

Appendix A

Environmental Impact Mitigation Commitments

APPENDIX A

ENVIRONMENTAL IMPACT MITIGATION COMMITMENTS

The following table summarizes the various mitigation measures identified in the Final EIS that are requirements for approval for Alternative D of the LAX Master Plan. This means that these measures must be implemented by the FAA and LAWA as a condition of approval of the FAA's Record of Decision.

The following measures are grouped by the specific environmental impact categories. A more detailed description of each of these measures is located in Chapter 5 of the September 2004 Addendum to the Final EIR and further refined by the Second and Third Addenda to the Final EIR.

Summary of Minimum Mitigation Measures in Final EIS		
Measure No.	Title	Summary Description
Noise		
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program	This measure reduces impacts to noise sensitive uses exposed to high levels of aircraft noise by requiring that all components of the current airport noise abatement program that pertain to aircraft noise be maintained.
MM-N-4	Update the Aircraft Noise Abatement Program Elements as Applicable to Adapt to the Future Airfield Configuration	This measure reduces impacts to noise sensitive uses that would be newly exposed to high levels of aircraft noise when existing runways are relocated or reconstructed as part of the project by requiring that the aircraft noise abatement actions associated with those runways be modified and re-established as appropriate to assure continuation of the intent of the existing program.
Off-Airport Surface Transportation		
MM-ST-6*	Add New Traffic Lanes (This mitigation measure is made a condition of approval only with respect to: (1) those 17 intersections identified as "Impacted Intersections Located in Minority/Low-Income Census Tracts" in Volume A, Section A.2.2, Environmental Justice, page A.2-105 of the Final EIS, and (2) specifically identified in Table A2.1-4, as supplemented by Table A2.1-5 of the Final EIS, as in need of the specific mitigation action identified here.)	With the approval of LADOT or other governmental agency with jurisdiction over local road improvements, this measure would add traffic lanes to mitigate impacts at certain intersections in minority/low-income census tracts. The additional traffic lanes will be sufficient to increase the capacity of the intersection without unnecessarily reducing sidewalk widths, removing on-street parking, or encroaching onto other land uses.

Summary of Minimum Mitigation Measures in Final EIS		
Measure No.	Title	Summary Description
MM-ST-7*	Restripe Existing Facilities. (This mitigation measure is made a condition of approval only with respect to: (1) those 17 intersections identified as "Impacted Intersections Located in Minority/Low-Income Census Tracts" in Volume A, Section A.2.2, Environmental Justice, page A.2-105 of the Final EIS, and (2) specifically identified in Table A2.1-4, as supplemented by Table A2.1-5 of the Final EIS, as in need of the specific mitigation action identified here.)	With the approval of LADOT or other appropriate governmental agency with jurisdiction over local road improvements, this measure would restripe existing traffic lanes to mitigate impacts at certain intersections in minority/low-income census tracts. This mitigation measure will be implemented in a manner sufficient to increase the capacity of the intersection without adding any new pavement to the intersection or road segment.
MM-ST-8*	Add ATSAC, ATCS or Equivalent. (This mitigation measure is made a condition of approval only with respect to: (1) those 17 intersections identified as "Impacted Intersections Located in Minority/Low-Income Census Tracts" in Volume A, Section A.2.2, Environmental Justice, page A.2-105 of the Final EIS, and (2) specifically identified in Table A2.1-4, as supplemented by Table A2.1-5 of the Final EIS, as in need of the specific mitigation action identified here.)	With the approval of LADOT or other appropriate governmental agency with jurisdiction over local road improvements, this measure would add Automated Traffic Surveillance and Control (ATSAC) or Adaptive Traffic Control System (ATCS) capability or equivalent technology to mitigate impacts at certain intersections in minority/low-income census tracts. The improved capability will result in a more efficient traffic signal network.
MM-ST-10*	Modify Signal Phasing. (This mitigation measure is made a condition of approval only with respect to: (1) those 17 intersections identified as "Impacted Intersections Located in Minority/Low-Income Census Tracts" in Volume A, Section A.2.2, Environmental Justice, page A.2-105 of the Final EIS, and (2) specifically identified in Table A2.1-4, as supplemented by Table A2.1-5 of the Final EIS, as in need of the specific mitigation action identified here.)	With the approval of LADOT or other appropriate governmental agency with jurisdiction over local road improvements, this mitigation measure calls for modification of the traffic signal phasing to mitigate impacts at certain intersections in minority/low-income census tracts. This mitigation allows more efficient use of the intersections, particularly those that will experience a notable change in traffic characteristics as a result of the project.

