

**EXHIBIT C  
RUNWAY 7L/25R RSA AND  
ASSOCIATED IMPROVEMENTS PROJECT**

**MITIGATION MONITORING AND REPORTING PROGRAM**



## ***Mitigation Monitoring and Reporting Program***

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This document constitutes the Mitigation Monitoring and Reporting Program (MMRP) for the Los Angeles International Airport (LAX) Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project. The MMRP specifies the monitoring and reporting requirements for the proposed Project, as related to implementation of mitigation measures identified in the Final Environmental Impact Report (EIR). Such commitments and measures include many of those identified in the LAX Master Plan Final EIR and additional measures identified in the Runway 7L/25R RSA and Associated Improvements Project Final EIR.

The following table provides, by environmental discipline, the number and title of each applicable Master Plan commitment, Master plan mitigation measures, Runway 7L/25R and Associated Improvements Project-specific mitigation measures, the full text of the subject Master Plan commitment or mitigation measure or Runway 7L/25R RSA and Associated Improvements Project-specific mitigation measure, potential impact being addressed, monitoring frequency, and actions indicating compliance. Measures with a prefix of “MM” are LAX Plan Mitigation Measures; measures without an “MM” prefix are LAX Master Plan Commitments. Mitigation Measures specific to the Runway 7L/25R RSA and Associated Improvements Project are designated with an asterisk (\*). Air quality (AQ) measures with an “LAX” prefix are taken from the LAX Master Plan Mitigation Plan for Air Quality (MPAQ).

***Mitigation Monitoring and Reporting Program***

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Mitigation Monitoring and Reporting Program  
 Mitigation Measures for the Runway 7L/25R RSA and Associated Improvements Project

Mitigation Measure	Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance	
<b>Air Quality</b>					
<p><b>LAX-AQ-1</b></p> <p><b>Monitoring Agency: LAWA</b></p>	<p><b>General Air Quality Control Measures.</b> This measure describes a variety of specific actions to reduce air quality impacts associated with projects at LAX, and applies to all projects. Some components of LAX-AQ-1 are not readily quantifiable, but would be implemented as part of LAX projects. Specific measures are outlined below:</p> <ul style="list-style-type: none"> <li>• 1a: Watering (per SCAQMD Rule 403) – twice daily</li> <li>• 1b: Ultra-low sulfur diesel (ULSD) fuel will be used in construction equipment.</li> <li>• 1c: Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.</li> <li>• 1d: Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.</li> <li>• 1e: All roadways, driveways, sidewalks, etc., being installed as part of the project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading.</li> <li>• 1f: Prohibit idling or queuing of diesel-fueled vehicles and equipment in excess of five minutes. This requirement will be included in specifications for any LAX projects requiring on-site construction.</li> <li>• 1g: Require that all construction equipment working on-site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.</li> </ul>	<p>Overall air pollutant emissions associated with construction and operation of improvements at LAX</p>	<p>Related construction and operations components to be completed in conjunction with implementation of the proposed Project that materially affect surface transportation emissions and operations</p>	<p>Twice: Once, upon confirmation of the basic LAX MPMPAQ (i.e., basic framework of Plan) – completed; once upon confirmation of the full LAX MPMPAQ, when all three implementation plans (one for each category of air quality mitigation measures) are complete</p>	<p>As part of the LAX Master Plan MMRP, annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year, will be prepared. Although the proposed Project is not a Master Plan project, these measures will be tracked and reported within the annual progress report.</p>

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<p><b>LAX-AQ-2</b></p> <p><b>Monitoring Agency: LAWA</b></p>	<p><b>Construction-Related Control Measures.</b> This measure describes numerous specific actions to reduce fugitive dust emissions and exhaust emissions from on-road and off-road mobile and stationary sources used in construction. Some components of LAX-AQ-2 are not readily quantifiable, but would be implemented as part of LAX projects. Specific measures are outlined below:</p> <ul style="list-style-type: none"> <li>○ 2a: All diesel-fueled equipment used for construction will be outfitted with the best available emission control devices, where technologically feasible, primarily to reduce emissions of diesel particulate matter (PM), including fine PM (PM<sub>2.5</sub>), and secondarily, to reduce emissions of NO<sub>x</sub>. This requirement shall apply to diesel-fueled off-road equipment (such as construction machinery), diesel-fueled on-road vehicles (such as trucks), and stationary diesel-fueled engines (such as electric generators). (It is unlikely that this measure will apply to equipment with Tier 4 engines.) The emission control devices utilized in construction equipment shall be verified or certified by California Air Resources Board or US Environmental Protection Agency for use in on-road or off-road vehicles or engines. For multi-year construction projects, a reassessment shall be conducted annually to determine what constitutes a best available emissions control device.</li> <li>○ 2b: Watering (per SCAQMD Rule 403) – three times daily</li> <li>○ 2c: Pave all construction access roads at least 100 feet onto the site from the main road.</li> <li>○ 2d: To the extent feasible, have construction employees' work/commute during off-peak hours.</li> <li>○ 2e: Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.</li> <li>○ 2f: Utilize on-site rock crushing facility, when feasible, during construction to reuse rock/concrete and</li> </ul>	<p>Construction-related air pollutant emissions</p>	<p>Implemented prior to issuance of grading or demolition</p>	<p>Completed</p>	<p>Completion of implementation plan</p>

