

**Runway 6L-24R and Runway 6R-24L Runway Safety Area
and Associated Improvements Project
Mitigation Monitoring and Reporting Program**

June 2014

Mitigation Monitoring and Reporting Program

This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA) and Associated Improvements Project (Project). This MMRP specifies the monitoring and reporting requirements for the proposed Project, 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 proposed Project EIR), applicable Specific Plan Amendment Study (SPAS)-specific mitigation measures, and Project-specific mitigation measures identified in the proposed Project 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 proposed Project Final EIR. The LAX Master Plan commitments and measures, along with the BWP-specific measures identified below, are already being implemented consistent with the MMRPs adopted for the LAX Master Plan and BWP, and were considered part of the project analyzed in the proposed Project 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, and Project-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. **Table 1** below lists the Project-specific mitigation measures; **Table 2** lists the applicable BWP- and SPAS-specific mitigation measures. **Table 3** lists the LAX Master Plan Commitments and Mitigation Measures that are applicable to the proposed Project.

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Table 1: Project-Specific Mitigation Measures

| Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | |
|---|--|---|---|---|--|
| Air Quality, Greenhouse Gases, Human Health | | | | | |
| <p>MM-AQ (RSA-N)-1</p> <p>Monitoring Agency: LAWA</p> | <ul style="list-style-type: none"> 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 PM₁₀ 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 | <p>Construction-related air pollutant emissions</p> | <p>Implemented prior to issuance of grading or demolition</p> | <p>Once prior to commencement of construction</p> | <p>Completion of implementation plan</p> |

Table 1: Project-Specific Mitigation Measures

| | Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|--|---|-------------------------------|---------------------------------|-----------------------------|--------------------------------------|
| | <p>following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that:</p> <ul style="list-style-type: none"> 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 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 | | | | |

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| | Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|--|---|------------------------|--------------------------|----------------------|-------------------------------|
| | <p>the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 2p) apply.</p> <ul style="list-style-type: none"> ○ 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. ○ 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 2p) to circumvent the intent of Measures 2n and 2o. <p>In any of the situations described above, the Contractor shall provide the next cleanest piece of equipment or vehicle as provided by the step</p> | | | | |

Table 1: Project-Specific Mitigation Measures

| Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------------|----------------------------|----------------------------|-------------------------------|-----------------------|------|---|--------|---------|---|--------|---------|---|--------|---------|---|--------|---------|---|--------|---------|---|--------|--------------|---|--------|---------|--|--|--|--|
| <p>down schedules in Table 4.1-15 for Off-Road Equipment and Table 4.1-16 for On-Road Equipment.</p> <hr/> <p style="text-align: center;">Table 4.1-15</p> <p style="text-align: center;">Off-Road Vehicle Compliance Step-Down Schedule</p> <table border="1" data-bbox="331 609 890 941"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Standard</th> <th>CARB-verified DECS (VDECS)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 4 <i>interim</i></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> </tbody> </table> <p>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.</p> <p>Source: CDM Smith, January 2014.</p> | Compliance Alternative | Engine Standard | CARB-verified DECS (VDECS) | 1 | Tier 4 <i>interim</i> | 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 2 | Uncontrolled | 8 | Tier 1 | Level 2 | | | | |
| Compliance Alternative | Engine Standard | CARB-verified DECS (VDECS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Tier 4 <i>interim</i> | 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 2 | Uncontrolled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | Tier 1 | Level 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table 1: Project-Specific Mitigation Measures

| Mitigation Measures | | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | | | | | | | | | | | | | | | | | | |
|--|--|---|--|---|--|-------------------------------|------|------|---|------|---------|---|------|---------|---|------|--------------|---|------|--------------|--|--|--|--|
| <p>Table 4.1-16</p> <p>On-Road Vehicle Compliance Step-Down Schedule</p> <table border="1"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Standard</th> <th>CARB-verified DECS (VDECS)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2007</td> <td>N/A*</td> </tr> <tr> <td>2</td> <td>2004</td> <td>Level 3</td> </tr> <tr> <td>3</td> <td>1998</td> <td>Level 3</td> </tr> <tr> <td>4</td> <td>2004</td> <td>Uncontrolled</td> </tr> <tr> <td>5</td> <td>1998</td> <td>Uncontrolled</td> </tr> </tbody> </table> <p>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.</p> <p>Source: CDM Smith, January 2014.</p> | | | 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 | | | | |
| 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 | | | | | | | | | | | | | | | | | | | | | | |
| Biological Resources | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>MM-BC (RSA-N)-1</p> <p>Monitoring Agency:</p> | <p>Conservation of Floral Resources: Lewis' Evening Primrose. If avoidance of Lewis' evening primrose is not feasible, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the</p> | <p>Potential loss of Lewis' evening primrose individuals that would result in a substantial adverse</p> | <p>Prior to any work activities, pre-construction focused surveys during the period of March</p> | <p>If required, as per special status plant mitigation program for Lewis' evening primrose; Regular</p> | <p>If required, preparation of special status plant mitigation program; periodic monitoring report</p> | | | | | | | | | | | | | | | | | | | |

