

Addendum

to the certified

Final Environmental Impact Report
[State Clearinghouse No. 2019049020]

for

**Los Angeles International Airport (LAX)
Airfield and Terminal Modernization Project**

City of Los Angeles

December 2024

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1. PURPOSE OF THIS ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT

On October 7, 2021, the Los Angeles World Airports (LAWA) Board of Airport Commissioners (BOAC) certified the Final Environmental Impact Report (Final EIR) for the LAX Airfield and Terminal Modernization Project (SCH #2019049020) and approved the project (the 'Approved ATMP' or 'Approved Project').¹ The Final EIR, including the Draft EIR, responses to comments on the Draft EIR, and all appendices, is available at <https://www.lawa.org/atmp/documents>. The Approved ATMP consists of airfield improvements to enhance operational management and safety within the north airfield; new terminal facilities to upgrade passenger processing capabilities and enhance the passenger experience; and an improved system of roadways to better access the Central Terminal Area (CTA) and new facilities while routing airport-related traffic away from the public roads that serve the community ('Approved Roadway System'). Since approval of the ATMP, the design of the Approved Roadway System has advanced, resulting in proposed modifications ('Proposed Roadway System Refinements'), which constitute refinements to the Approved ATMP as analyzed in the Final EIR. This Addendum is prepared to address the Proposed Roadway System Refinements to the Approved ATMP.

As determined in Section 6 of this Addendum, and based on the analysis and substantial evidence provided in Section 4 of this Addendum, the Proposed Roadway System Refinements do not materially affect the impacts analyses and conclusions of the Approved Project Final EIR and do not trigger the need to prepare a supplemental or subsequent EIR under Public Resources Code Section 21166 or Sections 15162 and 15163 of the State California Environmental Quality Act (CEQA) Guidelines.

¹ LAX is owned and operated by the City of Los Angeles, whose Board of Airport Commissioners oversees the policy, management, operation, and regulation of LAX. LAWA is a proprietary department of the City of Los Angeles and is charged with administering the day-to-day operations of LAX. LAWA is the lead agency for purposes of CEQA for the ATMP.

2. REQUIRED FINDINGS FOR USE OF AN ADDENDUM

Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines identify the circumstances that necessitate the preparation of a subsequent EIR. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to Section 15164 of the State CEQA Guidelines, if some changes or additions to a previously certified EIR are necessary but none of the above conditions have occurred, the lead agency (in this case LAWA) may prepare an Addendum to document why no further environmental review is required. An addendum need not be circulated for public review, but can be included in or attached to the Final EIR, which the decision-making body shall consider prior to making a decision on the project. A brief explanation supported by substantial evidence of why an agency decided not to prepare a subsequent EIR under Section 15162 of the State CEQA Guidelines is required to be prepared. This explanation is included in this Addendum.

3. REFINEMENTS TO THE APPROVED PROJECT

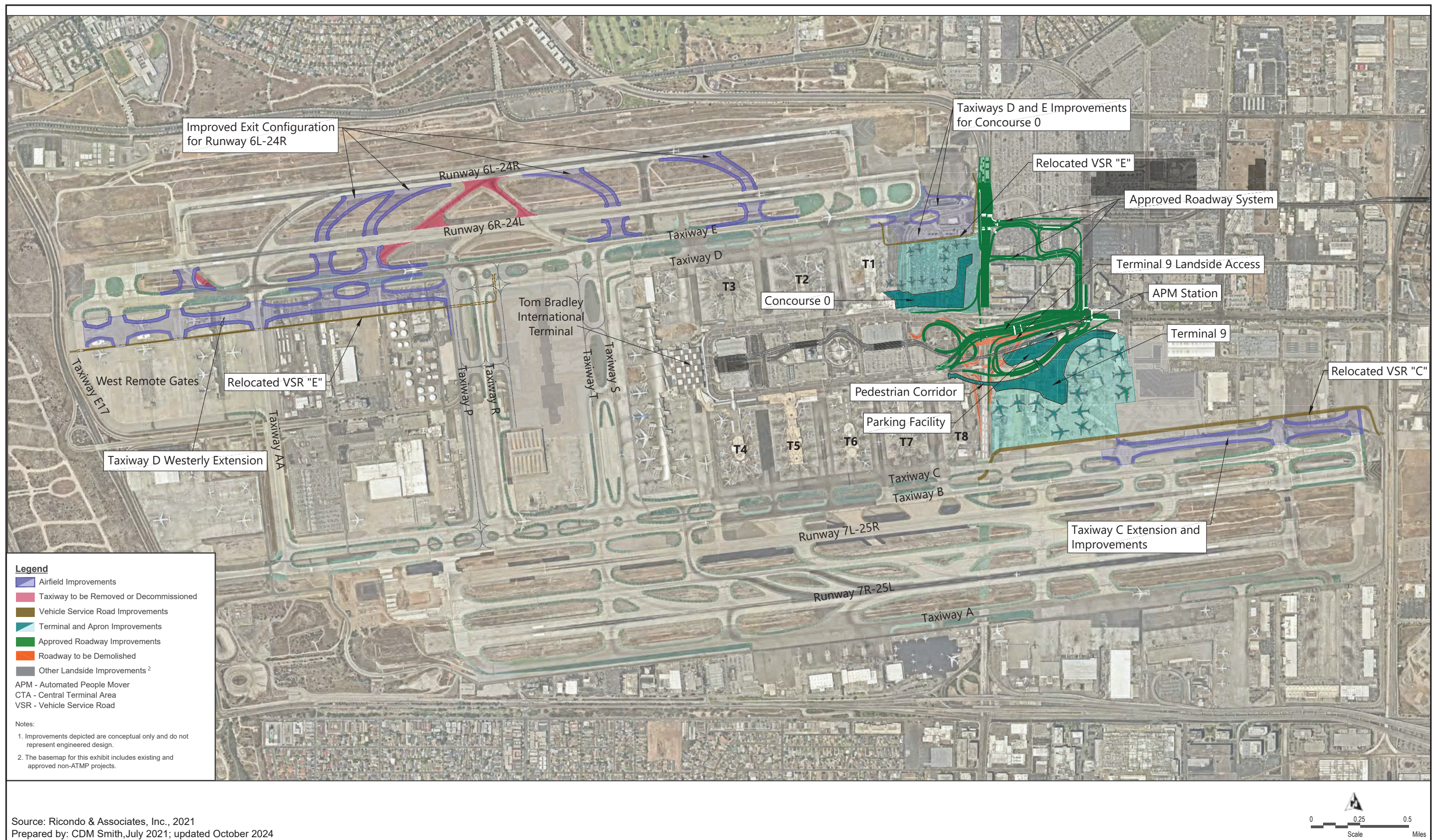
3.1 Previously Approved Project

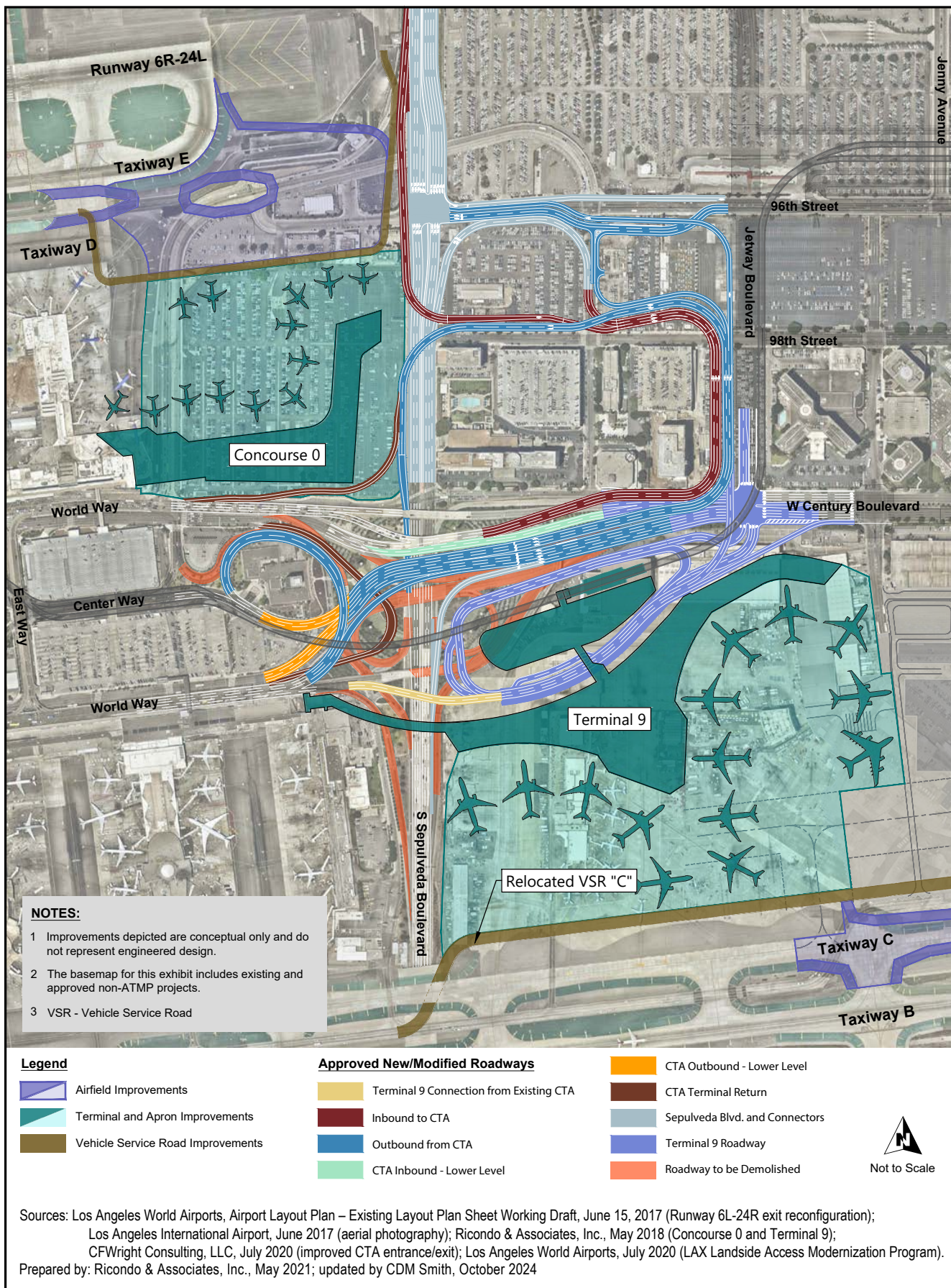
The Approved ATMP, as described and analyzed in the certified Final EIR and shown on **Figure 1**, consists of the following primary elements:

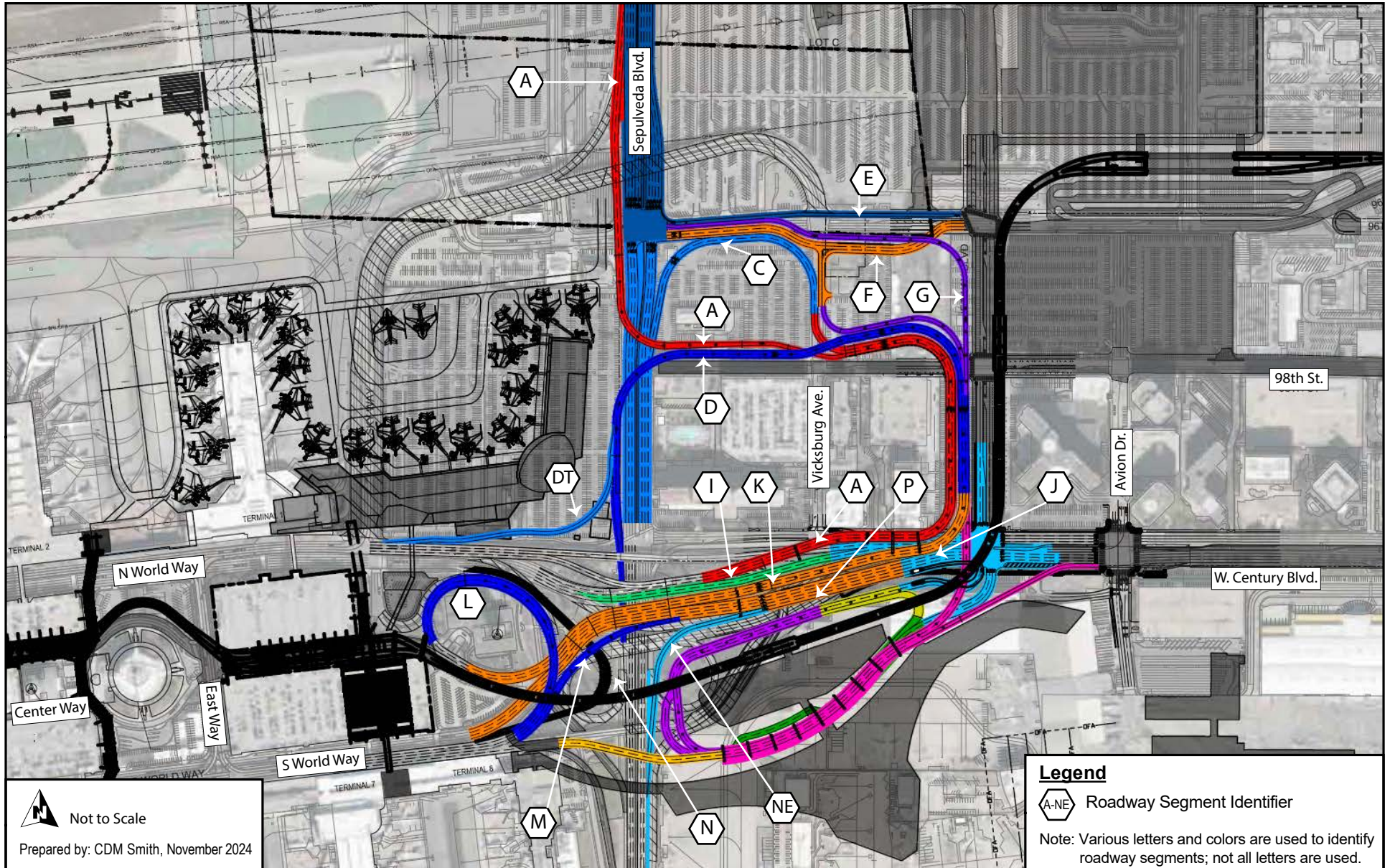
- **Airfield improvements** to enhance operational management and safety within the north airfield:
 - Taxiway D Extension West from Taxiway P to Taxiway E17 and relocation of the westerly portion of Vehicle Service Road E
 - Runway 6L-24R Exits consisting of new acute-angled exits on Runway 6L-24R that will cross Runway 6R-24L outside the high-energy zones (i.e., the portion of a runway where departing aircraft are still on the ground and moving at a high speed before lifting into the air)
- **New terminal facilities** to upgrade passenger processing capabilities and enhance the passenger experience and related landside improvements and airfield modifications:
 - Concourse 0 that will be an easterly extension of Terminal 1
 - Terminal 9 to be located southeast of the Sepulveda Boulevard/Century Boulevard intersection. Associated with Terminal 9 is a planned new parking facility and construction of a seventh Automated People Mover (APM) station at Terminal 9 on the previously-approved LAX APM line (currently under construction), as well as construction of a pedestrian corridor between Terminals 8 and 9 that will bridge across Sepulveda Boulevard.
 - Improvements and modifications to existing taxiways located near Concourse 0 and Terminal 9 that would facilitate aircraft access to and from the gates at those facilities
- **Roadway system improvements** to better access the CTA and new facilities while routing airport-related traffic away from the public roads that serve the community (referred to hereafter as the Approved Roadway System).

