Midfield Satellite Concourse
Mitigation Monitoring and Reporting Program

June 2014

This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the Midfield Satellite Concourse (MSC). This MMRP specifies the monitoring and reporting requirements for the MSC, as related to implementation of applicable LAX Master Plan commitments and mitigation measures, applicable Bradley West Project (BWP)-specific mitigation measures (i.e., measures adopted in connection with approval of the Bradley West Project, which also pertain to, and have been considered within, the analysis completed for the MSC EIR), applicable Specific Plan Amendment Study (SPAS)-specific mitigation measures, and MSC-specific mitigation measures identified in the MSC Final EIR. Such commitments and measures include many of those set forth in the LAX Master Plan Final EIS/EIR, as well as additional new measures identified in the MSC Final EIR. The LAX Master Plan commitments and measures, along with the BWP- and SPAS-specific measures identified below, are already being implemented consistent with the MMRPs adopted for the LAX Master Plan, BWP, and SPAS, and were considered part of the project analyzed in the MSC EIR.

This MMRP provides the number and title of each applicable LAX Master Plan commitment, LAX Master Plan mitigation measure, Bradley West Project-specific mitigation measure, Specific Plan Amendment Study-specific mitigation measure, and MSC-specific mitigation measure, and the timing of implementation, monitoring frequency, and actions indicating compliance. The MMRP identifies each commitment and measure by the environmental discipline of the measure, including applicability for both the MSC North Project and the future phase(s) of the MSC Program. **Table 1** below lists the MSC-specific mitigation measures; **Table 2** lists the BWP- and SPAS-specific mitigation measures. **Table 3** lists the LAX Master Plan Commitments and Mitigation Measures that are applicable to environmental impacts by discipline.

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Table 1: MSC-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Air Quality, Greenhouse Gases, Human Health						
MM-AQ (MSC)-1 **Monitoring Agency: LAWA**	o 2n: On-road trucks used on LAX construction projects with a gross vehicle weight rating of at least 19,500 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM_{10} and NO_x. Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be subject to the provisions of LAWA Air Quality Control Measure 2p below. o 2o: Prior to January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, USEPA Tier 3 off-road emission standards. After December 31, 2014, all off-road diesel-power construction equipment greater than 50 horsepower shall meet USEPA Tier 4(final) off-road emissions standards. Tier 4(final) equipment shall be considered based on availability at the time the construction bid is issued. Contractor requirements to utilize Tier 4(final) equipment or the next cleanest equipment available will be subject to the provisions of LAWA Air Quality Control Measure 2p below. LAWA will encourage construction contractors to apply for SCAQMD "SOON" funds to accelerate clean-up of off-road diesel engine emissions. o 2p: The on-road haul truck and off-road construction equipment requirements set forth in Air Quality Control Measures 2n and 2o above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that: o 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 2n and 2o as to a particular vehicle or piece of equipment by leasing or short-term rental, and the Contractor has attempted in good	Construction-related air pollutant emissions	Implemented prior to initiation of grading or demolition activities	Once prior to commencement of construction (each construction contractor)	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program

Table 1: MSC-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	faith and due diligence to lease the vehicle or equipment that would comply with these 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 2p) apply. o 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 2n and 2o, 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 2p) apply. o Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures 2n and 2o 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 2n and 2o, 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 2p) apply. o Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20					

Table 1: MSC-Specific Mitigation Measures

<table>
<tr><th colspan="2">Mitigation Measures</th><th>Impact Being Addressed</th><th>Timing of Implementation</th><th>Monitoring Frequency</th><th>Actions Indicating Compliance</th><th>Applicability to MSC North Project and/or MSC Program</th></tr>
<tr><td></td><td>
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 2p) to circumvent the intent of Measures 2n and 2o.
In any of the situations described above, the Contractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table 4.1-45 for Off-Road Equipment and Table 4.1-46 for On-Road Equipment.

Table 4.1-45

Off-Road Vehicle Compliance Step-Down Schedule
<table>
<tr><th>Compliance Alternative</th><th>Engine Standard</th><th>CARB-verified DECS (VDECS)</th></tr>
<tr><td>1</td><td>Tier 4 interim</td><td>N/A*</td></tr>
<tr><td>2</td><td>Tier 3</td><td>Level 3</td></tr>
<tr><td>3</td><td>Tier 2</td><td>Level 3</td></tr>
<tr><td>4</td><td>Tier 1</td><td>Level 3</td></tr>
<tr><td>5</td><td>Tier 2</td><td>Level 2</td></tr>
<tr><td>6</td><td>Tier 2</td><td>Level 1</td></tr>
<tr><td>7</td><td>Tier 2</td><td>Uncontrolled</td></tr>
<tr><td>8</td><td>Tier 1</td><td>Level 2</td></tr>
</table>
Notes:
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.