Summary of Minimum Mitigation Measures in Final EIS		
Measure No.	Title	Summary Description
MM-ST-12*	Provide New Ramps Connecting I-105 to LAX between Aviation Boulevard and La Cienega Boulevard. (This mitigation measure is made a condition of approval only with respect to: (1) those 17 intersections identified as "Impacted Intersections Located in Minority/Low-Income Census Tracts" in Volume A, Section A.2.2, Environmental Justice, page A.2-105 of the Final EIS, and (2) specifically identified in Table A2.1-4, as supplemented by Table A2.1-5 of the Final EIS, as in need of the specific mitigation action identified here.)	This measure would provide direct access and egress to and from the proposed ITC and GTC via I-105 (the Century Freeway) between Aviation Boulevard and La Cienega Boulevard to mitigate impacts at certain intersections in minority/low-income census tracts.
MM-ST-13*	Create a New Interchange at I-405 and Lennox Boulevard. (This mitigation measure is made a condition of approval only with respect to: (1) those 17 intersections identified as "Impacted Intersections Located in Minority/Low-Income Census Tracts" in Volume A, Section A.2.2, Environmental Justice, page A.2-105 of the Final EIS, and (2) specifically identified in Table A2.1-4, as supplemented by Table A2.1-5 of the Final EIS, as in need of the specific mitigation action identified here.)	This measure would construct grade separated entrance and exit ramps from I-405 (San Diego Freeway) directly onto airport property to mitigate impacts at certain intersections in minority/low-income census tracts. The interchange would be located approximately mid-way between Century Boulevard and Imperial Highway.
<i>Relocation of Residences or Businesses</i>		
RBR-1	Residential and Business Relocation Program	This measure reduces impacts associated with the acquisition of properties and relocation of existing uses by requiring that such activities be subject to the preparation of 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, prior to the commencement of acquisition.

Summary of Minimum Mitigation Measures in Final EIS		
Measure No.	Title	Summary Description
<i>Air Quality</i>		
MM-AQ-1	LAX Master Plan - Mitigation Plan for Air Quality.	This measure reduces air quality impacts associated with implementation of the project by expanding and revising the existing air quality mitigation programs at LAX through the development of an LAX Master Plan-Mitigation Plan for Air Quality (LAX MP-MPAQ). The LAX MP-MPAQ will be developed in consultation with FAA, USEPA, CARB, and SCAQMD, as appropriate, and shall include all feasible methods to reduce air pollutant emissions from aircraft, GSE, traffic, and construction equipment both on and off the airport.
MM-AQ-2	Construction-Related Measure	In conjunction with MM-AQ-1, this measure reduces air quality impacts through a number of measures specific to the control and reduction of dust, equipment emissions, and other air pollutants source associated with construction activities.
MM-AQ-3	Transportation-Related Measure	In conjunction with MM-AQ-1, this measure reduces air quality impacts through a number of measures specific to surface transportation mobile sources. The primary feature of the transportation-related air quality mitigation measure is the development and construction of additional FlyAway facilities to reduce the number of individual vehicle trips to and from LAX. Other transportation-related measures would also be provided.
MM-AQ-4	Operations-Related Measure	In conjunction with MM-AQ-1, this measure reduces air quality impacts through a number of measures specific to operations at LAX. The primary component of the operations-related air quality mitigation measure consists of the conversion of ground support equipment (GSE) to extremely low emission technology, (such as electric power, fuel cells, or future technological developments). Other operations-related measures would also be provided.
<i>Historic/Architectural and Archaeological/Cultural Resources</i>		
MM-HA-4	Discovery	In order to avoid or reduce potential impacts to cultural resources, the FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative.

Summary of Minimum Mitigation Measures in Final EIS		
Measure No.	Title	Summary Description
MM-HA-5	Monitoring	In conjunction with MM-HA-4, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or as having been previously disturbed 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.
MM-HA-6	Excavation and Recovery	In conjunction with the other measures above, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that any excavation and recovery of identified resources (features) be performed using standard archaeological techniques and the requirements stipulated in the ATP.
MM-HA-7	Administration	In conjunction with the other measures above, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that, where known resources are present, all grading and construction plans be clearly imprinted with all of the archaeological/cultural mitigation measures.
MM-HA-8	Archaeological/Cultural Monitor Report	In conjunction with the other measures above, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that, upon completion of grading and excavation activities in the vicinity of known archaeological resources, the Archaeological/Cultural monitor prepare a written report.
MM-HA-9	Curation	In conjunction with the other measures above, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that all artifacts, notes, photographs, and other project-related materials recovered during the monitoring program be curated at a facility meeting federal and state standards.

