

**Los Angeles International Airport
Specific Plan Amendment Study Project
Mitigation Monitoring and Reporting Program**

February 2013

SPAS Project Mitigation Monitoring and Reporting Program

This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the Los Angeles International Airport (LAX) Specific Plan Amendment Study (SPAS). This MMRP specifies the monitoring and reporting requirements for the SPAS 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 SPAS EIR), and SPAS-specific mitigation measures identified in the SPAS Final EIR. Such commitments and measures include many of those set forth in the LAX Master Plan Final EIR, as well as additional new measures identified in the SPAS Final EIR. The LAX Master Plan commitments and measures and the BWP-specific measures identified below are already being implemented consistent with the MMRP adopted for the LAX Master Plan and the Bradley West Project and were considered part of the project analyzed in the SPAS 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, Community Benefits Agreement measure, and SPAS-specific mitigation measure, the full text of the subject commitment or mitigation measure, the SPAS impact being addressed, 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 LAX Master Plan commitments, LAX Master Plan mitigation measure, Bradley West Project-specific mitigation measures, Community Benefits Agreement measure, and SPAS-specific mitigation measures that are applicable to environmental impacts by discipline; this table includes commitments and measures within the subject discipline, as well as applicable commitments and measures from other disciplines that address impacts within the subject discipline.

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Table 1

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
Aesthetics	
LAX Master Plan Commitments	
DA-1. Provide and Maintain Airport Buffer Areas	X
DA-2. Update and Integrate Design Plans and Guidelines	X
LU-2. Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion	X
LU-4. Neighborhood Compatibility Program	X
LI-2. Use of Non-Glare Generating Building Materials	X
LI-3. Lighting Controls	X
LAX Master Plan Mitigation Measures	
MM-DA-1. Construction Fencing	X
SPAS Mitigation Measures	
MM-HA (SPAS)-2. Preservation of Historic Resources: Theme Building and Setting	X
Air Quality	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures¹	
MM-AQ-1. LAX Master Plan Mitigation Plan for Air Quality, Framework	X
MM-AQ-2. LAX Master Plan Mitigation Plan for Air Quality, Construction-Related Mitigation Measures	X
MM-AQ-3. LAX Master Plan Mitigation Plan for Air Quality, Transportation-Related Mitigation Measures	X
MM-AQ-4. LAX Master Plan Mitigation Plan for Air Quality, Operations-Related Mitigation Measures	X
Community Benefits Agreement, Section X.A., Electrification of Passenger Gates ¹	X
Community Benefits Agreement, Section X.F., Construction Equipment ¹	X
Community Benefits Agreement, Section X.K., PM2.5 ¹	X
Community Benefits Agreement, Section X.L., Rock-Crushing Operations and Construction Materials Stockpiles ¹	X
Community Benefits Agreement, Section X.M., Limits on Diesel Idling ¹	X
Community Benefits Agreement, Section X.N., Provision of Alternative Fuel ¹	X
SPAS Mitigation Measures	
MM-AQ (SPAS)-1. Additional Measures to Supplement the LAX Master Plan for Air Quality - Construction-Related Mitigation Measures	X
MM-AQ (SPAS)-2. Additional Measures to Supplement the LAX Master Plan for Air Quality - Transportation-Related Mitigation Measures	X
MM-AQ (SPAS)-3. Additional Measures to Supplement the LAX Master Plan for Air Quality - Operations-Related Mitigation Measures	X
Biological Resources	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
MM-BC-1. Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area	X
MM-BC-3. Conservation of Floral Resources: Mature Tree Replacement	X
MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control	X
MM-ET-4. El Segundo Blue Butterfly Conservation: Habitat Restoration	X
SPAS Mitigation Measures	
MM-BIO (SPAS)-1. Replacement of State-Designated Sensitive Habitats	X
MM-BIO (SPAS)-2. Conservation of Floral Resources: South Coast Branching Phacelia	X
MM-BIO (SPAS)-3. Conservation of Floral Resources: Lewis' Evening Primrose	X
MM-BIO (SPAS)-4. Conservation of Floral Resources: California Spineflower	X
MM-BIO (SPAS)-5. Conservation of Floral Resources: Mesa Horkelia	X
MM-BIO (SPAS)-6. Conservation of Floral Resources: Orcutt's Pincushion	X
MM-BIO (SPAS)-7. Conservation of Floral Resources: Southern Tarplant	X
MM-BIO (SPAS)-8. Conservation of Faunal Resources: Sensitive Reptiles, Arthropods, and Gastropods	X
MM-BIO (SPAS)-9. Conservation of Faunal Resources: Loggerhead Shrike	X
MM-BIO (SPAS)-10. Conservation of Faunal Resources: Burrowing Owl	X
MM-BIO (SPAS)-11. Conservation of Floral Resources: Mature Tree Replacement - Nesting Raptors	X
MM-BIO (SPAS)-12. Conservation of Faunal Resources: Nesting Birds/Raptors	X
MM-BIO (SPAS)-13. Replacement of Jurisdictional Aquatic Features	X

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Table 1

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
MM-BIO (SPAS)-14. Replacement of Habitat Units	X
<u>Coastal Resources</u>	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
MM-BC-1. Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area	X
MM-ET-3. El Segundo Blue Butterfly Conservation: Dust Control	X
MM-ET-4. El Segundo Blue Butterfly Conservation: Habitat Restoration	X
SPAS Mitigation Measures	
MM-BIO (SPAS)-1. Replacement of State-Designated Sensitive Habitats	X
MM-BIO (SPAS)-2. Conservation of Floral Resources: South Coast Branching Phacelia	X
MM-BIO (SPAS)-3. Conservation of Floral Resources: Lewis' Evening Primrose	X
MM-BIO (SPAS)-4. Conservation of Floral Resources: California Spineflower	X
MM-BIO (SPAS)-5. Conservation of Floral Resources: Mesa Horkelia	X
MM-BIO (SPAS)-6. Conservation of Floral Resources: Orcutt's Pincushion	X
MM-BIO (SPAS)-8. Conservation of Faunal Resources: Sensitive Reptiles and Arthropods	X
MM-BIO (SPAS)-9. Conservation of Faunal Resources: Loggerhead Shrike	X
MM-BIO (SPAS)-10. Conservation of Faunal Resources: Burrowing Owl	X
<u>Cultural Resources</u>	
LAX Master Plan Commitments	
HR-1. Preservation of Historic Resources	X
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
MM-HA (SPAS)-2. Preservation of Historic Resources: Theme Building and Setting	X
MM-HA (SPAS)-4. Conformance with LAX Master Plan Archaeological Treatment Plan	X
<u>Greenhouse Gases</u>	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
MM-AQ-1. LAX Master Plan Mitigation Plan for Air Quality, Framework	X
MM-AQ-2. LAX Master Plan Mitigation Plan for Air Quality, Construction-Related Mitigation Measures	X
MM-AQ-3. LAX Master Plan Mitigation Plan for Air Quality, Transportation-Related Mitigation Measures	X
MM-AQ-4. LAX Master Plan Mitigation Plan for Air Quality, Operations-Related Mitigation Measures	X
Community Benefits Agreement, Section X.A., Electrification of Passenger Gates ¹	X
Community Benefits Agreement, Section X.N., Provision of Alternative Fuel ¹	X
SPAS Mitigation Measures	
MM-AQ (SPAS)-1. Additional Measures to Supplement the LAX Master Plan for Air Quality - Construction-Related Mitigation Measures	X
MM-AQ (SPAS)-2. Additional Measures to Supplement the LAX Master Plan for Air Quality - Transportation-Related Mitigation Measures	X
MM-AQ (SPAS)-3. Additional Measures to Supplement the LAX Master Plan for Air Quality - Operations-Related Mitigation Measures	X
<u>Human Health Risk Assessment</u>	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
MM-AQ-1. LAX Master Plan Mitigation Plan for Air Quality, Framework	X
MM-AQ-2. LAX Master Plan Mitigation Plan for Air Quality, Construction-Related Mitigation Measures	X
MM-AQ-3. LAX Master Plan Mitigation Plan for Air Quality, Transportation-Related Mitigation Measures	X
MM-AQ-4. LAX Master Plan Mitigation Plan for Air Quality, Operations-Related Mitigation Measures	X
Community Benefits Agreement, Section X.A., Electrification of Passenger Gates ¹	X
Community Benefits Agreement, Section X.F., Construction Equipment ¹	X
Community Benefits Agreement, Section X.K., PM2.5 ¹	X
Community Benefits Agreement, Section X.L., Rock-Crushing Operations and Construction Materials Stockpiles ¹	X
Community Benefits Agreement, Section X.M., Limits on Diesel Idling ¹	X

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Table 1

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
Community Benefits Agreement, Section X.N., Provision of Alternative Fuel ¹	X
SPAS Mitigation Measures	
MM-AQ (SPAS)-1. Additional Measures to Supplement the LAX Master Plan for Air Quality - Construction-Related Mitigation Measures	X
MM-AQ (SPAS)-2. Additional Measures to Supplement the LAX Master Plan for Air Quality - Transportation-Related Mitigation Measures	X
MM-AQ (SPAS)-3. Additional Measures to Supplement the LAX Master Plan for Air Quality - Operations-Related Mitigation Measures	X
Safety	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
MM-SAF (SPAS)-1. Runway Protection Zone Reviews ²	X
Hazardous Materials	
LAX Master Plan Commitments	
HM-1. Ensure Continued Implementation of Existing Remediation Efforts	X
HM-2. Handling of Contaminated Materials Encountered During Construction	X
C-1. Establishment of a Ground Transportation/Construction Coordination Office	X
ST-9. Construction Deliveries	X
ST-12. Designated Truck Delivery Hours	X
ST-14. Construction Employee Shift Hours	X
ST-17. Maintenance of Haul Routes	X
ST-18. Construction Traffic Management Plan	X
ST-19. Closure Restrictions of Existing Roadways	X
ST-21. Construction Employee Parking Locations	X
ST-22. Designated Truck Routes	X
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
None	
Hydrology/Water Quality	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
MM-HWQ (SPAS)-1. Conceptual Drainage Plan Revision and Update	X
Land Use and Planning	
LAX Master Plan Commitments	
LU-2. Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion	X
LU-4. Neighborhood Compatibility Program	X
LU-5. Comply with City of Los Angeles Transportation Element Bicycle Plan	X
RBR-1. Residential and Business Relocation Program	X
LAX Master Plan Mitigation Measures	
MM-LU-1. Implement Revised Aircraft Noise Mitigation Program	X
MM-LU-3. Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn	X
MM-LU-4. Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	X
MM-RBR-1. Phasing for Business Relocations	X
MM-RBR-2. Relocation Opportunities through Aircraft Noise Mitigation Program	X
SPAS Mitigation Measures	
None	

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LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
<u>Aircraft Noise</u>	
LAX Master Plan Commitments	
N-1. Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program	X
LAX Master Plan Mitigation Measures	
MM-LU-1. Implement Revised Aircraft Noise Mitigation Program	X
MM-LU-3. Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn	X
MM-LU-4. Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	X
MM-N-4. Update the Aircraft Noise Abatement Program Elements as Applicable to Adapt to the Future Airfield Configuration	X
MM-N-5. Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory	X
SPAS Mitigation Measures	
None	
<u>Road Traffic Noise</u>	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
None	
<u>Construction Traffic and Equipment Noise</u>	
LAX Master Plan Commitments	
ST-16. Designated Haul Routes	X
ST-18. Construction Traffic Management Plan	X
ST-22. Designated Truck Routes	X
LAX Master Plan Mitigation Measures	
MM-N-7. Construction Noise Control Plan	X
MM-N-8. Construction Staging	X
MM-N-9. Equipment Replacement	X
MM-N-10. Construction Scheduling	X
SPAS Mitigation Measures	
None	
<u>Transit Noise</u>	
LAX Master Plan Commitments	
None	
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
None	
<u>Fire Protection</u>	
LAX Master Plan Commitments	
FP-1. LAFD Design Recommendations	X
PS-1. Fire and Police Facility Relocation Plan	X
PS-2. Fire and Police Facility Space and Siting Requirements	X
C-1. Establishment of a Ground Transportation/Construction Coordination Office	X
ST-9. Construction Deliveries	X
ST-12. Designated Truck Delivery Hours	X
ST-14. Construction Employee Shift Hours	X
ST-17. Maintenance of Haul Routes	X
ST-18. Construction Traffic Management Plan	X
ST-19. Closure Restrictions of Existing Roadways	X
ST-21. Construction Employee Parking Locations	X
ST-22. Designated Truck Routes	X
LAX Master Plan Mitigation Measures	
None	

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Table 1

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
SPAS Mitigation Measures	
None	
Law Enforcement	
LAX Master Plan Commitments	
LE-1. Routine Evaluation of Manpower and Equipment Needs	X
LE-2. Plan Review	X
PS-1. Fire and Police Facility Relocation Plan	X
PS-2. Fire and Police Facility Space and Siting Requirements	X
C-1. Establishment of a Ground Transportation/Construction Coordination Office	X
ST-9. Construction Deliveries	X
ST-12. Designated Truck Delivery Hours	X
ST-14. Construction Employee Shift Hours	X
ST-17. Maintenance of Haul Routes	X
ST-18. Construction Traffic Management Plan	X
ST-19. Closure Restrictions of Existing Roadways	X
ST-21. Construction Employee Parking Locations	X
ST-22. Designated Truck Routes	X
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
MM-LE (SPAS)-1. LAWAPD Replacement Facilities	X
On-Airport Transportation	
LAX Master Plan Commitments	
ST-2. Non-Peak CTA Deliveries	X
ST-8. Limited Short-Term Lane Closures	X
ST-9. Construction Deliveries	X
ST-18. Construction Traffic Management Plan	X
ST-19. Closure Restrictions of Existing Roadways	X
LAX Master Plan Mitigation Measures	
MM-ST-1. Require CTA Construction Vehicles to Use Designated Lanes	X
MM-ST-2. Modify CTA Signage	X
MM-ST-3. Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	X
Bradley West Project Mitigation Measures	
MM-ST (BWP)-2. Improve the Intersection of Center Way and World Way South	X
MM-ST (BWP)-3. Widen World Way Across from TBIT	X
SPAS Mitigation Measures	
MM-ST(OA) (SPAS)-1. Relocate Existing Taxi Loading Zone at TBIT	X
MM-ST(OA) (SPAS)-2. Change Departures and Arrivals Level Commercial Vehicle Curbside Operations	X
Off-Airport Transportation	
LAX Master Plan Commitments	
ST-9. Construction Deliveries	X
ST-12. Designated Truck Delivery Hours	X
ST-14. Construction Employee Shift Hours	X
ST-17. Maintenance of Haul Routes	X
ST-18. Construction Traffic Management Plan	X
ST-19. Closure Restrictions of Existing Roadways	X
ST-20. Stockpile Locations	X
ST-21. Construction Employee Parking Locations	X
ST-22. Designated Truck Routes	X
ST-24. Fair Share Contribution to CMP Improvements	X
LAX Master Plan Mitigation Measures	
MM-ST-14. Ground Transportation/Construction Coordination Office Outreach Program	X
SPAS Mitigation Measures	
MM-ST (SPAS)-1. Transportation Demand Management Program	X
MM-ST (SPAS)-2. Modify the Intersection of Airport Boulevard and Arbor Vitae Street/Westchester Parkway (Intersection 6)	X
MM-ST (SPAS)-3. Modify the Intersection of Airport Boulevard and Century Boulevard (Intersection 7)	X
MM-ST (SPAS)-4. Modify the Intersection of Arbor Vitae Street and Inglewood Avenue (Intersection 11)	X

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Table 1

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
MM-ST (SPAS)-5. La Brea Avenue and Arbor Vitae Street (Intersection 12)	X
MM-ST (SPAS)-8. Modify the Intersection of Aviation Boulevard/Florence Avenue and Manchester Avenue (Intersection 17)	X
MM-ST (SPAS)-9. Modify the Intersection of La Brea Avenue and Centinela Avenue (Intersection 25)	X
MM-ST (SPAS)-10. Modify the Intersection of La Cienega Boulevard and Centinela Avenue (Intersection 26)	X
MM-ST (SPAS)-12. La Brea Avenue/Hawthorne Boulevard and Century Boulevard (Intersection 34)	X
MM-ST (SPAS)-13. Inglewood Avenue and Century Boulevard (Intersection 35)	X
MM-ST (SPAS)-14. Prairie Avenue and Century Boulevard (Intersection 37)	X
MM-ST (SPAS)-15. Modify the Intersection of Sepulveda Boulevard and Century Boulevard (Intersection 38)	X
MM-ST (SPAS)-17. Modify the Intersection of La Brea Avenue and Florence Avenue (Intersection 57)	X
MM-ST (SPAS)-18. Modify the Intersection of La Cienega Boulevard and Florence Avenue (Intersection 58)	X
MM-ST (SPAS)-19. Modify the Intersection of Sepulveda Boulevard and Grand Avenue (Intersection 60)	X
MM-ST (SPAS)-20. Modify the Intersection of Hawthorne Boulevard and Imperial Avenue (Intersection 62)	X
MM-ST (SPAS)-21. Modify the Intersection of Inglewood Avenue and Imperial Highway (Intersection 66)	X
MM-ST (SPAS)-23. Modify the Intersection of Sepulveda Boulevard and Imperial Highway (Intersection 71)	X
MM-ST (SPAS)-25. Modify the Intersection of La Brea Avenue and Manchester Boulevard (Intersection 85)	X
MM-ST (SPAS)-26. Modify the Intersection of La Brea Avenue and Slauson Avenue (Intersection 87)	X
MM-ST (SPAS)-27. Modify the Intersection of La Cienega Boulevard and Manchester Boulevard (Intersection 90)	X
MM-ST (SPAS)-28. Modify the intersection of La Cienega Boulevard and Southbound I-405 Ramps (north of Century Boulevard) (Intersection 96)	X
MM-ST (SPAS)-31. Modify the Intersection of Ash Avenue and Manchester Avenue (Intersection 115)	X
MM-ST (SPAS)-32. Vicksburg Avenue and 96th Street (Intersection 143)	X
MM-ST (SPAS)-34. Modify the Intersection of Hindry Avenue and Manchester Boulevard (Intersection 159)	X
MM-ST (SPAS)-35. Modify the Intersection of Prairie Avenue and Manchester Boulevard (Intersection 169)	X
MM-ST (SPAS)-36. Modify the Intersection of Prairie Avenue and Lennox Boulevard (Intersection 197)	X
MM-ST (SPAS)-37. Modify the intersection of Arbor Vitae Street and Aviation Boulevard (Intersection 10)	X
MM-ST (SPAS)-38. Modify the Intersection of La Tijera Boulevard and Centinela Avenue (Intersection 27)	X
MM-ST (SPAS)-40. Fair Share Contribution to a Traffic Signal at the Intersection of Overland Avenue and Sawtelle Boulevard (Intersection 154)	X
MM-ST (SPAS)-41. Fair Share Contribution to a Traffic Signal at the Intersection of Walgrove Avenue and Washington Boulevard (Intersection 156)	X
MM-ST (SPAS)-42. Contribute to ITS Improvements at 11 Study Intersections within the Jurisdiction of Los Angeles County (Intersections 27, 36, 52, 63, 76, 86, 87, 93, 95, 119, and 173)	X
<u>Energy</u>	
LAX Master Plan Commitments	
E-1. Energy Conservation and Efficiency Program	X
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
None	
<u>Solid Waste</u>	
LAX Master Plan Commitments	
SW-1. Implement an Enhanced Recycling Program	X
LAX Master Plan Mitigation Measures	
MM SW-1. Provide Landfill Capacity ³	X
SPAS Mitigation Measures	
None	
<u>Wastewater Generation</u>	
LAX Master Plan Commitments	
W-2. Enhance Existing Water Conservation Program	X
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
None	
<u>Water Supply</u>	
LAX Master Plan Commitments	

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Table 1

LAX Master Plan Commitments, LAX Master Plan Mitigation Measures, and SPAS-Specific Mitigation Measures as Related to the LAWA Staff-Recommended Alternative

	SRA
W-1. Maximize Use of Reclaimed Water	X
W-2. Enhance Existing Water Conservation Program	X
LAX Master Plan Mitigation Measures	
None	
SPAS Mitigation Measures	
None	
<p>¹ LAWA and the LAX Coalition for Economic, Environmental and Educational Justice (LAX Coalition) have developed and entered into an agreement, the Community Benefits Agreement (CBA), to ensure that communities adversely affected by the LAX Master Plan Program also receive benefits as a result of implementation of the Program. The benefits and mitigations included in the CBA were negotiated independently from, and are not a part of, the LAX Master Plan Mitigation Monitoring and Reporting Program. The CBA contains a number of air quality mitigation measures, of which Sections X.A., X.F., X.K., X.L., X.M., and X.N. are applicable to SPAS.</p> <p>² This measure would reduce the cumulatively considerable contribution to impacts to aviation safety from building/structural penetrations of FAR Part 77 imaginary surfaces.</p> <p>³ This measure would address cumulatively significant impacts associated with solid waste generation and disposal.</p>	

**Mitigation Monitoring and Reporting Program
LAX Master Plan Commitments and Mitigation Measures for the SPAS Project**

Master Plan Commitments/ Mitigation Measures		SPAS 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 & southern boundaries of airport by LAWA	Once, during plan review on a project-by-project basis	Provision of landscape buffer areas, to the extent feasible, in the development and landscape plans
DA-2 Monitoring Agency: LAWA	Update and Integrate Design Plans and Guidelines. The following plans and guidelines will be individually updated or integrated into a comprehensive set of design-related guidelines and plans; LAX Street Frontage and Landscape Development Plan (June 1994), LAX Air Cargo Facilities Development Guidelines (April 1998; updated August 2002), and LAX Northside Design Plan and Development Guidelines (1989), including conditions addressing heights, setbacks and landscaping. The update will serve as a basis for reviewing future public and private development projects at LAX. The update will incorporate key provisions in current plans with an equivalent or	Avoidance of view degradation/ incompatible land use	Prior to issuance of any permits for first Master Plan project (excluding runways)	Once, upon approval of design-related guidelines and plans by the Board of Airport Commissioners	Board of Airport Commissioners approval of design-related guidelines and plans

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**Mitigation Monitoring and Reporting Program
LAX Master Plan Commitments and Mitigation Measures for the SPAS Project**

	Master Plan Commitments/ Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	greater level of compatibility and visual quality supported between LAX and adjacent land uses. ¹				
LI-2 Monitoring Agency: LAWA	Use of Non-Glare Generating Building Materials. Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of non-reflective materials and minimize use of undifferentiated expanses of glass.	Avoidance of adverse glare effects on aviation and other sensitive uses	Prior to issuance of a building permit for each Master Plan project (excluding airfield projects)	Twice: Once during plan review and once during project construction, on a project-by-project basis	Sign-off on plans by LAWA prior to issuance of building permit and completion of site inspection for materials during construction
LI-3 Monitoring Agency: LAWA	Lighting Controls. Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spillover. In addition, LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.	Avoidance of adverse light and glare effects on aviation activities and other sensitive uses	Prior to issuance of any MEP permits or B-permits which include lighting	Once, during review of lighting plans on a project-by-project basis	Approval of lighting plans by LAWA prior to issuance of MEP permits or B-permits involving lighting

¹ Subsequent to the approval of LAX Master Plan, the LAX Street Frontage and Landscaping Development Plan Update was completed in accordance with the provisions of LAX Master Plan Commitment DA-2.