Source: CDM Smith, January 2014.
</td><td></td><td></td><td></td><td></td><td></td></tr>
</table>

Table 1: MSC-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	Table 4.1-46 **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 Notes: Equipment with a model year earlier than model year 1998 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. Nothing in the above measures shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards. Source: CDM Smith, January 2014.					
Cultural Resources						
MM-HA (MSC)-1 **Monitoring Agency: LAWA**	**Conformance with LAX Master Plan Archaeological Treatment Plan.**[1] Prior to initiating grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan Mitigation Monitoring and Reporting Program Archaeological Treatment Plan (ATP), who will	Potential to encounter and impact previously unidentified sub-surface	Prior to initiation of grading and construction activities associated with the construction of the	Once, upon retention of archaeologist and ongoing during excavation and grading activities,	Retention of archaeologist and filing of periodic monitoring reports with LAWA, as stipulated in the	MSC North Project and future phase(s) of the MSC Program

[1] This measure has been developed to ensure compliance with the ATP, which incorporates the requirements of LAX Master Plan Mitigation Measures MM-HA-4 through MM-HA-10.

Table 1: MSC-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	determine if the proposed project area is subject to archaeological monitoring. As defined in the ATP, areas are not subject to archaeological monitoring if they contain re-deposited fill or have previously been disturbed. The CRM will compare the known depth of re-deposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the project site is subject to archaeological monitoring, 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. Following initial inspection of excavation materials, the archaeologist may adjust inspection protocols as work proceeds.	archaeological resources discovered during construction of the MSC.	MSC, with continued monitoring efforts in accordance with the ATP	as identified in ATP	ATP; status updates in annual LAX MMRP progress report	
MM-PA (MSC)-1 **Monitoring Agency: LAWA**	**Conformance with LAX Master Plan Paleontological Management Treatment Plan.** Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the LAX Master Plan Mitigation Monitoring and Reporting Program Paleontological Management Treatment Plan (PMTP), who will determine if the project site exhibits a high or low potential for subsurface resources. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.	Potential loss or destruction of important paleontological resources	Prior to issuance of any excavation and grading permits for the MSC, with continued monitoring efforts in accordance with the PMTP	Once, upon retention of paleontologist and ongoing during excavation and grading activities, as identified in PMTP	Retention of paleontologist and filing of periodic monitoring reports with LAWA, as stipulated in the PMTP; status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program
MM-PA (MSC)-2	**Construction Personnel Briefing.** In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or	Potential loss or destruction of important	Prior to initiation of construction, with continued	Once for each worker involved with excavation	Sign-in sheets for workers attending the construction	MSC North Project and future phase(s) of the

Table 1: MSC-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Monitoring Agency: LAWA	fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.	paleontological resources	monitoring efforts in accordance with the PMTP	and grading activities	briefing; status updates in annual LAX MMRP progress report	MSC Program
Hazards and Hazardous Materials						
MM-HM (MSC)-1 **Monitoring Agency: LAWA**	**Asbestos-Containing Materials and Lead Based Paint.** Prior to construction activities, LAWA, or its contractors, will conduct an evaluation of all buildings (built prior to 1980) to be demolished to evaluate the presence of asbestos-containing materials and lead-based paint. Remediation will be implemented in accordance with the recommendation of these evaluations.	Potential for encountering hazardous materials/ during construction activities	Prior to initiation of construction	Once prior to construction	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program
MM-HM (MSC)-2 **Monitoring Agency: LAWA**	**Hazardous Materials Contingency Plan.** LAWA or its contractors will prepare a hazardous materials contingency plan addressing the potential for discovery of unidentified USTs, hazardous materials, petroleum hydrocarbons, or hazardous or solid wastes encountered during construction. The contingency plan will address UST decommissioning, field screening and materials testing methods, mitigation and contaminant management requirements, and health and safety requirements.	Potential for encountering hazardous materials/ waste during construction activities	Prior to initiation of construction	Once prior to construction	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program
MM-HM (MSC)-3 **Monitoring Agency: LAWA**	**Hazardous and Solid Waste Disposal.** Construction contractors will dispose of all hazardous or solid wastes and debris encountered or generated during construction and demolition activities in accordance with all federal, state, and local laws and regulations.	Potential for encountering hazardous materials/ waste during construction activities	During construction	On-going during construction	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program
Construction Surface Transportation						
MM-ST	**Restripe Manchester Avenue at Sepulveda**	Construction-	When the Future	(1) Once	Confirmation that	MSC North

Table 1: MSC-Specific Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
(MSC)-1 **Monitoring Agency: LAWA**	**Boulevard.** Restripe Manchester Avenue westbound approach to provide a right-turn lane and one additional left-turn lane. The resulting westbound lane configuration would be comprised of two left-turn lanes, two through lanes, and one right-turn lane.	related surface traffic at the intersection of Sepulveda Blvd and Manchester Ave	With Project PM construction peak hour volume/capacity ratio is within approximately 5% of the significant impact level (0.887 x 0.95 = 0.843).	construction begins, this intersection will be monitored annually to determine whether the PM construction peak hour volume/capacity ratio has reached 0.843. Once this volume/capacity ratio has been reached, implementation of the intersection improvements shall begin. (2) Following implementation of intersection improvements, the monitoring frequency will be reduced to once, upon completion of subject intersection improvement	the subject intersection improvement has been completed	Project