Summary of Minimum Mitigation Measures in Final EIS		
Measure No.	Title	Summary Description
MM-HA-10	Archaeological Notification	In conjunction with the other measures above, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that, 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.
MM-HA-11	Navigational Aids Relocation and Improvements	In conjunction with the other measures above, this measure provides additional assurance for the avoidance or reduction of potential impacts to cultural resources by requiring that, should archaeological resources, including any human remains, be encountered during excavation activities associated with the relocation and improvement of existing navigational aids within the coastal zone, necessary and appropriate steps shall be taken to avoid any significant impacts to those resources.
<i>Biotic Communities</i>		
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area	This measure will reduce impacts to state-designated sensitive habitat by requiring that all necessary steps to ensure that the state-designated sensitive habitats within and adjacent to the Habitat Restoration Area be taken to conserve and protect those resources during construction, operation, and maintenance of project improvements.
MM-BC-13	Replacement of State-Designated Sensitive Habitat	This measure will replace and enhance habitat for the federally listed El Segundo blue butterfly within the Habitat Restoration Area in the Los Angeles/El Segundo Dunes.
<i>Endangered and Threatened Species of Flora and Fauna</i>		
MM-ET-1	Riverside Fairy Shrimp Habitat Restoration	This measure will address impacts to Riverside fairy shrimp through the creation of vernal pool habitat at a suitable alternate location(s), in accordance with the provisions and requirements of the Biological Opinion issued by the U.S. Fish and Wildlife Service in April 2004 for Alternative D.

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Measure No.	Title	Summary Description
MM-ET-3	EI Segundo Blue Butterfly Conservation: Dust Control	This measure will reduce the potential for impacts to the EI Segundo blue butterfly through requirements to reduce the transport of fugitive dust particles related to construction activities, soil stabilization watering or other dust control measures, as feasible and appropriate, during construction activities within 2,000 feet of the EI Segundo Blue Butterfly Habitat Restoration Area.
MM-ET-4	EI Segundo Blue Butterfly Conservation: Habitat Restoration	This measure will reduce the potential for impacts to the EI Segundo blue butterfly through requirements that all necessary steps be taken 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. Additionally, in conformance with the Biological Opinion referenced above, activities associated with navigational aid development shall be limited to the existing roads and proposed impacts areas shall be mitigated through the planting of coast buckwheat within the southwest corner of subsite 23 of the existing Habitat Restoration Area.
<i>Solid Waste</i>		
SW-1	Implement an Enhanced Recycling Program	Under this Master Plan Commitment, LAWA will enhance their existing recycling program including expansion of the existing Terminal recycling program to all terminals and new terminals, develop a recycling program at LAX Northside, and lease provisions requiring airport tenants meet specified diversion goals and preference for recycled materials during procurement, whenever practical and appropriate.
SW-2	Requirements for the Use of Recycled Materials During Construction	Where feasible, LAWA will require that contractors use a specified minimum percentage of recycled materials during construction of the LAX Master Plan improvements.
SW-3	Requirements for the Recycling of Construction and Demolition Waste	LAWA will require contractors recycle a specified minimum percentage of waste materials generated during construction and demolition. The percentage of waste materials required to be recycled will be specified in the construction bid documents.
<i>Design, Art and Architecture</i>		
MM-DA-1	Construction Fencing	Construction fencing and pedestrian canopies shall be installed by LAWA to the degree feasible to ensure maximum screening of areas under construction along major public approach and perimeter roadways.

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Measure No.	Title	Summary Description
<i>Hazardous Materials</i>		
HM-1	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.
HM-2	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 encountered during construction are handled in accordance with all applicable regulations.

*** FAA recognizes that these measures are dependent upon the environmental review and approval of federal, state or local agencies other than the FAA. Therefore, in light of this situation, for those measures that require funding and/or implementation approval from federal, state or local government or agencies other than the FAA or the City of Los Angeles, LAWA shall make every reasonable effort to implement these measures. If, after proper coordination with the appropriate federal, state or local agency, these measures cannot be implemented, LAWA shall communicate this situation to FAA in writing and explain what steps it will take to mitigate the specific impact created by the project.**