The Approved Roadway System, shown on **Figure 2** and **Figure 3**, was designed to build upon improvements approved as part of the LAX Landside Access Modernization Program (approved in 2017) and provide the following additional benefits for traffic related to the CTA:

- Rerouting of exiting CTA vehicles to Sepulveda Boulevard via new grade-separated ramps north of Century Boulevard to extend the merging zones and vehicle queuing areas
- Rerouting of entering CTA vehicles on Sepulveda Boulevard via a new at-grade ramp for northbound traffic and a new grade-separated ramp for southbound traffic, all of which would tie into a new elevated roadway system that includes vehicle queuing areas
- Creation of a common entry point east of Sepulveda Boulevard for all vehicles entering the CTA
- Improvement to traffic flow into and out of the CTA
- Simplified roadway configuration and maximized distances for driver wayfinding and decision making to multiple destinations
- Improvement of through-traffic flow for surrounding communities (i.e., vehicles on Sepulveda Boulevard that are not accessing the airport) by reducing traffic congestion on Sepulveda Boulevard Project







LAX Airfield and Terminal Modernization
Project EIR Addendum
Proposed Roadway System Refinements

**LAX Airfield and Terminal Modernization Project:
Approved Roadway System with Segment Identification**

Figure
3

The Approved Project also includes various other elements to support the primary Project components, including:

- Utilities infrastructure, both new and modified to support the Project
- Land acquisition, subdivision of parcels, and/or other reconfiguration of parcels, dedications and vacations of public rights-of-way
- Building design and construction features in accordance with LAWA's Sustainable Design and Construction Policy
- Enabling projects to allow construction of the Project, including utility relocation and demolition of certain existing facilities
- Streetscape improvements and public street improvements, including sidewalks, curbs, and gutters

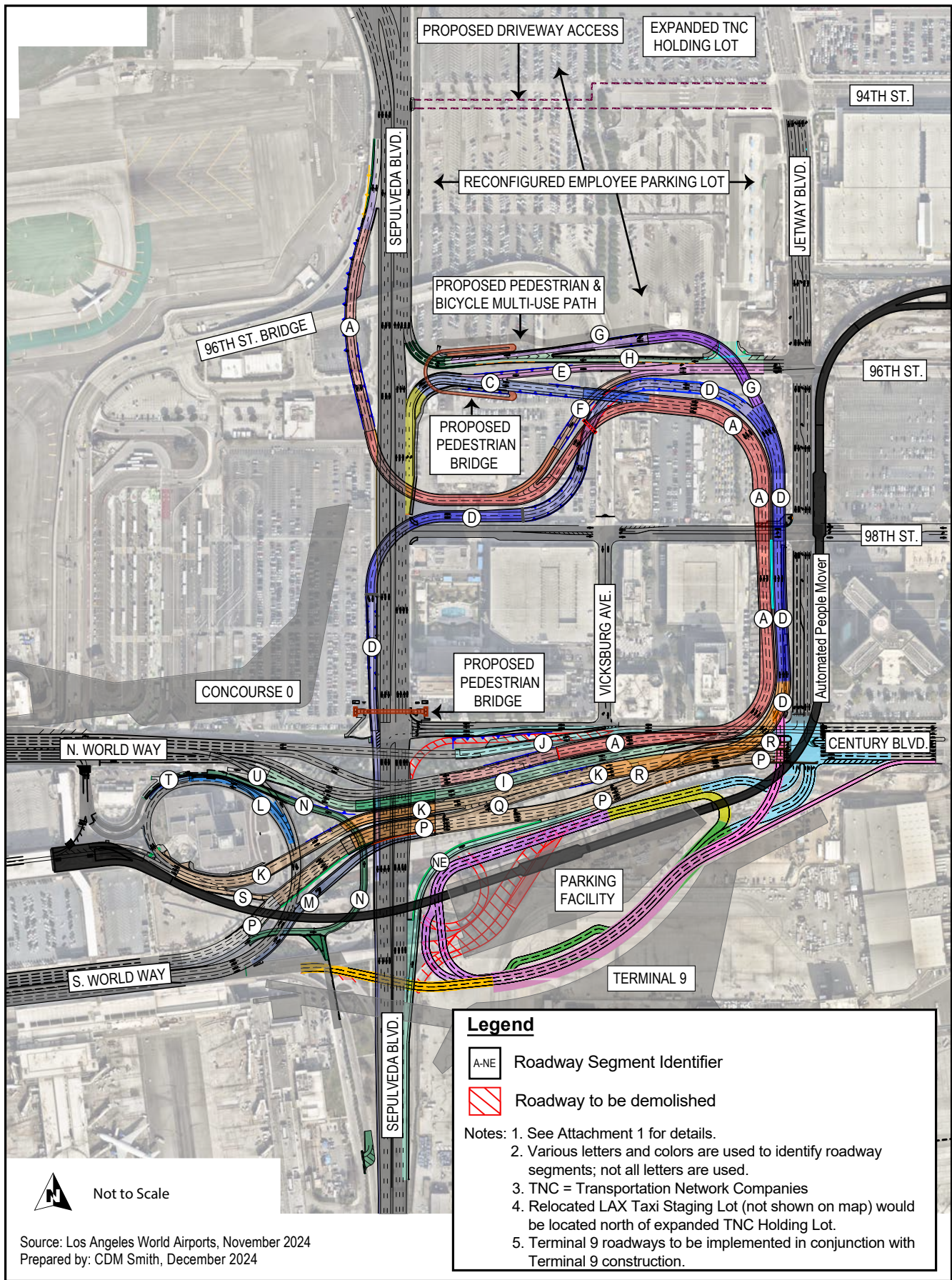
3.2 Description of Proposed Refinements

This section describes the Proposed Roadway System Refinements to the Approved Roadway System that was described and analyzed in the ATMP Final EIR. These refinements are the result of the detailed engineering design and planning that has been undertaken since the 2021 certification of the EIR and approval of the Project. No refinements are proposed for any of the other elements of the Approved ATMP (i.e., airfield improvements, new terminal facilities, and Terminal 9 roadways and landside improvements).

Key components of the Proposed Roadway System Refinements include the following:

- Realignment of planned road segments and ramps, and modifications to planned new lanes
- Elimination of the originally planned traffic signals at the intersection of Sepulveda Boulevard and 96th street to maintain the existing free flow traffic conditions on Sepulveda Boulevard at this intersection
- Two new pedestrian overcrossing bridges, including a pedestrian bridge crossing 96th Street east of Sepulveda Boulevard and a pedestrian bridge crossing Sepulveda Boulevard north of Century Boulevard
- Easement and property acquisition refinements

Figure 4 shows the overall Proposed Roadway System Refinements. **Attachment 1** provides a detailed breakdown of the individual Proposed Roadway System refinement components. The following section of this Addendum describes these key Proposed Roadway System Refinements.



Modifications to Roadways North of 98th Street

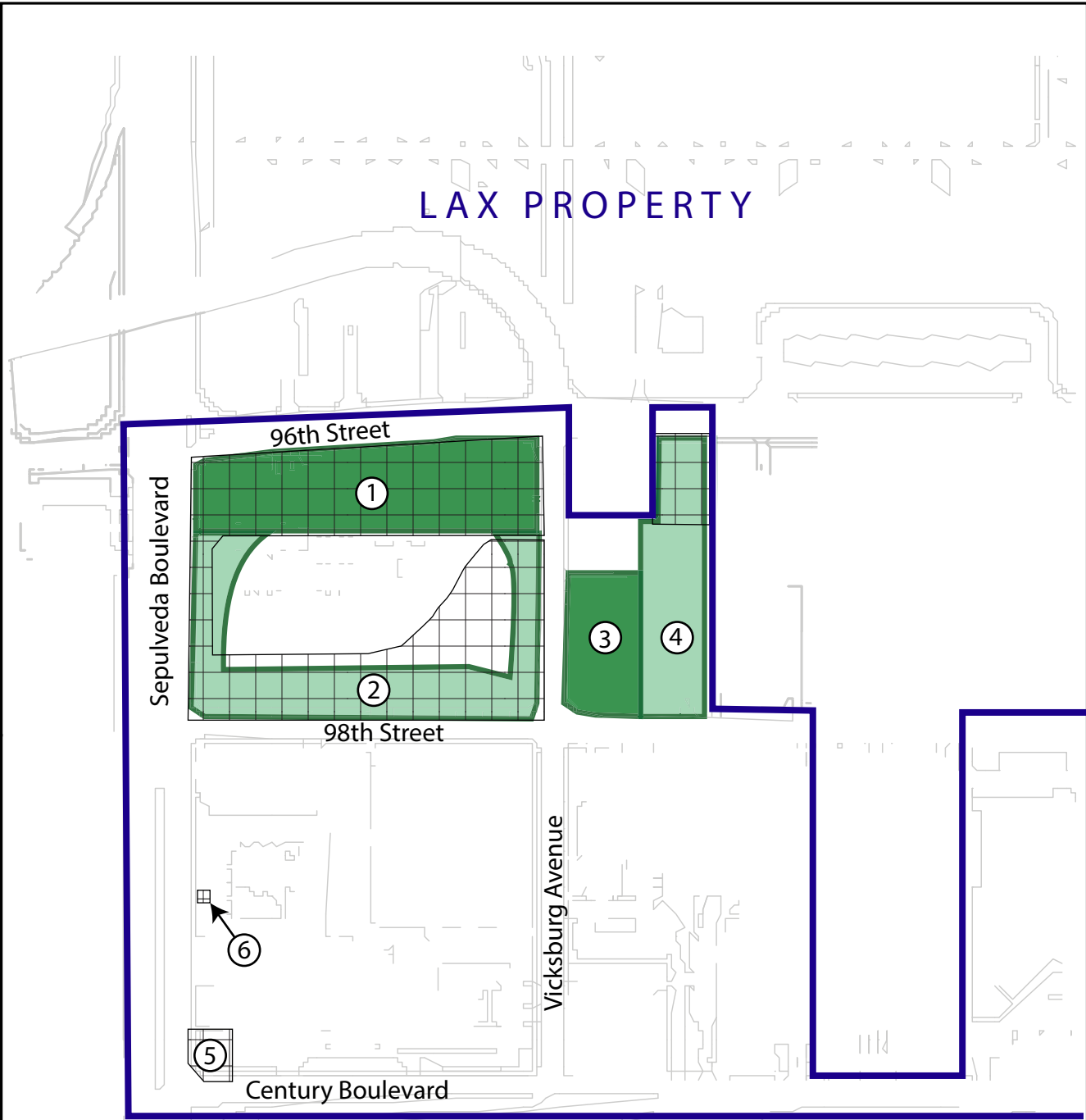
This section describes the key refinements that are generally located north of 98th Street and between Sepulveda Boulevard and Jetway Boulevard. Refinements in this area include roadway alignments, easements and property acquisitions, and street closures/modifications.

The City of Los Angeles Department of Water and Power (LADWP) owns the property located at 9750 S. Vicksburg Avenue. The adjacent property to the east (6155 W. 98th Street, 6206 W. 96th Street, and 6200 W. 96th Street) is privately-owned and is occupied by a commercial parking lot operating as Sunrise LAX Airport Parking. East of that is a LAWA-owned parcel currently used for a taxi staging lot. The Approved Roadway System roadway segment alignments between Jetway Boulevard and Sepulveda Boulevard traverse the southern portion of the LADWP property parallel to 98th Street as well as the Sunrise LAX Airport Parking lot property and the LAX taxi staging lot. Under the Proposed Roadway System Refinements, Segments A and D, shown on Figure 4, would be realigned such that a portion of Segments A and D would be routed north-south parallel to present-day Vicksburg Avenue, traversing the eastern portion of a parcel owned by the Los Angeles Community College District (LACCD; 9700 S. Sepulveda Boulevard), before being routed east-west parallel to present-day 96th Street and the north of the LADWP property and traversing the northern portions of the Sunrise LAX Airport Parking lot property and the LAX taxi staging lot (see Attachment 1, Figure 1A, Image 1). The proposed roadway alignment refinements would avoid future conflicts with the LADWP property and would reduce effects on operations at the Sunrise LAX Airport Parking facility by limiting the portion of the parcel to be acquired and retaining the Sunrise parking facility entrance located on 98th Street.

The realigned Segments A and D (as well as the realignment of Segment F discussed further below) would require additional property acquisition of the LACCD property located on the northeast corner of 98th Street and Sepulveda Boulevard (see Attachment 1, Figure 1A, Image 2). Property acquisition requirements under the Approved Roadway System as compared to the Proposed Roadway System Refinements are identified in **Table 1** (in Section 3.4 below) and on **Figure 5**. With the realignment, the Segment A roadway would be closer to the Former Aircraft School Building located on the LACCD property than under the Approved Roadway System (approximately 38 feet to the south as compared to 65 feet, and approximately 90 feet to the east as compared to 327 feet), although the proposed roadway improvements to the west would be farther from the Aircraft School Building (approximately 70 feet west as compared to 45 feet).

In addition to the alignment changes described above, the originally-planned connection from northbound Segment G to eastbound 96th Street (via Segment F), which would have also provided access to Jetway Boulevard, would be eliminated (see Attachment 1, Figure 1A, Image 3; eastbound access to 96th Street under the Proposed Roadway System Refinements is discussed below). Under the Proposed Roadway System Refinements, outbound access from the CTA to Jetway Boulevard would be provided by Century Boulevard via Segments P and R.

Under existing conditions, Vicksburg Avenue extends from Century Boulevard, south of 98th Street, to 96th Street, north of which it transitions to the 96th Street bridge crossing Sepulveda Boulevard. Under the Approved Roadway System configuration, the southerly portion of Vicksburg Avenue between 98th Street and 96th Street would have been vacated, with access to the LADWP parcel provided from the north. Under the Proposed Roadway System Refinements, the entire segment of Vicksburg Avenue between 98th Street and 96th Street would be eliminated as a public street. The southerly section of this portion of Vicksburg Avenue would be vacated as a public street and converted to a driveway that would provide access to the LADWP property from 98th Street (see Attachment 1, Figure 1A, Image 4). This refinement would be required to accommodate the realignment of Segments A and D.



Legend

- Acquisition under Approved Project
- Acquisition under Proposed Roadway Refinements
- LAX Property Boundary

Notes:
 1. Various colors used only to differentiate between acquisition parcels.
 2. Temporary and permanent easements are not reflected on this figure.

Acquisition Parcels:

1. Commercial Parking Lot (Wally Park Express Airport Parking)
2. Los Angeles Community College District Property
3. Los Angeles Department of Water and Power Parcel
4. Commercial Parking Lot (Sunrise LAX Airport Parking)
5. Hotel Parking Lot (Hyatt Regency) (acquisition or easement)
6. Hotel Setback Area (Hyatt Regency)

Source: LAWA, January 2020 (Airport Layout Plan) and September 2024 (Proposed Acquisition); CDM Smith, April 2020
 Prepared by: CDM Smith, November 2024

Not to Scale



Modifications to the Sepulveda Boulevard/96th Street Intersection

This section identifies the refinements that are generally located at the intersection of Sepulveda Boulevard and 96th Street. Refinements in this area include modification to roadway alignments, elimination of the originally-planned signalized intersection, and proposed pedestrian and multi-modal improvements.

The Approved Roadway System alignment would have added a partially-signalized intersection at Sepulveda Boulevard and 96th Street (southbound through-traffic on Sepulveda Boulevard would not have been signalized), allowing for a left-hand turn movement from southbound Sepulveda Boulevard to eastbound 96th Street. The Proposed Roadway System Refinements would reconfigure the intersection to eliminate the need for future signalization (see Attachment 1, Figure 1B, Image 5). This would result in improved operations on Sepulveda Boulevard because a traffic signal would not be required to enable southbound traffic on Sepulveda Boulevard to turn left onto eastbound 96th Street. Instead, Roadway Segment F would be relocated and reconfigured to serve as an offramp from Segment A to 96th Street eastbound (see Attachment 1, Figure 1B, Image 6). This would enable movement from southbound Sepulveda Boulevard to eastbound 96th Street without requiring a traffic signal at the intersection.

An additional turning lane would be added to northbound Sepulveda Boulevard south of 96th Street to accommodate the non-signalized turn on to 96th Street eastbound (see Attachment 1, Figure 1B, Image 7).

A new pedestrian bridge would be constructed over 96th Street east of Sepulveda Boulevard to preserve pedestrian accessibility without requiring a signalized intersection (see Attachment 1, Figure 1B, Image 7). A rendering illustrating the location and general massing of the proposed pedestrian bridge is provided in **Figure 6**. A pedestrian and bicycle multi-use path would also be added along the north side of 96th Street from Jetway Boulevard to Sepulveda Boulevard (see Attachment 1, Figure 1B, Image 8).

Additional Refinements

The alignment of the portion of Segment A that lies west of Sepulveda Boulevard would be shifted slightly to the west. Segment A would be realigned so that it would not conflict with existing support columns under the 96th Street Bridge (see Attachment 1, Figure 1D, Image 15).

A second new pedestrian bridge would be constructed over Sepulveda Boulevard just north of Century Boulevard (see Attachment 1, Figure 1C, Image 11). A rendering illustrating the location and general massing of the proposed pedestrian bridge is provided in **Figure 7**. The pedestrian bridge would enhance pedestrian safety and accessibility at this intersection. Construction of the Sepulveda Boulevard pedestrian bridge would require acquisition of, or an easement on, a portion of the Hyatt Regency hotel property located at the northeast corner of Sepulveda Boulevard and Century Boulevard. Acquisition of an additional small portion of the Hyatt Regency hotel property along the east side of Sepulveda Boulevard approximately 330 feet north of Century Boulevard would also be required to allow for the placement of directional signage.



LAX Airfield and Terminal Modernization Project EIR Addendum
Proposed Roadway System Refinements

96th Street Pedestrian Bridge
Conceptual 3D View from Northwest

Figure
6



Source: Los Angeles World Airports, 2024
Prepared by: CDM Smith, November 2024

LAX Airfield and Terminal Modernization Project EIR Addendum
Proposed Roadway System Refinements

Sepulveda Boulevard Pedestrian Bridge
Conceptual 3D View from Southeast

Figure
7

Like the Approved Roadway System, the Proposed Roadway System Refinements would require the relocation of the LAX taxi staging lot. An existing LAX parking lot/vehicle staging area located east of Sepulveda Boulevard between 96th Street and Westchester Parkway, which is currently used for employee parking and as a shuttle/limousine staging area and Transportation Network Companies (TNC, e.g., Uber, Lyft) holding lot, would be reconfigured to accommodate the LAX taxi staging lot. To accommodate these changes, the Proposed Roadway System Refinements include a new driveway access from northbound Sepulveda Boulevard to the east in line with 94th Street (see Attachment 1, Figure 1C, Image 9). The existing TNC holding lot would be expanded in its current location in the northeastern quadrant of the parking lot, north of the new driveway, and the existing taxi staging lot would be relocated north of the TNC holding lot (not shown on Figure 4 or in Attachment 1, Figure 1C, Image 9). The existing employee parking areas would be reconfigured and restriped (shown on Figure 4) and the existing employee parking lot entrance and exits from 96th Street would be eliminated. The existing airport shuttle/limousine staging areas would be relocated to the northeast corner of Airport Boulevard and 96th Street.