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| Mitigation Measures | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|--|--|--|---|
| LAWA | Lewis' evening primrose in coordination with the appropriate resource agencies. LAWA or its designee shall collect seed from those plants to be removed, and properly clean and store the collected seed until used. A mitigation site of suitable habitat equal to the area of impact shall be delineated within areas of the Los Angeles/El Segundo Dunes or equivalent. Collected seed shall be broadcast (distributed) after the first wetting rain following or concurrent with the associated impact, preferentially in the fall or early winter. LAWA or its designee shall implement a monitoring plan to monitor the establishment of individuals of Lewis' evening primrose for a period of not more than five years. Performance criteria shall include the establishment of an equal number of plants as that impacted following the distribution of seed within the mitigation site. Performance criteria shall also include confirmation of recruitment for two years following the first year flowering is observed and establishment of individuals throughout the mitigation area within three years following the first year flowering is observed. | effect or substantial net reduction in population | through May to determine the presence or absence of Lewis' evening primrose. If it is determined that a substantial net reduction in population would occur, preparation of a special status plant mitigation program prior to initiation of construction of the proposed Project. | site visits (e.g., quarterly, annually) for no more than 5 years or until germination, flowering and seed set of at least an equal number of plants impacted | |
| Hydrology and Water Resources | | | | | |
| MM-HWQ (RSA-N)-1 Monitoring Agency: LAWA | Argo Ditch Mitigation. LAWA will mitigate channel impacts to the Argo Ditch at a minimum ratio of 2:1 due to permanent loss of up to 720 linear feet of the Argo Ditch. Mitigation may include restoration, establishment, enhancement, preservation, mitigation banking, and in-lieu fee or equivalent as coordinated with the respective agencies. LAWA will coordinate | Loss of groundwater infiltration due to partial piping of the Argo Ditch | During construction of the proposed Project | Once after project completion or per California Department of Fish & Wildlife Streambed Alteration Agreement | Agreement by California Department of Fish & Wildlife per Streambed Alteration Agreement conditions |

Table 1: Project-Specific Mitigation Measures

| Mitigation Measures | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|--|--|---|----------------------------------|--|
| | with the Department of Fish and Wildlife to discuss the proposed Project and complete a Lakebed and Stream Alteration Agreement (LSA) for the proposed impacts to the Argo Ditch. LAWA will coordinate with the Department to finalize an LSA for the proposed Project and to identify suitable locations for the required mitigation. | | | | |
| Noise | | | | | |
| MM-N (RSA-N)-1 Monitoring Agency: LAWA | Northeast Construction Staging/Parking Area (Construction Staging Area B). If LAWA utilizes the Northeast Construction Staging/Parking Area (Construction Staging Area B) for construction worker parking, construction trailers/portable offices, and/or outdoor storage laydown areas during construction of the proposed Project, it will allow no other new noise-producing activities within this construction staging area until use of this construction staging area for the proposed Project is completed. | Construction equipment noise | During construction of the proposed Project | Periodically during construction | Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report. |
| MM-N (RSA-N)-2 Monitoring Agency: LAWA | Residential Sound Insulation. LAWA will invite the seven eligible residential properties (zoned residential) located within the 1.5 dB CNEL or greater increase noise contour to participate in the existing City of Inglewood Residential Sound Insulation Program (RSIP); if the affected property owners agree to participate in the RSIP, sound insulation will be completed prior to July 2015 when construction of the proposed Project and the temporary closure of Runway 6L-24R would begin. | Temporary noise impacts during the Runway 6L-24R closure and displaced threshold period. | Prior to issuance of grading or demolition permit of the proposed Project | Prior to commencing construction | Status updates in annual LAX MMRP progress report. |

Table 2: Other LAWA EIR Mitigation Measures

| Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance | |
|--|--|--|---|---|---|
| Biological Resources | | | | | |
| <p>MM-BC (BWP)-4 Monitoring Agency: LAWA</p> | <p>Conservation of Faunal Resources: Burrowing Owl. Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within the Southeast Construction Staging/Parking Area (also known as the Continental City site), a survey for burrows by a qualified biologist will be conducted by walking through the suitable habitat within the site in accordance with CDFG-accepted protocols. If the site contains burrows that could be used by burrowing owls, four surveys will be conducted during the burrowing owl breeding season (April 15 through July 15). If an active burrow is observed during the nesting season, disturbance of the owls would constitute a significant impact and the burrow will be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting for burrowing owl normally occurs from February 1 through August 31. To protect any active burrow, the following restrictions are required between February 1 and August 31 (or until burrows are no longer active as determined by a qualified biologist): (1) clearing limits will be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying will be restricted within 200 feet of any occupied nest. Any encroachment into the 300/200 foot buffer area around the known nest will only be allowed if it is determined by a qualified biologist that the proposed activity will not disturb the nest occupants. These avoidance measures will be</p> | <p>Potential loss of burrowing owl individuals</p> | <p>Prior to any work activities within the Southeast Construction Staging/Parking Area, a survey for burrows that could be used by burrowing owls and, if burrows are present, four additional surveys between April 15 and July 15 followed by annual removal of any burrows onsite between September and January until such time as the entire staging area is in active use.</p> | <p>If required, annual removal of burrows between September and January</p> | <p>If required, preparation of Habitat Restoration Plan</p> |

