raptor nesting may be conducted outside of nesting season. The biologist shall identify active nests, and evidence of past raptor nesting in mature trees to be removed from the construction area. • Results of surveys and inspections shall be reported to LAWA on a timely basis. LAWA shall compensate at a ratio of 2:1 for the loss of mature trees with either active nests or evidence of past raptor nesting, which would occur as a result of implementation of any of the project components. The	Floral Resources: Mature Trees and Nesting Raptors	Included as condition of design and construction of Project elements	Once prior to commencement of construction and on-going during construction	Inclusion of requirements in construction contracts; periodic monitoring reports, if mature tree clearing is required; completion of tree replacement

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	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. The replacement trees shall be planted within the boundaries of LAX or at a suitable off-site location. If mitigation occurs within LAX boundaries, the replacement site and tree species will be determined in consultation with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA AC No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.				
Cultural Resources					
LAX-AR-1 **Monitoring Agency: LAWA**	**Conformance with LAWA's Archaeological Treatment Plan.** Prior to initiation of any project-related grading or excavation activities, LAWA shall retain an on-site Cultural Resource Monitor (CRM), as defined in LAWA's Archaeological Treatment Plan (ATP), who will determine if the proposed project is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain redeposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable cultural resources, and therefore do not require monitoring). LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding treatment for previously unidentified archaeological resources that are encountered during construction. Monitoring will be subject to the provisions identified below. • Monitoring Requirements. In accordance with the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of	Unidentified archaeological resources	Prior to commencement of, and during, site preparation, grading, or excavation, and following the discovery of archaeological resources (if any), as identified in ATP	On-going during site preparation, excavation, and grading, as identified in ATP	Inclusion of relevant requirements in construction contract(s);

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
construction plans that provide details about the extent and depth of project-related grading and other development-related data, such as geotechnical investigations that include soils borings and delineation of subsurface strata types. Such detailed information regarding excavation plans and subsurface investigations will be completed and made available prior to the start of grading and construction. If the CRM determines, based on the detailed plans and data, that all or specific portions of the proposed project area warrant archaeological monitoring during grading activities, a qualified archaeologist (an archaeologist who satisfies the Secretary of the Interior's Professional Qualifications Standards [36 CFR 61]) shall be retained by LAWA to inspect excavation and grading activities that occur within native material. The extent and frequency of inspection shall be defined based on consultation with the archaeologist and the requirements of the ATP, which stipulates that ground-disturbing activity in areas designated as having a high potential for subsurface archaeological deposits will be monitored full time, and such activities in areas designated as potentially containing redeposited fill or having been disturbed will be monitored periodically or suspended entirely as determined by the consulting archaeologist and LAWA. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds. • Identification, Evaluation, and Recovery. In accordance with State CEQA Guidelines Section 15126.4(b)(1), should archaeological resources that are either historical resources or unique archaeological resources be discovered, preservation in place is the preferred manner for mitigating impacts to archaeological sites. When data recovery through excavation is the only feasible mitigation, a data				

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods established in the ATP including, but not limited to, methods pertaining to surface recordation, shovel test excavations, test unit excavations, laboratory analysis, reporting, and curation. If potentially significant resources are identified, the monitoring archaeologist shall be empowered to halt construction activities within 25 to 50 feet of the identified resource. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor including, but not limited to, notification of the NAHC and, based on the recommendations from NAHC, retention of a Native American monitor from a list of suitable candidates supplied by NAHC. If human remains are found, LAWA shall comply with the State Health and Safety Code Section 7050.5 regarding the appropriate treatment of those remains as outlined in the ATP, which requires notification of the Los Angeles County Coroner's Office, notification of the NAHC and the Most Likely Native American Descendent if the remains are those of a Native American, immediately halting field work or grading in any area reasonably suspected to overlie adjacent human remains, cordoning off the site, and proper treatment and burial. • Reporting and Curation. Reporting shall be completed in conformance with the guidelines set forth by the Office of Historic Preservation for				

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
	Archaeological Research Management Reports and requirements established in the ATP pertaining to the contents of the Archaeological/Cultural Monitor Report. Proper curation and archiving of artifacts shall be conducted in accordance with industry and federal standards and as outlined in the ATP.				
LAX-AR-2 **Monitoring Agency: LAWA**	**Archaeological Resources Construction Personnel Briefing.** Prior to initiation of grading activities, LAWA shall require the consulting archaeologist to provide construction personnel with a briefing in the identification of archaeological resources and in the correct procedures for notifying the relevant individuals should such a discovery occur.	Archaeological Resources	Prior to Prior to commencement of site preparation, grading, or demolition, as identified in the ATP	Once prior to commencement of construction activity	Inclusion of measure in construction contract(s)
LAX-PR-1 **Monitoring Agency: LAWA**	**Conformance with LAWA's Paleontological Management Treatment Plan (PMTP).** Prior to initiation of grading activities, LAWA shall retain a professional paleontologist, as defined in LAWA's PMTP, who will determine if the proposed site exhibits a high or low potential for subsurface resources. As defined in the PMTP, areas are not subject to paleontological monitoring if they contain re-deposited fill or have previously been disturbed (i.e., areas where project-related excavation extends into re-deposited fill or other previously disturbed soils are considered unlikely to contain/yield notable paleontological resources, and therefore do not warrant monitoring). If the project site is determined to exhibit a high potential for paleontological resources, paleontological monitoring shall be conducted by a professional paleontologist. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. • Monitoring Requirements. In accordance with the PMTP, LAWA shall supply the paleontological monitor (PM) with a construction schedule and any construction, grading, excavation and/or shoring	Paleontological Resources	Prior to commencement of, and during, site preparation, grading, or excavation, and following the discovery of paleontological resources (if any), as identified in the PMTP	On-going during site preparation, excavation, and grading, as identified in PMTP	Inclusion of relevant measures in construction contract(s)

MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
plans prior to the initiation of ground-disturbing activities. LAWA shall also provide the PM access to geotechnical studies completed for the project that contain information indicating subsurface strata types, which can help delineate the areal extent and depth of previously disturbed areas as distinguished from undisturbed areas. Emphasis in identifying construction areas that warrant monitoring shall be placed on the specific portions of the project area identified as exhibiting a high potential for subsurface resources, based on the location of known paleontological localities and/or resources and the identification of areas in which no known disturbances have occurred. The identification of areas to be monitored shall be made by the on-site PM or PM designee in consultation with the appropriate LAWA representative, construction supervisor, and/or geologist, and in accordance with the requirements of the PMTP. Areas of low potential for subsurface paleontological deposits, as documented by technical sources to be underlain by fill materials, or areas that exhibit a high degree of previous disturbance, based on soil testing shall not be monitored. If excavation activities are scheduled to go below the documented level of fill materials, paleontological monitoring shall be initiated when formational sediments are expected to be reached by earthmoving activities. • Identification, Evaluation, and Recovery. The PM or PM designee shall identify, evaluate, and recover paleontological resources in accordance with the relevant provisions of the PMTP including, but not limited to, monitoring parameters and specifications, safety issues, paleontological resource collection, fossil preparation and curation procedures, fossil donation protocols, and reporting.				

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
LAX-PR-2 **Monitoring Agency: LAWA**	**Paleontological Resources Construction Personnel Briefing.** Prior to initiation of grading activities, LAWA shall require the PM or PM designee to brief construction personnel in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.	Paleontological Resources	Prior to commencement of site preparation, grading, or demolition, as identified in the PMTP	Once prior to commencement of construction activity	Inclusion of measure in construction contract(s)
Hazardous Materials					
LAX-HM-1 **Monitoring Agency: LAWA**	**Ensure Continued Implementation of Existing Remediation Efforts Affected by Onsite Construction.** Prior to initiating construction, LAWA or its contractor 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 or its contractor 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 project construction, LAWA or its contractor 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 RWQCB or another agency with jurisdiction. In such cases, LAWA or its contractor will coordinate the design of the project 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 originally in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation program, LAWA or its contractor will obtain approval to initiate construction from the agency with jurisdiction.	Potential for construction activities to interfere with existing soil or groundwater remediation efforts	Prior to initiating construction activities	Ongoing during construction, if construction sites contain remediation activities	Inclusion of measure in construction contract(s)

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
LAX-HM-2 **Monitoring Agency: LAWA**	**Ensure Continued Implementation of Existing Remediation Efforts on Parcels Subject to Acquisition.** For properties to be acquired, LAWA or its contractor will evaluate the status of all existing soil and groundwater remediation efforts. As part of this evaluation, LAWA or its contractor 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 or its contractor 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 RWQCB or another agency with jurisdiction. In such cases, LAWA or its contractor will coordinate the design of the project 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 originally in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation program, LAWA or its contractor will obtain approval to initiate construction from the agency with jurisdiction.	Potential for property acquisition to interfere with existing soil or groundwater remediation efforts	Prior to finalizing property acquisition of parcels with existing remediation efforts	Once at close of acquisition, if property contains remediation activities	Status update in annual MMRP progress report
Noise					
LAX-N-1 **Monitoring Agency:**	**Construction-Related Noise Control.** The following measures shall be implemented to reduce construction-related noise impacts:	Noise impacts on noise-sensitive receptors during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit,	Once, upon completion of noise control plan for each project and as specified in the noise	Inclusion of requirement for a noise control plan and subsequent

	MITIGATION MEASURES	IMPACT BEING ADDRESSED	TIMING OF IMPLEMENTATION	MONITORING FREQUENCY	ACTIONS INDICATING COMPLIANCE
LAWA	1a. Construction Noise Control • For all projects near noise-sensitive uses, 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 from noise-sensitive uses. • Stationary source equipment that is flexible with regard to relocation (such as generators and compressors) shall be located at the greatest distance practical from sensitive land uses, and unnecessary idling[1] of equipment shall be prohibited. 1b. Construction Staging • Construction operations shall be staged as far from noise-sensitive uses as feasible. • Loading and unloading of heavy construction materials shall be located on-site and away from noise-sensitive uses, to the extent feasible. 1c. Equipment Replacement • Use "quiet-design" air compressors and other stationary noise sources when such technology/equipment is commercially available. 1d. 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; 6 p.m. to 8 a.m. Saturday; anytime on Sunday or holidays).		or construction commencement of each project with noise sensitive uses within 600 feet of construction site	control plan	approval of the noise control plan by LAWA

[1] All nonessential idling of construction equipment shall be restricted to five minutes or less in California Air Resources Board Rule 2449.