**Mitigation Monitoring and Reporting Program
LAX Master Plan Commitments and Mitigation Measures for the SPAS Project**

Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
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
Air Quality					
MM-AQ-1 Monitoring Agency: LAWA	LAX Master Plan - Mitigation Plan for Air Quality - Framework. This measure provides the basic organizational structure for the full LAX MP-MPAQ. It is also intended to furnish LAWA with a clear, consistent, and convenient foundation for the implementation of the plan. With the Framework's "overarching" configuration, the individual components of the LAX MP-MPAQ (i.e., MM-AQ-2, Construction-Related Mitigation Measures; MM-AQ-3, Transportation-Related Mitigation Measures; and MM-AQ-4, Operations-Related Mitigation Measures) will be better coordinated and completed. The Framework contains the basis and background information for the LAX MP-MPAQ; it identifies the roles and responsibilities of the lead agency, its consultants and contractors; and outlines the approach for monitoring the progress of the plan. Other relevant information in the Framework includes	Overall air pollutant emissions associated with construction and operation of the LAX Master Plan	Basic LAX MP-MPAQ and the Construction-Related component have been completed. The Transportation-Related component and the Operations-Related component to be completed in conjunction with implementation of the Master Plan components that materially affect surface transportation	Twice: Once, upon confirmation of the basic LAX MP-MPAQ (i.e., basic framework of Plan) – completed; once upon confirmation of the full LAX MP-MPAQ, when all three implementation plans (one for each category of air quality mitigation measures) are complete	Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year, will be prepared

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
LAX Master Plan Commitments and Mitigation Measures for the SPAS Project**

	Master Plan Commitments/ Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	the overall LAX Master Plan and LAX MP-MPAQ schedules, contact information and other supporting materials. MM-AQ-1 is complete and was adopted by the Board of Airport Commissioners in December 2005, ² and its policies and procedures would apply to SPAS.		emissions and operations.		
MM-AQ-2 Monitoring Agency: LAWA	LAX Master Plan - Mitigation Plan for Air Quality - Construction-Related Measures. The required components of the construction-related air quality mitigation measure are itemized below. These components include numerous specific actions to reduce emissions of fugitive dust and of exhaust emissions from on-road and nonroad mobile sources and stationary engines. All of these components must be in place prior to commencement of the first Master Plan construction project and must remain in place through build out of the Master Plan. An implementation plan will be developed which provides available details as to how each of the elements of this construction-related mitigation measure will be implemented and monitored. Each construction subcontractor will be responsible to implement all measures that apply to the equipment and activities under his/her control, an obligation which will be formalized in the contractual documents, with financial penalties for noncompliance. LAWA will assign one or more environmental coordinators whose responsibility it will be to ensure compliance	Construction-related air pollutant emissions	Completed. Implemented prior to issuance of grading or demolition permit for first Master Plan project.	Completed	Completion of implementation plan

² City of Los Angeles, Los Angeles World Airports, LAX Master Plan Mitigation Plan for Air Quality (MPAQ), MM-AQ-1: Framework, prepared by URS Corp. and KB Environmental Sciences, Inc., October 2005.

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<p>with the construction-related measure by use of direct inspections, records reviews, and investigation of complaints with reporting to LAWA management for follow-up action. The estimated ranges of emissions reductions quantified for this mitigation measure for Alternative D are shown in Table F5-8, Estimated Ranges of Emission Reductions for Construction-Related Air Quality Mitigation Measures. Reliable emissions reductions were not able to be quantified for all of these components.</p> <p>The specific components of this construction-related air quality mitigation measure include:</p> <p>1. <u>Fugitive Dust Source Controls:</u></p> <ul style="list-style-type: none"> ◆ Apply non-toxic soil stabilizer to all inactive construction areas (i.e., areas with disturbed soil). ◆ Following the addition of materials to, or removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing non-toxic soil stabilizer. ◆ Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours. ◆ Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions. ◆ All roadways, driveways, sidewalks, etc. being installed as part of project should be completed 				

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<p>as soon as possible; in addition, building pads should be laid as soon as possible after grading.</p> <ul style="list-style-type: none"> ◆ Pave all construction access roads at least 100 feet on to the site from the main road. <p>2. <u>On-Road Mobile Source Controls:</u></p> <ul style="list-style-type: none"> ◆ To the extent feasible, have construction employees work/commute during off-peak hours. ◆ Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips. <p>3. <u>Nonroad Mobile Source Controls:</u></p> <ul style="list-style-type: none"> ◆ Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals. ◆ Prohibit construction vehicle idling in excess of ten minutes. ◆ Utilize on-site rock crushing facility, when feasible, during construction to reuse rock / concrete and minimize off-site truck haul trips. <p>4. <u>Stationary Point Source Controls:</u></p> <ul style="list-style-type: none"> ◆ Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "cleaner burning diesel" fuel and exhaust emission controls. <p>5. <u>Mobile and Stationary Source Controls:</u></p> <ul style="list-style-type: none"> ◆ Specify combination of construction equipment using "cleaner burning diesel" fuel and exhaust emission controls. ◆ Suspend use of all construction equipment 				

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<p>during a second-stage smog alert in the immediate vicinity of LAX.</p> <ul style="list-style-type: none"> ◆ Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job). ◆ Require that all construction equipment working on site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules. ◆ Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices. <p>6. <u>Administrative Controls</u></p> <ul style="list-style-type: none"> ◆ The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, records reviews, and investigations of complaints. 				
<p>MM-AQ-3 Monitoring Agency: LAWA</p> <p>LAX Master Plan - Mitigation Plan for Air Quality - Transportation-Related Measures. The primary feature of the transportation-related air quality mitigation measure is the development and construction of at least eight (8) additional sites with FlyAway service similar to the service provided by the Van Nuys FlyAway currently operated by LAWA. The intent of these FlyAway sites is to reduce the quantity of traffic going to and from LAX by providing regional locations where LAX employees and passengers can pick up an LAX-dedicated, clean-fueled bus that will transport them from a FlyAway closer to their home or office into LAX and back. The reduction in vehicle miles traveled (VMT) translates directly into reduced</p>	Surface Transportation-related air pollutant emissions	Prior to issuance of building permit for ITC and within 6 months following City Council approval of the LAX Plan	Once, upon completion of implementation plan for transportation-related measures and as specified in the implementation plan	Completion of implementation plan for transportation-related measures within the LAX MP-MPAQ

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<p>air emissions, as well as a reduction in traffic congestion in the vicinity of the airport. An implementation plan will be developed which provides available details as to how each of the elements of this transportation-related mitigation measure will be implemented and monitored. The estimated emissions reductions associated with this component of the transportation-related air quality mitigation measure are shown in Table F5-9.</p> <hr/> <p align="center">Table F5-9</p> <p align="center">Estimated Emissions Reductions (Tons) for Eight (8) New FlyAway Terminals - 2015</p> <hr/> <table border="1"> <thead> <tr> <th data-bbox="373 915 630 948">Pollutant¹</th> <th data-bbox="630 915 913 948">Alternative D</th> </tr> </thead> <tbody> <tr> <td data-bbox="373 948 630 974">ROG</td> <td data-bbox="630 948 913 974">56.0</td> </tr> <tr> <td data-bbox="373 974 630 1000">NOX</td> <td data-bbox="630 974 913 1000">82.9</td> </tr> <tr> <td data-bbox="373 1000 630 1026">CO</td> <td data-bbox="630 1000 913 1026">1064.5</td> </tr> <tr> <td data-bbox="373 1026 630 1052">PM10</td> <td data-bbox="630 1026 913 1052">152.6</td> </tr> <tr> <td data-bbox="373 1052 630 1078">SOX</td> <td data-bbox="630 1052 913 1078">1.7</td> </tr> </tbody> </table> <p>Note: Reductions are the combined totals from all new FlyAway capacity, and may include expansion of the existing FlyAway.</p> <p>¹ Based on EMFAC2002 Emission Factors for Calendar Year 2015.</p> <p>Source: Camp Dresser & McKee Inc., 2004.</p> <hr/>	Pollutant ¹	Alternative D	ROG	56.0	NOX	82.9	CO	1064.5	PM10	152.6	SOX	1.7				
Pollutant ¹	Alternative D															
ROG	56.0															
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<p>The required two (2) elements of this transportation-related air quality mitigation measure include:</p> <p>1. <u>Development of New FlyAway Capacity:</u> Additional service capacity from at least eight (8) FlyAway service terminals are required under this measure, and all eight must be operational by 2015. LAWA has already begun analyzing potential FlyAway locations. Selection of the eight general locations should be made and included in the overarching air quality mitigation program plan discussed in Mitigation Measure MM-AQ-1, LAX Master Plan Mitigation Plan for Air Quality, as well as in the implementation plan for the transportation-related measures noted above. Final selection of the sites must be completed on a schedule that allows for property acquisition or leasing, terminal design, construction, and implementation of all sites by 2015.</p> <p>The sites may include, but are not limited to the following:</p> <ul style="list-style-type: none"> ◆ West San Fernando Valley/Eastern Ventura County ◆ Santa Monica/Pacific Palisades ◆ Central Los Angeles ◆ Long Beach/South Bay/San Pedro ◆ East San Fernando Valley ◆ San Gabriel Valley ◆ Southeast Los Angeles County ◆ North Los Angeles County 				

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<p>2. <u>Public Outreach Program for FlyAway Service:</u> This measure also requires a public outreach program to inform potential users of the terminals about their existence and their locations. The outreach program would be geared towards encouraging the use of the FlyAways with convenience and low cost being the primary selling points.</p> <p>Other feasible mitigation elements may be developed to ensure that the emission reductions for this transportation-related measure are achieved. These may include, for example:</p> <ul style="list-style-type: none"> ◆ <u>Transit Ridership measures such as:</u> <ul style="list-style-type: none"> - Constructing on-site or off-site bus turnouts, passenger benches, or shelters to encourage transit system use. - Constructing on-site or off-site pedestrian improvements/including showers for pedestrian employees to encourage walking/bicycling to work by LAX employees. ◆ <u>Highway and Roadway Improvements measures such as:</u> <ul style="list-style-type: none"> - Linking ITS (Intelligent Transportation System) with off-airport parking facilities with ability to divert/direct trips to these facilities to reduce traffic/parking congestion and associated air emissions in the immediate vicinity of the airport. 				

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<ul style="list-style-type: none"> - Expanding ITS/ATCS systems, concentrating on I-405 and I-105 corridors, extending into South Bay and Westside surface street corridors to reduce traffic/parking congestion and associated air emissions in the immediate vicinity of the airport. - Linking LAX traffic management system with airport cargo facilities, with ability to reroute cargo trips to/from these facilities to reduce traffic/parking congestion and associate air emissions in the immediate vicinity of the airport. - Developing a program to minimize the use of conventional-fueled fleet vehicles during smog alerts to reduce air emissions from vehicles at the airport. ◆ <u>Parking measures such as:</u> <ul style="list-style-type: none"> - Providing free parking and preferential parking locations for ULEV/SULEV/ZEV in all (including employee) LAX lots; providing free charging stations for ZEV; including public outreach to reduce air emissions from automobiles accessing airport parking. - Measures to reduce air emissions of vehicles in line to exit parking lots such as pay-on-foot (before getting into car) to minimize idle time at parking check out, including public outreach. - Implementing on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking. 				

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<ul style="list-style-type: none"> - Encouraging video conferencing and providing video conferencing capabilities at various locations on the airport to reduce VMT in associated air emissions in the vicinity of the airport. ◆ <u>Additional Ridesharing measures such as:</u> <ul style="list-style-type: none"> - Expanding the airport's ridesharing program to include all airport tenants. ◆ <u>Clean Vehicle Fleets measure such as:</u> <ul style="list-style-type: none"> - Promoting commercial vehicles/trucks/vans using terminal areas (LAX and regional intermodal) to install SULEV/ZEV engines to reduce vehicle air emissions. - Promoting "best-engine" technology (SULEV/ZEV) for rental cars using on-airport RAC facilities to reduce vehicle air emissions. - Consolidating nonrental car shuttles using SULEV/ZEV engines to reduce vehicle air emissions. ◆ <u>Energy Conservation measures such as:</u> <ul style="list-style-type: none"> - Covering, if feasible, any parking structures that receive direct sunlight, to reduce volatile emissions from vehicle gasoline tanks; and installing solar panels on these roofs where feasible to supply electricity or hot water to reduce power production demand and associated air emissions at utility plants. 				

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	These other components may require the approval of other federal, state, regional, and/or local government agencies. It should be noted that no air quality benefit (i.e., pollutant reduction) was estimated in the Final EIS/EIR for these additional components; hence, implementation of any of these other components would, in conjunction with the FlyAways described above, provide for additional air quality benefits over and above the amount of transportation-related pollutant reductions accounted for in the Final EIS/EIR.				
MM-AQ-4 Monitoring Agency: LAWA	LAX Master Plan - Mitigation Plan for Air Quality – Operations-Related Measures. The primary component of the operations-related air quality mitigation measures consists of one airside item, the conversion of ground support equipment (GSE) to extremely low emission technology (such as electric power, fuel cells, or other future technological developments). Due to the magnitude of the effort to convert GSE, it must be a phased program and must be completed at build out of the Master Plan in 2015. An implementation plan will be developed which provides available details as to how each of the elements of this operations-related mitigation measure will be implemented and monitored. Because this effort will apply to all GSE in use at LAX, both LAWA-owned equipment and tenant-owned equipment, the effort must begin upon City approval of the LAX Plan with a detailed inventory of the number, types, sizes, and usage history of all GSE at LAX. Because some of the tenant organizations (mainly the major domestic commercial	Operations-related air pollutant emissions	Within 6 months following City Council approval of the LAX Plan	Once, upon completion of implementation plan for operations-related measures and as specified in the implementation plan	Completion of implementation plan for operations-related measures within the LAX MP-MPAQ

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<p>airlines) have signed a memorandum of understanding (MOU) with the California Air Resources Board (CARB) that requires the signatories to replace a proportion of their GSE fleet with clean-fuel alternatives (including zero-emission equipment), it will be necessary for LAWA to evaluate the level of its commitment within the framework of the MOU. Because LAWA anticipates facilitating this component by providing incentives or tenant lease requirements, early negotiations with tenant organizations may allow LAWA to accommodate cost-sharing agreements to implement the GSE conversions in a timely manner, to make LAWA's financial commitment as cost effective as possible. LAWA will assign a GSE coordinator whose responsibility it will be to ensure the successful conversion of GSE in a timely manner. This coordinator must have adequate authority to negotiate on behalf of the City and have sufficient technical support to evaluate technical issues that arise during implementation of this measure. The estimated ranges of emissions reductions quantified for this component of the operations-related measure for Alternative D are shown in Table F5-10.</p>				

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<p align="center">Table F5-10</p> <p align="center">Estimated Ranges of Emission Reductions for GSE Conversion</p> <table border="1"> <thead> <tr> <th align="center">Pollutant</th> <th align="center">Alternative D¹ (tons)</th> </tr> </thead> <tbody> <tr> <td align="center">ROG</td> <td align="center">10 - 100</td> </tr> <tr> <td align="center">NOX</td> <td align="center">300 - 400</td> </tr> <tr> <td align="center">CO</td> <td align="center">500 - 1000</td> </tr> <tr> <td align="center">PM10</td> <td align="center">1 - 10</td> </tr> <tr> <td align="center">SOX</td> <td align="center">1 - 5</td> </tr> </tbody> </table> <p>¹ In the build-out year, 2015. Source: Camp Dresser & McKee Inc., 2004.</p> <p>The successful conversion of all GSE at LAX to extremely low or zero emission equipment by 2015 is the required element of this mitigation measure.</p> <p>Consideration of other operations-related measures may include components such as contracting with commercial landscapers who operate lowest emitting equipment. Reliable emissions reductions have not been quantified for these other components.</p>	Pollutant	Alternative D ¹ (tons)	ROG	10 - 100	NOX	300 - 400	CO	500 - 1000	PM10	1 - 10	SOX	1 - 5				
Pollutant	Alternative D ¹ (tons)															
ROG	10 - 100															
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<p>LAX Master Plan CBA Measure X.A.³</p> <p>Monitoring Agency: LAWA</p> <p>Electrification of Passenger Gates. This provision requires that all passenger gates newly constructed by LAWA 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 and that 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.</p>	<p>Air quality impacts associated with aircraft parked at gates</p>	<p>In conjunction with construction or modification of passenger gates associated with SPAS</p>	<p>Upon completion of construction of new passenger gates</p>	<p>Implementation of electrification at new passenger gates constructed as part of SPAS</p>
<p>LAX Master Plan CBA Measure X.F.</p> <p>Monitoring Agency: LAWA</p> <p>Construction Equipment. LAWA shall require that all diesel-fueled equipment used for construction related to the LAX Master Plan Program be outfitted with the best available emission control devices 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). The emission control devices utilized in construction equipment in the LAX Master Plan Program shall be verified or certified by CARB or USEPA for use in on-road or off-road vehicles or engines. This provision also requires the use of ultra-low sulfur diesel (ULSD) fuel in construction</p>	<p>Construction-related air pollutant emissions</p>	<p>Prior to issuance of grading or demolition permit for each SPAS project</p>	<p>Prior to initiation of construction for each SPAS project, and annually during active construction projects</p>	<p>Annual progress reports, summarizing the use of diesel-fueled construction equipment that is outfitted with best available emission control devices, will be prepared for the duration of active construction projects</p>

³ LAWA and the LAX Coalition for Economic, Environmental and Educational Justice (LAX Coalition) developed and entered into an agreement, the Community Benefits Agreement (CBA), to ensure that communities adversely affected by the LAX Master Plan Program also receive benefits as a result of implementation of the Program. The benefits and mitigations included in the CBA were negotiated independently from, and are not a part of, the LAX Master Plan Mitigation Monitoring and Reporting Program. The CBA contains a number of air quality mitigation measures, of which Sections X.A., X.F., X.K., X.L., X.M., and X.N. are applicable to SPAS. These measures are included herein.