Table 2: Other LAWA EIR Mitigation Measures

| Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|---|---|---|
| <p>coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan."</p> <p>If nesting individuals are observed, LAWA or its designee will develop and implement a habitat replacement plan to compensate for the loss of habitat associated with use of the site for construction staging and parking. The objective of the habitat replacement plan will be to replace the habitat value to be lost with equal or greater habitat value. The habitat replacement will occur at an off-site location to avoid potential conflicts with aircraft activities at LAX. Off-site locations for habitat replacement may include Madrona Marsh Nature Center in Torrance, Three Sisters Reserve located on the Palos Verdes Peninsula, or another location deemed appropriate. Whether or not any nesting burrowing owls are identified on-site, after the end of the nesting period (August 31), LAWA or its designee will remove all burrows from the site on a monthly basis between September and January. Removal may include physically collapsing the burrows or installing oneway doors in burrow entrances. Such maintenance will continue annually until such time as the entire staging area is in active use.</p> | | | | |
| <p>MM-BC (BWP)-8 Monitoring Agency:</p> | <p>Conservation of Faunal Resources: Nesting Birds/Raptors. To comply with the Migratory Bird Treaty Act, for those areas of the project site that are not actively maintained and have a potential for nesting birds/raptors, if construction</p> | <p>Potential loss of nesting birds/raptors subject to the Migratory Bird Treaty Act</p> | <p>If construction occurs between February 1 and August 15, removal of vegetation outside</p> | <p>If active nests are present and may be impacted, a Biological Monitor shall be present</p> |

Table 2: Other LAWA EIR Mitigation Measures

| Mitigation Measures | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|------------------------------------|--|---|---|--|--|
| LAWA | 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 nesting birds), vegetation that will be impacted by the proposed project shall be removed outside the nesting season if feasible. If this is not feasible, then a qualified biologist shall inspect the shrubs/trees prior to project activities to ensure that no nesting birds/raptors are present. If the biologist finds an active nest within the construction area and determines that the nest may be impacted, the biologist will delineate an appropriate buffer zone; the size of the buffer zone will depend on the species and the type of construction activity, and will be determined in consultant with CDFG. Only construction activities (if any) that have been approved by a Biological Monitor will take place within the buffer zone until the nest is vacated. The biologist shall serve as a construction monitor during those periods when construction activities shall occur near active nest areas to ensure than no inadvertent impacts on these nests shall occur. These construction avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33 "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft. | | the nesting season, if feasible. If not feasible, pre-construction surveys. | during those periods when construction activities will occur near active nest areas. | between February 1 and August 15. |
| MM-BIO (SPAS)-10 Monitoring | Conservation of Faunal Resources: Burrowing Owl. Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) a survey for | Potential loss of burrowing owl individuals | Prior to any work activities (i.e., vegetation clearing, invasive species | If active burrows are present and may be impacted, a Biological Monitor | Pre-construction surveys. If required, establishment of buffer zones and |

Table 2: Other LAWA EIR Mitigation Measures

| Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|--|------------------------|--|--|---|
| <p>Agency: LAWA</p> <p>burrows by a qualified biologist will be conducted by walking through the suitable habitat within the site (generally the Argo Drainage Channel and Los Angeles/El Segundo Dunes, as well as any other area deemed suitable by the qualified biologist) in accordance with CDFG-accepted protocols. If a work site contains burrows that could be used by burrowing owls, four surveys will be conducted during the burrowing owl breeding season (April 15 through July 15). If an active burrow is observed during the nesting season, the burrow will be protected until nesting activity has ended. Nesting activity for burrowing owl normally occurs from February 1 through August 31. To protect any active burrow, the following restrictions are required between February 1 through August 31 (or until burrows are no longer active as determined by a qualified biologist): (1) clearing limits will be established a minimum of 300 feet in any direction from any occupied nest and (2) access and surveying will be restricted within 200 feet of any occupied nest. Any encroachment into the 300/200 foot buffer area around the known nest will only be allowed if it is determined by a qualified biologist that the proposed activity will not disturb nest occupants. These avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan."</p> <p>If nesting individuals are observed, LAWA or its designee shall have a qualified wildlife biologist develop and implement a habitat replacement</p> | | <p>removal, and/or spraying, and sediment removal), a survey for burrows that could be used by burrowing owls and, if burrows are present, four additional surveys during burrowing owl breeding season (April 15 and July 15) followed by monthly removal of any burrows onsite between September and January until such time as the entire construction area is in active use.</p> | <p>shall be present during those periods when construction activities will occur near active burrow areas.</p> | <p>construction avoidance measures from April 15 to July 15 and written report documenting construction avoidance measures undertaken; reports submitted periodically, at least annually, during construction or until vegetation is removed.</p> |

Table 2: Other LAWA EIR Mitigation Measures

| Mitigation Measures | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|------------------------|--------------------------|----------------------|-------------------------------|
| <p>plan to compensate for the loss of habitat associated with the project. The habitat replacement plan shall replace lost habitat value with equal or greater habitat value, and shall follow the methodology outlined in the CDFG Staff Report on Burrowing Owl Mitigation. The habitat replacement will occur in the Los Angeles/El Segundo Dunes in a location approved by LAWA's USDA Wildlife Hazard Biologist that will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan", or at an off-site location to avoid potential conflicts with aircraft activities at LAX.</p> <p>Whether or not any nesting burrowing owls are identified on-site, after the end of the nesting period (August 31), LAWA or its designee will remove all burrows from the immediate area and around the construction and construction staging areas on a monthly basis between September and January. Removal may include physically collapsing the burrows or installing one-way exit doors in burrow entrances. Such maintenance will continue annually until such time as the construction areas are fully in use and/or developed and no longer contain suitable habitat for burrowing owls.</p> | | | | |