As with the Approved Roadway System, the Sepulveda Boulevard improvements under the Proposed Roadway System Refinements would require the elimination of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard.² The elimination of this sidewalk segment would modify existing pedestrian access on Sepulveda Boulevard by requiring pedestrians to use the east side of Sepulveda Boulevard instead of the west side between Lincoln Boulevard and Century Boulevard. At the northern portion of this corridor, pedestrian movements between the east and west sides of the street would occur using the existing at-grade signalized pedestrian crosswalk at 92nd Street. Along the southern portion of this corridor (south of 96th Street), pedestrians would use the proposed grade-separated pedestrian bridge at 96th Street. Pedestrians seeking to access the airport, or the existing sidewalk on the west side of Sepulveda Boulevard south of Century Boulevard, would use the proposed grade-separated pedestrian bridge over Sepulveda Boulevard at Century Boulevard. Although the proposed route is longer than the current pedestrian route, the proposed changes to pedestrian access would eliminate the need to use the existing at-grade signalized pedestrian crossing of Lincoln Boulevard at Sepulveda Boulevard for most pedestrians,³ and would also eliminate the existing at-grade unsignalized pedestrian crossing of the CTA terminal access ramp from southbound Sepulveda Boulevard onto the 96th Street Bridge at Sky Way. These changes, along with the proposed pedestrian bridges crossing 96th Street and Sepulveda Boulevard, would enhance pedestrian safety by separating pedestrians from vehicles at these busy intersections, which would be a benefit associated with the Proposed Roadway System Refinements.

There is currently a short roadway connecting Sepulveda Boulevard northbound to Vicksburg Avenue northbound via a signalized left turn crossing westbound Century Boulevard. This roadway would be demolished under the Proposed Roadway System Refinements to enable realignment of Segment J (see Attachment 1, Figure 1C, Image 12).

² The elimination of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard was a possibility under the Approved Roadway System, depending on the final design of Project-related improvements at the intersection of Sepulveda Boulevard and Century Boulevard. Specifically, under the Approved Roadway System, the Segment D connection to southbound Sepulveda Boulevard would involve a ramp structure on the west side of Sepulveda Boulevard at Century Boulevard. During preliminary roadway design, it was not certain if there would be sufficient room to accommodate continuation of the sidewalk on the west side of Sepulveda Boulevard. As such, the impact of removal of this segment of sidewalk was not addressed in the Final EIR. During further roadway design undertaken as part of the Proposed Roadway System Refinements, it was concluded that the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard would need to be eliminated; therefore, the impact of the elimination of this sidewalk segment is addressed in this Addendum, including in Section 4.2.8, Transportation, and in Attachment 4.

³ As noted in Attachment 4, virtually all pedestrians who walk on the west side of northbound Sepulveda Boulevard cross Lincoln Boulevard to continue north on Sepulveda Boulevard (or approach from that direction if traveling south) rather than walking towards, or coming from, Lincoln Boulevard west of Sepulveda Boulevard.

The Approved Roadway System would have included a proposed weaving section in the roadways south of Century Boulevard and east of Sepulveda Boulevard. Under the Proposed Roadway System Refinements, instead of a weaving section between Segments K and P, a slip ramp would be added between Segments K and P to simplify vehicle movements in through this section (see Attachment 1, Figure 1D, Image 13).⁴

Instead of full replacement of the existing loop ramp bridge that encircles the 1961 Airport Traffic Control Tower (ATCT), designated Segment L, as contemplated in the Approved Roadway System, the loop bridge would be widened (see Attachment 1, Figure 1D, Image 14). In addition, the existing traffic signal would be retained at Center Way for pedestrian access to the Administration East Building that is adjacent to the ATCT. The Approved Roadway System also would have included a reconfigured airport return section, whereas under the Proposed Refinement, instead of rerouting the airport return, the existing airport return (Segment N) would be retained.

3.3 Construction

The anticipated construction schedule for the Proposed Roadway System Refinements has changed from that identified in the ATMP Final EIR. The ATMP Final EIR identified that construction of the Approved Roadway System would begin in 2022 and extend through mid-2028. Under the refined schedule, construction would begin in early- to mid-2025 and extend through early 2030. The construction activities are proposed to be phased as follows:⁵

- Enabling Projects: 2nd Quarter 2025 through 1st Quarter 2026
- Phase A: 3rd Quarter 2025 through 2nd Quarter 2028
- Phase B: 1st Quarter 2026 through 1st Quarter 2030

There may be breaks in construction to accommodate the 2026 FIFA⁶ World Cup (late 2nd Quarter to early 3rd Quarter 2026) and the 2028 Olympic and Paralympic Games (2nd Quarter 2028 through early 3rd Quarter 2028).

The proposed construction activities would be of the same nature, and at the same scale, as the activities evaluated in the ATMP Final EIR. Moreover, peak construction activities, including peak air pollutant emissions, would be within the levels evaluated in the ATMP Final EIR.

3.4 Acquisitions and Entitlements

The Proposed Roadway System Refinements would require property acquisition as shown in **Table 1**.

⁴ A roadway weaving section is a one-directional section of road where vehicles merge, change lanes, or cross paths. A slip ramp is a short road that allows vehicles to enter or exit a main road. The proposed slip ramp is illustrated in Figure 4 to the left of the letter Q call out.

⁵ Phase A includes improvements proposed to be completed prior to the 2028 Olympic and Paralympic Games, and includes improvements located north of Century Boulevard (i.e., Segments A, C, F, and L; 96th Street improvements; pedestrian bridges; and other improvements). Phase B includes improvements proposed to be completed after the 2028 Olympic and Paralympic Games, and includes work on, and south of, Century Boulevard (i.e., Segments D, K, M, N, NE, and P, and other improvements).

⁶ FIFA is the international governing body of soccer. Commonly known as FIFA, the full name is the Fédération Internationale de Football Association, or the International Federation of Association Football.

Table 1 Property Acquisition Required under Proposed Modifications as Compared to Approved Roadway System¹						
Reference Number ²	Primary Use	Address(es)	Approved Acquisition (Acres) ³	Proposed Acquisition (Acres) ³	Assessor's Parcel Number	Full or Partial Acquisition
1	Commercial parking lot (Wally Park Express Airport Parking)	9600 S. Sepulveda Boulevard ⁴	1.47	Same as approved	4124025049	Full
2	Los Angeles Community College District - site houses airplane hangars used for warehouse purposes	9700 S. Sepulveda Boulevard	2.06 ⁵	2.45	4124026900	Partial
3	LADWP parcel used for commercial parking	9750 S. Vicksburg Avenue ⁶	0.62	0.00	4124027900	None
4	Commercial parking lot (Sunrise LAX Airport Parking)	6155 W. 98 th Street	1.00	0.00	4124027029	None
		6206 W. 96 th Street	0.13	Same as approved	4124027032	Full
		6200 W. 96 th Street	0.13	Same as approved	4124027031	Full
5	Hotel parking lot (Hyatt Regency)	9860 S. Sepulveda Boulevard ⁷	0.00	0.07 ⁸	4124026011	Partial
6	Hotel setback area (Hyatt Regency)	9860 S. Sepulveda Boulevard ⁷	0.00	0.002	4124026011	Partial
Source: City of Los Angeles, ZIMAS, 2019 and 2024; CF Wright and CDM Smith, 2020; Los Angeles World Airports and CDM Smith 2024. Notes: ¹ In addition to property acquisitions, some temporary construction easements and permanent easements (including, but not limited to, aerial easements, setback easements, and drainage easements) would be required in association with the proposed roadway improvement refinements. ² Reference numbers correspond to parcel number identifiers on Figure 5. ³ Acreages are approximate. ⁴ Other addresses associated with this property are 6250 - 6286 W. 96 th Street. ⁵ Area of full parcel is approximately 4.82 acres; only partial acquisition would be required. ⁶ Other address associated with this property is 6175 W. 98 th Street. ⁷ Other addresses associated with this parcel include 6211, 6225, 6251, and 6255 W. Century Boulevard. ⁸ An easement may be obtained instead of acquisition. Area of full parcel is approximately 4.68 acres; only partial acquisition/easement would be required.						

The Proposed Roadway System Refinements would require the entitlements shown in **Table 2**.

Table 2 Anticipated Entitlements for Proposed Roadway System Refinements^{1,2}		
Entitlement/Approval	Project Component	Approximate Location(s)
Variance for Elevated Roadways in the C2-2-[Community Plan Implementation Overlay] CPIO Zone (Chapter 1A - 13.B.5.3)	Elevated Roadway Segments A, D, and F	Los Angeles Community College (LACCD) Parcel at 9700 S. Sepulveda Boulevard; and, Homewood Suites Parcel at 6151 W. Century Boulevard
CPIO Administrative Review for Elevated Roadways in Westchester-Playa del Rey CPIO ³ (Chapter 1A - 13B.3.1)	Elevated Roadway Segments A, D, and F	LACCD Parcel at 9700 S. Sepulveda Boulevard; and, Homewood Suites Parcel at 6151 W. Century Boulevard
CPIO Project Exception for a Pedestrian Bridge in Westchester-Playa del Rey CPIO ³ (Chapter 1A - 13B.4.5)	Sepulveda Boulevard Pedestrian Bridge	Spanning Sepulveda Boulevard north of Century Boulevard at 9860 S. Sepulveda Boulevard
Clarification of [Q] Condition (CLQ) to clarify that all [Q] conditions would be maintained (LAMC 12.32.H)	Sepulveda Boulevard Pedestrian Bridge	Spanning Sepulveda Boulevard north of Century Boulevard at 9860 S. Sepulveda Boulevard
<p>Source: Los Angeles World Airports, CDM Smith, and Psomas, 2024.</p> <p>Notes:</p> <p>¹ The list of anticipated local entitlements is based on current design and preliminary review with the City of Los Angeles Department of City Planning (DCP). The final required entitlements are subject to change based on the final design of the Proposed Roadway System Refinements and are subject to the discretion of the DCP.</p> <p>² In addition to local entitlements, improvements to Sepulveda Boulevard may require highway easements to or from the California Department of Transportation (Caltrans). In addition, placement of elevated structures over Sepulveda Boulevard would require aerial easements from Caltrans.</p> <p>³ As discussed in Section 4.2.6 of this Addendum, the purposes of the Westchester-Playa del Rey CPIO District, as enumerated in Section 1-3 of Ordinance 187155, are focused on land use compatibility and enhancements to the LAX gateway.</p>		

4. EVALUATION OF ENVIRONMENTAL IMPACTS

In performing the required analysis pursuant to CEQA and determining that the criteria are met for use of an addendum, this Addendum compares impacts of the Proposed Roadway System Refinements to impacts of the Approved ATMP as previously analyzed in the certified Final EIR. For purposes of determining whether the Proposed Roadway System Refinements trigger the need to prepare a subsequent EIR pursuant to State CEQA Guidelines Section 15162, this Addendum relies on the evaluation of the environmental resources/issues below and summarizes the responses to whether any of the criteria presented in Section 2 have been met. Justification for the appropriateness of an addendum is provided in Section 5. Finally, the conclusion associated with the analysis of this Addendum is provided in Section 6.

4.1 Environmental Topics/Resource Areas that would not be Affected by the Proposed Refinements

The Notice of Preparation/Initial Study (NOP/IS) for the Approved ATMP (refer to Appendix A of the ATMP Final EIR) and the certified Final EIR analyzed the potential environmental impacts of the ATMP and concluded that implementation of the Approved ATMP would have no impact or a less than significant impact for a number of environmental topics/resource areas. For reasons described in **Table 3**, as with the Approved ATMP, the Proposed Roadway System Refinements would not have impacts related to agriculture and forestry resources, mineral resources, recreation, and wildfire. As with the Approved ATMP, and for reasons described in Table 3, impacts of the Proposed Roadway System Refinements would continue to be less than significant for biological resources, cultural resources (archaeological resources and human remains), geology/soils, hazards and hazardous materials, hydrology/water quality, population and housing, public services, tribal cultural resources, and utilities/service systems. Therefore, the Proposed Roadway System Refinements would not trigger any of the conditions described in State CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR.

Table 3 Environmental Resource Topics Not Affected by the Proposed Roadway System Refinements	
Environmental Resource	Rationale
Agriculture/Forestry Resources	Initial Study concluded that, due to Project location, there would be no impacts to agricultural/forestry resources; the proposed roadway modifications would not alter this conclusion.
Biological Resources	Initial Study concluded that, given the location of the proposed Project within a highly-developed area lacking sensitive biological resources, the proposed Project would have no impacts to sensitive species or habitats, including riparian/wetland areas. The Initial Study concluded that proposed trimming and removal of trees associated with the proposed Project would comply with the Migratory Bird Treaty Act; Sections 3503, 3503.5, 3511, and 3513 of the California Fish and Game Code; and Chapter VI, Sections 62.169 and 62.170, of the Los Angeles Municipal Code and, therefore, would not result in a significant impact to migratory or nesting birds or raptors, or trees protected by City of Los Angeles Ordinance No. 177404. The proposed roadway modifications would not alter these conclusions.

Table 3 Environmental Resource Topics Not Affected by the Proposed Roadway System Refinements	
Environmental Resource	Rationale
Cultural Resources (archaeological resources and human remains)	Initial Study concluded that the proposed Project would have less than significant impacts to archaeological resources and human remains because these resources are not known to be present in or near the Project area, and construction would be conducted in accordance with LAWA's Archaeological Treatment Plan and state and local regulations regarding discovery of human remains. The proposed roadway modifications would not alter this conclusion.
Geology/Soils	Initial Study concluded that, due to Project location, site geologic conditions, and compliance with Los Angeles Building Code (LABC) and Uniform Building Code (UBC) requirements, as well as LAWA's Paleontological Management Treatment Plan, there would be no significant impacts to geology/soils, including paleontological resources; the proposed roadway modifications would not alter this conclusion.
Hazards and Hazardous Materials	<p>Initial Study concluded that, due to Project location and compliance with existing federal, state, and local regulations and LAWA's Design and Construction Handbook, the proposed Project would not have significant impacts related to: environmental hazards from transportation, use, or disposal of hazardous materials; schools in relation to use of hazardous materials; implementation of an emergency response/evacuation plan; or wildland fires. The proposed roadway modifications would not alter these conclusions.</p> <p>As discussed in the Final EIR, the approved roadway improvements would include a segment that is located partially along the eastern boundary of the AlliedSignal/Honeywell site. While the proposed roadway modifications would slightly alter the alignment of this segment, it would continue to be located on the eastern boundary of the Allied Signal/Honeywell site. There are several groundwater monitoring wells along the eastern edge of this site, and construction of this portion of the roadway improvements under the approved plan or the modified plan could require closure of one or more of these groundwater monitoring wells. Closure of monitoring wells would not interfere with remediation at the Allied Signal/ Honeywell site as they are not used in the remediation process. Moreover, the roadway improvements would not preclude additional monitoring wells from being installed in the future should they be required. Consequently, the removal of these monitoring wells would not have an impact on human health or the environment. Therefore, construction of roadway improvements on and adjacent to a site with known contamination would not result in releases of hazardous materials and the impacts would be less than significant. The proposed roadway modifications would not alter this conclusion.</p>
Hydrology/Water Quality	Initial Study concluded that, due to Project location and compliance with state and local water quality regulatory programs and requirements, the proposed Project would have no significant impacts related to surface or groundwater quality, groundwater supplies/ recharge, drainage patterns, or flooding/inundation, and would not conflict with or obstruct water quality plans. The proposed roadway modifications would not alter these conclusions.
Mineral Resources	Initial Study concluded that, due to Project location, there would be no impacts to mineral resources; the proposed roadway modifications would not alter this conclusion.
Population and Housing	Initial Study concluded that there would be no significant impacts to population and housing because the proposed Project would not affect existing or planned housing and would not directly or indirectly induce any population growth in the area; the proposed roadway modifications would not alter this conclusion.

Table 3 Environmental Resource Topics Not Affected by the Proposed Roadway System Refinements	
Environmental Resource	Rationale
Public Services	<p>Initial Study concluded that the proposed Project would have less than significant impacts related to police and fire protection as the proposed Project would not require construction of new facilities or the expansion of existing facilities; the proposed roadway modifications would not alter this conclusion.</p> <p>The Initial Study also concluded that the proposed Project would have no impact on parks and other public facilities, as the proposed Project would not affect existing, or result in the need for new, parks or other public facilities; the proposed roadway modifications would not alter this conclusion.</p> <p>Regarding schools, the Initial Study concluded that the proposed Project would not contribute to a direct increase in demand for schools. The Initial Study also concluded that, although the proposed Project would require the acquisition of a portion of a Los Angeles Community College District property, at the time of EIR preparation, only one course per quarter took place* on the property (which is not located on a college campus), and that it is reasonable to assume that the warehousing use and related instructional function could be relocated to another commercial or light industrial parcel in the greater Project area without adversely affecting the performance objectives of the facility. Therefore, the impact of the proposed Project on schools was determined to be less than significant; the proposed roadway modifications would not alter this conclusion. (Proposed changes related to acquisition of the Los Angeles Community College District property will be addressed in the Land Use and Planning section.)</p> <p>*Per the West Los Angeles College Fall 2024 Class Schedule, no classes are listed as being held at this facility.</p>
Recreation	<p>Initial Study concluded that, due to Project location and the conclusion that the Project would not directly or indirectly induce population growth in the area, there would be no impacts to recreation; the proposed roadway modifications would not alter this conclusion.</p>
Tribal Cultural Resources	<p>Initial Study concluded that the proposed Project would have no significant impacts to tribal cultural resources because these resources are not present in or near the Project area. As discussed in Section 4.2 of the Final EIR, in response to subsequent concerns raised by the Gabrielino Band of Mission Indians – Kizh Nation, and at the request of FAA, LAWA agreed to implement measures prior to initiation of Project-related grading or excavation activities to ensure the expertise of the local tribal monitor is respected. The proposed roadway modifications would not alter these conclusions because the proposed revisions would also be subject to the same measures.</p>
Utilities/Service Systems	<p>Initial Study concluded that the proposed Project would have no significant impacts relative to wastewater treatment and solid waste. The proposed roadway modifications would not alter this conclusion.</p> <p>The Final EIR concluded that the proposed Project would have a less than significant impact relative to water supply and wastewater generation. The proposed roadway modifications would not alter this conclusion.</p>
Wildfire	<p>Initial Study concluded that the proposed Project would have no significant impacts relative to wildfire; the proposed roadway modifications would not alter this conclusion.</p>

4.2 Environmental Topics/Resource Areas that would be Affected by the Proposed Refinements but would not Result in any New Significant or Substantially More Severe Impacts

In performing the required analysis pursuant to CEQA and determining that the criteria are met for use of an addendum, this Addendum compares impacts of the Proposed Roadway System Refinements to impacts of the Approved ATMP as previously analyzed in the certified Final EIR. For purposes of this Addendum, the following environmental topic/resource areas evaluated in the Final EIR were reviewed through use of an Environmental Review Checklist:

- Aesthetics
- Air Quality and Human Health Risk
- Cultural Resources (Historical Resources)
- Energy
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation

The Environmental Review Checklist provided below follows the basic format of a typical CEQA Initial Study environmental checklist but has been tailored to review whether any of the conditions set forth in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent EIR are met.