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<b>Mitigation Measure</b>	<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<p>minimize off-site truck haul trips.</p> <ul style="list-style-type: none"> <li>o 2g: Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "clean burning diesel" fuel and exhaust emission controls.</li> <li>o 2h: Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.</li> <li>o 2i: Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).</li> <li>o 2j: Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.</li> <li>o 2k: The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, record reviews, and investigations of complaints.</li> <li>o 2l: LAWA will locate rock-crushing operations and construction material stockpiles for all LAX-related construction in areas away from LAX-adjacent residents, to the extent possible, to reduce impacts from emissions of fugitive dust.</li> <li>o 2m: LAWA will ensure that there is available and sufficient infrastructure on-site, where not operationally or technically infeasible, to provide fuel to alternative-fueled vehicles to meet all requests for alternative fuels from contractors and other users of LAX. This will apply to construction equipment and to operations-related vehicles on-site. This provision will apply in conjunction with construction or modification of passenger gates related to implementation of the LAX Master Plan relative to the provision of appropriate infrastructure for electric GSE.</li> <li>o 2n*: On-road trucks used on LAX construction projects with a gross vehicle weight rating of at least</li> </ul>				

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	<p>19,500 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM<sub>10</sub> and NO<sub>x</sub>. Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be subject to the provisions of LAWA Air Quality Control Measure 2p below.</p> <ul style="list-style-type: none"> <li>o 2o*: Prior to January 1, 2015, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, USEPA Tier 3 off-road emission standards. After December 31, 2014, all off-road diesel-power construction equipment greater than 50 horsepower shall meet USEPA Tier 4(final) off-road emissions standards. Tier 4(final) equipment shall be considered based on availability at the time the construction bid is issued. Contractor requirements to utilize Tier 4(final) equipment or the next cleanest equipment available will be subject to the provisions of LAWA Air Quality Control Measure 2p below. LAWA will encourage construction contractors to apply for SCAQMD "SOON" funds to accelerate clean-up of off-road diesel engine emissions. LAWA will encourage construction contractors to apply for SCAQMD "SOON" funds to accelerate clean-up of off-road diesel engine emissions.</li> <li>o 2p*: The on-road haul truck and off-road construction equipment requirements set forth in Air Quality Control Measures 2n and 2o above shall apply unless any of the following circumstances exist and the Contractor provides a written finding consistent with project contract requirements that: <ul style="list-style-type: none"> <li>o The Contractor does not have the required types of on-road haul trucks or off-road construction equipment within its current available inventory and intends to meet the requirements of the Measures 2n and 2o as to a particular vehicle or piece of equipment by leasing or short-term rental, and the</li> </ul> </li> </ul>				



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	<p>Contractor has attempted in good faith and due diligence to lease the vehicle or equipment that would comply with these measures, but that vehicle or equipment is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 2p) apply.</p> <ul style="list-style-type: none"> <li>o The Contractor has been awarded funding by SCAQMD or another agency that would provide some or all of the cost to retrofit, repower, or purchase a piece of equipment or vehicle, but the funding has not yet been provided due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent the equipment or vehicle that would comply with Measures 2n and 2o, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project site, and the Contractor has submitted documentation to LAWA showing that the requirements of this exception provision (Measure 2p) apply.</li> <li>o Contractor has ordered a piece of equipment or vehicle to be used on the construction project in compliance with Measures 2n and 2o at least 60 days before that equipment or vehicle is needed at the project site, but that equipment or vehicle has not yet arrived due to circumstances beyond the Contractor's control, and the Contractor has attempted in good faith and due diligence to lease or short-term rent a piece of equipment or vehicle to meet the requirements of Measures 2n and 2o, but that equipment or vehicle is not available for lease or short-term rental within 120 miles of the project, and the Contractor has submitted documentation to LAWA showing that the</li> </ul>				