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 |
|--|--|---|--|--|---|
| Aesthetics | | | | | |
| DA-1 Monitoring Agency: LAWA | Provide and Maintain Airport Buffer Areas. Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy, and better screening views of Airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities. | Avoidance of view degradation | Prior to approval of development plans for projects abutting residential and view sensitive uses along the northern 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 |
| MM-DA-1 Monitoring Agency: LAWA | Construction Fencing. Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways, including Sepulveda Boulevard, Century Boulevard, Westchester Parkway, Pershing Drive, and Imperial Highway west of Sepulveda Boulevard. Along Century Boulevard, Sepulveda Boulevard, and in other areas where the quality of public views are a high priority, provisions shall be made by LAWA for treatment of the fencing to reduce temporary visual impacts. | Avoidance of temporary view degradation | Prior to issuance of grading or building permits for each project along a major public approach or perimeter roadway | Once, prior to issuance of grading or building permits for each project along a major public approach or perimeter roadway | Installation of construction fencing and pedestrian canopies to the extent feasible. |

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 | |
|--|--|--|---|----------------------------------|--|
| Air Quality, Greenhouse Gases, Human Health | | | | | |
| 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 default) – twice 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. |
| 1b | Ultra-low sulfur diesel (ULSD) fuel will be used in construction equipment. | Air pollutant emissions associated with the 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. |
| 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 the 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. |

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 |
|---|--|--|---|---|--|
| 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 the 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. |
| 1e | All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading. | 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. |
| 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 the 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. |
| 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 the 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. |

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 | |
|---|--|---|--|---|---|
| <p>MM-AQ-2</p> <p>Monitoring Agency: LAWA</p> | <p>LAX-AQ-2. Construction-Related Control Measures.</p> <p>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:</p> | | | | |
| <p>2a</p> | <p>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-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.</p> | <p>Air pollutant emissions associated with the construction (Mobile and Stationary sources) of the proposed Project</p> | <p>During construction of the proposed Project</p> | <p>Periodically during construction</p> | <p>Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.</p> |
| <p>2b</p> | <p>Watering (per SCAQMD Rule 403 and CalEEMod default) – three times daily.</p> | <p>Air pollutant emissions associated with the construction (Fugitive Dust) of the proposed</p> | <p>During construction of the proposed Project</p> | <p>Periodically during construction</p> | <p>Inclusion of measure in construction contracts; status updates in annual LAX MMRP progress report.</p> |

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 |
|---|---|---|---|--|--|
| | | Project | | | |
| 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. |
| 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) 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. |
| 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. |
| 2f | Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and | 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. |

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 |
|---|---|---|--|---|--|
| 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. |
| 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 stationary sources) of the proposed Project | 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 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. |
| 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. |
| 2k | The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure | Air pollutant emissions associated with the | Prior to issuance of grading or demolition permit of the | Once prior to issuance of grading or demolition permit | Inclusion of measure in construction contracts; status |

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 |
|--|--|--|---|---|--|
| | through direct inspections, record reviews, and investigations of complaints. | construction of the proposed Project | proposed Project | of the proposed Project | updates in annual LAX MMRP progress report. |
| 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 of fugitive dust. | 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 | 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. |
| 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. |
| Biological Resources | | | | | |
| MM-BC-1 Monitoring Agency: LAWA | Conservation of State-Designated Sensitive Habitat within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area. LAWA or its designee shall take all necessary steps to ensure that the state-designated sensitive habitats within and adjacent to the | Temporary construction impacts to sensitive areas and degradation of state-designated sensitive habitats | Preconstruction/ Construction | Once, upon completion of pre-construction evaluation and then on-going during construction if | Completion of pre-construction evaluation and presence of environmental monitor when |

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 |
|--|------------------------|--------------------------|---|--|
| <p>Habitat Restoration Area are conserved and protected during construction, operation, and maintenance. These steps shall, at a minimum, include the following:</p> <p>Implementation of construction avoidance measures in areas where construction or staging are adjacent to the Habitat Restoration Area. Prior to the initiation of construction of LAX Master Plan components to be located adjacent to the Habitat Restoration Area, LAWA or its designee shall conduct a pre-construction evaluation to identify and flag specific areas of state-designated sensitive habitats located within 100 feet of construction areas. Subsequent to the pre-construction evaluation, LAWA or its designee shall conduct a pre-construction meeting and provide written construction avoidance measures to be implemented in areas adjacent to state-designated sensitive habitats.</p> <p>Construction avoidance measures include erecting a 10-foot-high tarped chain-link fence where the construction or staging area is adjacent to state-designated sensitive habitats to reduce the transport of fugitive dust particles related to construction activities. Soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented to reduce fugitive dust emissions during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area, with a goal to reduce fugitive dust emissions by 90 to 95 percent. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of a state designated sensitive habitat. LAWA or its</p> | | | <p>within 100 feet of the Habitat Restoration Area; Annually during operation and maintenance</p> | <p>construction is within 100 feet of state-designated sensitive habitat; Periodic Monitoring Report</p> |