Table 2: Other LAWA EIR Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
On-Airport Transportation						
MM-ST (BWP)-2 **Monitoring Agency: LAWA**	**Improve the Intersection of Center Way and World Way South.** Widen World Way South approach on the east side of the roadway to provide an additional right turn lane. The resulting configuration would be a single left turn lane, one through-left turn lane, two through lanes, and two right turn lanes.	Traffic congestion and delays at the intersection of Center Way and World Way South during airport operations	When the traffic levels reach the conditions specified in the measure	(1) Prior to implementation of intersection improvements, this measure will be monitored annually to determine whether CTA average daily traffic volumes in the peak month (August) have increased by more than 1.1 percent relative to the Future (2013) Without Project average daily traffic volumes, based on annual passenger activity reports. (2) Following implementation of intersection improvements, the monitoring frequency will be reduced to once, upon completion of subject intersection improvement	Confirmation that the subject intersection improvement has been completed	Applicable to Bradley West Project; assumed to be in place for future phase(s) of the MSC Program
MM-ST (BWP)-3	**Widen World Way Across from the TBIT.** Widen the arrivals level outer roadway across from the TBIT by changing the left-most lane that currently terminates at	Traffic congestion and delays along on-	The subject widening is currently under	Once, upon completion of subject roadway	Confirmation that the subject roadway widening	Applicable to Bradley West Project; assumed

Table 2: Other LAWA EIR Mitigation Measures

Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Monitoring Agency: LAWA	Center Way to a through/left lane and extending this lane to World Way South.	airport roadways during airport operations	construction as part of the Central Utility Plant; it is expected to be complete by December 2014.	widening	has been completed	to be in place for future phase(s) of the MSC Program
MM-ST On-Airport (OA) (SPAS)-2 **Monitoring Agency: LAWA**	**Change Departures and Arrivals Level Commercial Vehicle Curbside Operations Under Future (2025) Conditions.** LAWA will implement operational changes to commercial modes such that SPAS-related impacts to roadway links would not exceed the threshold of significance. LAWA will determine at the time of implementation which commercial mode(s) should be relocated. LAWA will consider options such as changing hotel and rental car shuttle operations from their current dual loop operation to a single loop operation on the departures and arrivals level curbsides respectively, while the employee shuttle operation could be changed from its existing single level operation on the departures level to a dual loop operation.	Significant roadway congestion at outer curb lane, west of inner curb entrance from Terminal 1.	This measure will be implemented when airport peak hour traffic at LAX, as measured once annually by traffic counts into and out of the CTA and driveway at LAX-related facilities, increases over 2009 baseline levels by no more than 50 percent, resulting in a total airport peak hour traffic volume of no more than 16,839 trips. The basis for this increment in airport-related traffic is described in the SPAS Final EIR MMRP.	Once upon implementation of the selected change in commercial mode operations.	Visual confirmation that the selected change in commercial mode operations is occurring.	Applicable to SPAS Project; assumed to be in place for future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Aesthetics						
DA-1	**Provide and Maintain Airport Buffer Areas.** Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of Airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.	Avoidance of view degradation	Prior to approval of development plans for projects abutting residential and view sensitive uses along the northern and southern boundaries of airport by LAWA	Once, during plan review on a project-by-project basis	Provision of landscape buffer areas, to the extent feasible, in the development and landscape plans	MSC North Project and future phase(s) of the MSC Program
MM-DA-1	**Construction Fencing.** Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts.	Avoidance of temporary view degradation	Prior to issuance of grading or building permits for each project along a major public approach or perimeter roadway	Once, prior to issuance of grading or building permits for each project along a major public approach or perimeter roadway	Installation of construction fencing and pedestrian canopies to the extent feasible.	MSC North Project and future phase(s) of the MSC Program
Air Quality, Greenhouse Gases, Human Health [2]						
MM-AQ-1 **Monitoring Agency: LAWA**	**LAX-AQ-1. General Air Quality Control Measures.** This measure describes a variety of specific actions to reduce air quality impacts associated with projects at LAX, and applies to all projects. Some components of LAX-AQ-1 are not readily quantifiable, but would be implemented as part of LAX projects. Specific measures are outlined below:					
1a	Watering (per SCAQMD Rule 403 and CalEEMod	Air pollutant	During construction	Periodically	Inclusion of	MSC North

[2] Project-specific adaptations of other applicable Air Quality LAX Master Plan Commitments and Mitigation Measures can be found in Table 1: MSC-Specific Mitigation Measures.

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	default) – twice daily.	emissions associated with the construction (Fugitive Dust) of the proposed Project	of the proposed Project	during construction	measure in construction contracts; status updates in annual LAX MMRP progress report.	Project and future phase(s) of the MSC Program
1b	Ultra-low sulfur diesel (ULSD) fuel will be used in construction equipment.	Air pollutant emissions associated with construction (On- and Off-Road Mobile sources) of the proposed Project	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
1c	Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.	Air pollutant emissions associated with construction (Fugitive Dust) of the proposed Project	During construction of the proposed Project	Prior to commencing construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
1d	Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.	Air pollutant emissions associated with construction (Fugitive Dust) of the proposed Project	Prior to final occupancy	Once prior to occupancy	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
1e	All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as	Air pollutant emissions	During construction of the proposed	Periodically during	Inclusion of measure in	MSC North Project and future