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<p>requirements of this exception provision (Measure 2p) apply.</p> <ul style="list-style-type: none"> <li>o Construction-related diesel equipment or vehicle will be used on the project site for fewer than 20 calendar days per calendar year. The Contractor shall not consecutively use different equipment or vehicles that perform the same or a substantially similar function in an attempt to use this exception (Measure 2p) to circumvent the intent of Measures 2n and 2o.</li> <li>o In any of the situations described above, the Contractor shall provide the next cleanest piece of equipment or vehicle as provided by the step down schedules in Table 4.1-18 for Off-Road Equipment and Table 4.1-19 for On-Road Equipment.</li> </ul> <hr/> <p style="text-align: center;"><b>Table 4.1-18</b></p> <p style="text-align: center;"><b>Off-Road Vehicle Compliance Step-Down Schedule</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Compliance Alternative</th> <th style="text-align: center;">Engine Standard</th> <th style="text-align: center;">CARB-verified DECS (VDECS)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">Tier 4 <i>interim</i></td> <td style="text-align: center;">N/A*</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">Tier 3</td> <td style="text-align: center;">Level 3</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Level 3</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">Tier 1</td> <td style="text-align: center;">Level 3</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Level 2</td> </tr> <tr> <td style="text-align: center;">6</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Level 1</td> </tr> <tr> <td style="text-align: center;">7</td> <td style="text-align: center;">Tier 2</td> <td style="text-align: center;">Uncontrolled</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">Tier 1</td> <td style="text-align: center;">Level 2</td> </tr> </tbody> </table>	Compliance Alternative	Engine Standard	CARB-verified DECS (VDECS)	1	Tier 4 <i>interim</i>	N/A*	2	Tier 3	Level 3	3	Tier 2	Level 3	4	Tier 1	Level 3	5	Tier 2	Level 2	6	Tier 2	Level 1	7	Tier 2	Uncontrolled	8	Tier 1	Level 2				
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<p>Notes: Equipment less than Tier 1, Level 2 shall not be permitted. * Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS.</p> <p>Source: CDM Smith, January 2014.</p> <hr style="border: 1px solid black;"/> <hr style="border: 1px solid black;"/> <p style="text-align: center;"><b>Table 4.1-19</b></p> <p style="text-align: center;"><b>On-Road Vehicle Compliance Step-Down Schedule</b></p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr style="background-color: #cccccc;"> <th style="text-align: center;">Compliance Alternative</th> <th style="text-align: center;">Engine Standard</th> <th style="text-align: center;">CARB-verified DECS (VDECS)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2007</td> <td style="text-align: center;">N/A*</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">2004</td> <td style="text-align: center;">Level 3</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">1998</td> <td style="text-align: center;">Level 3</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">2004</td> <td style="text-align: center;">Uncontrolled</td> </tr> <tr> <td style="text-align: center;">5</td> <td style="text-align: center;">1998</td> <td style="text-align: center;">Uncontrolled</td> </tr> </tbody> </table> <p>Notes: Equipment with a model year earlier than model year 1998 shall not be permitted. * Tier 4 (interim or final) or 2007 model year equipment not already supplied with a factory-equipped diesel particulate filter shall be outfitted with Level 3 VDECS. Nothing in the above measures shall require an emissions control device (i.e., VDECS) that does not meet OSHA standards.</p> <p>Source: CDM Smith, January 2014.</p>	Compliance Alternative	Engine Standard	CARB-verified DECS (VDECS)	1	2007	N/A*	2	2004	Level 3	3	1998	Level 3	4	2004	Uncontrolled	5	1998	Uncontrolled				
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<p><b>LAX-AQ-4</b></p> <p><b>Monitoring Agency: LAWA</b></p>	<p><b>Operations-Related Control Measures.</b> The principle feature of this measure is the conversion of LAX GSE to low and ultra-low emission technology (e.g., electric, fuel cell, and other future low-emission technologies). It should be noted that no estimate of the air quality benefit (i.e., emission reductions) of other secondary measures is made in this analysis. Specific measures are outlined below.</p> <ul style="list-style-type: none"> <li>• 4a: LAX GSE will be converted to low- and ultra-low emission technology (e.g., electric, fuel cell, and other future low-emission technologies). Both LAWA- and tenant-owned equipment will be included in this conversion program, which will be implemented in phases. LAWA will assign a GSE coordinator whose responsibility it will be to ensure the successful conversion of GSE in a timely manner. This coordinator will have adequate authority to negotiate on behalf of the City and have sufficient technical support to evaluate technical issues that arise during the implementation of this measure.</li> <li>• 4d: 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 proposed project.</li> <li>• 4e: LAWA will require the conversion of sweepers to alternative fuels or electric power for ongoing airfield and roadway maintenance. In the 2006 GSE inventory, two of ten sweepers were electric powered and one was either CNG or LPG fueled. HEPA filters will be installed on airport sweepers where the use of HEPA filters is technologically and financially feasible and does not pose a safety hazard to airport operations.</li> <li>• 4f: LAWA will ensure that there is available and sufficient infrastructure on-site, where not operationally or technically infeasible, to provide fuel to alternative-fueled vehicles to meet all requests for alternative</li> </ul>	<p>Operations-related air pollutant emissions</p>	<p>Ongoing as part of implementation of LAX Master Plan</p>	<p>Once, upon completion of the implementation plan for operations related measures and as specified in the proposed Project</p>	<p>Completion for operations-related measures of the proposed Project</p>

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	<b>Mitigation Measure</b>	<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	fuels from contractors and other users of LAX. This will apply to construction equipment and to operations-related vehicles on-site. This provision will apply in conjunction with construction or modification of passenger gates related to implementation of the LAX Master Plan relative to the provision of appropriate infrastructure for electric GSE.				
<b>MM-AQ-2</b>  <b>Monitoring Agency:</b> <b>LAWA</b>	<p>The required components of the construction-related air quality mitigation measure are itemized below. These components include numerous specific actions to reduce 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 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.</p> <p>2. <u>On Road Mobile Source Controls</u></p> <ul style="list-style-type: none"> <li>o To the extent feasible, have construction employee's work/ commute during off-peak hours.</li> <li>o Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.</li> </ul>	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.