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 |
|---|--|---|--|--|--|
| | <p>designee shall incorporate provisions for the identification of additional construction avoidance measures to be implemented adjacent to state designated sensitive areas. All construction avoidance measures that address Best Management Practices shall be clearly stated within construction bid documents. In addition, LAWA shall include a provision in all construction bid documents requiring the presence of a qualified environmental monitor. Construction drawings shall indicate vegetated areas within the Habitat Restoration Area as "Off-Limits Zone."</p> <p>Ongoing maintenance and management efforts for the El Segundo Blue Butterfly Habitat Restoration Area. LAWA or its designee shall ensure that maintenance and management efforts prescribed in the Habitat Management Plan (HMP) for the Habitat Restoration Area shall continue to be carried out as prescribed.</p> | | | | |
| <p>MM-BC-2</p> <p>Monitoring Agency: LAWA</p> | <p>Conservation of Floral Resources: Lewis' Evening Primrose. LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive Lewis' evening primrose, currently located at the westerly end of the north runway and within the Habitat Restoration Area. LAWA or its designee shall collect seed from those plants to be removed, and properly clean and store the collected seed until used. If possible, seeds shall be collected in multiple years to ensure an adequate seed supply for planting. A mitigation site of suitable habitat equal to the area of impact shall be delineated within areas of the Los Angeles/El Segundo Dunes as described in MM-</p> | <p>Potential loss of Lewis' evening primrose individuals that would result in a substantial adverse effect or substantial net reduction in population</p> | <p>Prior to any work activities, pre-construction focused surveys during the period of March through May to determine the presence or absence of Lewis' evening primrose. If it is determined that a substantial net reduction in population would occur, preparation of</p> | <p>If required, as per special status plant mitigation program for Lewis' evening primrose; Regular site visits (e.g., quarterly, annually) for no more than 5 years or until germination, flowering and seed set of at least an equal number of plants impacted</p> | <p>If required, preparation of special status plant mitigation program; periodic monitoring report</p> |

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 |
|---|---|--------------------------------|--|---|--|
| | <p>BC-13. Collected seed shall be broadcast (distributed) after the first wetting rain. LAWA or its designee shall implement a monitoring plan to monitor the establishment of individuals of Lewis' evening primrose for a period of not more than five years.</p> <p>Performance criteria shall include the establishment of an equal number of plants as that impacted in the first year following the distribution of seed within the mitigation site. Performance criteria shall also include confirmation of recruitment for two years following the first year flowering is observed and establishment of individuals throughout the mitigation area within three years following the first year flowering is observed. Monitoring shall be undertaken in the manner set forth in MM-BC-8.</p> | | a special status plant mitigation program prior to initiation of construction of the proposed Project. | | |
| <p>MM-ET-3</p> <p>Monitoring Agency: LAWA</p> | <p>EI Segundo Blue Butterfly Conservation: Dust Control. To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the EI Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the EI Segundo blue butterfly.</p> | Temporary construction impacts | Preconstruction/ Construction | Once, upon execution of contracts, and periodically during construction | Inclusion of measure in construction contracts; Periodic reporting by construction monitor |

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 |
|--|---|---|---|---|--|
| Cultural Resources | | | | | |
| MM-HA-4 Monitoring Agency: LAWA | Discovery. The FAA shall prepare an archaeological treatment plan (ATP), in consultation with the SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation: OHP Archaeological Resources Management. | Loss of destruction of important archaeological resources | Prior to issuance of any excavation and grading permits | Once, at approval of ATP | Approval of ATP by LAWA |
| 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 | 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 |

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 |
|--|--|---|---|---|---|
| | 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. | | | | |
| 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 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) |

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 |
|--|--|--|--|---|---|
| <p>MM-HA-8</p> <p>Monitoring Agency: LAWA</p> | <p>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.</p> | <p>Loss or destruction of important archaeological resources</p> | <p>Upon completion of grading & excavation activities per ATP</p> | <p>Once, upon completion of excavation and grading activities on a project by project basis, pursuant to ATP</p> | <p>Receipt of final report on a project by project basis by LAWA</p> |
| <p>MM-HA-9</p> <p>Monitoring Agency: LAWA</p> | <p>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.</p> | <p>Loss or destruction of important archaeological resources</p> | <p>Upon completion of each project during which resources were recovered, as stipulated in ATP</p> | <p>Once, at completion of excavation and grading activities on a project by project basis, as stipulated in ATP</p> | <p>Acceptance letter of curated artifacts from selected repository, or offer letter from LAWA to repository</p> |
| <p>MM-HA-10</p> <p>Monitoring Agency: LAWA</p> | <p>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.</p> | <p>Loss or destruction of important archaeological resources</p> | <p>During excavation and grading activities</p> | <p>When any bone material is encountered and project archaeologist identifies it as human remains</p> | <p>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</p> |