As demonstrated in the evaluation in the Environmental Review Checklist, none of the CEQA criteria presented in Section 2 requiring the preparation of a subsequent EIR would occur as a result of the Proposed Roadway System Refinements.

Environmental Review Checklist

4.2.1 Aesthetics

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section I, Aesthetics, of the Initial Study, included as Appendix A of the Final EIR, addresses potential impacts to aesthetics from implementation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project have a substantial adverse effect on a scenic vista?**
- **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**
- **If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?**
- **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The Initial Study concluded that the Approved ATMP would have no significant impacts related to aesthetics; as such, no further evaluation of aesthetics-related impacts was included in the Final EIR.

The ATMP Project site is located primarily within the northern and eastern portions of LAX and is not a prominent feature in any scenic vista. Broad scenic views of the Santa Monica Mountains in the distance beyond LAX are available from some higher elevation locations to the south of LAX, including Interstate 105 (I-105) located approximately 0.60 mile south of the Project site. The Project site is part of the intervening development visible at a lower elevation between I-105 and the mountains. However, the Project site is not visually distinct and does not detract from the mountain views. Moreover, the Project site is not within the direct viewshed of north-facing residences in the City of El Segundo.

As discussed in Section 3.2 of this Addendum, the Proposed Roadway System Refinements include new elevated structures (two pedestrian overcrossing bridges) that were not included in the Approved Roadway System or addressed in the Final EIR. In addition, the locations of some of the previously-approved elevated roadways system improvements would be modified. As with the elevated structures included in the Approved ATMP (i.e., Concourse 0 and Terminal 9 [neither of which would be modified by the Proposed Roadway System Refinements], and elements of the Approved Roadway System), implementation of the Proposed Roadway System Refinements would not contribute to, or detract from, views of or from the Santa Monica Mountains or Pacific Ocean (i.e., scenic vistas) and there would be no adverse effects on scenic vistas.

As with the Approved ATMP, the Proposed Roadway System Refinements would not be located adjacent to or within the viewshed of a scenic highway. Further, the Proposed Roadway System Refinements would

be consistent with the aesthetics of the surrounding on- and off-airport land uses, and would be consistent with other regulations governing scenic quality, including the LAX Design Guidelines, which are intended to integrate the design of new and existing facilities and to create an improved passenger experience that honors LAX’s history and Mid-Century Modern architecture, while providing design guidance for new construction and major renovations as part of the modernization of LAX.⁷ The LAX Design Guidelines apply to all LAWA projects at LAX, including the Proposed Roadway System Refinements. Materials used for the Proposed Roadway System Refinements, including the pedestrian overcrossing bridges, would utilize low-reflective materials to minimize any introduced sources of daytime or nighttime glare within the area. Additionally, the sources of light and glare associated with the Proposed Roadway System Refinements would comply with Los Angeles Municipal Code (LAMC) Section 12.50 to avoid hazards to aircrafts by limiting illumination within portions of the Project site that fall within an airport hazard area.⁸ As with the Approved ATMP, the Proposed Roadway System Refinements would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the impacts identified in the Final EIR related to aesthetics.

4.2.2 Air Quality and Human Health Risk

Air Quality

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.1.1, Air Quality, of the Final EIR addresses potential impacts to air quality from construction and operation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project result in estimated incremental increases in construction-related emissions that are greater than the daily mass emission thresholds established by SCAQMD?**
- **Would the project result in estimated incremental ambient concentrations due to construction-related emissions that would be greater than the concentration thresholds established by SCAQMD?**

The Final EIR concluded that the Approved ATMP would have significant and unavoidable Project-related and cumulative impacts on criteria pollutant emissions from construction. The Proposed Roadway System Refinements would not materially change the construction-related air quality impact conclusions of the Final EIR analysis, as the scale of the changes associated with the Proposed Roadway System Refinements is not substantial when compared to the construction activities identified and analyzed in the Final EIR. Moreover, Project-related construction activities related to the Proposed Roadway System Refinements

⁷ City of Los Angeles, Los Angeles World Airports, *LAX Design Guidelines*, March 24, 2017.

⁸ City of Los Angeles, Los Angeles Municipal Code, Chapter I General Provisions and Zoning, Article 2 Specific Planning – Zoning – Comprehensive Zoning Plan, Section 12.50, *Airport Approach Zoning Regulations*, effective July 1, 2000. Available: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-118331.

would be subject to the mitigation measures identified in the Final EIR and the Mitigation Monitoring and Reporting Program (MMRP), including the following:

- MM-AQ/GHG (ATMP)-1. Rock Crushing Operations
- MM-AQ/GHG (ATMP)-2. Use of Renewable Diesel Fuel
- MM-C (ATMP)-1. Construction Mitigation Oversight

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the significant impacts identified in the Final EIR for construction-related air quality impacts.

- **Would the project result in estimated incremental increases in operations-related emissions that are greater than the daily mass emission thresholds established by SCAQMD?**
- **Would the project result in estimated incremental ambient concentrations due to operations-related emissions that would be greater than the concentration thresholds established by SCAQMD?**

The Final EIR concluded that the Approved ATMP would have significant and unavoidable Project-related and cumulative impacts on criteria pollutant emissions (oxides of nitrogen [NO_x], sulfur oxides [SO_x], and particulate matter with an aerodynamic diameter less than or equal to 10 micrometers [PM₁₀]) from operations, as well as significant and unavoidable Project-related and cumulative concentration impacts (PM₁₀).

As discussed in Section 3.2 of this Addendum, the Proposed Roadway System Refinements would include realignment of roads and ramps and other modifications to lanes. As discussed in Section 4.2.8 of this Addendum, these modifications would cause the total Project-related vehicle miles traveled (VMT) to slightly increase compared to the total Project-related VMT identified in the Final EIR. The increase in VMT would be approximately one-tenth of one percent (0.001) of the total future roadway VMT with implementation of the Approved Project with the proposed roadway system refinements. Criteria pollutant emission calculations were revised to evaluate if the Proposed Roadway System Refinements would substantially change the conclusions of the Final EIR. The results of this analysis are presented in the tables below. As was done in the ATMP Final EIR, emissions were compared to 2018 Baseline conditions to determine significance (**Table 4** and **Table 5**), and were compared to 2028 Future Without Project conditions for informational purposes (**Table 6** and **Table 7**). As shown in Tables 6 and 7, under the Proposed Roadway System Refinements, criteria pollutant emissions from traffic and parking would increase by less than 1 percent for each pollutant compared to the results for the Approved ATMP in the Final EIR.

While criteria pollutant emissions would increase for the 2028 With Project plus Proposed Roadway Refinements, as compared to the 2028 With Approved Project, the significance conclusions would not change, nor would there be a substantial increase in emissions. Changes to the operational emissions as compared to the Approved Project are shown in bold italic text in Tables 4 and 6 below.

Table 4 compares emissions from the Approved Project with the Proposed Roadway Refinements to 2018 baseline emissions. As noted above, results are compared to the thresholds to determine if emissions would result in significant impacts.

Table 4 Operational Emissions – 2028 With Project plus Proposed Roadway Refinements Compared to 2018 Baseline						
Scenario	CO (lbs/day)	VOC (lbs/day)	NO _x (lbs/day)	SO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
2018 Baseline						
Aircraft & APU	24,618	4,358	25,176	2,249	254	254
GSE	6,583	140	955	1	26	23
Traffic & Parking	24,138	825	4,559	63	2,555	813
Stationary	0	0	0	0	0	0
2018 Baseline Totals	55,339	5,323	30,690	2,314	2,834	1,090
2028 With Project plus Proposed Roadway Refinements ^a						
Aircraft & APU	31,515	4,350	31,058	2,748	291	291
GSE	4,111	46	386	1	8	7
<i>Traffic & Parking</i>	<i>13,452</i>	<i>381</i>	<i>1,598</i>	<i>51</i>	<i>2,765</i>	838
Stationary	11	7	20	<1	1	1
<i>2028 With Project plus Proposed Roadway Refinements Totals</i>	<i>49,089</i>	<i>4,784</i>	<i>33,062</i>	<i>2,800</i>	<i>3,065</i>	<i>1,136</i>
Incremental Changes						
Aircraft & APU	6,897	(8)	5,882	499	37	37
GSE	(2,471)	(94)	(569)	0	(18)	(16)
<i>Traffic & Parking</i>	<i>(10,686)</i>	<i>(444)</i>	<i>(2,961)</i>	<i>(12)</i>	<i>210</i>	25
Stationary	11	7	20	<1	1	1
<i>Incremental Change Totals</i>	<i>(6,249)</i>	<i>(539)</i>	<i>2,372</i>	<i>487</i>	<i>230</i>	<i>47^b</i>
Threshold	550	55	55	150	150	55
Significant?	No	No	Yes	Yes	Yes	No
Source: ATMP Final EIR Table 4.1.1-10 (2018 Baseline emissions and 2028 With Project non-traffic/parking emissions); CDM Smith, 2024 (2028 emissions With Project plus Proposed Roadway Refinements). Notes: Changes to the operational emissions as compared to the Approved Project are shown in bold italic text. Parentheses indicate negative values. Numbers may not total due to rounding. ^a 2028 emissions from sources other than traffic & parking would not change from the Final EIR. ^b The value in the Final EIR (31) was in error and should have been 47. Therefore, the value associated with the Proposed Roadway Refinements would be the same as the Approved Project. Key: APU = auxiliary power units; CO = carbon monoxide; GSE = ground support equipment; lbs/day = pounds per day; NO _x = nitrogen oxides; PM ₁₀ = respirable particulate matter; PM _{2.5} = fine particulate matter; SO _x = sulfur oxides; VOC = volatile organic compounds						

Table 5 presents a comparison of operational traffic and parking emissions associated with the Approved Project and the Proposed Roadway Refinements, the incremental changes in those emissions compared to 2018 Baseline conditions, and significance conclusions.

Table 5 Operational Emissions – 2028 with Approved Project Compared to 2028 with Approved Project plus Proposed Roadway Refinements Compared to 2018 Baseline						
Scenario	CO (lbs/day)	VOC (lbs/day)	NO _x (lbs/day)	SO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
2028 With Project Traffic & Parking						
Approved Project	13,438	380	1,597	50	2,762	838
Approved Project With Refinements	13,452	381	1,598	51	2,765	838
2028 With Project Totals (All Sources)						
Approved Project	49,075	3,851	33,061	2,800	3,062	1,136
Approved Project With Refinements	49,089	4,784	33,062	2,800	3,065	1,136
Incremental Changes Compared to 2018 Baseline - Traffic & Parking						
Approved Project	(10,700)	(445)	(2,962)	(13)	207	25
Approved Project With Refinements	(10,686)	(444)	(2,961)	(12)	210	25
Incremental Change Compared to 2018 Baseline - Totals (All Sources)						
Approved Project	(6,264)	(667)	2,371	486	171	47 ^a
Approved Project With Refinements	(6,249)	(539)	2,372	487	230	47
Threshold	550	55	55	150	150	55
Significant?						
Approved Project	No	No	Yes	Yes	Yes	No
Approved Project With Refinements	No	No	Yes	Yes	Yes	No
Source: ATMP Final EIR Table 4.1.1-10 (Approved Project emissions); CDM Smith, 2024 (Approved Project with Refinements emissions). Notes: Parentheses indicate negative values. ^a The value in the Final EIR (31) was in error and should have been 47. Key: CO = carbon monoxide; lbs/day = pounds per day; NO _x = nitrogen oxides; PM ₁₀ = respirable particulate matter; PM _{2.5} = fine particulate matter; SO _x = sulfur oxides; VOC = volatile organic compounds						

Table 6 compares emissions from the Approved Project with the Proposed Roadway Refinements to 2028 emissions without the Project. As noted above, this comparison is provided for informational purposes only.

Table 6 Operational Emissions – 2028 With Project plus Proposed Roadway Refinements Compared to 2028 Without Project						
Scenario	CO (lbs/day)	VOC (lbs/day)	NO _x (lbs/day)	SO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
2028 Without Project						
Aircraft & APU	31,471	4,327	31,085	2,753	297	297
GSE	4,111	46	386	1	8	7
Traffic & Parking	13,262	380	1,585	50	2,712	822
Stationary	0	0	0	0	0	0
2028 Without Project Totals	48,845	3,820	33,057	2,804	3,016	1,125
2028 With Project plus Proposed Roadway Refinements ^a						
Aircraft & APU	31,515	4,350	31,058	2,748	291	291
GSE	4,111	46	386	1	8	7
<i>Traffic & Parking</i>	<i>13,452</i>	<i>381</i>	<i>1,598</i>	<i>51</i>	<i>2,765</i>	838
Stationary	11	7	20	<1	1	1
<i>2028 With Project plus Proposed Roadway Refinements Totals</i>	<i>49,089</i>	<i>4,784</i>	<i>33,062</i>	2,800	<i>3,065</i>	<i>1,136</i>
Incremental Changes						
Aircraft & APU	43	23	(27)	(5)	(6)	(6)
GSE	0	0	0	0	0	0
<i>Traffic & Parking</i>	<i>190</i>	<i>1</i>	<i>13</i>	<i>1</i>	<i>53</i>	16
Stationary	11	7	20	<1	1	1
<i>Incremental Change Totals</i>	<i>244</i>	31	<i>6</i>	<i>(4)</i>	<i>48</i>	<i>11</i>
Threshold	550	55	55	150	150	55
Exceeds Threshold? ^b	No	No	No	No	No	No
Source: ATMP Final EIR Table 4.1.1-11 (2028 Without Project emissions and 2028 With Project non-traffic/parking emissions); CDM Smith, 2024 (2028 emissions With Project plus Proposed Roadway Refinements). Notes: Changes to the operational emissions as compared to the Approved Project are shown in bold italic text. Parentheses indicate negative values. Numbers may not total due to rounding. ^a 2028 emissions from sources other than traffic & parking would not change from the Final EIR. ^b The 2028 With Project plus Proposed Roadway Refinements scenario was compared to the 2028 Without Project scenario for informational purposes; however, the level of significance of Project-related emissions was not determined using this comparison. Key: APU = auxiliary power units; CO = carbon monoxide; GSE = ground support equipment; lbs/day = pounds per day; NO _x = nitrogen oxides; PM ₁₀ = respirable particulate matter; PM _{2.5} = fine particulate matter; SO _x = sulfur oxides; VOC = volatile organic compounds						

Table 7 presents a comparison of operational traffic and parking emissions associated with the Approved Project and the Proposed Roadway Refinements, the incremental changes in those emissions compared to 2028 Without Project conditions, and emissions levels as compared to thresholds of significance.⁹

⁹ Both the 2028 With Approved Project scenario and the 2028 With Project plus Proposed Roadway Refinements scenario were compared to the 2028 Without Project scenario for informational purposes; however, the level of significance of Project-related emissions was not determined using this comparison.

Table 7 Operational Emissions – 2028 with Approved Project Compared to 2028 with Approved Project With Refinements Compared to 2028 Without Project						
Scenario	CO (lbs/day)	VOC (lbs/day)	NO _x (lbs/day)	SO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
2028 With Project Traffic & Parking						
Approved Project	13,438	380	1,597	50	2,762	838
Approved Project With Refinements	13,452	381	1,598	51	2,765	838
2028 With Project Totals (All Sources)						
Approved Project	49,075	3,851	33,061	2,800	3,062	1,136
Approved Project With Refinements	49,089	4,784	33,062	2,800	3,065	1,137
Incremental Changes Compared to 2028 Without Project - Traffic & Parking						
Approved Project	176	<1	12	<1	50	16
Approved Project With Refinements	190	1	13	1	53	16
Incremental Change Compared to 2028 Without Project - Totals (All Sources)						
Approved Project	230	31	5	(5)	46	10
Approved Project With Refinements	244	31	6	(4)	48	11
Threshold	550	55	55	150	150	55
Exceeds Threshold?^a						
Approved Project	No	No	No	No	No	No
Approved Project With Refinements	No	No	No	No	No	No
Source: ATMP Final EIR Table 4.1.1-11 (Approved Project emissions); CDM Smith 2024 (Approved Project With Refinements). Notes: Parentheses indicate negative values. ^a Both the 2028 With Approved Project scenario and the 2028 With Approved Project plus Proposed Roadway Refinements scenario were compared to the 2028 Without Project scenario for informational purposes; however, the level of significance of Project-related emissions was not determined using this comparison. Key: CO = carbon monoxide; lbs/day = pounds per day; NO _x = nitrogen oxides; PM ₁₀ = respirable particulate matter; PM _{2.5} = fine particulate matter; SO _x = sulfur oxides; VOC = volatile organic compounds						

The increase in criteria pollutant emissions under the Proposed Roadway System Refinements would also be expected to increase the modeled pollutant concentrations in the Final EIR. However, the minor increases in emissions would not cause pollutant concentrations to substantially increase. No new significant air pollutant concentration impacts would occur and there would be no increase in the severity of the significant and unavoidable Project-related and cumulative concentration PM₁₀ impacts identified in the Final EIR.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the significant impacts identified in the Final EIR for operations-related air quality impacts.