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	equipment, places limitations on the amount of idling of diesel-fueled engines, requires following manufacturer's engine maintenance recommendations, and an annual reassessment of determinations of what constitutes best available emission control devices.				
LAX Master Plan CBA Measure X.K. Monitoring Agency: LAWA	PM2.5. This provision requires LAWA to assess the impacts from the emissions of fine particulate matter (PM2.5) within the context of a CEQA analysis and to mitigate such emissions that exceed applicable thresholds of significance. Since SCAQMD established thresholds of significance for PM2.5 in October 2006, this provision would apply in conjunction with construction and operations that occur as a result of SPAS.	Construction- and operations-related PM2.5 emissions	The analysis of air quality impacts presented in Section 4.2 of the SPAS Draft EIR includes evaluation of PM2.5 emissions and concentrations associated with construction and operation of SPAS alternatives.	The measure has been completed	The analysis of air quality impacts presented in Section 4.2 of the SPAS Draft EIR includes evaluation of PM2.5 emissions and concentrations associated with construction and operation of SPAS alternatives
LAX Master Plan CBA Measure X.L. Monitoring Agency: LAWA	Rock-Crushing Operations and Construction Materials Stockpiles. This provision requires LAWA to locate rock-crushing operations and construction material stockpiles for all construction-related to the LAX Master Plan Program in areas away from LAX-adjacent residents to reduce impacts from emissions of fugitive dust.	Construction-related air pollutant emissions	Prior to issuance of grading or demolition permit for each SPAS project	Prior to initiation of construction for each SPAS project, and annually during active construction projects	Inclusion in specifications for SPAS projects requiring on-site construction

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LAX Master Plan CBA Measure X.M. Monitoring Agency: LAWA	Limits on Diesel Idling. This provision requires LAWA to prohibit idling or queuing of diesel-fueled vehicles and equipment for more than five consecutive minutes on-site. ⁴	Construction-related air pollutant emissions	Prior to issuance of grading or demolition permit for each SPAS project	Prior to initiation of construction for each SPAS project, and at least once annually during active construction projects	Inclusion in specifications for SPAS projects requiring on-site construction
LAX Master Plan CBA Measure X.N. Monitoring Agency: LAWA	Provision of Alternative Fuel. This provision requires LAWA to ensure that on-site infrastructure for providing fuel to alternative-fuel vehicles is sufficient and available, where not operationally and/or technically infeasible, to meet all requests for alternative fuel from contractors and other users of LAX.	Construction- and operations-related air pollutant emissions	This is an ongoing program by LAWA, currently underway at LAX and would apply in conjunction with construction or modification of passenger gates that occurs as a result of implementing SPAS to provide appropriate infrastructure for electric GSE	Status of meeting this requirement is reported each year in LAWA's Community Benefits Agreement Annual Progress Report	Compliance status is documented each year in LAWA's Community Benefits Agreement Annual Progress Report

⁴ CBA measure X.M requires a prohibition of idling or queuing for more than ten consecutive minutes on-site, unless CARB adopts a stricter standard, in which case LAWA shall enforce that standard. Subsequent to the adoption of the CBA, CARB adopted a five-minute idling limit for diesel vehicles and equipment. The CARB limit is applicable to SPAS, and has been incorporated into CBA Measure X.M for purposes of the SPAS MMRP.

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Biological Resources					
<p>MM-BC-1</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area. FAA is responsible for conservation measures related to the relocation of navigational aids, while LAWA is responsible for all other conservation measures. All necessary steps shall be taken to ensure that the state-designated sensitive habitats within and adjacent to the Habitat Restoration Area are conserved and protected during construction, operation, and maintenance.</p> <p>These steps shall, at a minimum, include the following:</p> <p><i>Implementation of construction avoidance measures in areas where construction or staging are adjacent to the Habitat Restoration Area.</i> Prior to the initiation of construction of LAX Master Plan components to be located adjacent to the Habitat Restoration Area, a pre-construction evaluation shall be conducted to identify and flag specific areas of state-designated sensitive habitats located within 100 feet of construction areas. Subsequent to the pre-construction evaluation, a pre-construction meeting shall be conducted and written construction avoidance measures provided to be implemented in areas adjacent to state-designated sensitive habitats. Construction avoidance measures include erecting a 10-foot-high tarped chain-link fence where the construction or staging area is adjacent to state-designated</p>	<p>Temporary construction impacts to sensitive areas and degradation of state-designated sensitive habitats</p>	<p>Preconstruction/construction</p>	<p>Once, upon completion of pre-construction evaluation and then on-going during construction if within 100 feet of the Habitat Restoration Area; Annually during operation and maintenance</p>	<p>Completion of pre-construction evaluation and presence of environmental monitor when construction is within 100 feet of state-designated sensitive habitat; Periodic Monitoring Report</p>

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<p>sensitive habitats to reduce the transport of fugitive dust particles related to construction activities. Soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented to reduce fugitive dust emissions during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area, with a goal to reduce fugitive dust emissions by 90 to 95 percent. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of a state-designated sensitive habitat. LAWA or its designee shall incorporate provisions for the identification of additional construction avoidance measures to be implemented adjacent to state-designated sensitive areas. All construction avoidance measures that address Best Management Practices shall be clearly stated within construction bid documents. In addition, provisions shall be included 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><i>Ongoing maintenance and management efforts for the El Segundo Blue Butterfly Habitat Restoration Area.</i> 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>				

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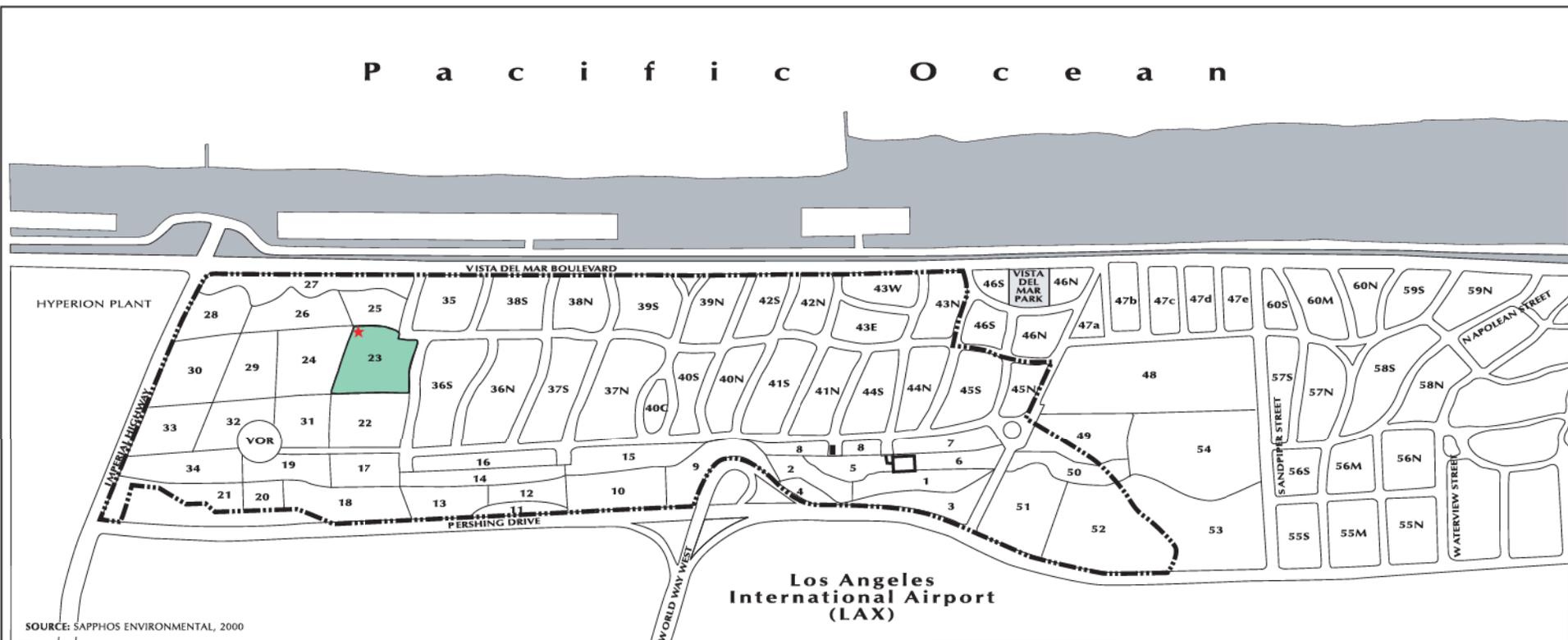
Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-BC-3 Monitoring Agency: LAWA	Conservation of Floral Resources: Mature Tree Replacement. LAWA or its designee shall prepare and implement a plan to compensate at a ratio of 2:1 for the loss of approximately 300 mature trees, which would occur as a result of implementation of the LAX Northside project. The plan shall include provisions to census and map all mature trees with a diameter of at least 8 inches at breast height, which may be removed due to implementation of the LAX Northside project. This information shall be gathered prior to initiation of construction. The plan shall include a program by which replacement (at a ratio of 2:1) of all impacted mature trees shall be included in plans prepared for landscape treatments within the Master Plan boundaries, which would then be implemented by LAWA. The species of newly planted replacement trees shall be local native tree species to the extent feasible. Each mitigation tree shall be at least a 15-gallon or larger specimen.	Loss of mature trees	Preparation of Replacement Plan for Mature Trees within one (1) year of City Council approval of the LAX Plan; Replanting as dictated by Replacement Plan; Preparation of survey prior to initiation of construction of LAX Northside project	As per Replacement Plan for Mature Trees	Completion of survey and preparation of Replacement Plan for Mature Trees; Periodic Monitoring Report
MM-ET-3 Monitoring Agency: LAWA	El Segundo Blue Butterfly Conservation: Dust Control. To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo blue butterfly.	Temporary construction impacts	Preconstruction/ construction	Once, upon execution of contracts, and periodically during construction	Inclusion of measure in construction contracts; Periodic reporting by construction monitor

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Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-ET-4 Monitoring Agency: LAWA	EI Segundo Blue Butterfly Conservation: Habitat Restoration. LAWA or its designee shall take all necessary steps to avoid the flight season of the EI Segundo blue butterfly (June 14 - September 30) when undertaking installation of navigational aids and associated service roads proposed under Master Plan Alternative D within habitat occupied by the EI Segundo blue butterfly. Installation of navigational aids within the Habitat Restoration Area should be required to take place between October 1st and May 31st. In conformance with the Biological Opinion, activities associated with navigational aids development shall be limited to the existing roads and proposed impacts areas as depicted in the Final EIS/EIR. Coast buckwheat shall be planted a minimum of three years prior to the impact, not only to allow for establishment of the plants, but also to ensure that the plants are mature enough to bloom. The plantings of coast buckwheat shall be located within the southwest corner of subsite 23 of the Habitat Restoration Area, as depicted in Figure F5-5, and shall encompass 1.25 acres in conformance with the Biological Opinion. Coast buckwheat plants will be planted at an initial density of 200 plants per acre to ensure the long-term planting density target (130 plants per acre). Coast buckwheat plants will be placed in clusters or groupings based on microtopographic features present within subsite 23 to better support the EI Segundo blue butterfly, which is known to prefer large clusters of plants for nectaring and shelter. As possible, depending on the location and condition of individual plants, FAA and	Loss of habitat occupied by endangered EI Segundo blue butterfly	Preparation of Habitat Restoration Plan for EI Segundo Blue Butterfly 3 years prior to construction activities within its habitat, or as approved by USFWS; Monitoring for a period of not more than 5 years	As per Habitat Restoration Plan for the EI Segundo Blue Butterfly	Preparation of Habitat Restoration Plan for EI Segundo Blue Butterfly; Periodic Monitoring Report

P a c i f i c O c e a n

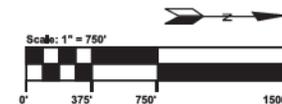


SOURCE: SAPPPOS ENVIRONMENTAL, 2000

Los Angeles
International Airport
(LAX)

LEGEND

-  Habitat Restoration Area Boundary
-  Subsite 23
-  Remote Communications Site
-  Mitigation site
-  Very High Omni Range Navigation Beacon
-  Trailer



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<p>LAWA shall salvage existing coast buckwheat plants and any larvae on the plant or pupae in the soil below the plant that would be removed to accommodate the replacement navigational aids to further conserve this species. These plants shall be salvaged immediately prior to the installation of the replacement navigational aids outside of the butterfly flight season. These salvaged plants shall be transported in a suitable container and replanted after the onset of winter rains in subsite 23 near the restored area as described in MM-BC-13, Replacement of State-Designated Sensitive Habitats. This area shall be the designated mitigation site for planting coast buckwheat and the site to which El Segundo blue butterfly pupae shall be relocated. Gathering of coast buckwheat seed shall take place from September 15 through June 1. Propagation and planting methodologies successfully employed by LAWLA during 1984 through 1994 restoration efforts shall be employed for propagation of additional coast buckwheat plants. An existing irrigation system proximal to subsite 23 will be used to increase the success of the restoration effort. Prior to navigational aid installation, a permitted and qualified biologist shall salvage El Segundo blue butterfly larvae in coordination with the USFWS in order to minimize impacts to the butterfly. Based on LAWLA's restoration experience within the Habitat Restoration Area, occupation of restored habitat can occur within two to three years of restoration efforts. Therefore, there would be no net loss in acres or</p>				

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	<p>value of occupied habitat. Additionally, after the navigational aid system is in place and during the first subsequent flight season of the El Segundo blue butterfly, LAWA shall document El Segundo blue butterfly behavior with respect to the lighting system and submit a monitoring report to USFWS.</p> <p>Lastly, LAWA shall coordinate with the USFWS to create educational materials on the El Segundo blue butterfly for integration into LAWA's public outreach program.</p>				
Construction Impacts					
<p>C-1 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 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.</p> <p>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 announcements, airport website, etc.; 	<p>Traffic congestion and delays as they relate to the LAX Plan construction activities</p>	<p>Prior to issuance of any permits for first Master Plan project. Complete set of duties for this office will be established prior to issuance of any permit for a project that may significantly impact surface streets</p>	<p>Once, at establishment of LAWA's Construction Coordination Office</p>	<p>Establishment of Ground Transportation/Construction Coordination Office; Notification regarding duties, business hours, telephone numbers via the Internet and print media to the public</p>

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Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	<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. 				
Cultural Resources					
HR-1 Monitoring Agency: LAWA	Preservation of Historic Resources. In implementing the LAX Plan and conducting ongoing activities associated with operation of the airport, LAWA will support the preservation of identified significant historic/architectural resources through careful review of design and development adjacent to those resources and by undertaking any modifications to those resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Additionally, where sound insulation is proposed for identified significant historic/architectural resources under the Aircraft	Avoiding material impairment of significant historical resources, and their historic character, identified within the Area of Potential Effects (APE)	Prior to approval of final plans for demolition of buildings within the International Airport Industrial District associated with the GTC-ITC Roadways and Century Bridge, and associated open-spaced area (for preservation	Once, at sign-off of demolition plan. (preservation) Once, at sign-off of soundproofing plan. (sound insulation)	Plans signed off by qualified architectural historian or historic architect

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	Noise Mitigation Program, LAWA will ensure that methods are developed with the approval of a qualified architectural historian or historic architect, who meets the Secretary of the Interior's Professional Qualifications Standards, in compliance with the Secretary of the Interior's Standards for Rehabilitation.		components); In conjunction with ongoing ANMP and prior to the approval of sound proofing plan for affected historical resources (for sound insulation component)		
Hazardous/Hazardous Materials- Hazardous Materials					
HM-1 Monitoring Agency: LAWA	Ensure Continued Implementation of Existing Remediation Efforts. Prior to initiating construction of a Master Plan component, LAWA will conduct a pre-construction evaluation to determine if the proposed construction will interfere with existing soil or groundwater remediation efforts. For sites currently on LAX property, LAWA will work with tenants to ensure that, to the extent possible, remediation is complete prior to the construction. If remediation must be interrupted to allow for Master Plan-related construction, LAWA will notify and obtain approval from the regulatory agency with jurisdiction, as required, and will evaluate whether new or increased monitoring will be necessary. If it is determined that contamination has migrated during construction, temporary measures will be taken to stop the migration. As soon as practicable following completion of construction in the area, remediation will be reinstated, if required by the RWQCB or another agency with jurisdiction. In such cases, LAWA will coordinate the design of the Master Plan	Potential for construction activities to interfere with existing soil or groundwater remediation efforts	Prior to initiation of construction of each Master Plan Project	Once prior to construction of each Master Plan project	Preparation of Construction Compatibility Assessment/ Plan. If remediation will be disrupted by construction, approval of the Construction Compatibility Assessment/Plan will require the necessary approvals from RWQCB, DTSC, and LAFD, as appropriate

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	<p>component and the re-design of the remediation systems to ensure that they are compatible and to ensure that the proposed remediation system is comparable to the system currently in place. If it is determined during the pre-construction evaluation that construction will preclude reinstatement of the remediation effort, LAWA will obtain approval to initiate construction from the agency with jurisdiction.</p> <p>For properties to be acquired as part of the Master Plan, LAWA will evaluate the status of all existing soil and groundwater remediation efforts. As part of this evaluation, LAWA will assess the projected time required to complete the remediation activities and will coordinate with the land owner and the agency with jurisdiction to ensure that remediation is completed prior to scheduled demolition and construction activities, if possible. In cases where remediation cannot be completed prior to demolition and construction activities, LAWA will undertake the same steps required above, namely, an evaluation of the need to conduct monitoring; implementation of temporary measures to stop migration, if required; and reinstatement of remediation following completion of construction, if required.</p>				
HM-2 Monitoring Agency: LAWA	<p>Handling of Contaminated Materials Encountered During Construction. Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated materials encountered during construction. The intent of this program will be to ensure that all contaminated soils and/or groundwater</p>	<p>Potential for encountering hazardous materials/waste during construction activities</p>	<p>Prior to initiation of construction of first Master Plan project</p>	<p>Once prior to construction of first Master Plan project</p>	<p>Preparation of Hazardous Materials/Wastes Management Plan</p>

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<p>encountered during construction are handled in accordance with all applicable regulations. As part of this program, LAWA will identify the nature and extent of contamination in all areas where excavation, grading, and pile-driving activities are to be performed. LAWA will notify the appropriate regulatory agency when contamination has been identified. If warranted by the extent of the contamination, as determined by the regulatory agency with jurisdiction, LAWA will conduct remediation prior to initiation of construction. Otherwise, LAWA will incorporate provisions for the identification, segregation, handling and disposal of contaminated materials within the construction bid documents. In addition, LAWA will include a provision in all construction bid documents requiring all construction contractors to prepare site-specific Health and Safety Plans prior to the initiation of grading or excavation. Each Health and Safety Plan would include, at a minimum, identification/description of the following: site description and features; site map; site history; waste types encountered; waste characteristics; hazards of concern; disposal methods and practices; hazardous material summary; hazard evaluation; required protective equipment; decontamination procedures; emergency contacts; hospital map and contingency plan.</p> <p>In the event that any threshold of significance listed in the Hazardous Materials section of the EIS/EIR for the LAX Master Plan is exceeded due to the discovery of soil or groundwater contaminated by hazardous materials or if previously unknown</p>				

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	contaminants are discovered during construction or a spill occurs during construction, LAWA will notify the lead agency(ies) with jurisdiction and take immediate and effective measures to ensure the health and safety of the public and workers and to protect the environment, including, as necessary and appropriate, stopping work in the affected area until the appropriate agency has been notified.				
Land Use					
LU-2 Monitoring Agency: LAWA	Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion. Land acquired and cleared for airport development will be fenced, landscaped, and maintained regularly until the properties are actually developed for airport purposes. ⁵	Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	Prior to first land acquisition	On-going throughout Master Plan development	Approval of Landscape Maintenance by LAWA
LU-4 Monitoring Agency: LAWA	Neighborhood Compatibility Program. Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include:	Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, specific plan, local coastal program or	Throughout Master Plan development	On-going throughout Master Plan development	Completion of LAX Plan Compliance Review, as set forth in Section 7 of the LAX Specific Plan, on a project-by-project basis

⁵ Subsequent to the approval of the LAX Master Plan, the LAX Street Frontage and Landscape Development Plan Update was completed. In fulfillment of LAX Master Plan Commitment LU-2, the LAX Street Frontage and Landscape Development Plan Update addresses landscaping requirements for parcels acquired under the LAX Master Plan.

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	Master Plan Commitments/ Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	<ul style="list-style-type: none"> ◆ Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities. ◆ Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spill-over, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible. ◆ Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses. 	zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect			
<p align="center">LU-5 Monitoring Agency: LAWA</p>	<p>Comply with City of Los Angeles Transportation Element Bicycle Plan. LAWA will comply with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the City of Los Angeles Transportation Element Bicycle Plan⁶ and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard. As a priority, a Class I bike path will be incorporated on Aviation Boulevard, as practical and feasible, per the standards identified in the City of Los Angeles Transportation</p>	Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating	Prior to issuance of certificate of occupancy for each project that will incorporate bicycle facilities	Once, upon issuance of certificate of occupancy for each project that will incorporate bicycle facilities	Issuance of permits by LADOT, LADPW or LADBS, as appropriate

⁶ Since preparation of the LAX Master Plan Final EIR, the City's Bicycle Plan has been updated. The SPAS EIR analysis references the current 2010 City of Los Angeles Bicycle Plan.

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Element Bicycle Plan generally extending from the Inglewood City limits (Arbor Vitae Street) to the north to Imperial Highway to the south. As a primary objective, LAWA will provide maximum feasible incorporation of other bike paths and bike lanes into the design of projects that will be constructed under the LAX Master Plan program with a fundamental emphasis on ensuring safe and efficient bicycle and vehicular circulation. In addition, bicycle access and parking facilities will be provided at the GTC, ITC, and major parking lots. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.	an environmental effect			
<p>RBR-1 Monitoring Agency: LAWA</p> <p>Residential and Business Relocation Program. To address the acquisition of properties and relocation of businesses and residents associated with the proposed Master Plan, LAWA will prepare a Residential and Business Relocation Plan (Relocation Plan) in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, state and local regulations, and FAA Advisory Circular 150/5100-17,⁷ prior to the commencement of acquisition.⁷ LAWA will achieve the following objectives:</p> <ul style="list-style-type: none"> ◆ Fully inform eligible project-area residential occupants and business owners of the nature of and procedures for obtaining relocation assistance and benefits. 	Conflict with any applicable land use plan, policy, or regulation (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	Prior to commencement of relocation activities	Once, upon approval of the Relocation Plan	City Council approval of the Relocation Plan

⁷ In fulfillment of this commitment, LAWA prepared the *LAX Master Plan Program Alternative D Draft Relocation Plan* in April 2004.