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 |
|---|--|--|---|--|--|
| <p>MM-PA-1</p> <p>Monitoring Agency: LAWA</p> | <p>Paleontological Qualification and Treatment Plan. A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a PMTP) for construction related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the LACM to comply with paleontological requirements as appropriate.</p> | <p>Loss or destruction of important paleontological resources</p> | <p>Prior to issuance of any excavation and grading permits</p> | <p>Once, upon retention of paleontologist and approval of the PMTP</p> | <p>Retention of paleontologist and approval of the PMTP by LAWA</p> |
| Hazards and Hazardous Materials | | | | | |
| <p>C-1</p> <p>Monitoring Agency: LAWA</p> | <p>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 would 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:</p> <ul style="list-style-type: none"> • Inform motorists about detours and congestion by use of static signs, changeable message signs, media | <p>Traffic congestion and delays as they relate to construction activities</p> | <p>Prior to issuance of any permits for the project. Complete set of duties for this office will be established prior to issuance of any permit for the project that may significantly impact surface streets</p> | <p>On-going coordination by the LAWA Ground Transportation/Construction Coordination Office in conjunction with LAWA Construction and Logistics Management (CALM) team</p> | <p>LAWA Ground Transportation/Construction Coordination Office prior to approval; status updates in annual LAX MMRP progress report.</p> |

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| Master Plan Commitments/Mitigation Measures | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|--|---|---------------------------------------|---|---|
| | <p>announcements, airport website, etc.;</p> <ul style="list-style-type: none"> • 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. | | | | |
| C-2 Monitoring Agency: LAWA | <p>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.</p> | 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. |
| ST-9 Monitoring Agency: LAWA | <p>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.</p> | Traffic congestion and delays as they relate to construction activities | During construction | On-going during construction | Status updates in annual LAX MMRP progress report. |

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 |
|---|---|---|--|---|---|
| <p>ST-12</p> <p>Monitoring Agency: LAWA</p> | <p>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. [Note: This measure provides guidelines for controlling the arrival and departure times of construction related traffic during peak commute periods, and served as input for developing an estimated schedule of the proposed Project construction delivery activity.]</p> | 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. |
| <p>ST-14</p> <p>Monitoring Agency: LAWA</p> | <p>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.</p> | 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 Management Plan; status updates in annual LAX MMRP progress report. |
| <p>ST-16</p> <p>Monitoring Agency: LAWA</p> | <p>Designated Haul Routes: Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.</p> | Traffic noise | At issuance of approved haul route | Once, at approval of haul route | Approval of haul route by LAWA Ground Transportation/ Construction Coordination Office; status updates in annual LAX MMRP progress report |
| <p>ST-17</p> <p>Monitoring Agency: LAWA</p> | <p>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,</p> | Roadway safety | On-going during construction | On-going during construction | Field inspection report; maintenance logs; status updates in annual LAX MMRP progress report. |

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 |
|--|--|--|--------------------------|--|--|
| | lane configurations, and signal phasing modifications would be provided as needed. | | | | |
| 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. |
| 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 |
| ST-21 Monitoring Agency: LAWA | Construction Employee Parking Locations. Construction employee parking locations will be placed where they can be accessed by employees with minimal or no disruption to adjacent streets. | 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 |

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 |
|---|---|--|--|--|--|
| <p>ST-22</p> <p>Monitoring Agency: LAWA</p> | <p>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.</p> | <p>Traffic congestion and delay as they relate to construction activities</p> | <p>At issuance of haul route approval</p> | <p>Once, upon approval of each haul route</p> | <p>Approval of haul route by LAWA Ground Transportation/Construction Coordination Office; status updates in annual LAX MMRP progress report.</p> |
| Hydrology and Water Quality | | | | | |
| <p>HWQ-1</p> <p>Monitoring Agency: LAWA</p> | <p>Develop Detailed Drainage Plan. Once a Master Plan alternative is selected, and in conjunction with its preliminary design, LAWA will develop a detailed drainage plan of the area within the boundaries of the alternative. The purpose of the drainage plan will be to assess site-specific drainage flows at a design level of detail in order to select the most appropriate mitigation measures, from those identified in this EIS/EIR. LAWA will develop this drainage plan</p> | <p>Significant changes in surface hydrology or adverse impacts to surface water quality due to new development</p> | <p>Prior to issuance of a grading/building permit for the proposed project</p> | <p>Once, upon completion of conceptual drainage plan</p> | <p>Completion of conceptual drainage plan</p> |

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 |
|--|------------------------|--------------------------|----------------------|-------------------------------|
| <p>and evaluate drainage capacity using the Peak Rate Method specified in Part G - Storm Drain Design of the City of Los Angeles' Bureau of Engineering Manual. In areas within the boundary of the selected alternative where the surface water runoff rates are found to exceed the capacity of the stormwater conveyance infrastructure with the potential to cause flooding, LAWA will take measures to either reduce peak flow rates or increase the structure's capacity. These drainage facilities will be designed to ensure that they adequately convey stormwater runoff and prevent flooding by adhering to the procedures set forth by the Peak Rate Method. Methods to reduce the peak flow of surface water runoff could include:</p> <ul style="list-style-type: none"> ○ Decreasing impervious area by removing unnecessary pavement or utilizing porous concrete or modular pavement ○ Building stormwater detention structures ○ Diverting runoff to pervious areas (reducing directly-connected pervious areas) ○ Diverting runoff to outfalls with additional capacity (reducing the total drainage area for an individual outfall) ○ Redirecting stormwater flows to increase the time of concentration <p>Measures to increase drainage capacity could include:</p> <ul style="list-style-type: none"> ○ Increasing the size and slope (capacity) of stormwater conveyance structures (pipes, culverts, channels, etc.) ○ Increasing the number of stormwater | | | | |