Human Health Risk

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.1.2, Human Health Risk, of the Final EIR addresses potential impacts to human health risk from construction and operation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project result in an increased incremental cancer risk greater than, or equal to, 10 in 1 million (10 x 10⁻⁶) for potentially exposed off-airport workers, residents, or school children?**
- **Would the project result in a cancer burden greater than, or equal to 0.5 excess cancer cases in areas within the greater than 1 in 1 million zone of impact?**
- **Would the project result in a total incremental chronic hazard index (HI) greater than, or equal to, 1 for any target organ system at any receptor location?**
- **Would the project result in a total incremental acute HI greater than, or equal to, 1 for any target organ system at any receptor location?**

As noted above under Air Quality, the Proposed Roadway System Refinements would not materially change the construction-related air quality impact conclusions of the Final EIR analysis, as the scale of the changes associated with the Proposed Roadway System Refinements is not substantial when compared to the construction activities identified and analyzed as the Approved ATMP in the Final EIR.

The Proposed Roadway System Refinements would cause the VMT to slightly increase compared to the VMT evaluated in the Final EIR. These increases would be approximately one-tenth of one percent (0.001) for operational VMT emissions. The human health risk findings in the Final EIR were found to be less than significant for cancer risks and non-cancer chronic and acute health hazards, with peak risk levels being at or below approximately one-half of the associated significance threshold. The slight increase in VMT-related emissions under the Proposed Roadway System Refinements would not materially change the peak risk levels for cancer risks and non-cancer chronic and acute health hazards. Therefore, with implementation of the Proposed Roadway System Refinements, Project-related health risks would not exceed any of the health risk thresholds.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the impacts identified in the Final EIR for any health risk threshold.

- **Would the project result in an exceedance of Permissible Exposure Limits - Time Weighted Average or Threshold Limit Values for workers?**

The Final EIR concluded that the Approved ATMP would have a less than significant impact relative to human health risk related to toxic air contaminant emissions impacts to workers. As noted above, the Proposed Roadway System Refinements would not materially change the construction or operations-related health risk impact conclusions of the Final EIR analysis, as the scale of the changes associated with the Proposed Roadway System Refinements is not substantial when compared to the activities identified

and analyzed as the Approved ATMP in the Final EIR. The findings in the Final EIR relative to occupational exposure impacts were orders of magnitude below the California Division of Occupational Safety and Health (CalOSHA) Permissible Exposure Limits. As such, the Proposed Roadway System Refinements would not exceed the thresholds for occupational exposure.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the impacts identified in the Final EIR for any health risk related to occupational exposure.

4.2.3 Cultural Resources (Historical Resources)

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.2, Cultural Resources, of the Final EIR addresses potential impacts to historical resources from implementation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR. Details regarding this evaluation are provided in **Attachment 2** of this Addendum.

- **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5?**

As discussed in the Final EIR, the Project area contains four properties that have been identified as eligible for historical listing and considered historical resources for the purposes of CEQA (refer to Figure 1 in Attachment 2 of this Addendum). These consist of:

- Original (1961) Airport Traffic Control Tower (or “ATCT”) at the eastern end of the CTA [eligible for listing as a City of Los Angeles Historic-Cultural Monument]
- Former Union Savings and Loan building at 9800 S. Sepulveda Boulevard [eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument]
- Former Aircraft School Building at 9700 S. Sepulveda Boulevard [eligible for listing in the National Register, California Register, and as a City of Los Angeles Historic-Cultural Monument]
- Former McCulloch Building (now H Hotel/Homewood Suites) at 6151 W. Century Boulevard [eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument]

The Final EIR concluded that the Approved ATMP, including the Approved Roadway System, would have a less than significant impact on historical resources.

Attachment 2 of this Addendum evaluates the impacts of the Proposed Roadway System Refinements on the four historical resources in the Project vicinity. As shown in Figures 1 and 2 of Attachment 2, the Proposed Roadway System Refinements would modify the alignment of roadways in the vicinity of the four aforementioned historical resources as compared to alignment of roadways under the Approved Roadway System. The most notable change associated with the Proposed Roadway System Refinements would be in the vicinity of the former Aircraft School Building where, as discussed in Section 3.2 of this

Addendum, elevated roadways would be closer to the Aircraft School building to the south (approximately 38 feet as compared to 65 feet) and to the east (approximately 90 feet as compared to 327 feet), but farther away to the west (approximately 70 feet as compared to 45 feet).

The evaluation in Attachment 2 determined that, as with the Approved ATMP, the Proposed Roadway System Refinements would not result in physical alteration of the structure and materials of any of the four historical resources. However, similar to the Approved ATMP, the roadway modifications would introduce elevated roadways in the near vicinity of the historical resources, particularly the former Aircraft School Building, and the immediate surroundings of the four resources would be altered. As discussed in the ATMP Final EIR, the immediate surroundings of the former Aircraft School Building and the other historical resources have undergone numerous alterations since the original construction of these historical resources and the larger setting is not critical to understanding the historic significance of these resources. Therefore, these resources would remain eligible for historical listing. Further, the character-defining features and form of these resources would remain intact, and the buildings would continue to convey their historic significance.

Thus, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the impacts identified in the Final EIR to historical resources.

4.2.4 Energy

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.3, Energy, of the Final EIR addresses potential impacts related to energy from implementation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

The Final EIR determined that, while construction and operation of the Approved ATMP would result in increased energy demand, the Project would comply with federal, state, and local regulations and policies aimed at reducing energy demand associated with building energy use, water demand, wastewater generation, vehicle fuels, and construction equipment, including California's green building code requirements and LAWA's Design and Construction Handbook. In addition, electricity supplied to the Approved ATMP would be required to comply with California's aggressive renewable portfolio standard. Therefore, construction and operation of the Approved ATMP would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy.

The Proposed Roadway System Refinements would not materially change the construction or operations-related energy impact conclusions of the Final EIR analysis. With respect to construction, the scale of the changes associated with the Proposed Roadway System Refinements is not substantial when compared to the construction activities identified and analyzed in the Final EIR. With respect to operations, the

proposed refinements would not result in any changes to electricity consumption, natural gas consumption, or fuel consumption by aircraft auxiliary power units (APUs), or ground support equipment (GSE). The Proposed Roadway System refinements would result in a slight increase in VMT (approximately one-tenth of one percent of the total future roadway VMT with implementation of the Approved Project with the proposed roadway system refinements), resulting in a slight increase in motor vehicle-related fuel consumption. **Table 8** below shows the minor change (less than one-tenth of one percent) in gasoline and fuel consumption that would occur with the Proposed Roadway System Refinements.

Table 8 2028 Operational Vehicle and Transportation-Related Fuel Consumption and Energy Use Approved Project Compared to Approved Project plus Proposed Roadway Refinements				
Source	Fuel Type	Estimated Fuel Consumption in Approved ATMP (gallons per year)	Estimated Fuel Consumption with Proposed Roadway System Refinements (gallons per year)	Total Changes in Energy Use (gallons per year)
Motor Vehicles	Diesel	7,495,986	7,496,801	815
	Gasoline	86,995,316	87,082,458	87,141
Source: ATMP Final EIR Attachment F2 (page 143 of the PDF) (Approved Project fuel consumption); CDM Smith 2024 (Approved Project With Refinements).				

Although the Proposed Roadway System Refinements would result in a slight increase in fuel consumption, the Project with the refinements would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would not result in a new significant impact or a substantial increase in the severity of the impacts identified in the Final EIR with respect to energy consumption.

- **Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

The objectives, goals, and requirements of the Approved ATMP support LAWA's commitments to energy efficiency and sustainability. The Final EIR determined that the Approved ATMP would support state, regional, and local efforts to increase the use of renewable energy and improve energy efficiency and, thus, would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. While there would be a slight increase in fuel consumption from vehicles accessing the airport compared to what was analyzed in the Final EIR, this increase in fuel consumption would not interfere with the various renewable energy and energy efficiency requirements of the LAMC, the Los Angeles Green Building Code (LAGBC), LAWA, and the Los Angeles Department of Water and Power (LADWP).

The Proposed Roadway System Refinements would not conflict with or obstruct a state or local plan for renewable energy use or energy efficiency, and no effect beyond that identified in the Final EIR would occur. Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the impacts identified in the Final EIR related to energy plans.

4.2.5 Greenhouse Gas Emissions

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.4, Greenhouse Gas Emissions, of the Final EIR addresses potential impacts related to emissions of greenhouse gases (GHG) from implementation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

The Final EIR concluded that the Approved ATMP would have significant and unavoidable Project-related and cumulative impacts on GHG emissions from combined construction and operations. The Proposed Roadway System Refinements would not materially change the construction-related component of the GHG impact conclusions of the Final EIR analysis, as the scale of the changes associated with the Proposed Roadway System Refinements is not substantial when compared to the construction activities identified and analyzed in the Final EIR.

Because the proposed roadway system modifications would slightly increase VMT emissions during operations, GHG emissions from passenger-related motor vehicles (autos) would also increase. GHG emission calculations were revised to evaluate if the Proposed Roadway System Refinements would substantially change the conclusions of the Final EIR. The revised emission calculations for autos are provided in the tables below; these calculations demonstrate that the increase in GHG emissions compared to the Approved ATMP would not result in a new significant impact or a substantial increase in the severity of a significant impact. As was done in the ATMP Final EIR, future Project-related GHG emissions (with the proposed refinements) were compared to 2018 Baseline conditions to determine significance (**Table 9** and **Table 10**) and were compared to 2028 Future Without Project conditions for informational purposes (**Table 11** and **Table 12**). Changes to the GHG emissions as compared to the Approved Project are shown in bold italic text in Tables 9 and 11 below.

Table 9 Construction (Amortized) and Operational GHG Emissions for the 2028 Proposed Project plus Proposed Roadway Refinements as Compared to 2018 Baseline Conditions						
Emission Source	Baseline Conditions (2018)		Proposed Project with Refinements (2028)		Incremental Difference	
	MT/Yr CO ₂ e	Percent of Total	MT/Yr CO ₂ e	Percent of Total	MT/Yr CO ₂ e	Percent Change
Aircraft	930,589	43	1,142,950	52	212,362	22.8
APUs	45,135	2	48,941	2	3,806	8.4
GSE	27,723	1	19,626	1	(8,098)	(29.2)
Natural Gas Combustion	28,834	1	29,555	1	721	2.5
Landscaping ^c	n/a	n/a	<1	<1	<1	100
Water Usage ^c	n/a	n/a	3,862	<1	3,862	100
Waste Generation ^c	n/a	n/a	1,355	<1	1,355	100
In-Basin Electrical Demand	58,927	3	63,052	3	4,125	7.0
Emergency Generator	n/a	n/a	31	<1	31	100
On-Airport Vehicles	9,637	<1	9,637	<1	0	0
<i>Autos</i>	1,020,793	47	<i>861,013</i>	39	<i>(159,780)</i>	<i>(15.7)</i>
Parking	30,186	1	27,003	1	(3,183)	(10.5)
Construction ^a	--	--	3,686	<1	3,686	100
TOTALS^b	2,151,823	100	2,210,712	100	58,889	2.7
Source: ATMP Final EIR Table 4.4-5 (2018 Baseline GHG emissions and 2028 With Project non-auto related GHG emissions); CDM Smith, 2024 (2028 GHG emissions With Project plus Proposed Roadway Refinements). Notes: Changes to the GHG emissions as compared to the Approved Project are shown in bold italic text. Parentheses indicate negative values. ^a Construction-related GHG emissions, including incremental emissions related to runway closures, amortized over 30 years. ^b Numbers may not add due to rounding. ^c Emissions for baseline conditions in 2018 were obtained from the Airport Carbon and Emissions Reporting Tool (ACERT) used to calculate emissions for the 2018 Airport Carbon Accreditation program submission, while emissions for 2028 were estimated from CalEEMod. Because of the difference in emission calculation methods, the emission categories could not be exactly matched. Key: APU = auxiliary power unit; GSE = ground service equipment; CO ₂ e = carbon dioxide equivalent; MT/year = metric tons per year						

Table 10 Construction (Amortized) and Operational GHG Emissions for the Approved Project Compared to the Approved Project plus Roadway Refinements Compared to 2018 Baseline				
Emission Source	2028 With Project		Incremental Difference (Compared to 2018 Baseline)	
	MT/Yr CO ₂ e	Percent of Total	MT/Yr CO ₂ e	Percent Change
Autos				
Approved Project	860,226	39	(160,567)	(15.7)
Approved Project With Refinements	861,013	39	(159,780)	(15.7)
TOTALS				
Approved Project	2,209,922	100	58,099	2.7
Approved Project With Refinements	2,210,712	100	58,889	2.7
Source: ATMP Final EIR Table 4.4-5 (Approved Project GHG emissions); CDM Smith, 2024 (Approved Project with Refinements GHG emissions). Note: Parentheses indicate negative values. Key: CO ₂ e = carbon dioxide equivalent; MT/year = metric tons per year				

Table 11 Construction (Amortized) and Operational GHG Emissions for the 2028 Proposed Project plus Proposed Roadway Refinements as Compared to Future Without the Project						
Emission Source	2028 Without Project		2028 With Project plus Refinements		Incremental Difference	
	MT/Yr CO ₂ e	Percent of Total	MT/Yr CO ₂ e	Percent of Total	MT/Yr CO ₂ e	Percent Change
Aircraft	1,143,999	52	1,142,950	52	(1,048)	(0.1)
APUs	50,253	2	48,941	2	(1,312)	(2.6)
GSE	19,626	1	19,626	1	0	0.0
Natural Gas Combustion	28,834	1	29,555	1	721	2.5
Landscaping ^c	n/a	n/a	<1	<1	<1	100
Water Usage ^c	n/a	n/a	3,862	<1	3,862	100
Waste Generation ^c	n/a	n/a	1,355	<1	1,355	100
In-Basin Electrical Demand	58,927	3	63,052	3	4,125	7.0
Emergency Generator	n/a	n/a	31	<1	31	100
On-Airport Vehicles	9,637	<1	9,637	<1	0	0
<i>Autos</i>	849,057 ^d	39 ^d	<i>861,013</i>	39	<i>11,956</i>	<i>1.4</i>
Parking	26,494 ^d	1	27,003	1	509	1.9
Construction ^a	--	--	3,686	<1	3,686	100
TOTALS^b	2,186,825^d	100	2,210,712	100	23,886	1.1
Source: ATMP Final EIR Table 4.4-6 and Final EIR Attachment F2 (page 140 of the PDF) (2028 Without Project GHG emissions and 2028 With Project non-auto related GHG emissions); CDM Smith, 2024 (2028 GHG emissions With Project plus Proposed Roadway Refinements). Notes: Changes to the GHG emissions as compared to the Approved Project are shown in bold italic text. Parentheses indicate negative values. ^a Construction-related GHG emissions, including incremental emissions related to runway closures, amortized over 30 years. ^b Numbers may not add due to rounding. ^c Emissions for 2028 Without Project were assumed to be the same as baseline conditions in 2018 (see Table 4.4-2 of the Final EIR). Because of the difference in emission calculation emissions between baseline conditions and 2028 With Project plus Refinements (see Note c on Table 9), the emission categories could not be exactly matched. ^d The values in the Final EIR were in error. Correct values are in the Final EIR Attachment F2 (page 140 of the PDF). Key: APU = auxiliary power unit; GSE = ground service equipment; CO ₂ e = carbon dioxide equivalent; MT/year = metric tons per year						

Table 12 Construction (Amortized) and Operational GHG Emissions for the Approved Project Compared to the Approved Project plus Roadway Refinements Compared to 2028 Without Project				
Emission Source	2028 With Project		Incremental Difference (Compared to 2028 Without Project)	
	MT/Yr CO ₂ e	Percent of Total	MT/Yr CO ₂ e	Percent Change
Autos				
Approved Project	860,226	39	11,169	1.3
Approved Project With Refinements	861,013	39	11,956	1.4
TOTALS				
Approved Project	2,209,922	100	23,097	1.1
Approved Project With Refinements	2,210,712	100	23,886	1.1
Source: ATMP Final EIR Table 4.4-6 (Approved Project GHG emissions); CDM Smith, 2024 (Approved Project with Refinements GHG emissions).				
Key: CO ₂ e = carbon dioxide equivalent; MT/year = metric tons per year				

As shown in Table 9, the only Project element whose GHG emissions would change by replacing the Approved Roadway System improvements with the Proposed Roadway System Improvements is auto-related emissions. As shown in the table, implementing the Proposed Roadway System Improvements and the other Project components would result in total GHG emissions of 2,210,712 MTCO₂e/year. Table 10 compares these total emissions to those associated with the Approved ATMP. As shown in Table 10, total emissions with the Proposed Roadway System Improvements and the other Project components would increase from 2,209,922 MTCO₂e/year under the Approved ATMP to 2,210,712 MTCO₂e/year, which is a 0.04 percent increase. Because the increase in total GHG emissions would be so slight (i.e., a 0.04 percent increase compared to the Approved ATMP), the incremental difference in GHG emissions compared to the Approved ATMP would not represent a substantial increase in the severity of the significant GHG emissions impacts identified in the Final EIR.