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	3. <u>Nonroad Mobile Source Controls</u> <ul style="list-style-type: none"> <li>○ Prohibit construction vehicle idling in excess of 10 minutes.</li> </ul> 4. <u>Stationary Point Source Controls</u> <ul style="list-style-type: none"> <li>○ Specify combination of electricity from power poles and portable diesel or gasoline fueled generators using “cleaner burning diesel” fuel and exhaust emission controls.</li> </ul> 5. <u>Mobile and Stationary Source Controls</u> <ul style="list-style-type: none"> <li>○ Utilize construction equipment having the minimum practical engine size (i.e. lowest appropriate horsepower rating for intended job).</li> <li>○ Require that all construction equipment working on site is properly maintained (including engine tuning) at all times in accordance with manufacturers specifications and schedules.</li> <li>○ Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.</li> </ul>				
<b>Biological Resources</b>					
<b>MM-ET-3</b> <b>Monitoring Agency: LAWA</b>	<b>EI Segundo Blue Butterfly Conservation: Dust Control.</b> To reduce the transport of fugitive dust particles related to construction activities, soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the EI Segundo Blue Butterfly Habitat Restoration Area. In addition, to the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the EI Segundo blue butterfly.	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
<b>MM-DA-1</b>	<b>Construction Fencing.</b> Construction fencing and	Avoidance of	Prior to issuance of	Once, prior to	Installation of

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<b>Monitoring Agency: LAWA</b>	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.	temporary view degradation	grading or building permits for each project along a major public approach or perimeter roadway	issuance of grading or building permits for each project along a major public approach or perimeter roadway	construction fencing and pedestrian canopies to the extent feasible
<b>LI-3 Monitoring Agency: LAWA</b>	<b>Lighting Controls.</b> 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 permits involving lighting
<b>MM-N-10 Monitoring Agency: LAWA</b>	<b>Construction Scheduling.</b> 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
<b>N-1 Monitoring</b>	<b>Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program.</b> All components of the current airport noise abatement program that pertain to	Expose noise-sensitive areas to 65 CNEL or greater	Already being implemented. Will continue noise	Ongoing	Submission of Annual Report per Variance

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<b>Agency: LAWA</b>	aircraft noise will be maintained.	with at least a 1.5 CNEL increase.	abatement program throughout implementation and use.		Conditions to County of Los Angeles
<b>Cultural Resources</b>					
<b>MM-HA-4 Monitoring Agency: LAWA</b>	<b>Discover:</b> Long-term protection and proper treatment of unexpected archeological discoveries of federal, state, and/or local significance under an FAA-prepared archeological treatment plan (ATP).	Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	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	Conformance with LAX Master Plan Archaeological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.
<b>MM-HA-5 Monitoring Agency: LAWA</b>	<b>Archaeological Monitoring.</b> Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards. The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately in the affected area until the geographic extent	Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	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	Conformance with LAX Master Plan Archaeological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.



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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.				
<b>MM-HA-6</b>  <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Excavation and Recovery.</b> Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the Archaeological Treatment Plan (ATP). Any excavations, testing, and/or recovery of resources shall be conducted by a qualified archaeologist selected by LAWA.	Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	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	Conformance with LAX Master Plan Archaeological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.
<b>MM-HA-7</b>  <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Administration:</b> Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archeological/cultural mitigation measures. All site workers shall be informed in writing by the onsite archeologist of the restrictions regarding disturbance and removal, as well as procedures to follow, should a resource deposit be detected.	Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	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	Conformance with LAX Master Plan Archaeological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.
<b>MM-HA-8</b>  <b>Monitoring Agency:</b>	<b>Archaeological/Cultural Monitor Report.</b> Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor shall prepare a written	Potential to encounter and impact previously unidentified	Prior to initiation of grading and construction activities associated	The extent and frequency of inspection shall be defined based	Conformance with LAX Master Plan Archaeological

**Mitigation Monitoring and Reporting Program**

<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<b>LAWA</b>	report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA, and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.	subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	with the construction of the Project	on consultation with the qualified archaeologist if the Cultural Resource Monitor determines that the project area is subject to archaeological monitoring	Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.
<b>MM-HA-9</b> <b>Monitoring Agency: LAWA</b>	<b>Artifact Curation.</b> All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state requirements.	Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	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	Conformance with LAX Master Plan Archaeological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.
<b>MM-HA-10</b> <b>Monitoring Agency: LAWA</b>	<b>Archaeological Notification.</b> If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified: compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(e) of the CEQA Guidelines shall be implemented.	Potential to encounter and impact previously unidentified subsurface archaeological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	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	Conformance with LAX Master Plan Archaeological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Archaeological Treatment Plan.