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	Master Plan Commitments/ Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	<ul style="list-style-type: none"> ◆ Determine the needs of each residential relocatee and business owner. ◆ Provide an adequate number of referrals to comparable, decent, safe, and sanitary housing units within a reasonable time prior to relocation. No residential occupant would be required to move until comparable decent, safe, and sanitary housing is made available. ◆ Provide at least 90 days advance written notice to vacate, as required by law. The notice period may be extended according to the needs of the affected relocatees. ◆ Provide current and continuously updated information concerning replacement housing and business choices and opportunities. ◆ Ensure that the relocation process does not result in different or separate treatment because of race, religion, national origin, gender, marital status, or other arbitrary circumstances. ◆ Ensure that the unique needs of minority and low-income persons and businesses are addressed, including the provision of assistance and materials in Spanish and other languages as necessary. ◆ Supply information concerning federal, state, city, and other governmental programs providing assistance to displaced persons or businesses. 				

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<ul style="list-style-type: none"> ◆ Assist each eligible person or business in the completion of all applications and claims for payment of benefits. ◆ Make relocation payments in accordance with Federal Relocation Regulations, including the provisions of Last Resort Housing, where applicable. ◆ Inform all affected occupants of LAWA's policies with regard to eviction and property management. <p>Establish and maintain a formal grievance procedure for use by relocatees seeking administrative review of LAWA decisions with respect to relocation assistance.</p> <p>Although it is expected that comparable replacement housing resources are available, LAWA will take all reasonable steps to make such resources available, including but not limited to the following:</p> <ul style="list-style-type: none"> ◆ Provide vacated project structures to agencies that could relocate the structures to new sites and make them available for program-affected residents. ◆ Provide funding for possible construction of replacement housing. ◆ Provide funding for rehabilitation of housing units being sold or rented to program-affected residents. <p>Consider other innovative actions to ensure the availability of replacement housing.</p>				

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<p>In addition to the above services, distinct business assistance services will include but not be limited to the following:</p> <ul style="list-style-type: none"> ◆ LAWA will implement a business relocation assistance program to insure prompt and equitable relocation and re-establishment of businesses displaced as a result of the proposed Master Plan. The business relocation assistance program will include: 1) a determination of the relocation needs and preferences of each business to be displaced; 2) the maintenance of listings and contacts with commercial real estate brokers, commercial lenders, and government economic development agencies to assist displaced businesses in locating suitable replacement sites; 3) the provision to displaced businesses of information on programs administered by the Small Business Administration and other federal and state programs offering assistance to displaced persons; 4) the provision of special assistance to those who wish to remain close to their current sites or close to an airport in finding such sites, including sites on the airport such as LAX Northside/Westchester Southside, or other airport-owned properties or developments; and 5) the provision of special assistance to address the specific needs of minority-owned businesses. ◆ LAWA will coordinate with the County of Los Angeles and the cities of Inglewood, 				

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	<p>Hawthorne, and El Segundo to locate properties within their jurisdictions suitable for businesses displaced by the acquisition program.</p> <ul style="list-style-type: none"> ◆ LAWA will investigate and consider the use of the separate and ongoing ANMP to redevelop noise impacted residential areas into commercial areas suitable for businesses displaced by the Master Plan acquisition program. As part of these efforts, LAWA will coordinate with the City of Inglewood and the County of Los Angeles to identify areas east of I-405 where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate. ◆ LAWA will provide opportunities for air freight, flight kitchens and other airport-related uses displaced by the acquisition program to relocate onto airport property, to the maximum extent practicable. ◆ LAWA will, to the maximum practicable extent, develop its property in LAX Northside/Westchester Southside so as to provide relocation opportunities for businesses displaced by the acquisition program. <p>With respect to any and all residential acquisition under Alternative D, LAWA will implement a housing program similar to the existing "Move On Housing Program," which is currently being implemented in conjunction</p>				

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	with the existing ANMP Relocation Plan. The Move On Housing Program is a collaborative effort between public and not-for-profit organizations to move and rehabilitate Manchester Square and Belford area structures in order to transfer housing assets to residential areas in Los Angeles County, provide reasonable housing for displaced tenants, and provide construction-related employment opportunities to community residents.				
MM-LU-1 Monitoring Agency: LAWA	Implement Revised Aircraft Noise Mitigation Program. LAWA shall expand and revise the existing ANMP in coordination with affected neighboring jurisdictions, the state, and the FAA. ⁸ The expanded Program shall mitigate land uses that would be rendered incompatible by noise impacts associated with implementation of the LAX Master Plan, unless such uses are subject to an existing aviation easement and have been provided with noise mitigation funds. LAWA shall accelerate the ANMP's timetable for achieving full compatibility of all land uses within the existing noise impact area pursuant to the requirements of the California Airport Noise Standards (California Code of Regulations, Title 21, Subchapter 6) and current Noise Variance. With the exception of a possible new interior noise level standard for schools to be established through the study required by Mitigation Measure MM-LU-3,	Create physical incompatibility with existing land uses through increased aircraft noise exposure	Initiation upon City Council approval of the LAX Plan	Annually	Submission of Annual ANMP Progress Reports and Periodic ANMP Report Updates to County of Los Angeles

⁸ Subsequent to the approval of the LAX Master Plan, LAWA completed a revised Aircraft Noise Mitigation Program in accordance with the provisions of LAX Master Plan Mitigation Measure MM-LU-1. LAWA continues to implement the ANMP and operate under a variance to achieve compatibility of all land uses within the noise impact area. In addition, LAWA has removed the requirement for an aviation easement in most cases, and has identified places of worship eligible for soundproofing.

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<p>Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, the relevant performance standard to achieve compatibility for land uses that are incompatible due to aircraft noise (i.e., residences, schools, hospitals and churches) is adequate acoustic performance (sound insulation) to ensure an interior noise level of 45 CNEL or less. As an alternative to sound insulation, incompatible property may also achieve compatibility if the incompatible use is converted to a noise-compatible use.</p> <p>LAWA shall revise the ANMP to incorporate new, or expand existing measures, including, but not necessarily limited to, the following:</p> <ul style="list-style-type: none"> ◆ Continued implementation of successful programs to convert existing incompatible land uses to compatible land uses through sound insulation of structures and the acquisition and conversion of incompatible land use to compatible land use. ◆ Ongoing monitoring and provision of annual updates in support of the requirements of the current LAX Noise Variance pursuant to the California Airport Noise Standards, with the updates made available (upon request) to affected local jurisdictions, the ALUC of Los Angeles County, and other interested parties. ◆ Continue the current pre- and post-insulation noise monitoring to ensure achievement of interior noise levels at or below 45 CNEL. 				

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	<ul style="list-style-type: none"> ◆ Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible through: <ul style="list-style-type: none"> - Increased annual funding by LAWA for land use mitigation; - Reevaluating aviation easements requirements with sound insulation mitigation; - Provision by LAWA of additional technical assistance, where needed, to local jurisdictions to support more rapid and efficient implementation of their land use mitigation programs; - Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing. ◆ Revised criteria and procedures for selection and prioritization of properties to be sound insulated or acquired in consideration of the following: <ul style="list-style-type: none"> - Insulation or acquisition of properties within the highest CNEL measurement zone; - Acceleration of the fulfillment of existing commitments to owners wishing to participate within the current ANMP boundaries prior to proceeding with newly eligible properties; - Insulation or acquisition of incompatible properties with high concentrations of 				

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<p>residents or other noise-sensitive occupants such as those housed in schools or hospitals.</p> <ul style="list-style-type: none"> ◆ Amend ANMP to include libraries as noise-sensitive uses eligible for aircraft noise mitigation. ◆ Upon completion of acquisition and/or soundproofing commitment under the current Program, expand the boundaries of the ANMP as necessary over time. LAWA will continue preparing quarterly reports that monitor any expansion of the 65 CNEL noise contours beyond the current ANMP boundaries. Based upon these quarterly reports, LAWA will evaluate and adjust the ANMP boundaries, periodically as appropriate, so that as the 65 CNEL noise contours expand, residential and noise-sensitive uses newly impacted by 65 CNEL noise levels would be included within the Program. 					
<p>MM-LU-3 Monitoring Agency: LAWA</p>	<p>Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn. Current studies of aircraft noise and the ability of children to learn have not resulted in the development of a statistically reliable predictive model of the relative effect of changes in aircraft noise levels on learning. Therefore a comprehensive study shall be initiated by LAWA to determine what, if any, measurable relationship may be present between learning and the disruptions caused by aircraft noise at various levels. An element of the evaluation shall be</p>	<p>Classroom disruption due to exposure to high single event or cumulative noise levels</p>	<p>Initiation of study upon City Council approval of the LAX Plan</p>	<p>Once, upon approval of the study by LAWA</p>	<p>LAWA approval of completed study</p>

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	the setting of an acceptable replacement threshold of significance for classroom disruption by both specific and sustained aircraft noise events. ⁹				
<p>MM-LU-4 Monitoring Agency: LAWA</p>	<p>Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise. Prior to completion of the study required by Mitigation Measure MM-LU-3, Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn, and within six months of the commissioning of any relocated runways associated with implementation of the LAX Master Plan, LAWA shall conduct interior noise measurements at schools that could be newly exposed to noise levels that exceed the interim LAX interior noise thresholds for classroom disruption of 55 dB Lmax, 65 dB Lmax, or 35 Leq(h), as presented in Section 4.1 Noise, of the Final EIS/EIR. All school classroom buildings (except those within schools subject to an aviation easement) that are found through the noise measurements to exceed the interim interior noise thresholds, as compared to the 1996 baseline conditions presented in the Final EIS/EIR, would become eligible for soundproofing under the ANMP.</p> <p>Upon completion of the study required by Mitigation Measure MM-LU-3 and acceptance of its results by peer review of industry experts, any schools found to exceed a newly established threshold of significance</p>	Classroom disruption due to exposure to noise levels in excess of threshold of significance established in MM-LU-3	Within six (6) months of commissioning of any relocated runways (for interim LAX interior noise thresholds components); and upon completion of the study in Mitigation Measure MM-LU-3 (for MM-LU-3 component)	Annually	Conduct noise measurements based on interim LAX interior noise thresholds and on interim LAX interior noise thresholds and on newly establish noise thresholds set by MM-LU-3, and make schools eligible for ANMP participation, as appropriate

⁹ A study entitled Evaluating the Impact of Aviation Noise on Learning is currently underway to determine when aircraft noise impacts student learning and what noise metric(s) best defines impact on learning. The final study is expected to be completed mid- to late-2013. The implementation of LAX Master Plan Mitigation Measure MM-LU-4 is contingent upon the results of this study.

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	for classroom disruption based on comparison with 1996 baseline conditions due to implementation of the LAX Master Plan, shall be eligible for participation in the ANMP administered by LAWA, unless they are subject to an existing aviation easement. A determination of which schools become eligible will be made following application of the new threshold based on measured data.				
MM-RBR-1 Monitoring Agency: LAWA	Phasing for Business Relocations. To maximize opportunities for airport/airport-dependent businesses and other businesses being acquired to relocate in proximity to their current sites, LAWA shall, to the maximum degree feasible, schedule acquisition phasing and/or development phasing to accommodate interested parties on airport property in a manner that would avoid delays to the overall construction and development schedule. First priority shall be given to airport/airport-dependent businesses, such as air freight forwarders and hotels, whose relocation off of the airport would present a unique hardship. Master Plan Commitment RBR-1, Residential and Business Relocation Program, can also serve to mitigate significant effects stemming from the acquisition program by using LAWA ANMP funds to redevelop noise impacted residential property for industrial uses.	Minimize adverse acquisition or relocation impacts	Prior to commencement of relocation activities	Once, upon approval of phasing plan for business relocation	LAWA approval of phasing plan for business relocation
MM-RBR-2 Monitoring Agency: LAWA	Relocation Opportunities through Aircraft Noise Mitigation Program. As a special project under the ANMP for LAX, LAWA shall coordinate with the City of Inglewood and the County of Los Angeles to identify residential land uses that are subject to high levels of aircraft noise where land acquisition and conversion to	Create physical incompatibility with existing land uses through increased aircraft noise exposure	Within 60 days from City Council approval of Relocation Plan, LAWA shall initiate coordination efforts	Once, upon initiation of coordination efforts with the County of Los Angeles and City of Inglewood	Provide evidence of coordination

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	compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate. As residential uses are relocated outside of noise impacted areas under the ANMP, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, LAWA will work with the jurisdictions to identify airport-related businesses interested in these sites. With support from the jurisdictions, as well as other businesses and organizations such as Gateway to L.A. that interact with LAWA, LAWA will promote these sites for businesses subject to acquisition as part of the proposed LAX Relocation Plan business relocation assistance program. The multiple objectives of the effort shall be to mitigate noise impacted land uses, retain and promote local businesses dependent on airport proximity, and support local employment and economic growth. Areas under the City of Inglewood General Plan and redevelopment plan that are proposed for land recycling along Century Boulevard shall be given high priority.		with the County of Los Angeles and City of Inglewood		
Noise - Aircraft Noise					
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 a 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

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MM-N-4 Monitoring Agency: LAWA	Update the Aircraft Noise Abatement Program Elements as Applicable to Adapt to the Future Airfield Configuration. When existing runways are relocated or reconstructed as part of the Master Plan, the aircraft noise abatement actions associated with those runways shall be modified and re-established as appropriate to assure continuation of the intent of the existing program.	Expose noise-sensitive areas to 65 CNEL or greater with at least a 1.5 CNEL increase	Upon commissioning of relocated runways	Once, upon commissioning of each relocated runway and then on-going	Update of Aircraft Noise Abatement Program to reflect relocated runways and submission of Annual Report per Variance Conditions to County of Los Angeles
MM-N-5 Monitoring Agency: LAWA	Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory. A 14 CFR Part 161 Study shall be initiated to seek federal approval of a locally-imposed Noise and Access Restriction on departures to the east during Over-Ocean Operations, or when Westerly Operations remain in effect during the Over-Ocean Operations time period.	Expose noise-sensitive areas to 65 CNEL or greater with at least a 1.5 CNEL increase	Initiation within 30 days from City Council approval of the LAX Plan	Once, upon submission of Part 161 Application to the FAA, or upon execution of voluntary agreement between LAWA and the Airlines	Submission of Part 161 application and supporting documents to the FAA for approval, or execution of a voluntary agreement between LAWA and the Airlines to implement restrictions
Noise - Construction Traffic and Equipment Noise					
MM-N-7 Monitoring Agency: LAWA	Construction Noise Control Plan. A Construction Noise Control Plan will be prepared to provide feasible measures to reduce significant noise impacts throughout the construction period for all projects near noise sensitive uses. For example, noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers such as ground elevation changes and existing buildings may be used to shield construction noise.	Significant noise impacts at noise-sensitive receivers during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site	Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan	Inclusion of requirement for a Noise Control Plan in subcontract agreement & subsequent approval of the noise control plan by LAWA

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MM-N-8 Monitoring Agency: LAWA	Construction Staging. Construction operations shall be staged as far from noise-sensitive uses as feasible.	Significant noise impacts at noise-sensitive receivers during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site	Once, upon approval of construction staging 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 tired equipment rather than track equipment) when technically and economically feasible.	Significant noise impacts at noise sensitive receivers during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of the project site	Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan	Inclusion of requirement for a Noise Control Plan in subcontract agreement and subsequent approval of the Noise Control Plan by LAWA

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MM-N-10 Monitoring Agency: LAWA	Construction Scheduling. The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday - Friday; 6 p.m. to 8 a.m. Saturday; any time on Sunday or Holidays).	Significant noise impacts at noise-sensitive receivers during construction	Prior to the earlier of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of project site	Once, upon completion of Noise Control Plan for each project and as specified in the Noise Control Plan	Inclusion of requirement for a Noise Control Plan in subcontract agreement and subsequent approval of the Noise Control Plan by LAWA
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: <ul style="list-style-type: none"> ◆ <i>Emergency Access.</i> 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. ◆ <i>Fire Flow Requirements.</i> Proposed Master Plan development will include improvements, as 	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

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<p>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.</p> <ul style="list-style-type: none"> ◆ <i>Fire Hydrants.</i> Adequate off-site public and on-site private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans. ◆ <i>Street Dimensions.</i> New development will conform to the standard street dimensions shown on the applicable City of Los Angeles Department of Public Works Standard Plan. ◆ <i>Road Turns.</i> Standard cut-corners will be used on all proposed road turns. ◆ <i>Private Roadway Access.</i> 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. ◆ <i>Dead-End Streets.</i> 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. ◆ <i>Fire Lanes.</i> 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. 				

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<ul style="list-style-type: none"> ◆ <i>Building Setbacks.</i> 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. ◆ <i>Building Heights.</i> New buildings exceeding 28 feet in height may be required to provide additional LAFD access. ◆ <i>Construction/Demolition Access.</i> During demolition and construction activities, emergency access will remain unobstructed. ◆ <i>Aircraft Fire Protection Systems.</i> 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). 				
<p>PS-1 Monitoring Agency: LAWA</p>	<p>Fire and Police Facility Relocation Plan. Prior to any demolition, construction, or circulation changes that would affect LAFD Fire Stations 51, 80, and 95, or on-airport police facilities, a Relocation Plan will be developed by LAWA through a cooperative process involving LAFD, LAWAPD, the LAPD LAX Detail, and other airport staff. The performance standards for the plan will ensure maintenance of required response times, response distances, fire flows, and a transition to new facilities such that fire and law enforcement services at LAX will not be significantly degraded. The plan will also address future facility needs, including details regarding space requirement, siting, and design.</p>	<p>Avoidance of compromised fire prevention and protection</p>	<p>Prior to any Master Plan activities affecting on-airport fire and police facilities</p>	<p>Once, upon completion of Fire and Police Facility Relocation Plan; as necessary during relocation process</p> <p>Completion of Fire and Police Facility Relocation Plan</p>

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<p>PS-2 Monitoring Agency: LAWA</p>	<p>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.</p>	<p>Avoidance of compromised fire prevention and protection</p>	<p>Prior to any Master Plan activities affecting on-airport police and fire facilities</p>	<p>On-going during early design phase</p>	<p>Approval of facility program requirements by involved agencies</p>
Public Services - Law Enforcement					
<p>LE-1 Monitoring Agency: LAWA</p>	<p>LE-1. Routine Evaluation of Manpower and Equipment Needs. LAWA will ensure that LAWAPD and LAPD LAX Detail continue to routinely evaluate and provide additional officers, supporting administrative staff, and equipment, to keep pace with forecasted increases in activity and development at LAX in order to maintain a high level of law enforcement services. This will be achieved through LAWA notification to LAWAPD and LAPD regarding pending development and construction and through LAWA review of status reports on law enforcement services at LAX.</p>	<p>Avoidance of substantial deficiencies in law enforcement personnel & equipment</p>	<p>Ongoing</p>	<p>Weekly (via meetings with law enforcement agencies); deployment monitored daily</p>	<p>Operations Plan and Deployment Logs</p>

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LE-2 Monitoring Agency: LAWA	Plan Review. During the design phase of terminal and cargo facilities and other major airport development, the LAPD, LAWAPD, and other law enforcement agencies will be consulted to review plans so that, where possible, environmental contributors to criminal activity, such as poorly-lit areas, and unsafe design, are reduced.	Unsafe facility/architectural design	Prior to issuance of building permits for each Master Plan project	Once, prior to issuance of building permits for each project	Plan sign-off by LAWAPD and LAX Detail
Transportation - Surface Transportation (On-Airport)					
ST-2 Monitoring Agency: LAWA	Non-Peak CTA Deliveries. Deliveries to the CTA terminal reconstruction projects will be limited to non-peak traffic hours whenever possible.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	During construction of any LAX Master Plan related CTA terminal reconstruction projects	On-going during construction	Periodic reporting by the Construction Coordination Office
ST-8 Monitoring Agency: LAWA	Limited Short-Term Lane Closures. When construction of any new ramps at the Century Boulevard/Sepulveda Boulevard interchange or construction for the GTC, ITC, or APM elevated structures require short-term lane closures, the lane closures will be for as brief a period as practical, with a goal that closures would principally be scheduled for non-peak periods.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	During construction of new ramps at Century Boulevard/ Sepulveda Boulevard interchange; construction of elevated structures for the GTC, ITC, or APM	When short-term lane closures are scheduled during construction	Periodic reporting by Construction Coordination Office
MM-ST-1 Monitoring Agency: LAWA	Require CTA Construction Vehicles to Use Designated Lanes. Whenever feasible, construction vehicles shall be restricted to designated roadways or lanes of traffic on CTA roadways adjacent to the existing close-in parking, thus limiting the mix of construction vehicles and airport traffic.	Traffic congestion and delay as they relate to the LAX Master Plan program construction activities	During CTA reconstruction projects	On-going during construction	LAWA approval of Construction Traffic Management Plan