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Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	possible; in addition, building pads should be laid as soon as possible after grading.	associated with construction (Fugitive Dust) of the proposed Project	Project	construction	construction contracts; status updates in annual LAX MMRP progress report.	phase(s) of the MSC Program
1f	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.	Air pollutant emissions associated with construction (On- and Off-Road Mobile sources) of the proposed Project	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
1g	Require that all construction equipment working on-site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.	Air pollutant emissions associated with construction (Mobile and Stationary sources) of the proposed Project	Prior to issuance of grading or demolition permit of the proposed Project and during construction of the proposed Project	Prior to commencing construction and periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
MM-AQ-2 **Monitoring Agency: LAWA**	**LAX-AQ-2. Construction-Related Control Measures**. This measure describes numerous specific actions to reduce fugitive dust emissions and exhaust emissions from on-road and off-road mobile and stationary sources used in construction. Some components of LAX-AQ-2 are not readily quantifiable, but would be implemented as part of LAX projects. Specific measures are outlined below:					
2a	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 ($PM_{2.5}$), and secondarily, to reduce emissions of NO_x. This requirement shall apply to diesel-fueled off-	Air pollutant emissions associated with the construction (Mobile and	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	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.) 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 shall be conducted annually to determine what constitutes a best available emissions control device.	Stationary sources) of the proposed Project			progress report.	
2b	Watering (per SCAQMD Rule 403 and CalEEMod default) – three times daily.	Air pollutant emissions associated with the construction (Fugitive Dust) of the proposed Project	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2c	Pave all construction access roads at least 100 feet onto the site from the main road.	Air pollutant emissions associated with the construction (Fugitive Dust) of the proposed Project	Prior to issuance of grading or demolition permit of the proposed Project	Prior to commencing construction/ grading	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2d	To the extent feasible, have construction employees' work/commute during off-peak hours.	Air pollutant emissions associated with the construction (On-Road Mobile sources)	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
		of the proposed Project				
2e	Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.	Air pollutant emissions associated with the construction (On-Road Mobile sources) of the proposed Project	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2f	Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips	Air pollutant emissions associated with the construction (On-Road Mobile sources) of the proposed Project	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2g	Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "clean burning diesel" fuel and exhaust emission controls.	Air pollutant emissions associated with the construction (stationary point source controls) of the proposed Project	During construction of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2h	Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.	Air pollutant emissions associated with the construction (mobile and	During construction and grading of the proposed Project	During any second stage smog alerts occurring during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
		stationary sources) of the proposed Project			progress report.	
2i	Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).	Air pollutant emissions associated with the construction (mobile and stationary sources) of the proposed Project	During construction and grading of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2j	Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.	Air pollutant emissions associated with the construction (mobile and stationary sources) of the proposed Project	Prior and during construction/ grading of the proposed Project	Periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2k	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 investigations of complaints.	Air pollutant emissions associated with the construction of the proposed Project	Prior to issuance of grading or demolition permit of the proposed Project	Once prior to issuance of grading or demolition permit of the proposed Project	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
2l	LAWA will 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	Air pollutant emissions associated with the	Prior to issuance of grading or demolition permit of the proposed	Once prior to issuance of grading or demolition permit	Inclusion of measure in construction contracts; status	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	of fugitive dust.	construction (Fugitive Dust) of the proposed Project	Project	of the proposed Project	updates in annual LAX MMRP progress report.	
2m	LAWA will ensure that there is available and sufficient infrastructure on-site, where not operationally or technically infeasible, to provide fuel to alternative-fueled vehicles to meet all requests for alternative fuels from contractors and other users of LAX. This will apply to construction equipment and to operations-related vehicles on-site. This provision will apply in conjunction with construction or modification of passenger gates related to implementation of the LAX Master Plan relative to the provision of appropriate infrastructure for electric GSE.	Air pollutant emissions associated with construction (Mobile Sources) of the proposed Project	Prior and during construction/ grading of the proposed Project	Once prior to construction and periodically during construction	Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
MM-AQ-3 **Monitoring Agency: LAWA**	**LAX-AQ-3. Transportation-Related Control Measures**. This measure applies to mass transit, surface traffic, and on-site parking facilities. The principal feature of this measure is to replicate and expand the current LAX FlyAway service to other communities within regions of Los Angeles County. This initiative also includes a public outreach program to encourage the use of both the existing and new facilities. The remaining, secondary transportation-related air quality control measures may also be implemented. Specific measures are outlined below:					
3a	Construct on-site or off-site bus turnouts, passenger benches, or shelters to encourage transit system use.	Surface traffic-related air pollutant emissions	During construction of roadway modifications as part of the MSC Program	Once, upon completion of construction	Visual confirmation of bus turnouts, benches, and/or shelters; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3b	Construct on-site or off-site pedestrian improvements, including showers for pedestrian employees to encourage walking/bicycling to work by LAX employees.	Traffic congestion and delays; surface traffic-related air pollutant	During construction of roadway modifications as part of the MSC Program	Once, upon completion of construction	Visual confirmation of pedestrian improvements; status updates in	Future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
		emissions			annual LAX MMRP progress report	
3c	Link Intelligent Transportation Systems (ITS) with off-airport parking facilities with ability to divert/direct trips to these facilities to reduce traffic/parking congestion and the associated air emissions in the immediate vicinity of the airport.	Traffic congestion and delays; surface traffic-related air pollutant emissions	During construction of Master Plan-related parking improvements	Ongoing	Completion of implementation plan; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3d	Expand ITS and Adaptive Traffic Control Systems (ATCS), concentrating on I-405 and I-105 corridors, extending into South Bay and Westside surface street corridors to reduce traffic/parking congestion and associated air emissions in the immediate vicinity of the airport.	Traffic congestion and delays; surface traffic-related air pollutant emissions	During construction of Master Plan related parking and traffic improvements	Ongoing	Completion of implementation plan; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3e	Link LAX traffic management system with airport cargo facilities, with ability to re-route cargo trips to/from these facilities to reduce traffic/parking congestion and associated air emissions in the immediate vicinity of the airport.	Traffic congestion and delays; surface traffic-related air pollutant emissions	During construction of Master Plan related parking and traffic improvements	Ongoing	Completion of implementation plan; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3f	Develop a program to minimize use of conventional-fueled fleet vehicles during smog alerts to reduce air emissions from vehicles at the airport.	Surface traffic-related air pollutant emissions	Ongoing	During any second stage smog alerts	Completion of implementation plan; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3g	Provide free parking and 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.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
3h	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.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3i	Implement on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking.	Surface traffic-related air pollutant emissions	During construction of Master Plan related parking improvements	Once prior to implementation	Completion of implementation plan; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3j	Encourage video conferencing capabilities at various locations on the airport to reduce off-site local business travel and associated VMT and air emissions in the vicinity of the airport.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3k	Expand LAWA's rideshare program to include all airport tenants.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3l	Promote commercial vehicles/trucks/vans using terminal areas (LAX and regional intermodal) to install SULEV/ZEV engines to reduce vehicle air emissions.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3m	Promote "best-engine" technology for rental cars using on-airport rent-a-car facilities to reduce vehicle air emissions.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3n	Consolidate non-rental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions.	Surface traffic-related air pollutant emissions	Ongoing	Ongoing	Status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3o	Cover, if feasible, any parking structures that receive	Surface traffic-	During construction	Once, when	Status updates in	Future phase(s)