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Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<b>MM-PA-1</b> <b>Monitoring Agency: LAWA</b>	<b>Paleontological Qualification and Treatment Plan.</b> A qualified paleontologist shall be retained by LAWA to develop an acceptable monitoring and fossil remains treatment plan (that is, a Paleontological Management Treatment Plan – PMTP) for construction-related activities that could disturb potential unique paleontological resources within the project area. This plan shall be implemented and enforced by the project proponent during the initial phase and full phase of construction development. The selection of the paleontologist and the development of the monitoring and treatment plan shall be subject to approval by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County to comply with paleontological requirements, as appropriate.	Potential to encounter and impact previously unidentified subsurface paleontological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	monitoring The extent and frequency of inspection shall be defined based on consultation with the qualified paleontologist if the Cultural Resource Monitor determines that the project area is subject to paleontological monitoring	Conformance with LAX Master Plan Paleontological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>MM-PA-2</b> <b>Monitoring Agency: LAWA</b>	<b>Paleontological Authorization.</b> The paleontologist shall be authorized by LAWA to halt, temporarily divert, or redirect grading in the area of an exposed fossil to facilitate evaluation and, if necessary, salvage. No known or discovered fossils shall be destroyed without the written consent of the project paleontologist.	Potential to encounter and impact previously unidentified subsurface paleontological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	The extent and frequency of inspection shall be defined based on consultation with the qualified paleontologist if the Cultural Resource Monitor determines that the project area is subject to paleontological monitoring	Conformance with LAX Master Plan Paleontological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>MM-PA-3</b> <b>Monitoring Agency: LAWA</b>	<b>Paleontological Monitoring Specifications.</b> Specifications for paleontological monitoring shall be included in construction contracts for all LAX projects involving excavation activities deeper than six feet.	Potential to encounter and impact previously unidentified subsurface paleontological resources discovered during	Prior to initiation of grading and construction activities associated with the construction of the Project	The extent and frequency of inspection shall be defined based on consultation with the qualified paleontologist if the Cultural	Conformance with LAX Master Plan Paleontological Treatment Plan. Although proposed Project is not part of the

**Mitigation Monitoring and Reporting Program**

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
		construction of modifications and improvements associated with the Project		Resource Monitor determines that the project area is subject to paleontological monitoring	LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>MM-PA-4</b> <b>Monitoring Agency: LAWA</b>	<b>Paleontological Resources Collection.</b> Because some fossils are small, it will be necessary to collect sediment samples of promising horizons discovered during grading or excavation monitoring for processing through fine mesh screens. Once the samples have been screened, they shall be examined microscopically for small fossils.	Potential to encounter and impact previously unidentified subsurface paleontological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	The extent and frequency of inspection shall be defined based on consultation with the qualified paleontologist if the Cultural Resource Monitor determines that the project area is subject to paleontological monitoring	Conformance with LAX Master Plan Paleontological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>MM-PA-5</b> <b>Monitoring Agency: LAWA</b>	<b>Fossil Preparation.</b> Fossils shall be prepared to the point of identification and catalogued before they are donated to their final repository.	Potential to encounter and impact previously unidentified subsurface paleontological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	The extent and frequency of inspection shall be defined based on consultation with the qualified paleontologist if the Cultural Resource Monitor determines that the project area is subject to paleontological monitoring	Conformance with LAX Master Plan Paleontological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>MM-PA-6</b>	<b>Fossil Donation.</b> All fossils collected shall be donated to a public, nonprofit institution with a research interest in the	Potential to encounter and	Prior to initiation of grading and	The extent and frequency of	Conformance with LAX Master

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<b>Monitoring Agency: LAWA</b>	materials, such as the Los Angeles County Museum of Natural History.	impact previously unidentified subsurface paleontological resources discovered during construction of modifications and improvements associated with the Project	construction activities associated with the construction of the Project	inspection shall be defined based on consultation with the qualified paleontologist if the Cultural Resource Monitor determines that the project area is subject to paleontological monitoring	Plan Paleontological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>MM-PA-7 Monitoring Agency: LAWA</b>	<b>Paleontological Reporting.</b> A report detailing the results of these efforts, listing the fossils collected, and naming the repository shall be submitted to the lead agency at the completion of the project.	Potential to encounter and impact previously unidentified subsurface paleontological resources discovered during construction of modifications and improvements associated with the Project	Prior to initiation of grading and construction activities associated with the construction of the Project	The extent and frequency of inspection shall be defined based on consultation with the qualified paleontologist if the Cultural Resource Monitor determines that the project area is subject to paleontological monitoring	Conformance with LAX Master Plan Paleontological Treatment Plan. Although proposed Project is not part of the LAX Master Plan, it will comply with the Master Plan Paleontological Treatment Plan.
<b>Hazards and Hazardous Materials</b>					
<b>HM-1 Monitoring Agency: LAWA</b>	<b>Ensure Continued Implementation of Existing Remediation Efforts.</b> 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	Hazardous material contamination	Prior to initiating construction, LAWA will conduct a pre-construction evaluation to determine if the proposed construction will interfere with	Once during construction	Written approval from RWQCB or applicable agency

