
V. PROJECT DESIGN FEATURES AND LAX MASTER PLAN COMMITMENTS MONITORING AND REPORTING PROGRAM

INTRODUCTION

The California Environmental Quality Act (CEQA), Section 21081.6, requires public agencies to adopt a monitoring and reporting program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment. Based on the analysis contained in Chapter IV (Environmental Impact Analysis) of the Draft Environmental Impact Report (EIR), implementation of the proposed Project, which includes implementation of several Project Design Features and applicable LAX Master Plan (Los Angeles World Airports [LAWA] adopted) Commitments, would not result in any significant unavoidable impacts. As such, no mitigation measures are required. Although no mitigation measures were required for the proposed Project, Project Design Features and LAX Master Plan Commitments will be implemented in accordance with this monitoring and reporting program and will be monitored through the sign ordinance throughout the life of the Project as approved.

This monitoring and reporting program for the proposed Project as approved will be in place through all phases of the Project and will help ensure that project objectives are achieved while maintaining adherence to all Project Design Features and LAX Master Plan Commitments. LAWA is the agency responsible for administering the sign ordinance, and hence the implementation of the Project Design Features and LAX Master Plan Commitments, will ensure compliance with all provisions and ensure that monitoring is documented through periodic reports and that deficiencies are promptly corrected. The designated environmental monitor will track and document compliance, notify the appropriate parties of any non-compliance and work with such parties to correct the problem.

SIGNAGE PROCEDURES AND PROCESS

The proposed LAX Sign District is expected to have a detailed on-airport off-site sign procedures managed by LAWA, including a submittal process (including a design review), regulations and standards for signage to help establish consistency and a uniform standard of quality of the off-site signage, which is similar to the existing LAX Airport Tenant Signage Standards (for on-site signage). The signage procedures and process will not alter the LAX Airport Tenant Signage Standards or otherwise affect signage for LAX tenants, but be in harmony and comparable with those standards. Similar to the existing LAX Airport Tenant Signage Standards, enforcement will be maintained through the approval process (all off-site signage will be reviewed and approved by LAWA) and through any lease agreements and advertising contracts.

MONITORING AND REPORTING PROGRAM IMPLEMENTATION

The Project Design Features and LAX Master Plan Commitments in the following table are from the EIR and apply to components of the Project as approved, as indicated below.

The monitoring and reporting program provides: (1) description of the Project Design Features and LAX Master Plan Commitments, (2) the implementation or monitoring phase (3) the party who would be responsible for implementing the Project Design Features and LAX Master Plan Commitments, (4) the method or means of implementing the Project Design Features and LAX Master Plan Commitments, (5) the party who would be responsible for enforcing the Project Design Features and LAX Master Plan Commitments and for ensuring that the monitoring action has been undertaken, and (6) the party responsible for monitoring compliance with the Project Design Features and LAX Master Plan Commitments.

The mechanism that will be used to verify the implementation of the Project Design Features are associated with the implementation of the LAX Sign District Sign Ordinance, while the mechanism that will be used to verify the implementation of the LAX Master Plan Commitments are associated with the implementation of the LAX Specific Plan and LAX Plan. Records pertaining to implementation of the Project Design Features and LAX Master Plan Commitments will be managed in keeping with the sign ordinance procedures and the City's records management practices. These records will be made available for inspection by the public.

List of Project Design Features and LAX Master Plan Commitments Associated With the LAX Sign District Project

<i>Project Design Features and LAX Master Plan Commitments</i>	<i>Timing and Applicability</i>	<i>Responsible Parties</i>
Project Design Features		
1. The allowable locations and sizes of signs shall be designed to limit visibility from off-airport locations (i.e., surrounding communities) and to not visually or otherwise negatively affect airport operations or affect or alter historical buildings within LAX.	Timing: During planning and operation. Applicability: All new off-site signage.	LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures
2. No new off-site signage shall be placed along the Project boundary, and no electronic or light enhanced signage shall be visible from the adjacent residential areas (i.e., community of Westchester to the north and City of El Segundo to the south).	Timing: During planning and operation. Applicability: All new off-site signage.	LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures
3. No electronic or light enhanced signage shall be installed within or be visible from the Airside Sub-Area.	Timing: During planning and operation. Applicability: Supergraphic Signs, Wall Signs, and Digital Display Signs.	LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures
4. Off-site signs shall not be permitted on a number of buildings within the Project site, including the Theme Building, the Airport Traffic Control Tower, and the Clifton A. Moore Administration Building (including the former Airport Traffic Control Tower [1961]).	Timing: During operation. Applicability: Supergraphic Signs, Wall Signs, Digital Display Signs, Column Wrap Signs, and Hanging Signs.	LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures
5. Illuminance contribution of signage shall be limited to 0.3 footcandle (fc) at 350 feet from face of sign.	Timing: During operation. Applicability: Supergraphic Signs, Wall Signs, Digital Display Signs.	LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures

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<p>6. The proposed signage locations and their placement shall be in a manner that would prevent automobile headlight-related glare. For example, signage shall be placed at a higher level than the roadway or perpendicular to headlights (i.e., signage placed on sky bridges).</p>	<p>Timing: During planning and operation. Applicability: All new off-site signage.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>7. The proposed Project shall include a plan to remove a number of billboards in LAWA’s control and comply with other applicable requirements from the Department of City Planning, as set forth in the LAX Sign Ordinance.</p>	<p>Timing: During planning and operation. Applicability: Existing billboards in LAWA’s control and other applicable requirements.</p>	<p>Department of City Planning and LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>8. Digital displays signs shall display static images only (i.e., restriction for any type of sign that contains images, text, parts, or illumination which flash, change, move, blink, or otherwise refresh in whole or in part).</p>	<p>Timing: During operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>9. The digital displays shall have the light emitting diodes (LEDs) aimed horizontally towards the street view using a cubic louvering system to help to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from flight paths and highly focused driving tasks.</p>	<p>Timing: During operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>