Similar to Table 9, Table 11 (which is presented for informational purposes only) summarizes GHG emissions that would occur when comparing the Proposed Roadway System Improvements to the 2028 Without Project Scenario.¹⁰ Similar to Table 10, Table 12 (also presented for informational purposes only) compares both the total GHG emissions from the Approved ATMP and the total ATMP Project emissions with the Proposed Roadway System Improvements to the 2028 Without Project emissions. As with Table 10, Table 12 shows that the incremental change in emissions associated with ATMP inclusive of the Proposed Roadway System Improvements would be slightly higher than with the Approved Roadway System improvements.¹¹

Both Project-related and cumulative impacts associated with the GHG emissions from the construction and operation of the Approved ATMP, as disclosed in the Final EIR, were determined to be significant and unavoidable. The incremental additional emissions from the Proposed Roadway System Refinements would not represent a substantial increase in the severity of the significant GHG emissions impact when compared to the overall Approved ATMP emissions and are within the range accounted for in the Final

¹⁰ The total GHG emissions for the Proposed Roadway System Improvements in Table 11 are unchanged compared to Table 9; it is only the incremental change that differs.

¹¹ The incremental changes in Table 12 are lower than in Table 10 because Table 12 accounts for increases in GHG emissions that would occur with or without the Project due to increases in background growth and differences in auto-related emission factors due to cleaner vehicles. Therefore, the incremental emissions in Table 12 reflect Project-related increases in GHG emissions only.

EIR. As with the Approved ATMP, when the Approved Roadway System is replaced with the Proposed Roadway System Refinements, the total Project-related net increase in GHG emissions in 2028 over baseline (2018) conditions is considered to be a significant impact on the environment. As with the Approved ATMP, Project-related activities related to the Proposed Roadway System Refinements would be subject to the mitigation measures identified in the Final EIR and MMRP, including the following:

- MM-AQ/GHG (ATMP)-1. Rock Crushing Operations
- MM-AQ/GHG (ATMP)-2. Use of Renewable Diesel Fuel
- MM-AQ/GHG (ATMP)-5. Electric Vehicle Purchasing
- MM-GHG (ATMP)-1: Demolition Waste
- MM-C (ATMP)-1. Construction Mitigation Oversight

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the significant impacts identified in the Final EIR for GHG emissions.

- **Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Because the Approved ATMP would result in significant and unavoidable Project-related and cumulative impacts to GHG emissions, the Final EIR concluded it would conflict with applicable plans, policies, or regulations adopted to reduce GHG emissions. That impact conclusion encompassed the Approved Roadway Improvements and would also apply to the Proposed Roadway System Refinements.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of the significant impacts identified in the Final EIR related to GHG plans/policies/regulations.

4.2.6 Land Use and Planning

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.6, Land Use and Planning, of the Final EIR addresses potential impacts related to land use plans and land use compatibility from implementation of the Approved ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

The Final EIR analyzed the compatibility of the Approved ATMP with numerous land use plans, policies, and regulations including, but not limited to, the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, the Los Angeles County Airport Land Use Plan, the City of Los Angeles General Plan, Mobility Plan 2035, and various other regional

and local plans. The Final EIR concluded that the Approved ATMP would not cause a significant environmental impact due to a conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

As discussed in Section 3.2 of this Addendum, the Proposed Roadway System Refinements include realignment and reconfiguration of roadways entering and exiting the CTA. The roadway components under the Proposed Roadway System Refinements are substantially similar to the Approved Roadway System in terms of consistency with land use plans, policies, and regulations. The refinements to configuration and alignment would not substantially change the general location or function of the roadways or introduce new elements that could conflict with the land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Section 4.2.8 and **Attachment 4** contain a consistency discussion of the Proposed Roadway System Refinements specific to transportation (transit, vehicular, bicycle, and pedestrian) circulation programs, plans, and ordinances.

The Proposed Roadway System Refinements include new elevated structures (including two new pedestrian overcrossing bridges as well as relocated elevated roadways). The proposed pedestrian bridges crossing 96th Street east of Sepulveda Boulevard and crossing Sepulveda Boulevard north of Century Boulevard would enhance pedestrian safety and mobility and would be functionally integrated with the roadway realignments and reconfigurations. The pedestrian bridges would be supportive of several land use plans, policies, and regulations. Specifically, the pedestrian bridges would be consistent with pedestrian-oriented policies in Mobility Plan 2035 and goals in the Century Boulevard Streetscape Plan. As discussed in Sections 3.2 and 4.2.8 of this Addendum, as with the Approved Roadway System, the Sepulveda Boulevard improvements under the Proposed Roadway System Refinements would require the elimination of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard. The elimination of this sidewalk segment would modify existing pedestrian access on Sepulveda Boulevard. As discussed in Section 4.2.8 and Attachment 4, the removal of public pedestrian infrastructure has the potential to conflict with policies from the Los Angeles Mobility Plan 2035, Vision Zero, and the Los Angeles Citywide Design Guidelines. However, as described in Section 4.2.8 and in Attachment 4, the Proposed Roadway System Refinements would provide a safer alternative pedestrian route on the east side of Sepulveda Boulevard, which would be accessed via an existing at-grade signalized crossing of Sepulveda Boulevard at 92nd Street and the proposed grade-separated pedestrian bridges at 96th Street and Century Boulevard. The use of the east side of Sepulveda Boulevard for pedestrian travel would eliminate the need to use the existing at-grade signalized crossing of Lincoln Boulevard at Sepulveda Boulevard for most pedestrians, which would be a safety benefit. Additionally, eliminating the sidewalk on the west side of Sepulveda Boulevard would remove the existing at-grade unsignalized pedestrian crossing of the CTA terminal access ramp from southbound Sepulveda Boulevard onto the 96th Street Bridge at Sky Way, which would also improve safety. The removal of the sidewalk would not reduce accessibility, as there are only airport transportation and terminal uses on the west side of Sepulveda Boulevard and they are not designed to be pedestrian-accessible from the street. Therefore, the sidewalk removal would not constitute a significant impact with respect to conflicting with any transportation-related program, plan, ordinance, or policy.

As described in Section 3.4 of this Addendum, the Proposed Roadway System Refinements would require entitlements for various Project components. For example, the Westchester-Playa del Rey CPIO does not allow pedestrian bridges across public rights-of-way (Section II-2(D)(2)).¹² Therefore, a Westchester-Playa del Rey CPIO project exception for the proposed Sepulveda Boulevard pedestrian bridge would be

¹² City of Los Angeles, *Westchester-Playa del Rey Community Plan Implementation Overlay District (CPIO) Ordinance 187155*, Effective October 1, 2021. Available: https://planning.lacity.gov/odocument/cd430f35-53c4-487d-aa13-84f927fa4c13/CPIO_Text.pdf.

required.¹³ Other entitlements include seeking a variance for the proposed elevated roadways that are located in the C2-2-CPIO zone, a Westchester-Playa del Rey CPIO Administrative Review for the proposed elevated roadways located in the C2-2-CPIO zone, and a Clarification of [Q] Conditions to clarify that all [Q] conditions would be maintained relative to the pedestrian bridge.

The purposes of the Westchester-Playa del Rey CPIO District, as enumerated in Section 1-3 of Ordinance 187155, are focused on land use compatibility and enhancements to the LAX gateway.^{14,15} The Westchester-Playa del Rey CPIO is not considered to be a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the need for exemptions, variances, and other actions is not considered to be an environmental impact pursuant to CEQA. Nevertheless, the actions identified above would ensure that the proposed improvements are consistent with the Westchester-Playa del Rey CPIO.

Based on the above, implementation of the Proposed Roadway System Refinements would not conflict with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of impacts identified in the Final EIR related to land use.

4.2.7 Noise

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.7, Noise, of the Final EIR, addresses potential impacts related to noise from implementation of the Approved ATMP, including impacts related to aircraft noise, roadway traffic noise, and construction equipment noise and vibration.

Aircraft Noise

Section 4.7.1, Aircraft Noise, of the Final EIR, addresses impacts specific to aircraft noise. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

- **Would the project generate aircraft noise that would increase noise levels at exterior use areas of residences, schools, hospitals, or places of worship to 65 CNEL or above, as compared to baseline conditions?**

¹³ The proposed pedestrian bridge across 96th Street is not within the boundaries of the CPIO and, therefore, no exception is required for this bridge.

¹⁴ City of Los Angeles, *Westchester-Playa del Rey Community Plan Implementation Overlay District (CPIO) Ordinance 187155*, Effective October 1, 2021. Available: https://planning.lacity.gov/odocument/cd430f35-53c4-487d-aa13-84f927fa4c13/CPIO_Text.pdf.

¹⁵ City of Los Angeles, *Ordinance 185624*, Effective October 1, 2021. Available: https://clkrep.lacity.org/online/docs/2018/18-0341_ORD_185624_08-01-18.pdf.

- **Would the project cause ambient noise levels to increase by 1.5 dBA or more, as compared to baseline conditions, in noise-sensitive areas whose ambient noise levels attributable to airport operations exceed 65 CNEL or greater?**
- **Would the project cause a substantial increase in the amount of time that aircraft-induced noise would affect classroom learning, as compared to baseline conditions?**

The Final EIR concluded that the Approved ATMP would have significant and unavoidable impacts relative to aircraft noise during construction (short-term)¹⁶ and operations; the Proposed Roadway System Refinements do not include airfield improvements nor would they affect airfield/aircraft operations and, thus, would not alter this conclusion.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of significant impacts identified in the Final EIR related to aircraft noise.

Roadway Traffic Noise

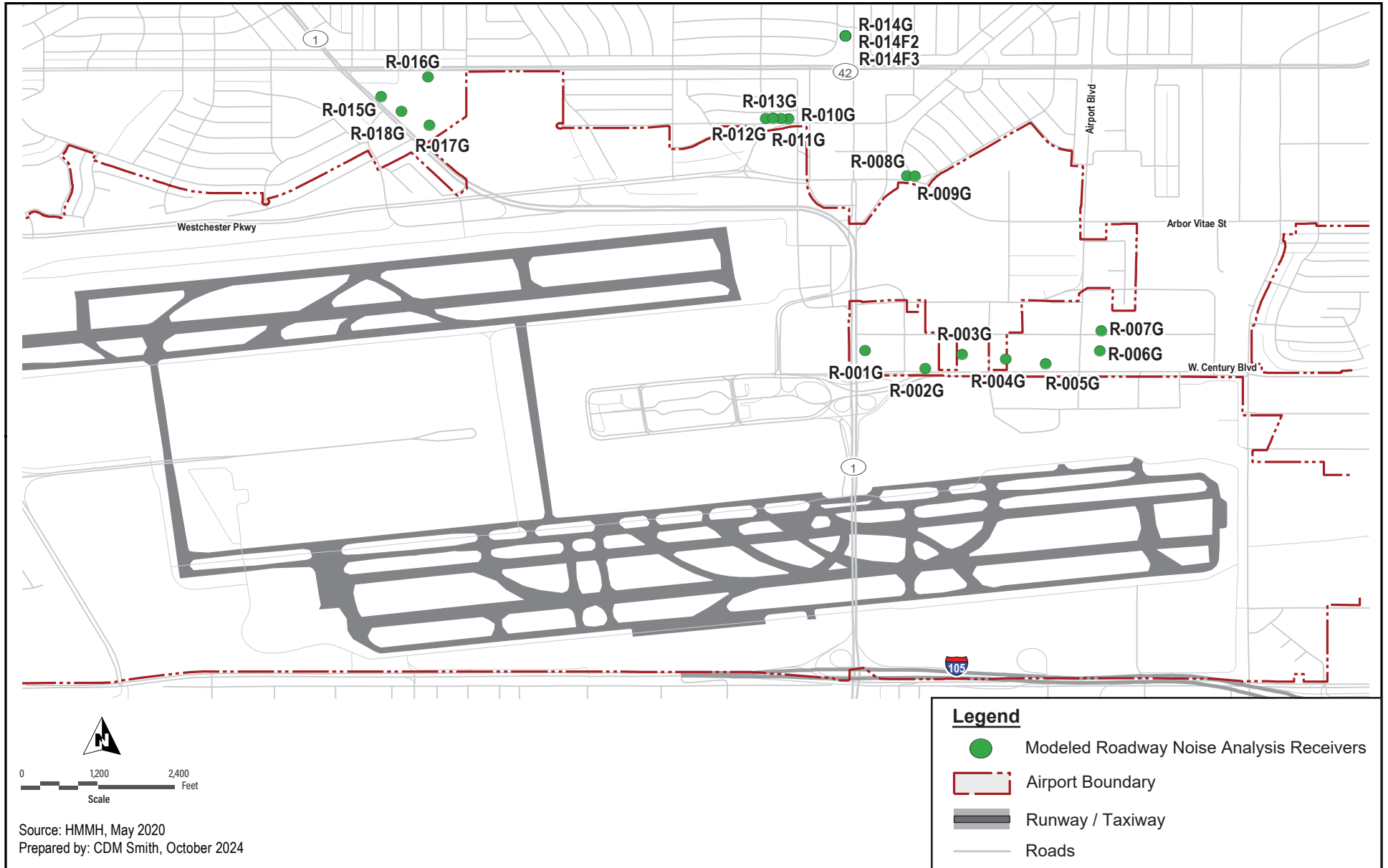
Section 4.7.2, Roadway Traffic Noise, of the Final EIR, addresses noise impacts associated with changes in roadway traffic attributable to the ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR. **Attachment 3a** of this Addendum provides additional details regarding the roadway traffic noise impacts analysis specific to the Proposed Roadway System Refinements.

- **Would roadway traffic from the project cause the ambient noise level measured at the property line of affected noise-sensitive uses to increase by 3 decibels A-weighted (dBA) Community Noise Equivalent Level (CNEL) to or within the "normally unacceptable" or "clearly unacceptable" compatibility category, or by 5 dBA or greater within any category?**
- **Would roadway traffic from the project cause the peak-hour equivalent continuous noise level, expressed in terms of "Leq", to substantially exceed the existing Leq, defined as an increase of 12 dB or more, at noise-sensitive receptors?**

The Final EIR concluded that the Approved ATMP would not result in significant roadway traffic noise impacts. More specifically, the Final EIR evaluated potential roadway traffic noise impacts at 18 noise-sensitive locations, including residential areas and a recreational use (park) to the north of the ATMP area, and hotels to the east of the ATMP area. **Figure 8** delineates the locations of the subject noise-sensitive receptors. The analysis found that changes in roadway noise levels, both in terms of CNEL and peak-hour L_{eq} , associated with implementation of the Approved ATMP, would be well below the applicable thresholds of significance. **Table 13** indicates for each receptor: the existing ambient CNEL; the 2028 CNEL with implementation of the Approved ATMP; the 2028 CNEL with implementation of the Proposed Roadway System Refinements; the differences in 2028 CNEL between the Approved ATMP and the Proposed Roadway System Refinements; and the conclusion of whether there would be a significant impact. As indicated in the table, there would be no significant roadway noise impacts with implementation of the Proposed Roadway System Refinements. **Table 14** provides the same type of information relative to the L_{eq} evaluation.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of impacts identified in the Final EIR related to roadway traffic noise.

¹⁶ The Approved ATMP includes construction of improvements in the north airfield (i.e., enabling projects, taxiway extensions, and reconfigured runway exits). The construction of the runway exits requires the temporary closures of Runway 6L-24R (north airfield runway farthest from the CTA) and Runway 6R 24L (north airfield runway closest to the CTA) for approximately 4.5 months each. During these runway closures, aircraft operations will be temporarily reassigned to the remaining three runways. This, in turn, will result in temporary changes in the aircraft noise contours.