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	<p>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 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. 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 schedule 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>		existing soil or ground water remediation efforts		
<b>HM-2</b>  <b>Monitoring Agency: LAWA</b>	<p><b>Handling of Contaminated Materials Encountered During Construction.</b> The intent of this program will be to ensure that all contaminated soils and/or groundwater encountered during construction are handled in accordance with all applicable regulations. 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</p>	Contaminated soils	Prior to the initiation of construction, LAWA will develop a program to coordinate all efforts associated with the handling of contaminated	Once, prior to construction	Written approval from LAWA

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	<p>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. 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 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.</p>		materials encountered during construction		
<b>Hydrology and Water Quality</b>					
<b>HWQ-1</b>	<p><b>Develop Detailed Drainage Plan.</b> Once a Master Plan alternative is selected, and in conjunction with its preliminary design, LAWA will develop a detailed drainage plan of the area within the boundaries of the alternative. The purpose of the drainage plan will be to assess site-</p>	Significant changes in surface hydrology or adverse impacts to water quality due to	Prior to issuance of a grading/building permit for the first project involving creation of new	Once, upon completion of Conceptual Drainage Plan	Completion of Conceptual Drainage Plan
<b>Monitoring Agency:</b>	LAWA				

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<b>Mitigation Measure</b>	<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<p>specific drainage flows at a design level of detail in order to select the most appropriate mitigation measures, from those identified in this EIS/EIR. LAWA will develop this drainage plan and evaluate drainage capacity using the Peak Rate Method specified in Part G - Storm Drain Design of the City of Los Angeles' Bureau of Engineering Manual. In areas within the boundary of the selected alternative where the surface water runoff rates are found to exceed the capacity of the stormwater conveyance infrastructure with the potential to cause flooding, LAWA will take measures to either reduce peak flow rates or increase the structure's capacity. These drainage facilities will be designed to ensure that they adequately convey stormwater runoff and prevent flooding by adhering to the procedures set forth by the Peak Rate Method. Methods to reduce the peak flow of surface water runoff could include:</p> <ul style="list-style-type: none"> <li>• Decreasing impervious area by removing unnecessary pavement or utilizing porous concrete or modular pavement</li> <li>• Building stormwater detention structures</li> <li>• Diverting runoff to pervious areas (reducing directly-connected pervious areas)</li> <li>• Diverting runoff to outfalls with additional capacity (reducing the total drainage area for an individual outfall)</li> <li>• Redirecting stormwater flows to increase the time of concentration</li> </ul> <p>Measures to increase drainage capacity could include:</p> <ul style="list-style-type: none"> <li>• Increasing the size and slope (capacity) of stormwater conveyance structures (pipes, culverts, channels, etc.)</li> <li>• Increasing the number of stormwater conveyance structures and or/outfalls</li> </ul> <p>LAWA will also evaluate the effect of the selected Master Plan alternative on surface water quality using the</p>	<p>new development associated with the proposed Project</p>	<p>impervious surface area in excess of one acre</p>		



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<b>Mitigation Measure</b>	<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>	
<p>LARWQCB's SUSMP. The SUSMP addresses water quality and drainage issues by specifying source control, structural, and treatment control BMPs with the objective of reducing the discharge of pollutants from the stormwater conveyance system to the maximum extent practicable. LAWA will comply with these provisions by designing the stormwater system to meet the requirements of the SUSMP through incorporation of both structural and treatment control BMPs. These BMPs would be applied to both existing and future sources with the goal of achieving no net increase in loadings of pollutants of concern. The following list includes some of the BMPs that could be employed to infiltrate or treat stormwater runoff and control peak flow rates:</p> <ul style="list-style-type: none"> <li>• Vegetated swales and strips</li> <li>• Oil/Water Separators</li> <li>• Clarifiers</li> <li>• Media Filtration</li> <li>• Catch Basins Inserts and Screens</li> <li>• Continuous Flow Deflective Systems</li> <li>• Bioretention and Infiltration</li> <li>• Detention Basins</li> <li>• Manufactured treatment units</li> </ul> <p>The overall result of Master Plan Commitment HWQ-1 will be a drainage infrastructure that provides adequate drainage capacity to prevent flooding and control peak flow discharges and that incorporates BMPs to minimize the effect of airport operations on surface water quality and to prevent a net increase in pollutant loads.</p>					
<p><b>MM-HWQ-1</b> <b>Monitoring Agency:</b> <b>LAWA</b></p>	<p><b>Update Regional Drainage Facilities.</b> Regional drainage facilities should be upgraded, as necessary, in order to accommodate current and projected future flows within the watershed of each storm water outfall resulting from cumulative development. This could include upgrading the existing outfalls, or building new ones. The responsibility</p>	<p>Significant changes in surface hydrology or adverse impacts to water quality due to new development</p>	<p>Prior to issuance of a grading/building permit for the first project involving creation of new impervious surface</p>	<p>As needed, upon completion of Conceptual Drainage Plan</p>	<p>Completion of Conceptual Drainage Plan</p>