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	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.	related air pollutant emissions		construction is complete	annual LAX MMRP progress report	of the MSC Program
3p	LAWA will develop an information technology system that LAWA employees and the general public can utilize with consumer electronics that will provide real-time information regarding local and regional traffic conditions for travel to and from LAX.	Surface traffic-related air pollutant emissions	Ongoing	Once, when the program is operational; then periodically during operations.	Completion of implementation plan; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3q	LAWA will incorporate quick entry and exit parking systems in the project level design of future parking lots/structures associated with the SPAS project.	Surface traffic-related air pollutant emissions	During design of any parking/lots structures associated with SPAS	Once, prior to construction	Confirmation of parking system construction; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
3r	LAWA will include advanced signage in the design of future parking structures that could advise airport users of available parking spaces within the structure.	Surface traffic-related air pollutant emissions	During design of any parking/lots structures	Once, prior to construction	Visual confirmation of signage; status updates in annual LAX MMRP progress report	Future phase(s) of the MSC Program
MM-AQ-4 **Monitoring Agency: LAWA**	**LAX-AQ-4. Operations-Related Control Measures**. The principal feature of this measure is the conversion of LAX GSE to low and ultra-low emission technology (e.g., electric, fuel cell, and other future low-emission technologies). Specific measures are identified below:					
4a	LAX GSE will be converted to low- and ultra-low emission technology (e.g., electric, fuel cell, and other future low-emission technologies). Both LAWA- and tenant-owned equipment will be included in this conversion program, which will be implemented in	Operations-related air pollutant emissions	Work with assigned GSE coordinator regarding implementation	Ongoing	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	phases. LAWA will assign a GSE coordinator whose responsibility it will be to ensure the successful conversion of GSE in a timely manner. This coordinator will have adequate authority to negotiate on behalf of the City and have sufficient technical support to evaluate technical issues that arise during the implementation of this measure.					
4b	All passenger gates newly constructed at LAX shall be equipped with and able to provide grid electricity to parked aircraft (for lighting and ventilation) from and after the date of initial operation. LAWA will ensure that all aircraft (unless exempt) use the gate-provided grid electricity in lieu of electricity provided by operation of an auxiliary or ground power unit. This provision applies in conjunction with construction or modification of passenger gates.	Operations-related air pollutant emissions	During construction of the MSC North Project	Once upon construction completion; ongoing inclusion of measure in construction contracts	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program
4e	LAWA will require the conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance. In the 2006 GSE inventory, two of ten sweepers were electric-powered and one was either CNG or LPG fueled. HEPA filters will be installed on airport sweepers where the use of HEPA filters is technologically and financially feasible and does not pose a safety hazard to airport operations.	General air pollutant emissions	Work with assigned GSE coordinator regarding implementation	Ongoing	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program
4f	LAWA will ensure that there is available and sufficient infrastructure on-site, where not operationally or technically infeasible, to provide fuel to alternative-fueled vehicles to meet all requests for alternative fuels from contractors and other users of LAX. This will apply to construction equipment and to operations-related vehicles on-site. This provision will apply in conjunction with construction or modification of passenger gates related to implementation of the LAX Master Plan relative to the provision of appropriate infrastructure for electric GSE.	Air pollutant emissions related to operational vehicles	Work with assigned GSE coordinator regarding implementation	Ongoing	Status updates in annual LAX MMRP progress report	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Cultural Resources [3]						
MM-HA-5 **Monitoring Agency: LAWA**	**Archaeological Monitoring.** Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.	Loss or destruction of important archaeological resources	Continued monitoring efforts in accordance with the ATP	On-going during excavation and grading activities, as identified in ATP	Retention of archaeologist and filing of periodic monitoring reports with LAWA, as stipulated in the ATP	MSC North Project and future phase(s) of the MSC Program
MM-HA-6 **Monitoring Agency: LAWA**	**Excavation and Recovery.** Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Treatment Plan (ATP). Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.	Loss or destruction of important archaeological resources	Upon discovery of potential archaeological resources by qualified archaeologist	On-going during excavation and grading activities, as identified in ATP	Filing of appropriate reports (i.e. excavation/recovery report) with LAWA by project archaeologist pursuant to ATP. If no resources are found, a	MSC North Project and future phase(s) of the MSC Program