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 |
|--|------------------------|--------------------------|----------------------|-------------------------------|
| <p>conveyance structures and or/outfalls</p> <p>LAWA will also evaluate the effect of the selected Master Plan alternative on surface water quality using the LARWQCB's SUSMP. The SUSMP addresses water quality and drainage issues by specifying source control, structural, and treatment control BMPs with the objective of reducing the discharge of pollutants from the stormwater conveyance system to the maximum extent practicable. LAWA will comply with these provisions by designing the stormwater system to meet the requirements of the SUSMP through incorporation of both structural and treatment control BMPs. These BMPs would be applied to both existing and future sources with the goal of achieving no net increase in loadings of pollutants of concern. The following list includes some of the BMPs that could be employed to infiltrate or treat stormwater runoff and control peak flow rates:</p> <ul style="list-style-type: none"> ○ Vegetated swales and strips ○ Oil/Water Separators ○ Clarifiers ○ Media Filtration ○ Catch Basins Inserts and Screens ○ Continuous Flow Deflective Systems ○ Bioretention and Infiltration ○ Detention Basins ○ Manufactured treatment units | | | | |

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 | |
|---|---|--|---|--|--|
| Noise | | | | | |
| MM-N-7 Monitoring Agency: LAWA | Construction Noise Control Plan. A Construction Noise Control Plan will be prepared to provide feasible measures to reduce significant noise impacts throughout the construction period for all projects near noise sensitive uses. For example, noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers such as ground elevation changes and existing buildings may be used to shield construction noise. | Significant noise impacts at noise-sensitive receivers during construction | Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement | Once, upon completion of a Noise Control Plan | Inclusion of requirement for a Noise Control Plan in subcontract agreement & subsequent approval of the Noise Control Plan by LAWA |
| MM-N-8 Monitoring Agency: LAWA | Construction Staging. Construction operations shall be staged as far from noise-sensitive uses as feasible. | Significant noise impacts at noise-sensitive receivers during construction | Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement | Once, upon completion of construction staging area by LAWA | Approval of construction staging area by LAWA |
| MM-N-9 Monitoring Agency: LAWA | Equipment Replacement. Noisy equipment shall be replaced with quieter equipment (for example, rubber tiered equipment rather than track equipment) when technically and economically feasible. | Significant noise impacts at noise-sensitive receivers during construction | Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement | Once, upon completion of a Noise Control Plan | Inclusion of requirement for a Noise Control Plan in subcontract agreement & subsequent approval of the Noise Control Plan by LAWA |
| MM-N-10 | Construction Scheduling. The timing and/or sequence of the noisiest on-site construction | Significant noise impacts at noise- | Prior to the earliest of either the | Once, upon completion of a | Inclusion of requirement for a |

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 |
|--|--|--|--|--------------------------------------|---|
| Monitoring Agency: LAWA | activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday – Friday; 8 p.m. to 6 a.m. Saturday; and anytime on Sunday or Holiday(s)). | sensitive receivers during construction | issuance of a grading permit, issuance of a demolition permit, or construction commencement | Noise Control Plan | Noise Control Plan in subcontract agreement & subsequent approval of the Noise Control Plan by LAWA |
| N-1 Monitoring Agency: LAWA | Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program. All components of the current airport noise abatement program that pertain to aircraft noise will be maintained. | Expose noise-sensitive areas to 65 CNEL or greater with at least 1.5 CNEL increase | Already being implemented. Will continue noise abatement program throughout implementation and use | Ongoing | Submission of Annual report per Variance Conditions to County of Los Angeles |
| ST-16 Monitoring Agency: LAWA | Designated Haul Routes. Every effort will be made to ensure that haul routes are located away from sensitive noise receptors. | Traffic noise | At issuance of approved haul route | Once, at approval of each haul route | Approval of haul route by LADBS |
| ST-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); | Traffic congestion and delay | At issuance of approved haul route | Once, at approval of each haul route | Approval of haul route by LADBS |

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 |
|--|---|------------------------|--------------------------|----------------------|-------------------------------|
| | Westchester Parkway/Arbor Vitae Street (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. | | | | |
| Construction Surface Transportation | | | | | |
| C-1 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment C-1 found under Hazards and Hazardous Materials. | | | | |
| C-2 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment C-2 found under Hazards and Hazardous Materials. | | | | |
| ST-9 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment ST-9 found under Hazards and Hazardous Materials. | | | | |
| ST-12 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment ST-12 found under Hazards and Hazardous Materials. | | | | |
| ST-14 | This is the same measure discussed under LAX Master Plan Commitment ST-14 found under Hazards and Hazardous Materials. | | | | |