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	for implementing this mitigation measure lies with the County of Los Angeles Department of Public Works and/or the City of Los Angeles Department of Public Works, Bureau of Engineering. A portion of the increased costs for the upgraded flood control and drainage facilities would be paid by LAX tenants and users in accordance with the possessory interest tax laws and other legal assessments, consistent with federal airport revenue diversion laws and regulations and in compliance with state, county, and city laws. The new or upgraded facilities should be designed in accordance with the drainage design standards of each agency. <sup>1</sup>	associated with the proposed Project that would warrant an updated plan	area in excess of one acre		
<b>Noise</b>					
<b>MM-N-7</b>  <b>Monitoring Agency: LAWA</b>	<b>Construction Noise Control Plan.</b> 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 receptors during construction	Prior to the earliest of either the issuance of a grading permit, issuance of a demolition permit, or construction commencement of each project with noise sensitive uses within 600 feet of 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.
<b>MM-N-8</b>  <b>Monitoring Agency: LAWA</b>	<b>Construction Staging.</b> 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 grading permit, issuance of a demolition permit, or construction of each project with noise	Once, upon approval of construction staging area by LAWA	Approval of construction staging area by LAWA

<sup>1</sup> City of Los Angeles, Los Angeles World Airports, *LAX Master Plan Alternative D Mitigation Monitoring and Reporting Program*, 2004, p. 54, online at [http://ourlax.org/docs/mmrp/mmrp\\_Sep04.pdf](http://ourlax.org/docs/mmrp/mmrp_Sep04.pdf), accessed July 26, 2012.

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Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
			sensitive uses within 600 feet of project site		
<b>MM-N-9</b> <b>Monitoring Agency: LAWA</b>	<b>Equipment Replacement.</b> 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 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 approval of the Noise Control Plan by LAWA
<b>MM-N-10</b> <b>Monitoring Agency: LAWA</b>	<b>Construction Scheduling.</b> 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 7a.m. Monday-Friday; 8:00 p.m. to 6:00 a.m. Saturday; anytime on Sunday or Holidays).	Significant noise impacts at noise-sensitive receivers during constructions	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
<b>Surface Transportation (ST)-16</b> <b>Monitoring Agency: LAWA</b>	<b>Designated Haul Routes.</b> Every effort will be made to ensure that haul routes are located away from sensitive noise receptors.	Traffic noise	At issuance of approval haul route	Once, at approval each haul route	Approval of haul route by LADBS
<b>ST-22</b> <b>Monitoring</b>	<b>Designated Truck Routes.</b> For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential	Traffic congestion and delay as they relate to	At issuance of haul route approval	Once, upon approval of each haul route	Approval of haul route by LADBS

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<b>Agency: LAWA</b>	streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.	construction activities			
<b>Public Services – Fire Protection</b>					
<b>FP-1 Monitoring Agency: LAWA</b>	<p><b>LAFD Design Recommendations.</b> 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:</p> <ul style="list-style-type: none"> <li>• <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.</li> <li>• <i>Fire Flow Requirements.</i> Proposed Master Plan development will include improvements, as needed, to ensure that adequate fire flow is provided to all new</li> </ul>	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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<b>Mitigation Measure</b>	<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
<p>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"> <li>• <i>Fire Hydrants.</i> Adequate off-site public and onsite private fire hydrants may be required, based on determination by the LAFD upon review of proposed plot plans.</li> <li>• <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.</li> <li>• <i>Road Turns.</i> Standard cut-corners will be used on all proposed road turns.</li> <li>• <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.</li> <li>• <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.</li> <li>• <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.</li> <li>• <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.</li> <li>• <i>Building Heights.</i> New buildings exceeding 28 feet in height may be required to provide additional LAFD access.</li> <li>• <i>Construction/Demolition Access.</i> During demolition and construction activities, emergency access will</li> </ul>				

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	<p>remain unobstructed.</p> <ul style="list-style-type: none"> <li><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).</li> </ul>				
<b>Surface Transportation</b>					
<p><b>Construction (C)-1</b></p> <p><b>Monitoring Agency: LAWA</b></p>	<p><b>Establishment of a Ground Transportation/Construction Coordination Office.</b> Establish this office for the life of the construction projects to coordinate deliveries, monitor traffic conditions, advise motorists and those making deliveries about detours and congested areas, and monitor and enforce delivery times and routes. LAWA would periodically analyze traffic conditions on designated routes during construction to see whether there is a need to improve conditions through signage and other means. This office may undertake a variety of duties, including but not limited to:</p> <ul style="list-style-type: none"> <li>Inform motorists about detours and congestion by use of static signs, changeable message signs, media announcements, airport website, etc.;</li> <li>Work with airport police and the Los Angeles Police Department to enforce delivery times and routes;</li> <li>Establish staging areas;</li> <li>Coordinate with police and fire personnel regarding maintenance of emergency access and response times;</li> <li>Coordinate roadway projects of Caltrans, City of Los Angeles, and other jurisdictions with those of the Airport construction projects;</li> <li>Monitor and coordinate deliveries;</li> <li>Establish detour routes;</li> <li>Work with residential and commercial neighbors to</li> </ul>	<p>Traffic congestion and delays as they relate to construction activities</p>	<p>Completed.</p>	<p>Completed.</p>	<p>Notification regarding duties, business hours, telephone numbers via the internet and print media to the public</p>