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<p>MM-ST-2 Monitoring Agency: LAWA</p>	<p>Modify CTA Signage. During construction, additional signage will be installed, as required, to separate construction traffic from non-construction traffic to the extent feasible.</p>	<p>Traffic congestion and delay as they relate to the LAX Master Plan program construction activities</p>	<p>Prior to start of construction of CTA reconstruction projects</p>	<p>As stipulated in the Construction Traffic Management Plan, approved by LAWA's Construction Coordination Office</p>	<p>Sign installation</p>
<p>MM-ST-3 Monitoring Agency: LAWA</p>	<p>Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses. Develop shuttle stops for labor buses (i.e., buses carrying construction workers) and the ITC-CTA shuttle buses at the CTA arrivals level. All ITC-CTA shuttle buses will be routed to these lower level (arrivals) curb areas. These buses will not circulate through the upper level (departures) curbside.</p>	<p>Traffic congestion and delay as they relate to the LAX Master Plan program construction activities</p>	<p>Prior to demolition of CTA parking structures</p>	<p>As stipulated in the Construction Traffic Management Plan, approved by LAWA's Construction Coordination Office</p>	<p>Establishment of new CTA shuttle stops</p>
<p>MM-ST (BWP)-2 Monitoring Agency: LAWA</p>	<p>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.</p> <p>During the Future (2013) Without Project overall airport peak hour the intersection of Center Way and World Way South operates at a V/C of 0.978 which is LOS E. With an intersection operating at a LOS E condition, the volume to capacity ratio can be increased by 0.01 without generating an impact. This equates to an increase in the intersection's V/C ratio from 0.978 to 0.988, or approximately 1.1 percent (i.e., 0.988/0.978) in the critical movement traffic volume without triggering an impact. LAWA will monitor traffic</p>	<p>Traffic congestion and delays at the intersection of Center Way and World Way South during airport operations</p>	<p>When traffic levels reach the conditions specified in the measure</p>	<p>(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</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

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	<p>conditions at this intersection to determine when an estimated impact has been "triggered" in accordance with the LOS thresholds described above. Specifically, LAWA will monitor future CTA average daily traffic volumes in August to determine when CTA average daily traffic volumes have increased by more than 1.1 percent relative to the Future (2013) Without Project average daily traffic volumes. In addition, LAWA will record turning movement volumes at this intersection annually during the airport's peak month (August). When the August average daily CTA volumes have increased by 1.1 percent as compared to the Future (2013) Without Project estimated volume, LAWA will complete a V/C analysis using the same intersection methodology described in the Bradley West Draft EIR (Section 4.1.3.7) to determine if an impact has occurred. The mitigation measure would be constructed once both (a) the CTA average daily traffic volumes are 1.1 percent greater than the Future (2013) Without Project and (b) the V/C for the intersection meets or exceeds 0.988. The intersection analysis would be subject to approval by LADOT regarding timing of the mitigation measure.</p>			<p>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</p>	
<p>MM-ST (BWP)-3 Monitoring Agency: LAWA</p>	<p>Widen World Way Across from TBIT. Widen the arrivals-level outer roadway across from TBIT by changing the left-most lane that currently terminates at Center Way to a through/left lane and extending this lane to World Way South.</p>	<p>Traffic congestion and delays along on-airport roadways during airport operations</p>	<p>The subject widening shall occur in conjunction with the project-related construction at TBIT, which is anticipated to be completed in 2013</p>	<p>Once, upon completion of subject roadway widening</p>	<p>Confirmation that the subject roadway widening has been completed</p>

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Transportation-Surface Transportation (Off-Airport)					
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 the LAX Master Plan program construction activities	During construction	On-going during construction	Periodic reporting by Construction Coordination Office
ST-12 Monitoring Agency: LAWA	Designated Truck Delivery Hours. Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	LAWA approval of delivery schedule as part of the Construction Traffic Management Plan	On-going during construction	Periodic reporting by Construction Coordination Office
ST-14 Monitoring Agency: LAWA	Construction Employee Shift Hours. Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 a.m. to 9:00 a.m., 4:30 p.m. to 6:30 p.m.) will be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	Prior to construction activity for each Master Plan project	Once, upon approval of employees' work schedule on a project-by-project basis	LAWA approval of employee work schedule as part of the Construction Traffic Management Plan
ST-16 Monitoring Agency: LAWA	Designated Haul Routes. Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.	Traffic noise	At issuance of approved haul route	Once, at approval of each haul route	Approval of haul route by LADBS

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ST-17 Monitoring Agency: LAWA	Maintenance of Haul Routes. Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications will be provided as needed.	Roadway safety	As dictated by LAWA's Construction Coordination Office and LADBS	On-going during construction	Field inspection report; maintenance logs
ST-18 Monitoring Agency: LAWA	Construction Traffic Management Plan. A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.	Traffic congestion, delay and safety, as they relate to the LAX Master Plan program construction activities	Prior to commencement of construction	On-going during construction, as stipulated by LAWA's Construction Coordination Office	LAWA approval of Construction Traffic Management Plan by LAWA's Construction Coordination Office
ST-19 Monitoring Agency: LAWA	Closure Restrictions of Existing Roadways. Other than short time periods during nighttime construction, existing roadways will remain open until they are no longer needed for regular traffic or construction traffic, unless a temporary detour route is available to serve the same function. This will recognize that there are three functions taking place concurrently: (1) airport traffic, (2) construction haul routes, and (3) construction of new facilities.	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	As construction dictates	As stipulated in Construction Traffic Management Plan, approved by LAWA's Construction Coordination Office	Street closure permit; approval by LAWA's Construction Coordination Office
ST-20 Monitoring Agency: LAWA	Stockpile Locations. Stockpile locations will be confined to the eastern area of the airport vicinity, to the extent practical and feasible. After the eastern facilities are under construction in Alternative D, stockpile locations will be selected that are as close to I-405 and I-105 as possible, and can be accessed by	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	Prior to construction of each eastern facility	Once, upon approval of stockpile locations by LAWA's Construction Coordination Office	LAWA approval of stockpile locations as part of the Construction Management Traffic Plan

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	construction vehicles with minimal disruption to adjacent streets. Multiple stockpile locations may be provided, as required.				
<p align="center">ST-21 Monitoring Agency: LAWA</p>	<p>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.</p>	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	Prior to construction of each eastern facility	Once, upon approval of Employee Parking Locations by LAWA's Construction Coordination Office	LAWA approval of stockpile locations as part of the Construction Management Traffic Plan
<p align="center">ST-22 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</p>	Traffic congestion and delay as they relate to the LAX Master Plan program construction activities	At issuance of haul route approval	Once, upon approval of each haul route	Approval of haul route by LADBS

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(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>ST-24 Monitoring Agency: LAWA</p> <p>Fair Share Contribution to CMP Improvements. At the time of substantial completion of the LAX Master Plan, LAWA will contribute funding on a fair share basis to future transportation improvements identified through the CMP analysis completed for Alternative D.</p> <p>LAWA's financial contribution will be based upon, and coordinated with, traffic impacts attributable to implementation of the LAX Master Plan, and will occur at the time the individual future improvements at the locations listed above are implemented, subject to federal approval regarding airport revenue diversion.</p>	Traffic congestion and delays as they relate to the Master Plan program construction activities	Upon substantial completion of the LAX Master Plan	Once, substantial completion of the LAX Master Plan	Approval of fair-share contribution by LADOT or appropriate jurisdiction and/or agency
<p>MM-ST-14 Monitoring Agency: LAWA</p> <p>Ground Transportation/Construction Coordination Office Outreach Program. The construction coordination office proposed in Master Plan Commitment C-1, Establishment of a Ground Transportation/Construction Coordination Office, shall establish appropriate mechanisms to involve and coordinate with other major airport-area development projects to the extent feasible, to ensure that the cumulative impacts of construction in the airport area are coordinated and minimized.</p>	Traffic congestion and delays as they relate to the LAX Master Plan program construction activities	Prior to commencement of construction of any major development project within the vicinity of LAX	As major development projects occur in airport area	LAWA approval of outreach program

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Utilities-Energy				
E-1 Monitoring Agency: LAWA	Energy Conservation and Efficiency Program. LAWA will seek to continually improve the energy efficiency of building design and layouts during the implementation of the LAX Master Plan. Title 24, Part 6, Article 2 of the California Administrative Code establishes maximum energy consumption levels for heating and cooling of new buildings to assure that energy conservation is incorporated into the design of new buildings. LAWA will design new facilities to meet or exceed the prescriptive standards required under Title 24. Some of the energy conservation measures that LAWA may incorporate into the design of new buildings and airports facilities may include the use of energy-efficient building materials, energy-saving lighting systems, energy-efficient air-conditioning systems, energy-efficient water-heating systems, and designed-in access for alternative means of surface transportation, including the Green Line and the APM. These energy conservation measures may be further improved upon as energy-saving design approaches and technologies develop.	Avoid a substantial increase in energy consumption due to the development of new facilities	Prior to approval of building plans for each project involving new or substantially renovated buildings that consume electricity or natural gas	Once prior to approval of building plans Approval of building plans by LADBS or LADPW, as appropriate
Utilities-Solid Waste				
SW-1 Monitoring Agency: LAWA	Implement an Enhanced Recycling Program. LAWA will enhance their existing recycling program, based on successful programs at other airports and similar facilities. Features of the enhanced recycling program will include: expansion of the existing terminal recycling program to all terminals, including new terminals; development of a recycling program at	Generation of additional solid waste due to increased activity levels at LAX	Prior to issuance of certificate of occupancy for any use developed in LAX Northside, or approval of building permits for CTA	Annually Annual confirmation that LAX and LAX Northside are exceeding waste reductions requirements of AB 939

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Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	LAX Northside/Westchester Southside; lease provisions requiring that tenants meet specified diversion goals; and preference for recycled materials during procurement where, practical and appropriate.		improvements, whichever occurs first		
MM-SW-1 Monitoring Agency: LAWA	Provide Landfill Capacity. Additional landfill capacity in the Los Angeles region should be provided through the siting of new landfills, the expansion of existing landfills, or the extension of permits for existing facilities. As an alternative, or to augment regional landfill capacity, landfill capacity outside the region could be accessed by developing the necessary rail haul infrastructure. The responsibility for implementing this mitigation measure lies with state, county, and local solid waste planning authorities. The costs for implementing this mitigation measure will be passed on to LAX and other solid waste generators through increase solid waste disposal costs.	Cumulative increases in solid waste generation that could reduce existing available landfill capacity	Preparation of first report on landfill capacity prior to issuance of certificate of occupancy for any use developed in LAX Northside, or approval of building permits for CTA improvements, whichever occurs first	Annually	Annual updates on solid waste disposal capabilities/capacity of City of Los Angeles

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
LAX Master Plan Commitments and Mitigation Measures for the SPAS Project**

Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Utilities - Water Supply					
W-1 Monitoring Agency: LAWA	Maximize Use of Reclaimed Water. To the extent feasible, LAWA will maximize the use of reclaimed water in Master Plan-related facilities and landscaping. The intent of this commitment is to maximize the use of reclaimed water as an offset for potable water use and to minimize the potential for increased water use resulting from implementation of the LAX Master Plan. This commitment will also facilitate achievement of the City of Los Angeles' goal of increased beneficial use of its reclaimed water resources. This commitment will be implemented by various means, such as installation and use of reclaimed water distribution piping for landscape irrigation.	Reduce demands for, and use of, potable water	Prior to approval of building plans for each project involving new or substantially renovated buildings that use water, and prior to approval of landscaping plans	Once, prior to approval of plans for affected project	Approval of plans for affected project
W-2 Monitoring Agency: LAWA	Enhance Existing Water Conservation Program. LAWA will enhance the existing Street Frontage and Landscape Plan for LAX to ensure the ongoing use of water conservation practices at LAX facilities. The intent of this program, to minimize the potential for increased water use due to implementation of the LAX Master Plan program, is also in accordance with regional efforts to ensure adequate water supplies for the future. Features of the enhanced conservation program will include identification of current water conservation practices and an assessment of their effectiveness; identification of alternate future conservation practices; continuation of the practice of retrofitting and installing new low-flow toilets and other water-efficient fixtures in all LAX buildings, as remodeling takes place or new construction occurs;	Avoid a substantial increase in water consumption due to the development of new facilities	Prior to the approval of building plans or landscaping plans for first Master Plan project involving water use (i.e., CTA Landside Terminal or LAX Northside development, whichever occurs first	Once, prior to approval of building plans or landscaping plans for first Master Plan project	Preparation of Water Conservation Program

**Mitigation Monitoring and Reporting Program
LAX Master Plan Commitments and Mitigation Measures for the SPAS Project**

Master Plan Commitments/ Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	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.				

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
Air Quality					
<p>MM-AQ (SPAS)-1</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Additional Measures to Supplement the LAX Master Plan Mitigation Plan for Air Quality - Construction-Related Mitigation Measures. For purposes of SPAS, LAWA will expand the existing LAX Master Plan Mitigation Plan for Air Quality Construction-Related Mitigation Measures to include the following specific actions:</p> <ul style="list-style-type: none"> ◆ On-road trucks used on SPAS construction projects with a gross vehicle weight rating of at least 19,500 pounds shall, at a minimum, comply with USEPA 2007 on-road emissions standards for PM10 and NO_x. ◆ Prior to January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower used on SPAS construction projects shall meet USEPA Tier 3 off-road emission standards. After December 31, 2014, all off-road diesel-power construction equipment greater than 50 horsepower used on SPAS construction projects shall meet USEPA Tier 4 off-road emissions standards. Tier 4 equipment shall be considered based on availability at the time the construction bid is issued. LAWA will encourage construction contractors to apply for SCAQMD "SOON" funds to accelerate clean up of off-road diesel engine emissions. 	<p>Construction-related air quality impacts</p>	<p>Prior to issuance of grading or demolition permit for first SPAS project</p>	<p>Once upon integration of the three subject measures [i.e., MM-AQ (SPAS)-1, MM-AQ (SPAS)-2, MM-AQ (SPAS)-3] into the LAX Master Plan Mitigation Plan for Air Quality Construction-Related Mitigation Measures</p>	<p>Confirmation that LAX Master Plan Mitigation Plan for Air Quality includes the new measures</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-AQ (SPAS)-2 Monitoring Agency: LAWA	<p>Additional Measures to Supplement the LAX Master Plan Mitigation Plan for Air Quality - Transportation-Related Mitigation Measures. For purposes of SPAS, LAWA will expand the existing LAX Master Plan Mitigation Plan for Air Quality Transportation-Related Mitigation Measures to include the following specific actions:</p> <ul style="list-style-type: none"> ♦ 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. ♦ LAWA will incorporate quick entry and exit parking systems in the project level design of future parking lots/structures associated with the SPAS project. ♦ LAWA will include advanced signage in the design of future parking structures that could advise airport users of available parking spaces within the structure. 	Operational air quality impacts	Prior to issuance of grading or demolition permit for first SPAS project	Once upon integration of the three subject measures [i.e., MM-AQ (SPAS)-1, MM-AQ (SPAS)-2, MM-AQ (SPAS)-3] into the LAX Master Plan Mitigation Plan for Air Quality	Confirmation that LAX Master Plan Mitigation Plan for Air Quality includes the new measures
MM-AQ (SPAS)-3 Monitoring Agency: LAWA	<p>Additional Measures to Supplement the LAX Master Plan Mitigation Plan for Air Quality - Operations-Related Mitigation Measures. For purposes of SPAS, LAWA will expand the existing LAX Master Plan Mitigation Plan for Air Quality Operations-Related Mitigation Measures to include the following specific actions:</p>	Operational air quality impacts	Prior to issuance of grading or demolition permit for first SPAS project	Once upon integration of the three subject measures [i.e., MM-AQ (SPAS)-1, MM-AQ (SPAS)-2, MM-AQ (SPAS)-3] into	Confirmation that LAX Master Plan Mitigation Plan for Air Quality includes the new measures

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<ul style="list-style-type: none"> ◆ Although the SPAS project does not alter air cargo handling at LAX, LAWA will provide the appropriate electrical infrastructure for those cargo handling tenants that have a need for such facilities and request them from LAWA. LAWA will monitor the development of electric truck engines and the design standards for these engines and associated charging infrastructure. The selection of appropriate infrastructure for installation at LAX will be made when air cargo facilities are updated. ◆ LAWA will require the use of electric lawn mowers and leaf blowers, as these units become available for commercial use, for landscape maintenance associated with the SPAS project. ◆ 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. ◆ LAWA will conduct a comprehensive GSE inventory update to identify and assess the 			the LAX Master Plan Mitigation Plan for Air Quality	

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	current fuel type composition of GSE operating at LAX, to help to guide next steps in supporting and encouraging the use of alternative fueled GSE at LAX.				
Biological Resources					
MM-BIO (SPAS)-1 Monitoring Agency: LAWA	Replacement of State-Designated Sensitive Habitats. ¹⁰ LAWA or its designee shall undertake mitigation for the loss of state-designated sensitive habitat within the Los Angeles/EI Segundo Dunes, including the Habitat Restoration Area, by restoring areas of temporary disturbance and by restoring additional areas of sensitive habitat to compensate for temporary and permanent impacts. Installation of navigational aids and associated temporary construction impacts may result in impacts to state-designated sensitive habitat within the Los Angeles/EI Segundo Dunes within habitat occupied by the EI Segundo blue butterfly. Impacts to state-designated sensitive habitat within the Los Angeles/EI Segundo Dunes shall be replaced at a ratio of 2:1 within the Los Angeles/EI Segundo Dunes as described in the "Los Angeles/EI Segundo Dunes Habitat Restoration Plan." The replacement of state-designated sensitive habitat shall be undertaken through restoration procedures as described in the "Los Angeles/EI Segundo Dunes Habitat Restoration Plan." The restoration and enhancement of sensitive habitat as related to the establishment or enhancement of wildlife habitat shall	Loss of state designated sensitive habitat	Preparation of Replacement Plan for State-Designated Sensitive Habitats prior to relocation of navigational aids; Implementation per Replacement Plan	As per Replacement Plan for State-Designated Sensitive Habitats	Preparation of Replacement Plan for Sate-Designated Sensitive Habitats; Periodic Monitoring Report.

¹⁰ For purposes of SPAS, this measure satisfies the intent of LAX Master Plan Mitigation Measure MM-BC-13.

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>consider and comply with the provisions of FAA Advisory Circular 150/5200-33B regarding hazardous wildlife attractants on or near airports. Additionally, restoration and enhancement shall take into account, as appropriate, the Memorandum of Agreement between the FAA and other federal agencies, including USFWS, pertaining to environmental conditions that could contribute to aircraft-wildlife strikes.</p> <p>Valley Needlegrass Grassland restoration efforts consist of site preparation, propagation and planting of Valley Needlegrass Grassland species, and maintenance and monitoring of the restoration site as described in the "Los Angeles/EI Segundo Dunes Habitat Restoration Plan."</p> <p>Southern Foredune restoration efforts consist of site preparation, propagation, and planting of the species characteristic of the Southern Foredune community at the Los Angeles/EI Segundo Dunes, and maintenance and monitoring of the restoration site as described in the "Los Angeles/EI Segundo Dunes Habitat Restoration Plan."</p>					
<p>MM-BIO (SPAS)-2</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Conservation of Floral Resources: South Coast Branching Phacelia. Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys shall be conducted during the period of March through August by a qualified botanist to determine the presence or absence of south coast branching</p>	<p>Potential loss of South Coast Branching Phacelia individuals</p>	<p>Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the</p>	<p>If required, as per monitoring plan for South Coast Branching Phacelia. Regular site visits (at least annually) for no more than 5 years or until</p>	<p>If required, preparation of a compensation and monitoring plan; periodic monitoring report, at least annually, to confirm establishment of an equal number of plants as impacted.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>phacelia. Known populations of this species shall be monitored to determine the best time to conduct pre-construction surveys. The surveys shall follow guidelines developed by the CNPS and the CDFG. If this species is not observed, no further mitigation shall be required; however, if it is identified within work areas, then further mitigation as described below is required.</p> <p>If this species is observed, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive south coast branching phacelia. 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 the boundaries of LAX or at a suitable off-site location. If a site at LAX is selected, site selection will occur in consultation with a qualified restoration biologist, as well as 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" to avoid increasing wildlife hazards to aircraft. Ninety-percent of the collected seed shall be broadcast (distributed) after the first wetting rain with 10 percent maintained as a contingency and used as needed to meet performance criteria. LAWA or its designee shall implement a monitoring plan to monitor the establishment of individuals of south coast branching phacelia for a period of not more than five years. Performance criteria shall include the establishment of</p>		<p>project site, including construction staging areas, pre-construction focused surveys during the period of March through August to determine the presence or absence of South Coast Branching Phacelia. If the species is observed, identification of a mitigation site (on or off-site), preparation of a plan, and collection of seed from plants to be removed, prior to their removal.</p>	<p>performance criteria have been met, whichever is later. Site visits to confirm performance criteria have been met will include visits in the first year following the distribution of seed to confirm the establishment of an equal number of plants as that impacted, for two years following the first year flowering is observed to confirm recruitment, and for three years following the first year flowering is observed to confirm establishment of individuals throughout the mitigation area.</p>	

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	<p>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.</p>				
<p>MM-BIO (SPAS)-3 Monitoring Agency: LAWA</p>	<p>Conservation of Floral Resources: Lewis' Evening Primrose.¹¹ Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys shall be conducted during the period of March through June by a qualified botanist to determine the presence or absence of Lewis' evening primrose. Known populations of this species shall be monitored to determine the best time to conduct pre-construction surveys. The surveys shall follow guidelines developed by the CNPS and the CDFG. If this species is not observed, no further mitigation shall be required; however, if it is identified within work areas, then further mitigation as described below is required.</p> <p>If this species is observed, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive Lewis' evening primrose. LAWA or its designee shall collect seed from those plants to be removed, and properly clean</p>	<p>Potential loss of Lewis' evening primrose individuals</p>	<p>Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys during the period of March through June to determine the presence or absence of Lewis' evening primrose. If the species is</p>	<p>If required, as per monitoring plan for Lewis' evening primrose. Regular site visits (at least annually) for no more than 5 years or until performance criteria have been met, whichever is later. Site visits to confirm performance criteria have been met will include visits in the first year following the distribution of seed to confirm the establishment of an equal</p>	<p>If required, preparation of a compensation and monitoring plan; periodic monitoring report, at least annually, to confirm establishment of an equal number of plants as impacted.</p>

¹¹ For purposes of SPAS, this measure satisfies the intent of LAX Master Plan Mitigation Measure MM-BC-2.