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<p>10. The proposed location of the two types of digital display signs - Controlled Refresh (CR) I and CR III – shall be chosen being mindful of driver, pedestrian, Air Traffic Control (ATC) personnel and pilot safety consistent with the locations identified in the LAX Sign Ordinance.</p>	<p>Timing: During planning and operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>11. Digital display signs shall be limited in their refresh events consistent with the locations identified in the LAX Sign Ordinance. CR I images shall refresh (change) no more than one event every eight seconds (with the exception being Parking Structure 1 which would refresh every 14 seconds). CR III images shall refresh no more than one event every 12 hours. In addition, the CR III images on the sky bridges shall refresh simultaneously no more than one event every 12 hours.</p>	<p>Timing: During operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>12. Digital signage shall be subject to limits on brightness levels (i.e., 4,500 candelas per meters squared [cd/m²] during the daytime and 300 cd/m² during the nighttime) and shall be equipped with sensors that modify the brightness of the sign in response to ambient lighting conditions.</p>	<p>Timing: During operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>13. The lights of Digital displays shall dim slowly at dusk over a 45 minute fade rate, controlled by an astronomical time clock. The transition from day to nighttime brightness shall be required to occur gradually, to prevent a sudden change in perceptible brightness levels by pedestrians and motorists.</p>	<p>Timing: During operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>

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<p>14. Digital displays shall not include large areas of reflective elements and shall have a contrast ratio of less than 30:1 to eliminate glare.</p>	<p>Timing: During operation. Applicability: Digital Display Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>15. Supergraphic signage over 20-feet tall at parking structure locations shall be illuminated with LED or metal halide floodlights consisting of adjustable floodlight fixtures mounted at the top of the signage element with a locking knuckle precisely aimed at the signage to eliminate any chance of throwing light into the flight path. Cantilever arms, louvers, barn doors and/or glare shields shall be used to allow the fixture to be aimed towards the supergraphic to illuminate the signage element exclusively.</p>	<p>Timing: During operation. Applicability: Supergraphic Signs over 20-feet tall at parking structures.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>16. Supergraphic signage over 20-feet tall on terminal facades above canopy locations shall be illuminated with LED or metal halide floodlights mounted to the adjacent canopy. Adjustable floodlight fixtures shall be mounted above the canopy with a locking knuckle to precisely aim at the signage and eliminate any chance of throwing light into the flight path. Cantilever arms, louvers, barn doors, and/or glare shields shall be used to allow the fixture to be aimed towards the supergraphic to illuminate the signage element exclusively.</p>	<p>Timing: During operation. Applicability: Supergraphic Signs over 20-feet tall on terminal facades.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
<p>17. Maximum vertical luminance of illuminated supergraphic signage shall be 5 to 7 fc during nighttime.</p>	<p>Timing: During operation. Applicability: Supergraphic Signs.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>

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<p>18. Supergraphics/wall signs/column wraps shall have matte finishes, which would prevent glare from the light fixtures</p>	<p>Timing: During operation. Applicability: Supergraphic Signs, Wall Signs, and Column Wraps.</p>	<p>LAWA in accordance with the LAX Sign Ordinance and off-site signage guidelines and procedures</p>
LAX Master Plan Commitments		
<p>19. LU-4: Neighborhood Compatibility Program. Ongoing coordination and planning will be undertaken by LAWA to ensure that the airport is as compatible as possible with surrounding properties and neighborhoods. Measures to enforce this policy will include: 1) Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive uses with the goal of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities. 2) Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spill-over, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible. 3) Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses.</p>	<p>Timing: During planning and operation. Applicability: All new off-site signage.</p>	<p>LAWA LAX Master Plan programs and compliance with LAX Specific Plan and LAX Plan</p>
<p>20. DA-1: Provide and Maintain Airport Buffer Areas. Along the northerly and southerly boundary areas of the airport, LAWA will provide and maintain landscaped buffer areas that will include setbacks, landscaping, screening or other appropriate view-sensitive improvements with the goals of avoiding land use conflicts, shielding lighting, enhancing privacy and better screening views of airport facilities from adjacent residential uses. Use of existing facilities in buffer areas may continue as required until LAWA can develop alternative facilities.</p>	<p>Timing: During planning and operation. Applicability: All new off-site signage.</p>	<p>LAWA LAX Master Plan programs and compliance with LAX Specific Plan and LAX Plan</p>
<p>21. LI-2: Use of Non-Glare Generating Building Materials. Prior to approval of final plans, LAWA will ensure that proposed LAX facilities will be constructed to maximize use of</p>	<p>Timing: During planning and construction. Applicability: All new off-site signage.</p>	<p>LAWA LAX Master Plan programs and compliance with LAX Specific</p>

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<p>non-reflective materials and minimize use of undifferentiated expanses of glass.</p>		<p>Plan and LAX Plan</p>
<p>22. LI-3: Lighting Controls. Prior to final approval of plans for new lighting, LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or otherwise impair Airport Traffic Control Tower or pilot operations. Plan reviews will also ensure, where feasible, that lighting is shielded and focused to avoid glare or unnecessary light spill-over. 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.</p>	<p>Timing: During planning and operation. Applicability: All new off-site signage.</p>	<p>LAWA LAX Master Plan programs, compliance with LAX Specific Plan and LAX Plan, and FAA (as applicable)</p>