LAX Airfield and Terminal Modernization Project EIR Addendum Proposed Roadway System Refinements	Roadway Traffic Noise Analysis Receivers	Figure 8
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Table 13 Change in Average Daily Traffic CNEL - EIR Levels Compared to Design Refinements Levels							
Receiver ID	Existing 2019 CNEL Sound Level	Without Project 2028 CNEL Sound Level	Change between Existing and Without Project CNEL Sound Levels	Project 2028 CNEL Sound Levels Identified in EIR	Project 2028 CNEL Sound Levels With Roadway Design Refinements	Change from between Existing and Project CNEL Sound Levels With Roadway Design Refinements	Significant Impact for Project With Roadway Design Refinements?
R-001G	71.8	71.7	-0.1	72.0	72.3	0.6	No
R-002G	72.9	72.9	0.1	72.3	72.6	-0.3	No
R-003G	69.1	69.8	0.7	70.0	70.1	1	No
R-004G	69.7	69.8	0.1	70.1	70.1	0.4	No
R-005G	71.9	72.5	0.5	72.0	72.0	0.0	No
R-006G	70.7	70.7	0.0	70.8	70.8	0.1	No
R-007G	70.0	70.7	0.6	70.8	70.8	0.8	No
R-008G	72.9	73.8	0.9	73.0	73.0	0.0	No
R-009G	72.6	73.3	0.7	72.6	72.6	0.0	No
R-010G	68.8	68.8	0.0	68.8	68.8	0.0	No
R-011G	68.8	68.9	0.0	68.8	68.8	0.0	No
R-012G	68.9	68.9	0.0	68.9	68.9	0.0	No
R-013G	68.9	68.9	0.0	68.9	68.9	0.0	No
R-014G	63.9	64.2	0.3	63.9	63.9	-0.1	No
R-014F2	64.3	64.7	0.4	64.2	64.2	-0.1	No
R-014F3	66.0	67.5	1.4	65.9	65.9	-0.1	No
R-015G	68.2	70.5	2.3	68.3	68.3	0.1	No
R-016G	64.4	64.5	0.1	64.2	64.2	-0.2	No
R-017G	65.3	66.0	0.8	65.2	65.2	0.0	No
R-018G	65.2	66.5	1.3	65.2	65.2	0.0	No
Source: HMMH, 2024. Note: Numbers may not add due to rounding. Key: G = Ground Floor; F2 = Second Floor; F3 = Third Floor							

Table 14
Change in Peak Hour Traffic Leq With Project – EIR Levels Compared to Design Refinements Levels

Receiver ID	Existing 2019 Peak Hour Traffic Leq dBA Sound Level	Without Project 2028 Peak Hour Traffic Leq Sound Level	Change between Existing and 2028 Without Project Traffic Leq Sound Levels	With Project 2028 Peak Hour Traffic Leq Sound Levels Identified in EIR	With Project 2028 Peak Hour Traffic Leq Sound Levels With Roadway Design Refinements	Change from between Existing and Project Traffic Leq Sound Levels With Roadway Design Refinements	Significant Impact for Project With Roadway Design Refinements?
R-001G	53.0	49.8	-3.2	57.5	58.0	5.0	No
R-002G	66.1	66.4	0.3	64.6	65.1	-1.0	No
R-003G	54.7	59.6	4.9	59.9	60.2	5.5	No
R-004G	54.9	56.3	1.4	57.9	57.9	3.0	No
R-005G	62.5	64.3	1.8	62.7	62.7	0.2	No
R-006G	52.6	53.9	1.3	54.4	54.4	1.8	No
R-007G	58.1	61.3	3.2	61.7	61.7	3.6	No
R-008G	63.9	66.4	2.5	64.1	63.9	0.0	No
R-009G	62.6	65.1	2.5	62.8	62.5	-0.1	No
R-010G	44.4	45.5	1.1	45.2	45.2	0.8	No
R-011G	44.3	45.5	1.2	45.0	45.0	0.7	No
R-012G	43.3	43.7	0.4	43.4	43.4	0.1	No
R-013G	44.6	45.6	1.0	45.2	45.2	0.6	No
R-014G	49.0	51.6	2.6	48.4	48.4	-0.6	No
R-014F2	51.8	54.3	2.5	51.2	51.2	-0.6	No
R-014F3	58.4	61.3	2.9	58.1	58.1	-0.3	No
R-015G	62.7	64.9	2.2	62.3	62.3	-0.4	No
R-016G	56.3	55.7	-0.6	55.7	55.7	-0.6	No
R-017G	54.8	56.7	1.9	54.3	54.3	-0.5	No
R-018G	56.6	58.7	2.1	56.2	56.2	-0.4	No

Source: HMMH, 2024.

Note:

Numbers may not add due to rounding.

Key:

G = Ground Floor; F2 = Second Floor; F3 = Third Floor

Construction Noise and Vibration

Section 4.7.3, Construction Traffic and Equipment Noise and Vibration, of the Final EIR, addresses noise and vibration impacts associated with construction of the ATMP components. The following subsections evaluate the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR.

Construction Traffic Noise

- **Would construction traffic from the project result in ambient noise levels measured at the property line of noise-sensitive uses to increase by 3 dBA or more in CNEL?**

As described in Section 4.7.3.5.1.1 of the Final EIR, construction-related traffic would need to cause traffic volumes on affected roadways to at least double in order to result in a 3 dBA or more increase in roadway noise, which would constitute a significant impact. The Final EIR identified proposed haul routes for construction traffic and indicated the existing daily traffic volumes on each route. Even if, conservatively, it was assumed that all the estimated daily construction traffic volumes were assigned to a single haul route road, it would not result in a doubling of traffic on any of the proposed haul routes. As such, the Final EIR concluded that construction traffic associated with the Approved ATMP would not result in a significant impact relative to roadway noise. The Proposed Roadway System Refinements include changes in the alignments and/or design of certain ATMP roadway segments and a related update to the construction equipment list for the project, as further described below; however, the overall construction program for the roadway system improvements would not substantially change, certainly not to the extent that there would be a doubling of construction traffic. The conclusion of the Final EIR that there would not be a significant noise impact associated with construction traffic remains applicable to the Proposed Roadway System Refinements.

Construction Equipment Noise

- **Would construction equipment from the project result in an exceedance of existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use in association with the following?**
 - **Construction activities lasting more than 10 days in a 3-month period; or**
 - **Construction activities occurring between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.**

Attachment 3b provides additional details regarding the construction equipment noise impacts analysis specific to the Proposed Roadway System Refinements.

Section 4.7.3.5.2 of the Final EIR concluded that the Approved ATMP would result in significant, but mitigable, construction equipment noise impacts. More specifically, the Final EIR evaluated potential construction equipment noise impacts at 11 noise-sensitive locations, including residential areas and a high school to the north of the ATMP area, and hotels to the east of the ATMP area. **Table 15** and **Figure 9** identify and delineate the locations of the subject noise-sensitive receptors, respectively. The Final EIR noise analysis determined that 5 of the 11 noise-sensitive receptors would, without mitigation, be significantly impacted by noise from construction of the roadway improvements and/or from the combined construction of roadway improvements and concourse/terminal improvements (i.e., Concourse 0 and Terminal 9). All five of the significantly impacted receptors are hotels located east of the Approved ATMP roadway system.

Table 15
Construction Noise Levels at Noise-Sensitive Receptor Sites with Proposed Roadway Refinements and Updated Construction Equipment List/Use Schedule

ID	Receptor	Background Conditions ¹ CNEL (dBA)	Distance from Construction Activity (feet)	Construction Activity	Construction Equipment CNEL (dBA)	Total ² CNEL (dBA)	Significance Threshold ³	Above Threshold?
R1	Residential development in Playa del Rey	67.8	3,200	Airfield improvements	60.5	68.5	72.8	No
R2	Saint Bernard High School	67.7	2,500	Airfield improvements	62.6	68.9	72.7	No
R3	Residential development along southern edge of Westchester	68.4	1,500	Airfield improvements	67.1	70.8	73.4	No
R4	Park West Apartments on Lincoln Boulevard	66.3	1,200	Airfield improvements	69.0	70.9	71.3	No
R5	Residential uses along West 88 th Street near Liberator Ave	67.9	2,500	Airfield improvements	62.6	69.0	72.9	No
R6	Residential uses near Westchester Parkway and Kittyhawk Ave	72.0	1,750	Airfield improvements	65.7	72.9	77.0	No
		72.0	2,850	Terminal (C0) construction	61.9	72.4	77.0	No
		72.0	1,500	Roadway construction	69.8	74.0	77.0	No
		72.0	NA	Combined airfield improvements, terminal (C0) construction, and roadway construction	71.7	74.9	77.0	No
R7	Residence Inn by Marriott Los Angeles LAX/Century Boulevard	70.2	2,900	Terminal (C0) construction	61.7	70.9	75.2	No
		70.2	900	Terminal (T9) construction	71.9	74.1	75.2	No
		70.2	900	Roadway construction	74.2	75.7	75.2	Yes ⁴
		70.2	NA	Combined terminal (C0 and T9) and roadway construction	76.4	78.8	75.2	Yes ⁴
R8	Sheraton Gateway Los Angeles Hotel	69.3	1,600	Terminal (C0) construction	66.9	71.3	74.3	No
		69.3	300	Terminal (T9) construction	81.4	81.7	74.3	Yes ⁴
		69.3	100	Roadway construction	93.3	93.3	74.3	Yes ⁴
		69.3	NA	Combined terminal (C0 and T9) and roadway construction	93.6	93.6	74.3	Yes ⁴
R9	H Hotel Los Angeles/ Homewood Suites by Hilton Los Angeles International Airport	70.4	1,200	Terminal (C0) construction	69.4	72.9	75.4	No
		70.4	250	Terminal (T9) construction	83.3	83.3	75.4	Yes ⁴
		70.4	55	Roadway construction	98.5	98.5	75.4	Yes ⁴
		70.4	NA	Combined terminal (C0 and T9) and roadway construction	98.6	98.6	75.4	Yes ⁴

Table 15
Construction Noise Levels at Noise-Sensitive Receptor Sites with Proposed Roadway Refinements and Updated Construction Equipment List/Use Schedule

ID	Receptor	Background Conditions ¹ CNEL (dBA)	Distance from Construction Activity (feet)	Construction Activity	Construction Equipment CNEL (dBA)	Total ² CNEL (dBA)	Significance Threshold ³	Above Threshold?
R10	Hyatt Regency Los Angeles International Airport	73.4	350	Terminal (C0) construction	80.1	80.9	78.4	Yes ⁴
		73.4	550	Terminal (T9) construction	76.2	78.0	78.4	No
		73.4	150	Roadway construction	89.8	89.9	78.4	Yes ⁴
		73.4	NA	Combined terminal (C0 and T9) and roadway construction	90.4	90.7	78.4	Yes ⁴
R11	Courtyard Los Angeles LAX/Century Boulevard	71.7	1,000	Terminal (C0) construction	71.0	74.4	76.0	No
		71.7	600	Terminal (T9) construction	75.4	76.9	76.7	Yes ⁴
		71.7	150	Roadway construction	89.8	89.9	76.7	Yes ⁴
		71.7	NA	Combined terminal (C0 and T9) and roadway construction	90.0	90.2	76.7	Yes ⁴

Source: HMMH, 2024.

Notes:

¹ Background condition obtained through AEDT using 24-hour CNEL dBA.

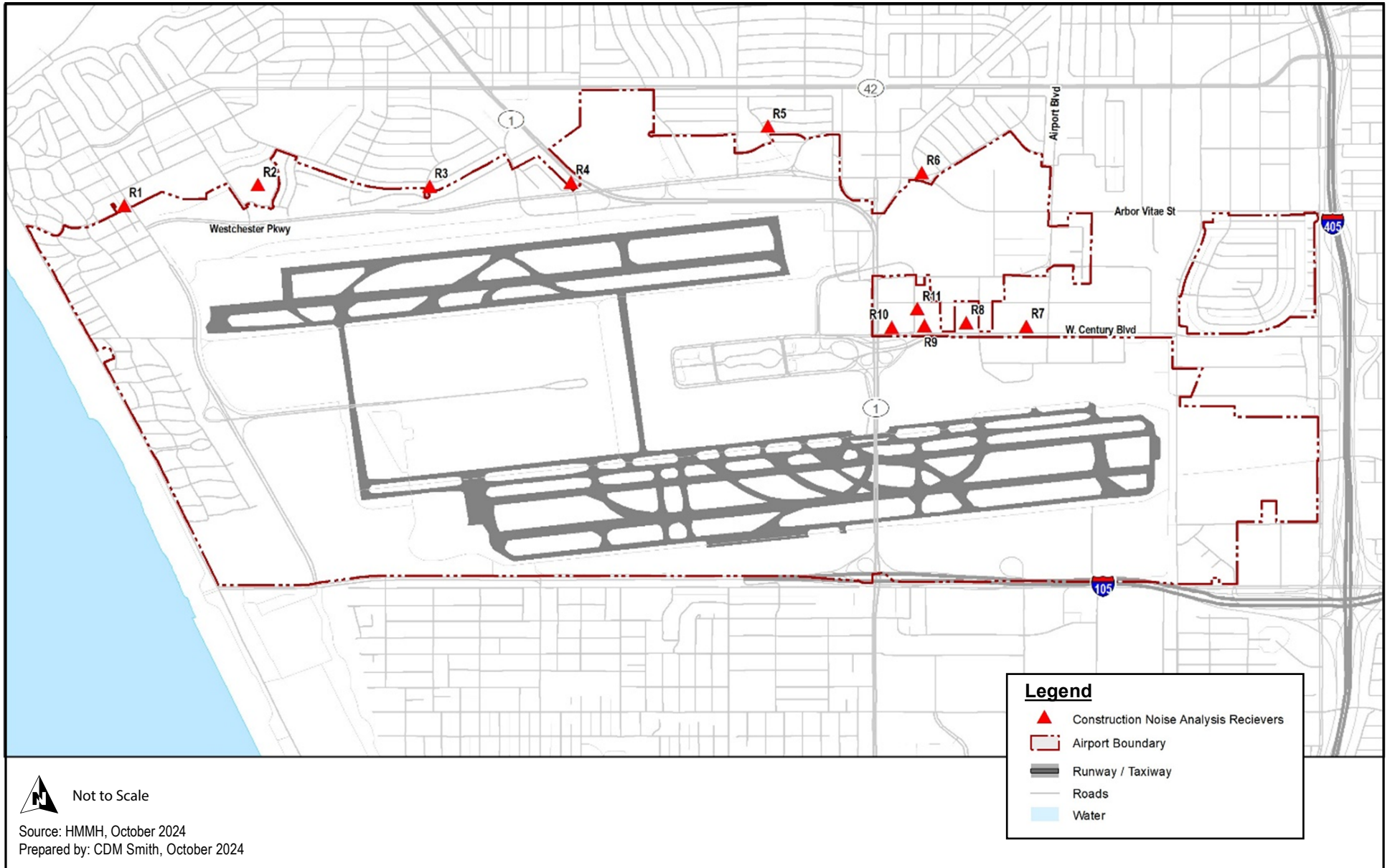
² Background plus Project construction noise.

³ Significance Threshold = Background CNEL + 5 dBA.

⁴ Construction equipment noise levels conservatively assume all equipment would be utilized at the same time and at all hours of the 24-hour day (with the exception of a vibratory driver/extractor, which would operate only during daytime hours), both of which are unlikely.

Key:

C0 = Concourse 0; T9 = Terminal 9



In conjunction with the planning and design work effort associated with the Proposed Roadway System Refinements, the proposed construction equipment list was updated to include additional equipment that was not anticipated in the original equipment list used for the Final EIR construction equipment noise impacts analysis. Also, additional information became available regarding the anticipated operational schedule of certain equipment. Specifically, some equipment would only operate periodically during daytime hours and not at all during evening or nighttime hours. Such a “use schedule” makes a difference in calculating CNEL values, which are based on a 24-hour day with noise penalties applied during evening and nighttime hours. In light of the Proposed Roadway System Refinements and the updated construction equipment list, in conjunction with information regarding the use schedule, an update to the Final EIR construction equipment noise impact analysis was completed. Table 15 presents the construction noise levels at each noise-sensitive receptor location based on the Proposed Roadway System Refinements, updated construction equipment list, and use schedule. The construction noise levels indicated in the table include those specific to roadway construction where it would occur in proximity to noise-sensitive receptors and also account for noise levels where there is a combination of roadway construction and construction of other ATMP elements nearby, such as Concourse 0 and Terminal 9. As shown in Table 15, roadway construction noise of 74.2 dBA CNEL at the Residence Inn by Marriott (R7), when combined with the existing background noise level of 70.2 dBA CNEL, would total 75.7 dB CNEL, which would exceed the significance threshold of 75.2 dBA CNEL by 0.5 dBA. Although that exceedance of the significance threshold associated solely with roadway construction did not occur with the original construction equipment list assumed in the EIR construction noise analysis, the EIR identified a significant construction noise impact at that receptor from the combined terminal (C0 and T9) and roadway construction, as further described below in Section 5.1.2. As such, implementation of the Proposed Roadway System Refinements would not result in a new significant or substantially more severe construction noise impact at the Residence Inn by Marriott (R7). In summary, as indicated in Table 15, all five of the hotels located east of the Proposed Roadway System Refinements would be significantly impacted without mitigation. Significant construction noise impacts at all five locations would, however, be reduced to a level that is less than significant with implementation of the construction noise mitigation measures included in the ATMP EIR and the related ATMP MMRP. That determination is the same as in the Final EIR for the Approved ATMP.

Implementation of the Proposed Roadway System Refinements, with the updated construction equipment list, would result in higher construction noise levels associated with roadway construction compared to those that would otherwise occur under the Approved ATMP. **Table 16** provides a comparison of the construction noise levels associated with the Approved ATMP to the construction noise levels associated with the Proposed Roadway System Refinements. As indicated in the table, the maximum difference in construction noise levels between the two scenarios is 2.5 dBA. As described in Section 4.7.1.1.2, Noise Descriptors, of the Final EIR, a noise level change of 3 dBA is considered just noticeable, while a change of 5 dBA is clearly noticeable, and a change of 10 dBA is perceived as a doubling or halving of sound level. As such, an increase of 2.5 dBA or less associated with the Proposed Roadway System Refinements, as compared to noise levels associated with the Approved ATMP, is not considered to be a substantial increase in the severity of the significant construction noise impacts previously identified in the Final EIR (i.e., the increase in noise levels would be less than what is considered to be just noticeable). Additionally, it is anticipated that all of the significant construction noise impacts identified in Table 15 and Table 16 would be reduced to a level that is less than significant with implementation of the construction noise mitigation measures included in the ATMP EIR and the related ATMP MMRP. Those mitigation measures include the following:

- MM-CN (ATMP)-1. Construction Noise Control Plans
- MM-CN (ATMP)-2. Construction Scheduling
- MM-CN (ATMP)-3. Construction Equipment
- MM-C (ATMP)-1. Construction Mitigation Oversight

For the reasons discussed above, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of significant impacts identified in the Final EIR related to construction equipment noise.