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>and store the collected seed until used. A mitigation site of suitable habitat equal to the area of impact shall be delineated within the boundaries of LAX or at a suitable off-site location. If a site at LAX is selected, site selection will occur in consultation with a qualified restoration biologist, as well as 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" to avoid increasing wildlife hazards to aircraft. Ninety-percent of the collected seed shall be broadcast (distributed) after the first wetting rain with 10 percent maintained as a contingency and used as needed to meet performance criteria. 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 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.</p>		<p>observed, identification of a mitigation site (on or off-site), preparation of a plan, and collection of seed from plants to be removed, prior to their removal.</p>	<p>number of plants as that impacted, for two years following the first year flowering is observed to confirm recruitment, and for three years following the first year flowering is observed to confirm establishment of individuals throughout the mitigation area.</p>		
<p>MM-BIO (SPAS)-4 Monitoring Agency: LAWA</p>	<p>Conservation of Floral Resources: California Spineflower. Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys shall</p>	<p>Potential loss of California spineflower individuals</p>	<p>Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying,</p>	<p>If required, as per monitoring plan for California Spineflower regular site visits (at least annually)</p>	<p>If required, preparation of a compensation and monitoring plan; periodic monitoring report, at least annually, to confirm</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>be conducted during the period of March through August by a qualified botanist to determine the presence or absence of California spineflower. Known populations of this species shall be monitored to determine the best time to conduct pre-construction surveys. The surveys shall follow guidelines developed by the CNPS and the CDFG. If this species is not observed, no further mitigation shall be required; however, if it is identified within work areas, then further mitigation as described below is required.</p> <p>If this species is observed, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive California spineflower. 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 the boundaries of LAX or at a suitable off-site location. If a site at LAX is selected, site selection will occur in consultation with a qualified restoration biologist, as well as 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" to avoid increasing wildlife hazards to aircraft. Ninety-percent of the collected seed shall be broadcast (distributed) after the first wetting rain with 10 percent maintained as a contingency and used as needed to meet performance criteria. LAWA or its designee shall implement a monitoring plan to monitor the establishment of individuals of California spineflower</p>		<p>and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys during the period of March through August to determine the presence or absence of California spineflower. If the species is observed, identification of a mitigation site (on or off-site), preparation of a plan, and collection of seed from plants to be removed, prior to their removal.</p>	<p>for no more than 5 years or until performance criteria have been met, whichever is later. Site visits to confirm performance criteria have been met will include visits in the first year following the distribution of seed to confirm the establishment of an equal number of plants as that impacted, for two years following the first year flowering is observed to confirm recruitment, and for three years following the first year flowering is observed to confirm establishment of individuals throughout the mitigation area.</p>	<p>establishment of an equal number of plants as impacted.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-BIO (SPAS)-5</p> <p>Monitoring Agency:</p> <p>LAWA</p> <p>Conservation of Floral Resources: Mesa Horkelia. Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, pre-construction focused surveys shall be conducted during the period of February through September by a qualified botanist to determine the presence or absence of mesa horkelia subspecies <i>puberula</i>. Known populations of this taxon shall be monitored to determine the best time to conduct pre-construction surveys. The surveys shall follow guidelines developed by the CNPS and the CDFG. If the common <i>Horkelia cuneata</i> is identified by a qualified botanist, then no further mitigation is required. If the sensitive <i>Horkelia cuneata</i> ssp. <i>pupurbula</i> is identified within work areas, then further mitigation as described below is required.</p> <p>If this species is observed, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive mesa horkelia subspecies <i>puberula</i>. LAWA or its designee shall collect seed from those plants to be removed, and</p>	Potential loss of Mesa Horkelia individuals	Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys during the period of February through September to determine the presence or absence of Mesa Horkelia. If the	If required, as per monitoring plan for Mesa Horkelia Regular site visits (at least annually) for no more than 5 years or until performance criteria have been met, whichever is later. Site visits to confirm performance criteria have been met will include visits in the first year following the distribution of seed to confirm the establishment of an equal number of plants as that impacted,	If required, preparation of a compensation and monitoring plan; periodic monitoring report, at least annually, to confirm establishment of an equal number of plants as impacted.

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>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 the boundaries of LAX or at a suitable off-site location. If a site at LAX is selected, site selection will occur in consultation with a qualified restoration biologist, as well as 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" to avoid increasing wildlife hazards to aircraft. Ninety-percent of the collected seed shall be broadcast (distributed) after the first wetting rain with 10 percent maintained as a contingency and used as needed to meet performance criteria. LAWA or its designee shall implement a monitoring plan to monitor the establishment of individuals of mesa horkelia for a period of not more than five years. 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.</p>		<p>species is observed, identification of a mitigation site (on or off-site), preparation of a plan, and collection of seed from plants to be removed, prior to their removal.</p>	<p>for two years following the first year flowering is observed to confirm recruitment, and for three years following the first year flowering is observed to confirm establishment of individuals throughout the mitigation area.</p>		
<p>MM-BIO (SPAS)-6 Monitoring Agency: LAWA</p>	<p>Conservation of Floral Resources: Orcutt's Pincushion. Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, pre-construction focused surveys shall be conducted during the period of</p>	<p>Potential loss of Orcutt's pincushion individuals</p>	<p>Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying,</p>	<p>If required, as per monitoring plan for Orcutt's pincushion Regular site visits (at least annually)</p>	<p>If required, preparation of a compensation and monitoring plan; periodic monitoring report, at least annually, to confirm</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>January through August by a qualified botanist to determine the presence or absence of Orcutt's pincushion (<i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>). Known populations of this taxon shall be monitored to determine the best time to conduct pre-construction surveys. The surveys shall follow guidelines developed by the CNPS and the CDFG. If the common <i>Chaenactis glabriuscula</i> is identified by a qualified botanist, then no further mitigation is required. If the sensitive <i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i> is identified within work areas, then further mitigation as described below is required.</p> <p>If this species is observed, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive Orcutt's pincushion. 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 the boundaries of LAX or at a suitable off-site location. If a site at LAX is selected, site selection will occur in consultation with a qualified restoration biologist, as well as 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" to avoid increasing wildlife hazards to aircraft. Ninety-percent of the collected seed shall be broadcast (distributed) after the first wetting rain with 10 percent maintained as a contingency and used as needed to meet performance criteria. LAWA or its designee shall</p>		<p>and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys during the period of January through August to determine the presence or absence of Mesa Horkelia. If the species is observed, identification of a mitigation site (on or off-site), preparation of a plan, and collection of seed from plants to be removed, prior to their removal.</p>	<p>for no more than 5 years or until performance criteria have been met, whichever is later. Site visits to confirm performance criteria have been met will include visits in the first year following the distribution of seed to confirm the establishment of an equal number of plants as that impacted, for two years following the first year flowering is observed to confirm recruitment, and for three years following the first year flowering is observed to confirm establishment of individuals throughout the mitigation area.</p>	<p>establishment of an equal number of plants as impacted.</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>implement a monitoring plan to monitor the establishment of individuals of Orcutt's pincushion for a period of not more than five years. 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.</p>					
<p>MM-BIO (SPAS)-7 Monitoring Agency: LAWA</p>	<p>Conservation of Floral Resources: Southern Tarplant. Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys shall be conducted during the period of May through November by a qualified botanist to determine the presence or absence of southern tarplant. Known populations of this species shall be monitored to determine the best time to conduct pre-construction surveys. The surveys shall follow guidelines developed by the CNPS and the CDFG. If this species is not observed, no further mitigation shall be required; however, if it is identified within work areas, then further mitigation as described below is required.</p> <p>If this species is observed, LAWA or its designee shall prepare and implement a plan to compensate for the loss of individuals of the sensitive southern tarplant. LAWA or its designee shall collect seed from those</p>	<p>Potential loss of Southern Tarplant individuals</p>	<p>Prior to any work activities(i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal) within suitable habitat on the project site, including construction staging areas, pre-construction focused surveys during the period of May through November to determine the presence or absence of</p>	<p>If required, as per monitoring plan for Southern Tarplant Regular site visits (at least annually) for no more than 5 years or until performance criteria have been met, whichever is later. Site visits to confirm performance criteria have been met will include visits in the first year following the distribution of seed to confirm the establishment</p>	<p>If required, preparation of a compensation and monitoring plan; periodic monitoring report, at least annually, to confirm establishment of an</p> <p>□ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ 復 漣 令 寧 伶</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>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 the boundaries of LAX or at a suitable off-site location. If a site at LAX is selected, site selection will occur in consultation with a qualified restoration biologist, as well as 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" to avoid increasing wildlife hazards to aircraft. Ninety-percent of the collected seed shall be broadcast (distributed) after the first wetting rain with 10 percent maintained as a contingency and used as needed to meet performance criteria. LAWA or its designee shall implement a monitoring plan to monitor the establishment of individuals of southern tarplant for a period of not more than five years. 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.</p>		<p>Southern Tarplant. If the species is observed, identification of a mitigation site (on or off-site), preparation of a plan, and collection of seed from plants to be removed, prior to their removal.</p>	<p>of an equal number of plants as that impacted, for two years following the first year flowering is observed to confirm recruitment, and for three years following the first year flowering is observed to confirm establishment of individuals throughout the mitigation area.</p>	

SPAS Project Mitigation Monitoring and Reporting Program

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SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-BIO (SPAS)-8</p> <p>Monitoring Agency:</p> <p>LAWA</p> <p>Conservation of Faunal Resources: Sensitive Reptiles, Arthropods, and Gastropods.¹² LAWA or its designee shall have a qualified restoration biologist conduct pre-construction surveys to determine the presence of individuals of sensitive arthropod and gastropod species, the silvery legless lizard, and the San Diego horned lizard within the proposed area of impact within the Los Angeles/EI Segundo Dunes. Surveys will be conducted at the optimum time to observe these species using the methodology as described in Section 6.1 of the "Los Angeles/EI Segundo Dunes Habitat Restoration Plan," including pitfall traps and active opportunistic searching, as well as any additional appropriate methodology as determined by the qualified wildlife biologist. Immediately prior to grubbing or clearing of vegetation, all herbaceous and non-herbaceous plants will be individually shaken to flush out insects. Should an individual be observed, they will be relocated by a qualified wildlife biologist to suitable habitat for that species within the Habitat Restoration Area. Prior to construction, LAWA or its designee shall have a qualified wildlife biologist develop and implement a relocation plan to avoid the potential loss of individuals from the installation of navigational aids and associated temporary impact areas. Relocation efforts shall be undertaken by a qualified biologist.</p>	<p>Loss of state designated sensitive Reptiles, Arthropods, and Gastropods</p>	<p>Prior to construction within the Los Angeles/EI Segundo Dunes to determine the presence or absence of sensitive reptile, arthropod, and gastropod species. If determined present, development and implementation of a relocation plan prior to construction of navigational aids within the Los Angeles/EI Segundo Dunes.</p>	<p>Once after relocation.</p>	<p>Prior to construction, development and implementation of a relocation plan to avoid the potential loss of individuals from the installation of navigational aids and associated temporary impact areas; confirmation of relocation in post-relocation report.</p>

¹² For purposes of SPAS, this measure satisfies the intent of relevant portions of LAX Master Plan Mitigation Measure MM-BC-9.

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<p>MM-BIO (SPAS)-9</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Conservation of Faunal Resources: Loggerhead Shrike.¹³ Vegetation removal for the proposed project shall be conducted outside the nesting season for the loggerhead shrike (March 15 to August 15), if feasible. If this is not feasible, a qualified wildlife biologist shall inspect the shrubs/trees at least 14 days prior to construction activities to ensure that no nesting shrikes are present. If a nest is present, construction avoidance measures implemented by the qualified wildlife biologist shall include flagging of all active nests and a 300-foot wide buffer area around the active nests. These construction avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft. In addition, a Biological Monitor shall be present to ensure the buffer area is not infringed upon and vegetation clearing within the designated 300-foot buffer only takes place from August 16 to March 14.</p>	<p>Potential loss of nesting loggerhead shrike individuals</p>	<p>If vegetation removal is scheduled to occur between March 15 and August 15, reschedule removal of vegetation to outside the nesting season, if feasible. If not feasible, pre-construction surveys 14 days prior to construction activities</p>	<p>Prior to any project-related vegetation removal. If vegetation removal occurs during the nesting season, and construction avoidance measures are required, a Biological Monitor shall be present periodically between March 15 and August 15 to ensure the buffer area is not infringed upon.</p>	<p>Removal of vegetation between August 16 and March 14 prior to initiation of construction activities, followed by a report of activities. Alternatively, if required, pre-construction surveys 14 days prior to construction occurring from March 15 to August 15. If required, establishment of construction avoidance measures and onsite monitoring from March 15 to August 15 and written report documenting construction avoidance measures undertaken; reports submitted periodically, at least annually, during construction or until vegetation has been removed.</p>

¹³ For purposes of SPAS, this measure satisfies the intent of relevant portions of LAX Master Plan Mitigation Measure MM-BC-9.

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SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-BIO (SPAS)-10</p> <p>Monitoring Agency:</p> <p>LAWA</p> <p>Conservation of Faunal Resources: Burrowing Owl.¹⁴ Prior to any work activities (i.e., vegetation clearing, invasive species removal and/or spraying, and sediment removal), a survey for burrows by a qualified wildlife biologist will be conducted by walking through the suitable habitat within the site (generally the Argo Drainage Channel and Los Angeles/EI 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 additional 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 and August 31 (or until burrows are no longer active as determined by a qualified wildlife 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 wildlife biologist that the proposed activity will not disturb the nest occupants. These avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be</p>	<p>Potential loss of burrowing owls</p>	<p>Prior to any work activities (i.e., vegetation clearing, invasive species 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>If active burrows are present and may be impacted, a Biological Monitor shall be present during those periods when construction activities will occur near active burrow areas</p>	<p>Pre-construction surveys. If required, establishment of buffer zones and 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>

¹⁴ For purposes of SPAS, this measure satisfies the intent of relevant portions of LAX Master Plan Mitigation Measure MM-BC-9.

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<p>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 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 <i>Staff Report on Burrowing Owl Mitigation</i>.¹⁵ The habitat replacement will occur in the Los Angeles/EI 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 in 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</p>				

¹⁵ State of California, Natural Resources Agency, Department of Fish and Game, [Staff Report on Burrowing Owl Mitigation](#), March 7, 2012.

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	until such time as construction areas are fully in use and/or developed and no longer contain suitable habitat for burrowing owls.				
MM-BIO (SPAS)-11 Monitoring Agency: LAWA	<p>Conservation of Floral Resources: Mature Tree Replacement - Nesting Raptors. For those areas of the project site that have a potential for nesting raptors, prior to the initiation of construction activities during the nesting season (February 1 to June 30), all mature trees will be inspected for current or past raptor nesting activity. Inspections shall be conducted by a qualified biologist, and may be conducted outside of nesting season. The wildlife biologist shall identify active nests and/or evidence of past raptor nesting in mature trees to be removed from the construction area.</p> <p>LAWA or its designee shall compensate at a ratio of 2:1 for the loss of mature trees with either active nests or evidence of past raptor nesting, which would occur as a result of implementation of any of the project components. The species of newly planted replacement trees shall be local native tree species to the extent feasible. Each mitigation tree shall be at least a 15-gallon or larger specimen. The replacement will be implemented within the boundaries of LAX or at a suitable off-site location. If mitigation occurs within LAX boundaries, the replacement site and tree species will be determined in consultation with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX</p>	Potential loss of mature trees that have a potential for nesting raptors	For those areas of the project site that have a potential for nesting raptors, prior to initiation of construction activities during the nesting season (February 1 to June 30)	If mitigation occurs within LAX boundaries, periodic site visits to ensure trees are established, at least annually. If mitigation occurs off-site, annual reports to document activities	Inspection of mature trees for current or past raptor nesting activity, if required. Replacement of trees, if required, and monitoring report following completion of planting.

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	Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.				
MM-BIO (SPAS)-12 Monitoring Agency: LAWA	Conservation of Faunal Resources: Nesting Birds/Raptors. For those areas of the project site that have a potential for nesting birds/raptors, if construction is scheduled to occur during the nesting season for birds/raptors (generally February 1 to June 30 for raptors and March 15 to August 15 for nesting birds), vegetation clearing for the proposed project shall be conducted outside the nesting season if feasible. If this is not feasible, then a qualified wildlife 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 wildlife biologist will delineate an appropriate buffer zone; the size of the buffer zone will depend on the species and the type of construction activity. Only construction activities (if any) that have been approved by a Biological Monitor will take place within the buffer zone until the nest is vacated. The wildlife biologist shall serve as a construction monitor during those periods when construction activities shall occur near active nest areas to ensure that no inadvertent impacts on these nests shall occur. Netting or other bird exclusion methods shall be used to discourage birds from nesting in construction equipment and facilities, if determined by the wildlife biologist to be necessary. These construction avoidance measures will be coordinated with LAWA's USDA Wildlife Hazard Biologist and will be consistent with FAA Advisory Circular No. 150/5200-33B	Potential loss of nesting birds/raptors, including birds subject to the Migratory Bird Treaty Act	If construction occurs between February 1 and August 15, removal of vegetation outside the nesting season, if feasible. If not feasible, pre-construction surveys	If active nests are present and may be impacted, a Biological Monitor shall be present during those periods when construction activities will occur near active nest areas	If required, pre-construction inspections and establishment of buffer zones and construction avoidance measures between February 1 and August 15. Written report documenting construction avoidance measures undertaken; reports submitted periodically, at least annually, during construction or until vegetation is removed.

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	"Hazardous Wildlife Attractants on or Near Airports" and LAWA's "LAX Wildlife Hazard Management Plan" to avoid increasing wildlife hazards to aircraft.				
MM-BIO (SPAS)-13 Monitoring Agency: LAWA	<p>Replacement of Jurisdictional Aquatic Features. LAWA will consult with USACOE to obtain a determination of the jurisdictional area associated with the Argo Drainage Channel, if any, within its jurisdiction pursuant to Section 404 of the Clean Water Act. Mitigation for impacts to the Argo Drainage Channel shall be determined in consultation with USACOE, and at a minimum will ensure that no net loss of wetlands occurs. For previous maintenance impacts to the Argo Drainage Channel, LAWA has restored/enhanced 2.44 acres of wetlands at Ken Malloy Regional Park, which may be counted towards future impacts to the Argo Drainage Channel.</p> <p>LAWA will consult with CDFG to obtain a determination of the jurisdictional area associated with the Argo Drainage Channel, if any, within its jurisdiction pursuant to Section 1600 of the Fish and Game Code. Mitigation for impacts to the Argo Drainage Channel shall be determined in consultation with CDFG, and at a minimum will ensure that no net loss of wetlands occurs. For previous maintenance impacts to the Argo Drainage Channel, LAWA has restored/enhanced 2.44 acres of wetlands at Ken</p>	Potential impacts to USACOE and CDFG jurisdictional areas associated with Argo Drainage Channel	Prior to issuance of grading permits related to modifications to Argo Drainage Channel	Once prior to issuance of grading permits	Issuance of necessary and appropriate permits/approvals from USACOE and CDFG; or submission of report documenting that no permits/approvals are required; or, if only some permits are required, submission of a report identifying which permits/approvals are required

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<p>Malloy Regional Park, which may be counted towards future impacts to the Argo Drainage Channel.¹⁶</p> <p>If the Argo Drainage Channel is not found to be jurisdictional by USACOE, LAWA will consult with the Los Angeles Regional Water Quality Control Board (LARWQCB) to obtain a determination of the area associated with the Argo Drainage Channel that would be subject to Waste Discharge Requirements pursuant to the Porter Cologne Act, if any. If applicable, mitigation for impacts to the Argo Drainage Channel shall be determined in consultation with LARWQCB, with the 2.44 acres of wetlands noted above applied to final mitigation totals.</p> <p>If a mitigation site at LAX is selected, site selection will occur in consultation 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" to avoid increasing wildlife hazards to aircraft.</p>				

¹⁶ The 2.44 acres of mitigation was required by USACOE and CDFG to compensate for the loss of wetland/riparian habitat from maintenance of the channel, including removal of all vegetation and remedial grading to allow unimpeded flows within the channel. Although the vegetation has been allowed to regrow, the loss of the resource has already been mitigated elsewhere, and the 2.44 acres should be counted towards the mitigation obligations that would be incurred with structural covering of the Argo Drainage Channel. Any additional mitigation requirements established by USACOE or LARWQCB and CDFG beyond the 2.44 acres would require establishment of additional off-site mitigation.