[3] Project-specific adaptations of other applicable Cultural Resources LAX Master Plan Commitments and Mitigation Measures can be found in Table 1: MSC-Specific Mitigation Measures.

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
					report indicating as much should be filed	
MM-HA-7 **Monitoring Agency: LAWA**	**Administration.** Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.	Loss or destruction of important archaeological resources	Prior to approval of excavation and grading plans (for MM/MPC imprint component); Prior to excavation and grading activities pursuant to ATP (for on-site training component)	Once, upon approval of excavation and grading plans (for MM/MPC imprint component); Prior to initiation of excavation and grading activities, and with construction staff change-outs, pursuant to ATP (for on-site training component)	Sign off of plans by project archaeologist (for MM/MPC imprint component); filing of sign-in sheet with LAWA by project archaeologist, as specified by ATP (for on-site training component)	MSC North Project and future phase(s) of the MSC Program
MM-HA-8 **Monitoring Agency: LAWA**	**Archaeological/Cultural Monitor Report.** Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA, and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.	Loss or destruction of important archaeological resources	Upon completion of grading & excavation activities per ATP	Once, upon completion of excavation and grading activities on a project by project basis, pursuant to ATP	Receipt of final report on a project by project basis by LAWA	MSC North Project and future phase(s) of the MSC Program
MM-HA-9 **Monitoring Agency: LAWA**	**Artifact Curation.** All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state requirements.	Loss or destruction of important archaeological resources	Upon completion of each project during which resources were recovered, as stipulated in ATP	Once, at completion of excavation and grading activities on a project by	Acceptance letter of curated artifacts from selected repository, or offer	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
				project basis, as stipulated in ATP	letter from LAWA to repository	
MM-HA-10 **Monitoring Agency: LAWA**	**Archaeological Notification.** If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented.	Loss or destruction of important archaeological resources	During excavation and grading activities	When any bone material is encountered and project archaeologist identifies it as human remains	Compliance of those steps outlined in Section 15064.5(e) of the CEQA Guidelines and sign off by project archaeologist and, if applicable, selected Native American monitor	MSC North Project and future phase(s) of the MSC Program
MM-PA-2 **Monitoring Agency: LAWA**	**Paleontological Authorization.** The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist.	Loss or destruction of important paleontological resources	Continued monitoring in accordance with the PMTP	On-going during excavation and grading activities, as identified in the PMTP	Filing of periodic monitoring reports with LAWA, as stipulated in the PMTP	MSC North Project and future phase(s) of the MSC Program
MM-PA-3 **Monitoring Agency: LAWA**	**Paleontological Monitoring Specifications.** Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.	Loss or destruction of important paleontological resources	Prior to finalization and approval of construction contracts for projects involving excavation deeper than six feet	Once, upon approval of each construction contract on a project-by-project basis	Review and approval of relevant construction contracts by project paleontologist and the filing of such contracts with LAWA	MSC North Project and future phase(s) of the MSC Program
MM-PA-4 **Monitoring Agency: LAWA**	**Paleontological Resources Collection.** Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have	Loss or destruction of important paleontological resources	During excavation and grading activities, as identified in the PMTP	On-going during excavation and grading activities, as identified in the PMTP	Filing of collection/ recovery reports with LAWA by project	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	been screened, they shall be examined microscopically for small fossils.				paleontologist, as stipulated in the PMTP	
MM-PA-5 **Monitoring Agency: LAWA**	**Fossil Preparation.** Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.	Loss or destruction of important paleontological resources	Upon discovery of significant fossils by project paleontologist	During grading and excavation activities as identified in the PMTP	Filing of appropriate reports by paleontologist with LAWA, as stipulated in the PMTP	MSC North Project and future phase(s) of the MSC Program
MM-PA-6 **Monitoring Agency: LAWA**	**Fossil Donation.** All fossils collected shall be donated to a public, nonprofit institution with a research interest in the materials, such as the Los Angeles County Museum of Natural History.	Loss or destruction of important paleontological resources	Upon completion of each project during which fossils were discovered, as outlined in the PMTP	Once, upon completion of excavation activities on a project-by-project basis	Acceptance letter of fossils from accepting repository, or offer letter from LAWA to repository	MSC North Project and future phase(s) of the MSC Program
MM-PA-7 **Monitoring Agency: LAWA**	**Paleontological Reporting.** A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project.	Loss or destruction of important paleontological resources	Upon completion of excavation activities, as outlined in the PMTP	Once, upon completion of excavation activities on a project-by-project basis	Receipt of paleontological report by LAWA. If no resources are found, a report indicating as much should be filed	MSC North Project and future phase(s) of the MSC Program
Hazards and Hazardous Materials [4]						
MM-HM-2	**Handling of Hazardous Materials Encountered During Construction.** Prior to the initiation of	Potential for encountering	Prior to initiation of construction	Once prior to construction	Preparation of Hazardous	MSC North Project and future

[4] Project-specific adaptations of other applicable Hazards and Hazardous Materials LAX Master Plan Commitments and Mitigation Measures can be found in Table 1: MSC-Specific Mitigation Measures.