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<b>Mitigation Measure</b>		<b>Impact Being Addressed</b>	<b>Timing of Implementation</b>	<b>Monitoring Frequency</b>	<b>Actions Indicating Compliance</b>
	address their concerns regarding construction activity; and <ul style="list-style-type: none"> <li>Analyze traffic conditions to determine the need for additional traffic controls, lane restriping, signal modifications, etc.</li> </ul>				
<b>C-2</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Construction Personnel Airport Orientation.</b> All construction personnel will be required to attend an airport project-specific orientation (pre-construction meeting) that includes where to park, where staging areas are located, construction policies, etc.	Traffic congestion and delays as they relate to construction activities	Prior to commencement of construction for each project	As required by arrival of new personnel	Contractor certification; signature of orientation attendees
<b>ST-9</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Construction Deliveries.</b> Construction deliveries requiring lane closures shall receive prior approval from the Construction Coordination Office. Notification of deliveries shall be made with sufficient time to allow for any modifications to approved traffic detour plans.	Traffic congestion and delays as they relate to construction activities	During construction	On-going during construction	Periodic reporting by Construction Coordination Office
<b>ST-12</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Designated Truck Delivery Hours.</b> Truck deliveries shall be encouraged to use night-time hours and shall avoid the peak periods of 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. [Note: This measure provides guidelines for controlling the arrival and departure times of construction related traffic during peak commute periods, and served as input for developing an estimated schedule of the proposed Project construction delivery activity.]	Traffic congestion and delays as they relate to construction activities	LAWA approval of delivery schedule as part of the Construction Traffic Management Plan	On-going during construction	Periodic reporting by Construction Coordination Office
<b>ST-14</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Construction Employee Shift Hours.</b> Shift hours that do not coincide with the heaviest commuter traffic periods (7:00 AM to 9:00 AM, 4:30 PM to 6:30 PM) would be established. Work periods will be extended to include weekends and multiple work shifts, to the extent possible and necessary.	Traffic congestion and delays as they relate to construction activities	Prior to construction activity for each project	Once, upon approval of employee's work schedule on a project-by-project basis	LAWA approval of employee work schedule as part of the Construction Traffic Management Plan
<b>ST-16</b>	<b>Designated Haul Routes:</b> Every effort will be made to ensure that haul routes are located away from sensitive	Traffic noise	At issuance of approved haul route	Once, at approval of each haul route	Approval of haul route by LADBS

**Mitigation Monitoring and Reporting Program**

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<b>Monitoring Agency:</b> <b>LAWA</b>	noise receptors.				
<b>ST-17</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Maintenance of Haul Routes.</b> Haul routes on off-airport roadways will be maintained periodically and will comply with City of Los Angeles or other appropriate jurisdictional requirements for maintenance. Minor striping, lane configurations, and signal phasing modifications would be provided as needed.	Roadway safety	As dictated by LAWA's Construction Coordination Office and LADBS	On-going during construction	Field inspection report maintenance logs
<b>ST-18</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Construction Traffic Management Plan.</b> 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 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
<b>ST-19</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Closure Restrictions of Existing Roadways.</b> 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 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
<b>ST-20</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Stockpile Locations.</b> Stockpile locations will be where they can be accessed by construction vehicles with minimal or no disruption to adjacent streets.	Traffic congestion and delays as they relate to construction activities	Prior to construction	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
<b>ST-21</b> <b>Monitoring</b>	<b>Construction Employee Parking Locations.</b> Construction employee parking locations will be placed where they can be accessed by employees with minimal or	Traffic congestion and delays as they relate to	Prior to construction	Once, upon approval of construction	LAWA approval of construction employee parking



**Mitigation Monitoring and Reporting Program**

Mitigation Measure		Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<b>Agency: LAWA</b>	no disruption to adjacent streets.	construction activities		employee parking locations by LAWA's Construction Coordination Office	locations as part of the Construction Management Traffic Plan
<b>ST-22 Monitoring Agency: LAWA</b>	<b>Designated Truck Routes.</b> For dirt and aggregate and all other materials and equipment, truck deliveries will be on designated routes only (freeways and non-residential streets). Every effort will be made for routes to avoid residential frontages. The designated routes on City of Los Angeles streets are subject to approval by LADOT's Bureau of Traffic Management and may include, but will not necessarily be limited to: Pershing Drive (Westchester Parkway to Imperial Highway); Florence Avenue (Aviation Boulevard to I-405); Manchester Boulevard (Aviation Boulevard to I-405); Aviation Boulevard (Manchester Avenue to Imperial Highway); Westchester Parkway/Arbor Vitae Street (Pershing Drive to I-405); Century Boulevard (Sepulveda Boulevard to I-405); Imperial Highway (Pershing Drive to I-405); La Cienega Boulevard (north of Imperial Highway); Airport Boulevard (Arbor Vitae Street to Century Boulevard); Sepulveda Boulevard (Westchester Parkway to Imperial Highway); I-405; and I-105.	Traffic congestion and delay as they relate to construction activities	At issuance of haul route approval	Once, upon approval of each haul route	Approval of haul route by LADBS