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<p>MM-BIO (SPAS)-14</p> <p>Monitoring Agency:</p> <p>LAWA</p> <p>Replacement of Habitat Units.¹⁷ LAWA or its designee shall undertake mitigation for the loss of habitat units resulting from implementation of the selected SPAS alternative. The habitat units shall be replaced at a 1:1 ratio within the Los Angeles/El Segundo Dunes, or at a suitable off-site location. Opportunities for compensation for the loss of habitat units include, but are not limited to, restoration of ruderal habitat to Valley Needlegrass Grassland, and/or Southern Fore dune, removal and restoration of existing roadways to Southern Fore dune; and restoration of Disturbed Dune Scrub/Disturbed Southern Fore dune to Southern Fore dune. A habitat value of 0.8 is considered to the maximum feasible target value for restoration and enhancement. The restoration and enhancement of habitat as related to the establishment or enhancement of wildlife habitat shall consider and comply with the provisions of FAA Advisory Circular 150/5200-33 regarding hazardous wildlife attractants on or near airports. Additionally, restoration and enhancement shall take into account, as appropriate, the Memorandum of Agreement between the FAA and other federal agencies, including USFWS, pertaining to environmental conditions that could contribute to aircraft-wildlife strikes.</p> <p>Valley Needlegrass Grassland restoration efforts consist of site preparation, propagation and planting of species characteristic of the Valley Needlegrass</p>	<p>Loss of habitat/open space</p>	<p>Preparation of Replacement Plan for Habitat Units prior to initiation of individual SPAS projects that would affect mapped habitat, or earlier; Implementation per Replacement Plan</p>	<p>As per Replacement Plan for Habitat Units. For Valley Needlegrass Grassland Habitat and/or Southern Fore dune restoration, monitoring shall occur on a quarterly basis for the first three years following planting, and twice a year thereafter for a five-year period or until percent cover of native species performance requirements are met, whichever is later</p>	<p>Preparation of Replacement Plan for Habitat Units for each SPAS project that affects mapped habitat; Quarterly monitoring reports following implementation of replacement habitat for each individual SPAS project for the first three years following planting, semi-annual reports thereafter for a five-year period or until percent cover of native species performance requirements are met, whichever is later</p>

¹⁷ For purposes of SPAS, this measure satisfies the intent of LAX Master Plan Mitigation Measure MM-BC-8.

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<p>Grassland community at the Los Angeles/El Segundo Dunes, and maintenance and monitoring of the restoration site. The species to be planted include native perennials as described in the Long-Term Habitat Management Plan for Los Angeles Airport/El Segundo Dunes. The characteristic species include nodding needlegrass (<i>Stipa cernua</i>): 1,500 plants/habitat unit; white everlasting (<i>Pseudognaphalium microcephalum</i>): 40 plants/habitat unit; doveweed (<i>Croton setigerus</i>): 40 plants/habitat unit; California croton (<i>Croton californicus</i>): 45 plants/habitat unit; and dune primrose (<i>Camissonia chieranthifolia</i>): 70 plants/habitat unit. Site preparation includes physical demarcation of the site, mapping of the restoration site onto a high resolution aerial photograph, and removal of all non-native species (weed abatement). Removal of non-native herbaceous species shall take place by mowing prior to seed set, raking to remove cut material, and hand-pulling the remainder. Removal of non-native shrubs shall be undertaken by cutting and daubing with herbicide. Propagation and planting of nodding needlegrass shall be accomplished by propagation from seed collected on-site during late spring/early summer. Seed shall be properly cleaned, dried, and stored until used. In late summer, nodding needlegrass seed shall be propagated at an on-site nursery in two-inch thimble pots and properly maintained. Nodding needlegrass shall be planted at a rate of 1,500 plants per habitat unit within areas of ruderal vegetation, within the Los Angeles/El Segundo Dunes, which has undergone site preparation as described above. Planting shall take place in the fall</p>				

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<p>or after the first wetting rain. Maintenance of restoration plantings shall consist of adequate irrigation and weed abatement. Given the irregularity of rainfall in Southern California, supplemental irrigation shall be provided for two years to ensure the successful establishment of mitigation plantings. Irrigation of the site shall be adjusted to adequately provide for the establishment of the out-plantings. Weed abatement shall take place on a quarterly basis for a period of five years. Monitoring shall be undertaken on a quarterly basis for the first three years following planting, and twice a year thereafter. Monitoring shall consist of qualitative and quantitative monitoring; quantitative monitoring shall take place once a year. Performance criteria to be met include the attainment of at least a 10 percent cover of native cover in the first year and 20, 30, 40 and 45 percent cover of native species over a five-year period as determined by the point-intercept transect method (the CDFG has adopted a 10 percent threshold of native cover as its criteria for significance of native grasslands). This plan assumes the performance criteria outlined herein shall be met. If monitoring discerns any failure in performance goals, remedial plantings shall be undertaken. Habitat restoration shall be conducted by a qualified habitat restoration specialist.</p> <p>Southern Foredune restoration efforts consist of site preparation, propagation, and planting of the species characteristic of the Southern Foredune community at the Los Angeles/El Segundo Dunes, and maintenance and monitoring of the restoration site. The species to</p>				

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	<p>be planted include primary and secondary perennial plants as described in the Long-Term Habitat Management Plan for Los Angeles Airport/EI Segundo Dunes. Site preparation, propagation, and planting, and maintenance and monitoring shall take place as described above. Performance criteria to be met include the attainment of 10, 20, 30, 40, and 45 percent cover of native species over a five-year period as determined by the point intercept method. The Long-Term Habitat Management Plan for Los Angeles Airport/EI Segundo Dunes assumes the performance criteria stated above shall be met. If monitoring discerns any failure in performance goals, remedial plantings shall be undertaken. Habitat restoration shall be conducted by a qualified habitat restoration specialist.</p> <p>Any combination of habitat replacement completed by LAWA or its designee drawn from the opportunities listed above that equals at least the number of habitat units that would be lost shall be considered sufficient replacement for loss of habitat units resulting from implementation of the selected SPAS alternative.</p>				
Cultural Resources					
<p>MM-HA (SPAS)-2</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Preservation of Historic Resources: Theme Building and Setting. Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, this measure will ensure that the historic character of the Theme Building and Setting will be retained and preserved. The Theme Building's integrity will be preserved and removal of distinctive materials or alteration of features, spaces, and spatial</p>	<p>Retain and preserve Theme Building's historic character and setting</p>	<p>Prior to the final design of the APM</p>	<p>Once, at sign-off of demolition plan</p>	<p>Plans signed off by qualified architectural historian or historic architect</p>

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<p>relationships that characterize the Theme Building and contribute to its eligibility will be avoided (Standards for Preservation 1-7). The contributing Setting of the Theme Building shall be protected and maintained (Standards for Rehabilitation and Guidelines for Rehabilitation) and changes to the features and spatial relationships of the CTA shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment (Standards for Rehabilitation 9 and 10).</p> <p>The historic features of the Theme Building include the extant original exterior and interior features of the structure such as the base, elevator core, original features of the restaurant space, public viewing platform, structural arches and footings and associated original hardscape/landscape features and circulation elements immediately surrounding the structure (concrete wall/grille around base, pedestrian entrance, patios, planters/planting beds, and pedestrian and vehicular circulation). The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Theme Building and contribute to its eligibility shall be avoided (Standards for Preservation 1-7). Necessary alterations to the Theme Building shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards for Rehabilitation 9 and 10).</p>				

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<p>Changes to the features and spatial relationships of the CTA that may remove or alter features, spaces, and spatial relationships that characterize the Setting of the Theme Building and contribute to the Theme Building's eligibility shall also be avoided (Standards for Rehabilitation 1-7). Necessary alterations to the Theme Building Setting shall conform to the Secretary of the Interior's Standards for Rehabilitation 9 and 10. Contributing features and views of the Theme Building's Setting include:</p> <ul style="list-style-type: none"> ◆ the two Central Service Facility Buildings and a segment of original axial road alignment and associated concrete sidewalks and hardscape; ◆ the architectural form of the 1961 Airport Traffic Control Tower and its distinctive control booth; ◆ the general character of the airport setting, including the centrally located and visually predominant Theme Building within the U-shaped concourse area, and the horizontal forms, rectangular massing and generally consistent scale and height of the concourse buildings and their Modern architectural character and materials (Jet Age/International Style, rectangular volumes, horizontality, metal and concrete, smooth surfaces, large expanses of glass, and ribbon windows); 				

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<ul style="list-style-type: none"> ♦ the Primary Axial View between the Theme Building and the 1961 Airport Traffic Control Tower, including the axial road alignment and unobstructed view corridor between the 1961 Airport Traffic Control Tower and the Theme Building, the view to the 1961 Airport Traffic Control Tower from the Theme Building restaurant and public roof-top viewing platform, the view from the 1961 Airport Traffic Control Tower to the Theme Building, and the view from vehicular and pedestrian circulation paths within the immediate vicinity of the Primary Axial view corridor; ♦ the mid- and long-range outward looking views from the Theme Building's 80-foot level restaurant and the 360-degree views from the roof-top viewing platform, including mid-range views of the concourses and terminals, long-range views of the airfields, and distant views to the surrounding neighborhoods, mountains, and Pacific Ocean; ♦ direct views of the Theme Building from the U-shaped vehicular and pedestrian circulation paths within the concourse complex where, at a minimum, the upper portions of the Theme Building would be visible; and ♦ direct views of the Theme Building from the edges of the horizontal concourse levels, including views through the continuous 				

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<p>horizontal strip windows directly facing the Theme Building from the south terminals where, at a minimum, the upper portions of the Theme Building would be visible.</p> <p>Changes to non-contributing features and spatial relationships of the CTA that may indirectly impact the Theme Building and Setting shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation 9 and 10, and shall be compatible with the historic materials, features, size, scale and proportion, and massing of the Theme Building to protect the integrity of the historic resource and its environment. New terminals shall be designed to protect the important axial relationship and view corridor between the Theme Building and the 1961 Airport Traffic Control Tower. In addition, the design of the APM shall ensure that important contributing views of the north and south elevations of the Theme Building are not materially impaired.</p> <p>Prior to the final design of the new terminals and APM, a qualified historic preservation consultant shall be engaged by LAWA to review the compatibility of new design and construction components adjacent to the Theme Building for conformance with Secretary of the Interior's Standards that provide guidelines for sensitively and respectfully managing changes to the defining characteristics of a historic property's site and environment. With regard to adjacent new construction, Standard for Rehabilitation 9 recommends that destruction of historic materials that characterize the property be avoided where feasible, and that adjacent new work shall be compatible with</p>				

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<p>the massing, size, scale, and architectural features of the historical resource to protect the historic integrity of the property and its environment. Standard for Rehabilitation 10 requires that new construction be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. This mitigation measure and the required Standards conformance review by a qualified historic preservation consultant shall achieve and document compliance with the applicable Standards through the requisite plan reviews and sign-off of plans. In addition, a letter report will be provided to the City of Los Angeles Office of Historic Resources documenting the results.</p>					
<p>MM-HA (SPAS)-4 Monitoring Agency: LAWA</p>	<p>Conformance with LAX Master Plan Archaeological Treatment Plan.¹⁸ Prior to initiation of grading and construction activities, LAWA will retain an on-site Cultural Resource Monitor (CRM), as defined in the LAX Master Plan MMRP Archaeological Treatment Plan (ATP), who will 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 redeposited fill or have previously been disturbed. LAWA shall retain an archaeologist to monitor excavation activities in native or virgin soils in accordance with the detailed monitoring procedures and other procedures outlined in the ATP regarding</p>	<p>Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the SPAS Project</p>	<p>Prior to initiation of grading and construction activities associated with the construction of the SPAS Project</p>	<p>The extent and frequency of inspection shall be defined based on consultation with the qualified archaeologist if the Cultural Resource Monitor determines that the project area is subject to archaeological monitoring</p>	<p>Conformance with LAX Master Plan Archaeological Treatment Plan</p>

¹⁸ 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.

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>treatment for archaeological resources that are accidentally encountered during construction. In accordance with the methods and guidelines provided in the ATP, the CRM will compare the known depth of redeposited fill or disturbance to the depth of planned grading activities, based on a review of construction plans. If the CRM determines that the proposed project area 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. Identification, evaluation, and recovery of cultural resources shall be conducted in accordance with the methods, guidelines, and measures established in the ATP. If Native American cultural resources are encountered, LAWA shall comply with guidance established in the ATP for retaining a Native American monitor. If human remains are found, LAWA shall comply with the State Health and Safety Code regarding the appropriate treatment of those remains as outlined in the ATP. Reporting shall be completed in conformance with the requirements established in the ATP to document the archaeological monitoring effort and guidance as to the proper curation and archiving of artifacts in accordance with industry and federal standards.</p>				

SPAS Project Mitigation Monitoring and Reporting Program

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
Hazards/Hazardous Materials - Safety					
MM-SAF (SPAS)-1 Monitoring Agency: LAWA	FAR Part 77 Review. LAWA shall ensure that any future development planned for the LAX Northside will not impact the safe and efficient operation of aircraft through completion of FAR Part 77 review of proposed development. Should any proposed structures penetrate any Part 77 imaginary surfaces, a detailed evaluation of potential aviation safety hazards associated with that structure(s) shall be completed by the FAA, or be completed in consultation with, and be subject to review and approval by, the FAA. Based on the findings and conclusions of that analysis, measures identified in the analysis as being necessary to achieve an appropriate aviation safety level, as determined by the FAA, shall be incorporated into development design and operation plans and/or otherwise implemented in conjunction with LAX Northside development.	Potential aircraft safety impacts related to future development in LAX Northside	Prior to issuance of building permits for individual development projects in LAX Northside	Once per building permit	Written confirmation that consultation with FAA was completed
Hydrology and Water Quality					
MM-HWQ (SPAS)-1 Monitoring Agency: LAWA	Conceptual Drainage Plan Revision and Update. In conjunction with the design of any SPAS alternative that may be selected, LAWA will revise and update the Los Angeles International Airport Conceptual Drainage Plan (CDP), to account for changes in the nature, location, design, and timing, if known, of the improvements under that alternative as compared to the LAX Master Plan approved in 2004, which is the	Significant changes in surface hydrology or adverse impacts to surface water quality due to new development associated with the SPAS Project	Prior to issuance of a grading/building permit for the first SPAS Project involving creation of new impervious surface area in	Once, upon completion of Conceptual Drainage Plan	Completion of Conceptual Drainage Plan

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>basis for the 2005 CDP. Consistent with the requirements of LAX Master Plan Commitment HWQ-1, which established the framework for the CDP, the necessary revisions and updates will occur in accordance with FAA guidance and to the satisfaction of the City of Los Angeles Department of Public Works, Bureau of Engineering and Bureau of Sanitation - Watershed Protection Division based on the drainage/flood control and storm water quality requirements of each agency. The CDP revision and update shall take into account:</p> <ul style="list-style-type: none"> ◆ Changes in existing surface hydrology and water quality characteristics at LAX since preparation of the 2005 CDP; ◆ Current regulatory programs related to water quality, such as the application of Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) requirements by the City Bureau of Sanitation - Watershed Protection Division; ◆ Surface hydrology and water quality improvements proposed separate from SPAS, such as the City of Los Angeles Bureau of Sanitation Stormwater Infiltration and Treatment Facility, but related to treatment of storm water from/at LAX; and 		<p>excess of one acre¹⁹</p>		

¹⁹ As indicated in Section 4.8 of the SPAS Final EIR, the National Pollutant Discharge Elimination System Program (NPDES) for construction applies to activities that disturb an area of one acre or more. As one acre is a recognized level of disturbance for storm water discharges associated with construction activities, it is used to determine the applicability of Mitigation Measure MM-HWQ (SPAS)-1.

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SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>Changes in projected future area-wide drainage flows and surface water pollutant loading within the LAX Master Plan project area, as affected by the selected SPAS alternative and by other existing or proposed improvement projects at LAX that were not assumed in the 2005 CDP.</p> <p>The CDP revision and update will provide the basis and specifications by which detailed drainage improvement plans shall be designed in conjunction with site engineering specific to each improvement associated with any selected SPAS alternative, as well as the remaining LAX Master Plan improvements that would not change due to the SPAS alternative, including, if necessary, improvements to address increased erosion and sedimentation. Consistent with the requirements for the 2005 CDP, the drainage system design and identification of needed improvements shall be based upon providing flood protection for a minimum 10-year storm event. As also required in the 2005 CDP, water quality treatment BMPs, which may include infiltration basins/systems, bioretention, vegetated swales, detention/retention basins/systems, media filtration, water quality inlets, catch basin inlet devices, and hydrodynamic separators, in addition to source control measures and good housekeeping practices, shall be incorporated to minimize the effect of airport operations on surface water quality to below the level of significance and to prevent a net increase in pollutant loads to surface water resulting from the overall LAX Master Plan improvements including if/as modified by any selected SPAS alternative.</p>				

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
Public Services - Law Enforcement					
MM-LE (SPAS)-1 Monitoring Agency: LAWA	LAWAPD Replacement Facilities. Prior to removal of the existing LAWAPD station and facilities located at West 96th Street, LAWA shall complete an effective phased transition to the planned LAX Public Safety Building and Supporting Facilities. In the event the LAX Public Safety Building and Supporting Facilities is not yet completed, LAWA shall make arrangements for interim facilities to temporarily accommodate the displaced facilities. Plans and provisions for temporary and/or permanent replacement facilities shall be developed in consultation with LAWAPD and the facility shall be sited to support adequate emergency response times and distances. The existing LAWAPD station and facilities shall not be removed unless and until adequate emergency response times and distances can be achieved without it, as determined in consultation with LAWAPD.	Impacts to law enforcement services as a result of the removal and relocation of LAWAPD station and facilities located at West 96th Street	Prior to issuance of building permits for removal of the existing LAWAPD station and facilities located at West 96th Street	Once, prior to issuance of building permits of each project	Plan sign-off by LAWAPD and LAX Detail

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
Transportation - Surface Transportation (On-Airport)					
MM-ST(OA) (SPAS)-1 Monitoring Agency: LAWA	Relocate Existing Taxi Loading Zone at TBIT. LAWA will relocate the existing taxi loading zone at TBIT to the curve located between TBIT and Terminal 4. This change would provide a larger passenger loading area for the private vehicles along the TBIT inner curbside.	Significant curbside congestion within CTA.	Implementation of this measure will occur when international passenger activity level, which at LAX occurs primarily at TBIT and most affects the curbside areas at/near TBIT, reaches 20.1 million annual passengers, as monitored on an annual basis.	Once upon relocation of subject taxi loading zone.	Visual confirmation that subject taxi loading zone has been relocated to the curve between TBIT and Terminal 4.
MM-ST(OA) (SPAS)-2 Monitoring Agency: LAWA	Change Departures and Arrivals Level Commercial Vehicle Curbside Operations. 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 driveways at LAX-related facilities, increases over 2009 baseline levels by no more than 50 percent, resulting in a total	Once upon implementation of the selected change in commercial mode operations.	Visual confirmation that the selected change in commercial mode operations is occurring.