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Monitoring Agency: LAWA	construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations.	hazardous materials/ waste during construction activities			Materials/ Wastes Management Plan	phase(s) of the MSC Program
Public Services – Fire Protection						
FP-1 **Monitoring Agency: LAWA**	**LAFD Design Recommendations.** During the design phase prior to initiating construction of a Master Plan component, LAWA will work with LAFD to prepare plans that contain the appropriate design features applicable to that component, such as those recommended by LAFD, and listed below: • *Emergency Access*. During Plot Plan development and the construction phase, LAWA will coordinate with LAFD to ensure that access points for off-airport LAFD personnel and apparatus are maintained and strategically located to support timely access. In addition, at least two different ingress/egress roads for each area, which will accommodate major fire apparatus and will provide for major evacuation during emergency situations, will be provided. • *Fire Flow Requirements*. Proposed Master Plan development will include improvements, as needed, to ensure that adequate fire flow is provided to all new facilities. The fire flow requirements for individual Master Plan improvements will be determined in conjunction with LAFD and will meet, or exceed, fire flow requirements in effect at the time. • *Fire Hydrants*. Adequate off-site public and onsite private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans. • *Street Dimensions*. New development will conform	Avoidance of compromised fire prevention and protection	Prior to issuance of building permits or B-permits	Once, upon sign-off of plans for each project	LAFD sign-off on plans prior to issuance of building permits or prior to issuance of B-permit for street improvements	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	to the standard street dimensions shown on the applicable City of Los Angeles Department of Public Works Standard Plan. • *Road Turns*. Standard cut-corners will be used on all proposed road turns. • *Private Roadway Access*. Private roadways that will be used for general access and fire lanes shall have at least 20 feet of vertical access. Private roadways will be built to City of Los Angeles standards to the satisfaction of the City Engineer and the LAFD. • *Dead-End Streets*. Where fire lanes or access roads are provided, dead-end streets will terminate in a cul-de-sac or other approved turning area. No fire lane shall be greater than 700 feet in length unless secondary access is provided. • *Fire Lanes*. All new fire lanes will be at least 20 feet wide. Where a fire lane must accommodate a LAFD aerial ladder apparatus or where a fire hydrant is installed, the fire lane will be at least 28 feet wide. • *Building Setbacks*. New buildings will be constructed no greater than 150 feet from the edge of the roadways of improved streets, access roads, or designated fire lanes. • *Building Heights*. New buildings exceeding 28 feet in height may be required to provide additional LAFD access. • *Construction/Demolition Access*. During demolition and construction activities, emergency access will remain unobstructed. • *Aircraft Fire Protection Systems*. Effective fire protection systems will be provided to protect the areas beneath the wings and fuselage portions of large aircraft. This may be accomplished by incorporating foam-water deluge sprinkler systems with foam-producing and oscillating nozzle (per NFPA 409, aircraft hangars for design criteria).					
PS-1	**Fire and Police Facility Relocation Plan.** Prior to any	Avoidance of	Prior to any	Once, upon	Completion of	MSC North