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 |
|--|--|---------------------------------|---|----------------------------------|--|
| Monitoring Agency: LAWA | | | | | |
| ST-16 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment ST-16 found under Hazards and Hazardous Materials. | | | | |
| ST-17 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment ST-17 found under Hazards and Hazardous Materials. | | | | |
| ST-18 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment ST-18 found under Hazards and Hazardous Materials. | | | | |
| ST-22 Monitoring Agency: LAWA | This is the same measure discussed under LAX Master Plan Commitment ST-22 found under Hazards and Hazardous Materials. | | | | |
| Utilities and Service Systems | | | | | |
| W-1 | Maximize use of Reclaimed Water. To the extent feasible, LAWA will maximize the use of | Reduce demands for, and use of, | Prior to approval of building plans for the | Once, prior to approval of plans | Approval of plans for the proposed project |

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 |
|---|--|--|--|---|---|
| Monitoring Agency: LAWA | reclaimed water in Master Plan-related facilities and landscaping. The intent of this commitment is to maximize the use of reclaimed water as an offset for potable water use and to minimize the potential for increased water use resulting from implementation of the LAX Master Plan. This commitment also will facilitate achievement of the City of Los Angeles' goal of increased beneficial use of its reclaimed water resources. This commitment will be implemented by various means, such as installation and use of reclaimed water distribution piping for landscape irrigation. | potable water | proposed project, and prior to approval of landscaping plans | for the proposed project | |
| W-2 Monitoring Agency: LAWA | Enhance Existing Water Conservation Program. LAWA will enhance the existing Street Frontage and Landscape Plan for LAX to ensure the ongoing use of water conservation practices at LAX facilities. The intent of this program, to minimize the potential for increased water use due to implementation of the LAX Master Plan program, is also in accordance with regional efforts to ensure adequate water supplies for the future. Features of the enhanced conservation program will include identification of current water conservation practices and an assessment of their effectiveness; identification of alternative future conservation practices; continuation of the practice of retrofitting and installing new low-flow toilets and other water-efficient fixtures in all LAX buildings, as remodeling takes place or new construction occurs; use of Best Management Practices for maintenance; use of water efficient vegetation for landscaping, where possible; and continuation of the use of fixed automatic irrigation for landscaping. | Avoid a substantial increase in water consumption due to the development of new facilities | Prior to approval of building plans for the proposed project, and prior to approval of landscaping plans | Once, prior to approval of plans for the proposed project | Preparation of Water Conservation 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 |
|--|--|--|--|--|--|
| <p>SW-1</p> <p>Monitoring Agency: LAWA</p> | <p>Implement an Enhanced Recycling Program. LAWA will enhance their existing recycling program, based on successful programs at other airports and similar facilities. Features of the enhanced recycling program will include: expansion of the existing terminal recycling program to all terminals, including new terminals; development of a recycling program at LAX Northside/Westchester Southside; lease provisions requiring that tenants meet specified diversion goals; and preference for recycled materials during procurement, where practical and appropriate.</p> | <p>Generation of additional solid waste due to increased activity levels at LAX</p> | <p>Prior to approval of construction permits</p> | <p>Annually</p> | <p>Annual confirmation that LAX are exceeding waste reduction requirements of AB 939</p> |
| <p>SW-2</p> <p>Monitoring Agency: LAWA</p> | <p>Requirements for the Use of Recycled Materials during Construction. LAWA will require, where feasible, that contractors use a specified minimum percentage of recycled materials during construction of LAX Master Plan improvements. The percentage of recycled materials required will be specified in the construction bid documents. Recycled materials may include, but are not limited to, asphalt, drywall, steel, aluminum, ceramic tile, cellulose insulation, and composite engineered wood products. The use of recycled materials in LAX Master Plan construction will help to reduce the project's reliance upon virgin materials and support the recycled materials market, decreasing the quantity of solid waste requiring disposal.</p> | <p>Indirect impacts to solid waste management facilities/capacity (i.e., increased use of recycled materials would reduce the amount of waste materials that would otherwise need to be managed/disposed of)</p> | <p>Prior to issuance of the RFP for the proposed project</p> | <p>Once, upon approval of construction contract for the proposed project</p> | <p>Confirmation that general contractor's bid includes usage of specified minimum percentage of recycled materials</p> |
| <p>SW-3</p> <p>Monitoring Agency:</p> | <p>Requirements for Recycling of Construction and Demolition Waste. LAWA will require that contractors recycle a specified minimum percentage of waste materials generated during</p> | <p>Indirect impacts to solid waste management facilities/capacity</p> | <p>Prior to issuance of the RFP for the proposed project</p> | <p>Once, upon approval of construction contract for the</p> | <p>Confirmation that general contractor's bid includes usage of specified minimum</p> |

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| Master Plan Commitments/Mitigation Measures | | Impact Being Addressed | Timing of Implementation | Monitoring Frequency | Actions Indicating Compliance |
|---|---|--|--------------------------|----------------------|----------------------------------|
| LAWA | construction and demolition. The percentage of waste materials required to be recycled will be specified in the construction bid documents. Waste materials to be recycled may include, but are not limited to, asphalt, concrete, drywall, steel, aluminum, ceramic tile, and architectural details. | (i.e., increased use of recycled materials would reduce the amount of waste materials that would otherwise need to be managed/disposed of) | | proposed project | percentage of recycled materials |