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SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
			airport peak hour traffic volume of no more than 16,839 trips. The basis for this increment in airport-related traffic is described below in the introduction to the off-airport traffic mitigation measures.		
Transportation - Surface Transportation (Off-Airport)					
<p align="center">SUMMARY OF TIMING APPROACH FOR IMPLEMENTATION OF OFF-AIRPORT SURFACE TRANSPORTATION MITIGATION MEASURES</p> <p>A total of 32 mitigation measures are recommended in Section 2.3.12.2.2.2 of Part II of the SPAS Final EIR for off-airport traffic impacts anticipated to occur at buildout of the LAWA Staff-Recommended Alternative in 2025. These mitigation measures can be grouped into three categories: transportation demand management (TDM); contributions to the intelligent transportation systems maintained by Los Angeles County Department of Public Works and the City of Inglewood; and physical improvements to specific intersections. The timing for implementation of the off-airport surface transportation mitigation measures above will be coordinated with the growth in airport-related trip generation projected to occur by 2025, when passenger activity levels at LAX reach 78.9 million annual passengers (MAP), compared to baseline conditions in 2009 at 56.5 MAP, and will occur in four equally-spaced “growth increments” (i.e., 25 percent, 50 percent, 75 percent and 100 percent of the projected growth).</p> <p>For the mitigation measures related to ITS improvements, specifically Mitigation Measures MM-ST (SPAS)-5, MM-ST (SPAS)-12, MM-ST (SPAS)-13, MM-ST (SPAS)-14, MM-ST (SPAS)-25, and MM-ST (SPAS)-42, Los Angeles World Airports (LAWA) proposes to provide fair-share funding for those improvements as part of the first group of mitigation measures (i.e., when airport-related trip generation reaches a 25 percent increase over baseline conditions), in order to support the ongoing efforts by those jurisdictions to use intelligent transportation systems to manage traffic operations in the area. These mitigation measures are subject to FAA approval.</p> <p>Relative to the expansion of LAWA’s existing vanpool program, as related to the TDM improvement proposed in Mitigation Measure MM-ST (SPAS)-1, LAWA proposes to phase the expansion of that program in four equal increments, based on 25, 50, 75, and 100 percent increases in airport-related trip generation as further described below.</p>					

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>With regard to the timing of mitigation measures involving physical improvements at specific intersections relative to each increment of airport-related traffic growth, each significantly impacted intersection where feasible improvements are proposed was analyzed to identify the level of growth that triggers the significant impact. This was done by comparing the intersection LOS and V/C ratio under Future (2025) Without Alternative conditions and Future (2025) with LAWA Staff-Recommended Alternative (Note: The LAWA Staff-Recommended Alternative includes the ground transportation system improvements proposed under Alternative 9) conditions at each progressive increment of growth until the significant impact was triggered. Under each of the four growth increments, the Future (2025) with LAWA Staff-Recommended Alternative conditions were then determined by linear interpolation of growth in intersection V/C shown in Table 4.12.2-25 of the SPAS Final EIR. If the difference in LOS values at these growth increments exceeded the significance thresholds, the proposed improvement was identified for construction by the time total trip generation at LAX has reached the corresponding increment of growth (i.e. implementation in the prior growth increment).</p> <p>Where LAWA is to pay a fair share contribution (also referenced in the mitigation measures below as a “monetary contribution”), the amount shall be determined as follows: (1) LAWA shall determine whether the significant impact occurs under the “Baseline (2010) Comparison Methodology”, the “Future (2025) Comparison Methodology”, or under the AM, MD, or PM peak hours in the SPAS Draft EIR; (2) where the impact occurs only under the Baseline [2010] Comparison and only under one peak hour, LAWA shall determine the Alternative’s fair share payment as follows based upon the information in the SPAS EIR:</p> <p style="text-align: center;">Equation 1</p> $\left\{ \frac{\left[\left(\frac{\text{Baseline}[2010]\text{With}}{\text{Alternative}} \right) - \left(\frac{\text{Baseline}[2010]\text{Without}}{\text{Alternative}} \right) \right]}{\left(\frac{\text{Baseline}[2010]\text{With}}{\text{Alternative}} \right)} \right\} \times \left\{ \text{Total cost of the improvement related to the significantly impacted intersection} \right\}$ <p>(3) where the impact occurs only under the Future [2025] Comparison and only under one peak hour, LAWA shall determine the Alternative’s fair share payment as follows:</p> <p style="text-align: center;">Equation 2</p> $\left\{ \frac{\left(\frac{\text{Future}[2025]\text{With}}{\text{Alternative}} \right) - \left(\frac{\text{Future}[2025]\text{Without}}{\text{Alternative}} \right)}{\left(\frac{\text{Future}[2025]\text{With}}{\text{Alternative}} \right)} \right\} \times \left\{ \text{Total cost of the improvement related to the significantly impacted intersection} \right\}$				

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
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(4) where the significant impact occurs under both Baseline [2010] and Future [2025] comparisons or where the significant impact occurs under multiple peak hours, LAWA shall individually calculate the fair share contribution payments under Equation 1 and/or Equation 2 above for the 2010 and 2025 comparisons and for each significantly impacted peak hour, and shall base the fair share payment upon the greatest of these values. Any expenditure of airport funds for such fair share contributions is subject to FAA approval.

Table 2

**Growth in Two-Way Trip Generation Under LAWA Staff-Recommended Alternative
(i.e., Alternative 9 Ground Transportation System Improvements)**

Time Period	Baseline	Future (2025) with Alternative 9	Total Growth in Trips	Growth (Percent)	25% of Total Growth (final volume)	50% of Total Growth	75% of Total Growth
Airport Peak Hour	14,029	19,650	5,621	40%	15,434	16,839	18,244

Source: City of Los Angeles, Final Environmental Impact Report for Los Angeles International Airport Specific Plan Amendment Study, Table 4.12.2-10, January 2013.

The Table 3 below identifies the off-airport mitigation measures associated with each increment of growth in traffic over baseline conditions. Of the 32 mitigation measures that apply to LAWA Staff-Recommended Alternative, 20 are triggered in the first phase (i.e., at 25 percent increase in airport-related traffic), seven are triggered in the second phase (i.e., at 50 percent increase in airport-related traffic), two are triggered in the third phase (i.e., at 75 percent increase in airport-related traffic), and two are triggered in the fourth phase (i.e., at 100 percent increase in airport-related traffic). One mitigation measure, MM-ST (SPAS)-1, would be implemented in equal increments across all four phases.

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Table 3

Off-Airport Transportation Mitigation Phasing For the LAWA Staff-Recommended Alternative

Int# ¹	Intersection	Mitigation Measure (MM) Number	Category	Triggered By Trip Growth Percentage			
				25%	50%	75%	100%
N/A	Multiple	MM-ST (SPAS)-1	TDM ²	X	X	X	X
6	Airport Boulevard & Arbor Vitae Street/Westchester Parkway	MM-ST (SPAS)-2	Physical	X			
7	Airport Boulevard & Century Boulevard	MM-ST (SPAS)-3	Physical	X			
11	Inglewood Avenue & Arbor Vitae Street	MM-ST (SPAS)-4	Physical		X		
12	La Brea Avenue & Arbor Vitae Street	MM-ST (SPAS)-5	ITS ³	X			
17	Aviation Boulevard/Florence Avenue & Manchester Avenue	MM-ST (SPAS)-8	Physical	X			
25	La Brea Avenue & Centinela Avenue	MM-ST (SPAS)-9	Physical			X	
26	La Cienega Boulevard & Centinela Avenue	MM-ST (SPAS)-10	Physical	X			
34	La Brea Avenue/Hawthorne Boulevard & Century Boulevard	MM-ST (SPAS)-12	ITS ³	X			
35	Inglewood Avenue & Century Boulevard	MM-ST (SPAS)-13	ITS ³	X			
37	Prairie Avenue & Century Boulevard	MM-ST (SPAS)-14	ITS ³	X			
38	Sepulveda Boulevard & Century Boulevard	MM-ST (SPAS)-15	Physical		X		
57	La Brea Avenue & Florence Avenue	MM-ST (SPAS)-17	Physical	X			
58	La Cienega Boulevard & Florence Avenue	MM-ST (SPAS)-18	Physical	X			
60	Sepulveda Boulevard & Grand Avenue	MM-ST (SPAS)-19	Physical				X
62	Hawthorne Boulevard & Imperial Highway	MM-ST (SPAS)-20	Physical	X			
66	Inglewood Avenue & Imperial Highway	MM-ST (SPAS)-21	Physical	X			
71	Sepulveda Boulevard & Imperial Highway	MM-ST (SPAS)-23	Physical		X		
85	La Brea Avenue & Manchester Boulevard	MM-ST (SPAS)-25	ITS ³	X			
87	La Brea Avenue & Slauson Avenue	MM-ST (SPAS)-26	Physical	X			
90	La Cienega Boulevard & Manchester Boulevard	MM-ST (SPAS)-27	Physical	X			
96	La Cienega Boulevard & I-405 Southbound Ramps (n/o Century Boulevard)	MM-ST (SPAS)-28	Physical	X			
115	Ash Avenue & Manchester Avenue	MM-ST (SPAS)-31	Physical		X		
143	Vicksburg Avenue & 96th Street	MM-ST (SPAS)-32	Physical	X			
159	Hindry Avenue & Manchester Boulevard	MM-ST (SPAS)-34	Physical		X		
169	Prairie Avenue & Manchester Boulevard	MM-ST (SPAS)-35	Physical		X		
197	Prairie Avenue & Lennox Boulevard	MM-ST (SPAS)-36	Physical			X	
10	Aviation Boulevard & Arbor Vitae Street	MM-ST (SPAS)-37	Physical		X		
27	La Tijera Boulevard & Centinela Avenue	MM-ST (SPAS)-38	Physical				X
154	Overland Avenue & Sawtelle Boulevard	MM-ST (SPAS)-40	Physical	X			
156	Walgrove Avenue & Washington Boulevard	MM-ST (SPAS)-41	Physical	X			
27	La Tijera Boulevard & Centinela Avenue	MM-ST (SPAS)-42	ITS ³	X			
36	La Cienega Boulevard & Century Boulevard	MM-ST (SPAS)-42	ITS ³	X			
63	Hawthorne Boulevard & Lennox Boulevard	MM-ST (SPAS)-42	ITS ³	X			
76	Inglewood Avenue & Lennox Boulevard	MM-ST (SPAS)-42	ITS ³	X			

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Table 3

Off-Airport Transportation Mitigation Phasing For the LAWA Staff-Recommended Alternative

Int# ¹	Intersection	Mitigation Measure (MM) Number	Category	Triggered By Trip Growth Percentage			
				25%	50%	75%	100%
86	La Brea Avenue/Overhill Drive & Stocker Street	MM-ST (SPAS)-42	ITS ³	X			
87	La Brea Avenue & Slauson Avenue	MM-ST (SPAS)-42	ITS ³	X			
93	La Cienega Boulevard & Stocker Street	MM-ST (SPAS)-42	ITS ³	X			
95	La Cienega Boulevard & West 120th Street	MM-ST (SPAS)-42	ITS ³	X			
119	Ocean Avenue/Via Marina & Washington Boulevard	MM-ST (SPAS)-42	ITS ³	X			
173	Western Avenue & Imperial Highway	MM-ST (SPAS)-42	ITS ³	X			
Number of Mitigations to Implement:				20	7	2	2
Percentage of Mitigations to Implement:				63%	23%	7%	7%

¹ Intersection 52, Inglewood Avenue and El Segundo Boulevard, would receive fair share funding through MM-ST(SPAS)-42.
² Transportation Demand Management (TDM) Program
³ Intelligent Transportation System (ITS) Program (subject to FAA approval)

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
MM-ST (SPAS)-1 Monitoring Agency: LAWA	Transportation Demand Management Program. LAWA will provide additional vanpool services to airport employees. This would reduce vehicular trips on the major roadways that provide direct access to and from the airport facilities (e.g., Sepulveda Boulevard, Lincoln Boulevard, Century Boulevard, La Tijera Boulevard, Aviation Boulevard, and La Cienega Boulevard). The upgrades to the existing vanpool program would entail providing sufficient vehicles to accommodate up to 500 employees that	Overall increase in traffic.	Implementation of this mitigation measure will be phased based on incremental increases in airport-related traffic generation at intervals of 25 percent, as described in the	Once per year.	Status updates within Annual Reports pertaining to LAWA Rideshare program.

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SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
	<p>would shift from driving to the airport to the program.</p> <p>The increased vanpool service will result in removal of approximately 740 daily vehicular trips to and from the airport parking facilities on a typical weekday.</p>			

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SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>MM-ST (SPAS)-2 Monitoring Agency: LAWA</p>	<p>Modify the Intersection of Airport Boulevard and Arbor Vitae Street/ Westchester Parkway (Intersection 6). The mitigation measure for this location is to restripe the northbound approach and departure to provide a third through lane so that the resulting northbound lane configuration would be one left-turn lane, two through lanes, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

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**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-3 Monitoring Agency: LAWA</p>	<p>Modify the Intersection of Airport Boulevard and Century Boulevard (Intersection 7). The mitigation measure for this location is to reconfigure the traffic signal to add a southbound right-turn overlapping phase, and reconfigure the northbound approach to provide additional left-turn capacity. The resulting northbound approach would provide one left-turn lane, one shared through/left-turn lane, one through lane, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-4</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Arbor Vitae Street and Inglewood Avenue (Intersection 11). The mitigation measure for this location is to restripe the southbound approach to provide a separate right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

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**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>MM-ST (SPAS)-5 Monitoring Agency: LAWA</p>	<p>La Brea Avenue and Arbor Vitae Street (Intersection 12). The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Inglewood's ITS improvement program for this intersection has been made.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-8</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Aviation Boulevard/Florence Avenue and Manchester Avenue (Intersection 17). The mitigation measure for this location is to restripe both the eastbound and westbound lane configurations from one left-turn lane, two through lanes, and one right-turn lane to one left-turn lane, two through lanes, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-9 Monitoring Agency: LAWA</p>	<p>Modify the Intersection of La Brea Avenue and Centinela Avenue (Intersection 25). The mitigation measure for this location is to restripe the northbound and southbound approaches to provide separate right-turn lanes. The resulting lane configuration would be northbound one left-turn lane, two through lanes, and one right-turn lane; and southbound one left-turn lane, two through lanes, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-10</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Cienega Boulevard and Centinela Avenue (Intersection 26). The mitigation measure for this location is to modify the southbound approach to provide dual left-turn lanes. This improvement would require modification to the raised median on La Cienega Boulevard north of Centinela Avenue. The resulting configuration would be two left-turn lanes, two through lanes, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-12</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>La Brea Avenue/Hawthorne Boulevard and Century Boulevard (Intersection 34). The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Inglewood's ITS improvement program for this intersection has been made.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-13</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Inglewood Avenue and Century Boulevard (Intersection 35). The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Inglewood's ITS improvement program for this intersection has been made.</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>MM-ST (SPAS)-14</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Prairie Avenue and Century Boulevard (Intersection 37). The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Inglewood's ITS improvement program for this intersection has been made.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-15</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Sepulveda Boulevard and Century Boulevard (Intersection 38). The mitigation measure for this location is to restripe the westbound approach to provide two left-turn lanes, one shared left-turn/through/right-turn lane, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-17</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Brea Avenue and Florence Avenue (Intersection 57). The mitigation measure for this location is to restripe the northbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-18</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Cienega Boulevard and Florence Avenue (Intersection 58). The mitigation measure for this location is to modify the north/south split phasing to Protected-Variable and restripe the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-19</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Sepulveda Boulevard and Grand Avenue (Intersection 60). The mitigation measure for this location is to restripe the westbound approach to provide additional left-turn capacity by restriping a through lane to a shared through/left-turn lane. Minor changes to the lane assignment signage would also be necessary. The resulting westbound lane configuration would be two left-turn lanes, one shared through/left-turn lane, one through lane and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-20</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Hawthorne Boulevard and Imperial Avenue (Intersection 62). The mitigation measure for this location is to restripe the southbound approach to provide a separate right-turn lane, resulting in one left-turn lane, three through lanes, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-21</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Inglewood Avenue and Imperial Highway (Intersection 66). The mitigation measure for this location is to restripe the southbound approach to provide additional through capacity, resulting in one left-turn lane, one through lane, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-23</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Sepulveda Boulevard and Imperial Highway (Intersection 71). The mitigation measure for this location is to modify the traffic signal to include a northbound right-turn overlap phase, restripe the westbound approach to provide a second right-turn lane, and restripe the northbound approach on Sepulveda Boulevard to provide one left-turn lane, three through lanes, and two right-turn lanes.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-25</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Brea Avenue and Manchester Boulevard (Intersection 85). The mitigation involves fair share contribution to the City of Inglewood's ITS improvement program for this intersection.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Inglewood's ITS improvement program for this intersection has been made.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-26</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Brea Avenue and Slauson Avenue (Intersection 87). The mitigation measure for this location is to restripe the southbound approach to provide one left-turn lane, two through lanes, and one shared through/right-turn lane and to eliminate the existing southbound right-turn overlap phase.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-27</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Cienega Boulevard and Manchester Boulevard (Intersection 90). The mitigation measure for this location is to change the north/south split phasing from split to protected and restripe La Cienega Boulevard from north of Florence Avenue to south of Olive Street in order to reconfigure the southbound approach to provide two left-turn lanes, one through lane, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-28</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the intersection of La Cienega Boulevard and Southbound I-405 Ramps (north of Century Boulevard) (Intersection 96). The mitigation measure for this location is to widen the I-405 Freeway southbound off-ramp (the westbound approach) to provide one left-turn lane, one shared left-turn/through lane, and one shared through/right-turn lane. This mitigation measure also requires widening the northbound approach to provide two left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<p>MM-ST (SPAS)-31</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Ash Avenue and Manchester Avenue (Intersection 115). The mitigation measure for this location is to restripe the northbound approach to provide additional left-turn capacity, resulting in two left-turn lanes and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-32</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Vicksburg Avenue and 96th Street (Intersection 143). The mitigation measure for this location is to widen the westbound approach to provide dual right-turn movements from Vicksburg Avenue to 96th Street Bridge, resulting in the following westbound configuration: one left-turn lane, one through lane, and two right-turn lanes.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-34</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Hindry Avenue and Manchester Boulevard (Intersection 159). The mitigation measure for this location is to reconfigure the eastbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-35</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Prairie Avenue and Manchester Boulevard (Intersection 169). The mitigation measure for this location is to reconfigure the eastbound approach to provide dual left-turn lanes. This improvement would require removing the raised center median and restriping the westbound departure lanes northward in the existing right-of-way. The resulting eastbound approach would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-36</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Prairie Avenue and Lennox Boulevard (Intersection 197). The mitigation measure for this location is to restripe the eastbound approach to provide one left-turn lane, one shared through/left-turn lane, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-37</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection 10). The mitigation measure for this location is to widen the eastbound approach to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes, and one right-turn lane.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.</p>	<p>(1) Prior to implementation of this intersection improvement, this measure will be monitored annually to determine whether airport peak hour traffic volumes have increased over baseline conditions by the applicable amounts specified in Tables 2 and 3 above, based on annual traffic count/ activity reports for LAX. (2) Following implementation of the intersection improvement, the monitoring frequency will be reduced to occurring just once, upon completion of the intersection improvement.</p>	<p>Confirmation that the subject intersection improvement has been completed</p>

SPAS Project Mitigation Monitoring and Reporting Program

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SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-38</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Modify the Intersection of La Tijera Boulevard and Centinela Avenue (Intersection 27). The mitigation measure for this location is to provide a fair share contribution to the improvement of this intersection as part of a grade separation project that would also affect the adjacent section of La Cienega Boulevard, subject to FAA approval and should the grade separation project be found to be feasible and implementation pursued by the affected local agencies. In addition, if permitted by the FAA, LAWA will make a monetary contribution to upgrading the County's ITS system at this intersection to partially mitigate the alternative's contribution to the cumulative impacts. ("County's ITS system")</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>Fair share contribution for the recommended intersection improvement (i.e., grade separation), if determined to be feasible, shall be provided if the project is approved, and occur within one year of the first permit approved for this intersection improvement project.</p> <p>Regarding fair share contribution to the County's ITS system), this aspect of the mitigation measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline</p>	<p>Grade Separation – Once upon payment of required fair share contribution</p> <p>County ITS System - Once upon payment of required fair share contribution.</p>	<p>Written confirmation that each required fair share contribution, subject to FAA approval, for the grade separation improvement and for the County ITS system at this intersection, has been made.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
			levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required.		
MM-ST (SPAS)-40 Monitoring Agency: LAWA	Fair Share Contribution to a Traffic Signal at the Intersection of Overland Avenue and Sawtelle Boulevard (Intersection 154). The mitigation measure for this location is to provide a fair share contribution to the installation of a traffic signal, subject to FAA approval and should it be implemented by the City of Culver City.	Traffic congestion and delays at this intersection resulting from future increases in traffic.	This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified	Once upon payment of required fair share contribution.	Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Culver City's ITS improvement program for this intersection has been made.

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
				<p>above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required. A pre-condition to the payment of this fair share contribution is the approval of the physical improvements described in the mitigation measure by the City of Culver City.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-ST (SPAS)-41</p> <p>Monitoring Agency:</p> <p>LAWA</p>	<p>Fair Share Contribution to a Traffic Signal at the Intersection of Walgrove Avenue and Washington Boulevard (Intersection 156). The mitigation measure for this location is to provide a fair share contribution to the installation of a traffic signal, subject to FAA approval and should it be implemented by the City of Culver City.</p>	<p>Traffic congestion and delays at this intersection resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which increment would implementation of this mitigation measure be required. A pre-condition to the payment of this fair share contribution</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the City of Culver City's ITS improvement program for this intersection has been made.</p>

SPAS Project Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

	SPAS Project-Specific Mitigation Measures	SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
			is the approval of the physical improvements described in the mitigation measure by the City of Culver City.		
<p>MM-ST (SPAS)-42 Monitoring Agency: LAWA</p>	<p>Contribute to ITS (Intelligent Transportation Systems) Improvements at 11 Study Intersections within the Jurisdiction of Los Angeles County (Intersections 27, 36, 52, 63, 76, 86, 87, 93, 95, 119, and 173). Los Angeles County Department of Public Works staff determined that improvements to the County's intelligent transportation systems (ITS) equipment would improve traffic operations where no feasible physical mitigation measures have been identified. As partial mitigation for the identified cumulative impacts, LAWA will make a monetary contribution to upgrading the County's ITS system at these intersections, if permitted by the FAA.</p>	<p>Traffic congestion and delays at these 11 intersections resulting from future increases in traffic.</p>	<p>This measure will be implemented when airport peak hour at LAX, as measured once annually by traffic counts into and out of the CTA and driveways at LAX-related facilities, increases over 2009 baseline levels by the amount specified above in Tables 2 and 3, with Table 2 indicating the amount of airport peak hour traffic associated with each increment of traffic growth anticipated to occur at LAX, and Table 3 indicating at which</p>	<p>Once upon payment of required fair share contribution.</p>	<p>Written confirmation that the required fair share contribution, subject to FAA approval, to the County's ITS system has been made.</p>

**Mitigation Monitoring and Reporting Program
SPAS Project-Specific Mitigation Measures**

SPAS Project-Specific Mitigation Measures		SPAS Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
			increment would implementation of this mitigation measure be required.		

SPAS Project Mitigation Monitoring and Reporting Program

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