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
Monitoring Agency: LAWA	demolition, construction, or circulation changes that would affect LAFD Fire Stations 5, 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWA Police Division (LAWAPD), the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design.	compromised fire prevention and protection	construction activities affecting on-airport fire and police facilities	completion of Fire and Police Facility Relocation Plan; as necessary during relocation process	Fire and Police Facility Relocation Plan	Project and future phase(s) of the MSC Program
PS-2 **Monitoring Agency: LAWA**	**Fire and Police Facility Space and Siting Requirements.** During the early design phase for implementation of the Master Plan elements affecting on-airport fire and police facilities, LAWA and/or its contractors will consult with LAFD, LAWAPD, LAPD, and other agencies as appropriate, to evaluate and refine as necessary, program requirements for fire and police facilities. This coordination will ensure that final plans adequately support future facility needs, including space requirements, siting, and design.	Avoidance of compromised fire prevention and protection	Prior to any construction activities affecting on-airport police and fire facilities	On-going during early design phase	Approval of facility requirements by involved agencies	MSC North Project and future phase(s) of the MSC Program
C-1 **Monitoring Agency: LAWA**	**Establishment of a Ground Transportation/Construction Coordination Office**. Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA will periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means. This office may undertake a variety of duties, including but not limited to: • Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;	Traffic congestion and delays as they relate to construction activities	Coordination with the LAWA Ground Transportation/ Construction Coordination Office prior to issuance of any permits for the project.	On-going coordination by the LAWA Ground Transportation/ Construction Coordination Office in conjunction with LAWA Construction and Logistics Management (CALM) team	LAWA Ground Transportation/ Construction Coordination Office prior to approval; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
	• Work with airport police and the Los Angeles Police Department to enforce delivery times and routes; • Establish staging areas; • Coordinate with police and fire personnel regarding maintenance of emergency access and response times; • Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the Airport construction projects; • Monitor and coordinate deliveries; • Establish detour routes; • Work with residential and commercial neighbors to address their concerns regarding construction activity; and • Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.					
ST-9 **Monitoring Agency: LAWA**	**Construction Deliveries.** Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.	Traffic congestion and delays as they relate to construction activities	During construction	On-going during construction	Status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
ST-12 **Monitoring Agency: LAWA**	**Designated Truck Delivery Hours**. Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM.	Traffic congestion and delays as they relate to construction activities	LAWA approval of delivery schedule as part of the Construction Traffic Management Plan	On-going during construction	Status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
ST-14 **Monitoring Agency: LAWA**	**Construction Employee Shift Hours**. Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 AM to 9:00 AM, 4:30 PM to 6:30 PM) would be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.	Traffic congestion and delays as they relate to construction activities	Prior to construction activities	Once, during review of Construction Traffic Management Plan	LAWA approval of employee work schedule as part of the Construction Traffic	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
					Management Plan; status updates in annual LAX MMRP progress report.	
ST-17 **Monitoring Agency: LAWA**	**Maintenance of Haul Routes**. Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications would be provided as needed.	Roadway safety	On-going during construction	On-going during construction	Field inspection report; maintenance logs; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
ST-18 **Monitoring Agency: LAWA**	**Construction Traffic Management Plan**. A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.	Traffic congestion, delay and safety, related to construction activities	Prior to construction	On-going during construction	LAWA approval of Construction Traffic Management Plan by LAWA's Ground Transportation/ Construction Coordination Office in conjunction with LAWA CALM team; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
ST-19 **Monitoring Agency: LAWA**	**Closure Restrictions of Existing Roadways.** Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.	Traffic congestion and delay as they relate to construction activities	As construction dictates	As stipulated in Construction Traffic Management Plan, approved by LAWA's Construction Coordination Office	Street closure permit; approval by LAWA's Ground Transportation/ Construction Coordination Office	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
ST-21 **Monitoring Agency: LAWA**	**Construction Employee Parking Locations.** During construction of the eastern airport facilities, employee parking locations will be selected that are as close to I-405 and I-105 as possible and can be accessed by employee vehicles with minimal disruption to adjacent streets. Shuttle buses will transport employees to construction sites. In addition, remote parking locations (of not less than 1 mile away from project construction activities) will be established for construction employees with shuttle service to the airport. An emergency return system will be established for employees that must leave unexpectedly.	Traffic congestion and delay as they relate to construction activities	Prior to construction	Once, upon approval of construction employee parking locations by LAWA's Construction Coordination Office	LAWA approval of construction employee parking locations as part of the Construction Management Traffic Plan	MSC North Project and future phase(s) of the MSC Program
ST-22 **Monitoring Agency: LAWA**	**Designated Truck Routes.** For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.	Traffic congestion and delay as they relate to construction activities	At issuance of haul route approval	Once, upon approval of each haul route	Approval of haul route by LAWA Ground Transportation/ Construction Coordination Office; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
Construction Surface Transportation [5]						

[5] Project-specific adaptations of other applicable Construction Surface Transportation LAX Master Plan Commitments and Mitigation Measures can be found in Table 1: MSC-Specific Mitigation Measures.

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
C-1 **Monitoring Agency: LAWA**	This is the same measure discussed under Public Services – Fire Protection, LAX Master Plan Commitment C-1.					
C-2 **Monitoring Agency: LAWA**	**Construction Personnel Airport Orientation**. All construction personnel will be required to attend an airport project-specific orientation (pre-construction meeting) that includes where to park, where staging areas are located, construction policies, etc.	Traffic congestion and delays as they relate to construction activities	Prior to commencement of construction	As required by arrival of new personnel	Contractor certification; signatures of orientation attendees; status updates in annual LAX MMRP progress report.	MSC North Project and future phase(s) of the MSC Program
ST-9 **Monitoring Agency: LAWA**	This is the same measure discussed under Public Services – Fire Protection, LAX Master Plan Commitment ST-9.					
ST-12 **Monitoring Agency: LAWA**	This is the same measure discussed under Public Services – Fire Protection, LAX Master Plan Commitment ST-12.					
ST-14 **Monitoring Agency: LAWA**	This is the same measure discussed under Public Services – Fire Protection, LAX Master Plan Commitment ST-14.					
ST-16 **Monitoring Agency: LAWA**	**Designated Haul Routes:** Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.	Traffic noise	At issuance of approved haul route	Once, at approval of haul route	Approval of haul route by LAWA Ground Transportation/ Construction Coordination	MSC North Project and future phase(s) of the MSC Program

Table 3: Applicable LAX Master Plan Commitments and Mitigation Measures

Master Plan Commitments/Mitigation Measures		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	Applicability to MSC North Project and/or MSC Program
					Office; status updates in annual LAX MMRP progress report	
ST-17 **Monitoring Agency: LAWA**	This is the same measure discussed under Public Services – Fire Protection, LAX Master Plan Commitment ST-17.					
ST-18 **Monitoring Agency: LAWA**	This is the same measure discussed under Public Services – Fire Protection, LAX Master Plan Commitment ST-18.					