Table 16
Comparison of Construction Noise Levels at Noise-Sensitive Receptor Sites with Approved and Proposed Roadway Refinements and Updated Construction Equipment List/Use Schedule

ID	Receptor	Construction Activity	Background Conditions CNEL (dBA)	Total ¹ CNEL (dBA)		Difference in CNEL Proposed Compared to Approved	Above Threshold? (i.e., Is difference between Background CNEL and Total CNEL > 5 dBA?)	
				Approved	Proposed		Approved	Proposed
R1	Residential development in Playa del Rey	Airfield improvements	67.8	68.5	68.5	0.0	No	No
R2	Saint Bernard High School	Airfield improvements	67.7	68.9	68.9	0.0	No	No
R3	Residential development along southern edge of Westchester	Airfield improvements	68.4	70.8	70.8	0.0	No	No
R4	Park West Apartments on Lincoln Boulevard	Airfield improvements	66.3	70.9	70.9	0.0	No	No
R5	Residential uses along West 88 th Street near Liberator Ave	Airfield improvements	67.9	69.0	69.0	0.0	No	No
R6	Residential uses near Westchester Parkway and Kittyhawk Ave	Airfield improvements	72.0	72.9	72.9	0.0	No	No
		Terminal (C0) construction	72.0	72.4	72.4	0.0	No	No
		Roadway construction	72.0	73.3	74.0	0.7	No	No
		Combined airfield improvements, terminal (C0) construction, and roadway construction	72.0	74.3	74.9	0.6	No	No
R7	Residence Inn by Marriott Los Angeles LAX/Century Boulevard	Terminal (C0) construction	70.2	70.9	70.9	0.0	No	No
		Terminal (T9) construction	70.2	74.1	74.1	0.0	No	No
		Roadway construction	70.2	74.1	75.7	1.6	No	Yes
		Combined terminal (C0 and T9) and roadway construction	70.2	76.3	78.8	2.5	Yes	Yes

Table 16
Comparison of Construction Noise Levels at Noise-Sensitive Receptor Sites with Approved and Proposed Roadway Refinements and Updated Construction Equipment List/Use Schedule

ID	Receptor	Construction Activity	Background Conditions CNEL (dBA)	Total ¹ CNEL (dBA)		Difference in CNEL Proposed Compared to Approved	Above Threshold? (i.e., Is difference between Background CNEL and Total CNEL > 5 dBA?)	
				Approved	Proposed		Approved	Proposed
R8	Sheraton Gateway Los Angeles Hotel	Terminal (C0) construction	69.3	71.3	71.3	0.0	No	No
		Terminal (T9) construction	69.3	81.7	81.7	0.0	Yes	Yes
		Roadway construction	69.3	91.0	93.3	2.3	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	69.3	91.5	93.6	2.1	Yes	Yes
R9	H Hotel Los Angeles/ Homewood Suites by Hilton Los Angeles International Airport	Terminal (C0) construction	70.4	72.9	72.9	0.0	No	No
		Terminal (T9) construction	70.4	83.3	83.3	0.0	Yes	Yes
		Roadway construction	70.4	96.2	98.5	2.3	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	70.4	96.4	98.6	2.2	Yes	Yes
R10	Hyatt Regency Los Angeles International Airport	Terminal (C0) construction	73.4	80.9	80.9	0.0	Yes	Yes
		Terminal (T9) construction	73.4	78.0	78.0	0.0	No	No
		Roadway construction	73.4	87.7	89.9	2.2	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	73.4	88.6	90.7	2.1	Yes	Yes
R11	Courtyard Los Angeles LAX/Century Boulevard	Terminal (C0) construction	71.7	74.4	74.4	0.0	No	No
		Terminal (T9) construction	71.7	76.9	76.9	0.0	Yes	Yes
		Roadway construction	71.7	87.6	89.9	2.3	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	71.7	88.0	90.2	2.2	Yes	Yes

Source: HMMH, 2024.

Note:

¹ Background plus Project construction noise.

Key:

C0 = Concourse 0; T9 = Terminal 9

Construction Equipment Vibration

- **Would construction equipment from the project generate excessive ground-borne vibration, defined by vibration that would exceed the following damage criteria?**
 - **Reinforced-concrete, steel, or timber (no plaster) would exceed 0.5 peak particle velocity (PPV) (inches per second);**
 - **Engineered concrete and masonry (no plaster) would exceed 0.3 PPV;**
 - **Non-engineered timber and masonry buildings would exceed 0.2 PPV; or**
 - **Buildings extremely susceptible to vibration damage would exceed 0.12 PPV.**

Section 4.7.3.5.3 of the Final EIR concluded that the Approved ATMP would not result in significant vibration impacts during construction. As described in the Final EIR, construction vibration is a localized event and is typically only perceptible to a receptor that is close to the vibration source. The vibration-sensitive receptors located in the vicinity of proposed roadway construction activity, as proposed under the Approved ATMP, are the former Aircraft School Building, located along Sepulveda Boulevard approximately 45 feet east of a proposed elevated roadway; the McCulloch Building (currently the H Hotel/Homewood Suites), located on the north side of Century Boulevard approximately 55 feet north of a proposed elevated roadway; the Union Savings and Loan Building, located on Sepulveda Boulevard approximately 75 feet south of a proposed elevated roadway; and the 1961 Airport Traffic Control Tower, located within the CTA approximately 130 from proposed roadway improvements. Of the four buildings within the Project area that may be susceptible to vibration damage, the former Aircraft School Building is of timber and masonry construction (with a vibration threshold of 0.2 ppv in/sec), while the others are constructed with reinforced concrete and steel (vibration threshold of 0.5 ppv in/sec). In addition to being the building most sensitive to vibration, the former Aircraft School Building is, under the Approved ATMP, also located closest to the proposed construction activities, at 45 feet. Table 4.7.3-7 of the Final EIR presented estimated vibration levels of various vibration-producing equipment at various increments of distance from the equipment, such as 10 feet, 20 feet, 25 feet (which is the base distance that the Federal Transit Authority uses in specifying vibration levels for various types of construction equipment), 30 feet, and 40 feet. The Final EIR determined that vibration levels generated during construction would not exceed the 0.2 ppv in/sec threshold value beyond 40 feet from the source. (At a distance of 40 feet from the source, the highest estimated vibration level would be 0.044 ppv in/sec, which would not even exceed the 0.12 ppv in/sec threshold associated with fragile buildings.)

As described in the discussion of construction equipment noise above, the planning and design of the Proposed Roadway System Refinements included an updated construction equipment list. Attachment 3b includes the updated construction equipment list. Of the additional equipment on the updated list, the only type of vibration-producing equipment that was not in the construction equipment list used in the Final EIR construction vibration analysis is a vibratory driver/extractor, such as may be used in the placement and removal of temporary sheet piles during construction.

Table 17 presents the estimated vibration levels at different distances for various types of vibration-producing equipment that may be used during construction of the Proposed Roadway System Refinements, including the vibratory driver/extractor (identified as “Pile Driver (Sonic/Vibratory)” in the table) that was not included in the Final EIR analysis.

Table 17 Vibration Source Levels for Construction Equipment					
Equipment	PPV at 40 feet (in/sec)	PPV at 30 feet (in/sec)	PPV at 25 feet (in/sec)	PPV at 20 feet (in/sec)	PPV at 10 feet (in/sec)
Vibratory Roller	0.104	0.160	0.210	0.293	0.830
Pile Driver (Sonic/Vibratory)	0.084	0.129	0.170	0.238	0.672
Large Bulldozer/Hoe Ram	0.044	0.068	0.089	0.124	0.352
Caisson Drilling	0.044	0.068	0.089	0.124	0.352
Loaded Trucks	0.038	0.058	0.076	0.106	0.300
Jackhammer	0.017	0.027	0.035	0.049	0.138
Small Bulldozer	0.001	0.002	0.003	0.004	0.012
Sources: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf ; CDM Smith, 2020 and 2024. Key: PPV = peak particle velocity; in/sec = inches per second					

Under the Proposed Roadway System Refinements, the former Aircraft School Building would still be the closest of the four building to ATMP roadway construction, as was the case for the Approved ATMP; however, with the proposed refinements, the distance from the Aircraft School Building to the nearest roadway segment is now 38 feet instead of 45 feet. At 38 feet, the vibration level for a vibratory roller (the most vibration intensive equipment in the table) would be 0.11 ppv in/sec, which is below the applicable significance threshold of 0.20 ppv in/sec, and is even less than the 0.12 ppv in/sec threshold associated with fragile buildings. As such, the Proposed Roadway System Refinements would not result in significant vibration impacts during construction.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of impacts identified in the Final EIR related to construction vibration.

4.2.8 Transportation

	YES	NO
Are substantial changes proposed in the project that would require major revisions of the environmental impact report?		X
Will substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions in the environmental impact report?		X
Has new information of substantial importance become available indicating new or substantially greater significant impacts or new/different mitigation measures or alternatives for significant impacts?		X

Section 4.8, Transportation, of the Final EIR addresses potential transportation impacts from implementation of the Approved ATMP. It should be noted that the transportation impacts analysis completed for the ATMP Final EIR took into account the City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG), which provide guidance for evaluating transportation impacts under CEQA. While the LADOT TAG provides specific analysis guidance and thresholds of significance that focus on traditional residential, office, and retail developments, it also recognizes that some projects will not fit into these development categories. In such cases, and with the concurrence of LADOT, a customized approach can be used, which was the case for the ATMP EIR

transportation impacts analysis, particularly as related to VMT impacts. The unique characteristics of VMT associated with vehicle travel at LAX, which is a large international airport that operates 24/7 every day of the year, were addressed in the ATMP EIR in terms of: passenger VMT; employee VMT; and potential induced VMT associated with the proposed addition of new roadways. Additionally, the VMT analysis in the ATMP EIR also accounted for the fact that the ground transportation system that would be in place when the ATMP is developed and operational in 2028 would be substantially different than the existing conditions in 2019 when the Final EIR impacts analysis was prepared. The change in future transportation characteristics at LAX would be attributable to the completion of the LAX Landside Access Modernization Program (LAMP), which includes an Automated People Mover, a Consolidated Rental Car Facility, Intermodal Transportation Facilities (ITFs), and various roadway modifications. Also, completion of the LAX/Metro Transit Center Station by 2028 would affect the future transportation characteristics near LAX. As such, a Projected Future Conditions Baseline (2028) was used in the evaluation of ATMP transportation impacts.

The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR for the transportation impacts analysis, with took into account the LADOT TAG and was completed in consultation with LADOT. Attachment 4 of this Addendum provides additional details regarding the transportation analysis.

- **Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system (including transit, roadway, bicycle, and pedestrian facilities) that was adopted to protect the environment?**

The Final EIR concluded that the Approved ATMP, including the Approved Roadway System, would not conflict with a program, plan, ordinance, or policy addressing the circulation system and the impact would be less than significant.

Attachment 4 of this Addendum provides an evaluation of the transportation impacts associated with the Proposed Roadway System Refinements. Tables 1 and 2 of Attachment 4 provide a summary of the Proposed Roadway System Refinements similarities to, or differences from, the consistency determinations of the Approved ATMP with transportation-related plans, policies, ordinances, and programs. As shown in the tables, similar to the Approved ATMP, the Proposed Roadway System Refinements would not conflict with a transportation-related program, plan, ordinance, or policy.

As discussed in Section 3.2 of this Addendum, as with the Approved Roadway System, the Sepulveda Boulevard improvements under the Proposed Roadway System Refinements would require the elimination of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard. The elimination of this sidewalk segment would modify existing pedestrian access on Sepulveda Boulevard. As discussed in Attachment 4, the removal of public pedestrian infrastructure has the potential to conflict with policies from the Los Angeles Mobility Plan 2035, Vision Zero, and the Los Angeles Citywide Design Guidelines. However, as described in Section 3.2 and in Attachment 4, the Proposed Roadway System Refinements would provide a safer alternative pedestrian route on the east side of Sepulveda Boulevard, which would be accessed via an existing at-grade signalized crossing of Sepulveda Boulevard at 92nd Street and the proposed grade-separated pedestrian bridges at 96th Street and Century Boulevard. The use of the east side of Sepulveda Boulevard for pedestrian travel would eliminate the need to use the existing at-grade signalized crossing of Lincoln Boulevard at Sepulveda Boulevard for most pedestrians, which would be a safety benefit. Additionally, eliminating the sidewalk on the west side of Sepulveda Boulevard would remove the existing at-grade unsignalized pedestrian crossing of the CTA terminal access ramp from southbound Sepulveda Boulevard onto the 96th Street Bridge at Sky Way, which would also improve safety. The removal of the sidewalk would not reduce accessibility, as there are only airport transportation and terminal uses on the west side of Sepulveda

Boulevard and they are not designed to be pedestrian-accessible from the street. Therefore, the sidewalk removal would not constitute a significant impact with respect to conflicting with any transportation-related program, plan, ordinance, or policy.

For these reasons, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of impacts identified in the Final EIR related to consistency with a program, plan, ordinance, or policy addressing the circulation system.

- **Would the project generate VMT per employee exceeding 15 percent below the Projected Future Conditions Baseline (2028) VMT per employee?**

The Final EIR concluded that the Approved ATMP would result in a significant, but mitigable, employee VMT impact. With implementation of VMT reduction strategies included in Mitigation Measure MM-T (ATMP)-1, the significant employment VMT impact would be reduced to a level less than significant.

Several routes to or from the ITF West, the area in which employees would park, would travel through the Proposed Roadway System Refinements. As shown in Table 5 of Attachment 4, the Proposed Roadway System Refinements are estimated to increase total employee VMT by 82 miles daily over that for the Approved ATMP, which is less than 0.02 average miles per day per employee.

As discussed in Attachment 4, the Final EIR determined that the VMT reduction strategies under Mitigation Measure MM-T (ATMP)-1 would reduce employee VMT by at least 16,450 daily VMT to reach the VMT significance threshold of 20.4 VMT per employee, to be ensured through annual monitoring. Meeting the employment VMT mitigation requirement for the Proposed Roadway System Refinements would require reducing employee VMT by an additional 82 miles per day (i.e., improving the effectiveness of Mitigation Measure MM-T (ATMP)-1 by an additional amount of less than 0.5%). Similar to the employee VMT impacts of the Approved ATMP, it is anticipated that LAWA can reduce the small increase in employee VMT from the Proposed Roadway System Refinements below the level of significance based on the strategies that are available for employment VMT and LAWA's ability to control, monitor, and report on the implementation of such strategies. This level of effectiveness can be ensured through the mechanisms already built into MM-T (ATMP)-1 (i.e., annual monitoring, and, if needed, adjustment of the VMT reduction strategies to increase effectiveness). Therefore, as with the Approved ATMP, the employee VMT impact from the Proposed Roadway System Refinements would be reduced to a level less than significant with implementation of the VMT reduction strategies identified in the following mitigation measure:

- **MM-T (ATMP)-1. VMT Reduction Program**

As such, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of significant impacts identified in the Final EIR related to employee VMT.

- **Would the project increase total passenger VMT over the Projected Future Conditions Baseline (2028)?**

The Final EIR concluded that, even with implementation of the VMT reduction strategies included in Mitigation Measure MM-T (ATMP)-1, the Approved ATMP would result in a significant and unavoidable passenger VMT impact.

As with the employee VMT analysis described above, some of the routes to and from the ITF West would experience changes in trip lengths with the Proposed Roadway System Refinements. Additionally, all of the routes to and from the CTA would experience changes in trip lengths (refer to Table 4 in Attachment 4). As shown in Table 7 of Attachment 4, the Proposed Roadway System Refinements would result in an increase of approximately 8,135 passenger VMT.

Table 18 summarizes overall passenger VMT with the Proposed Roadway System Refinements. As shown, the Approved Roadway System would result in a net increase of 32,786 daily passenger VMT over the Final EIR’s projected future conditions baseline (2028) of approximately 8.7 million daily passenger VMT, an increase of approximately 0.38 percent. With 8,135 additional VMT, the Proposed Roadway System Refinements would result in a net increase of approximately 40,921 daily passenger VMT, an increase of approximately 0.47 percent, over the projected future conditions baseline (2028). Consistent with the conclusion for the Approved Roadway System in the Final EIR, this increase under the Proposed Roadway System Refinements is a significant and unavoidable impact because it exceeds the future baseline passenger VMT. However, the increase in passenger VMT with the Proposed Roadway System Refinements as compared to the previously approved improvements is approximately 0.09% (i.e., a 0.47 percent increase over future baseline conditions compared to a 0.38 percent increase), which does not represent a substantial increase in the severity of the previously identified significant impact.

Table 18	
Passenger Daily VMT with Proposed Roadway System Refinements	
With Approved Roadway System	
Total Projected Future Conditions Baseline (2028) Baseline Passenger VMT	8,676,209
Approved Roadway System Increase in Passenger VMT	32,786
Total Passenger VMT with Approved Roadway System	8,708,995
Passenger VMT Increase as a Percent of Total Passenger VMT	0.38%
With Proposed Roadway System Refinements	
Additional Increase in Passenger VMT with Proposed Roadway System Refinements	8,135
Total Proposed Roadway System Refinements Increase in Passenger VMT	40,921
Total Passenger VMT with Proposed Roadway System Refinements	8,717,130
Passenger VMT Increase as a Percent of Total Passenger VMT	0.47%
Source: Table 8 of Attachment 4 of this Addendum.	
Key:	
VMT = vehicle miles traveled	

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of significant impacts identified in the Final EIR related to passenger VMT.

- **Would the project induce substantial additional VMT compared to the Projected Future Conditions Baseline (2028)?**

The Final EIR concluded that the Approved ATMP would induce substantial additional VMT and that the impact would be significant and unavoidable. There are no feasible mitigation measures to directly address the induced VMT impact.

The only material changes from the Proposed Roadway System Refinements affecting existing public streets include the removal of the traffic signal at Sepulveda Boulevard and 96th Street and the installation of a pedestrian bridge over Sepulveda Boulevard at Century Boulevard, reducing or eliminating at-grade pedestrian crossings. Both of these changes would reduce delay and travel times on Sepulveda Boulevard. As discussed in Attachment 4, a reduced travel time on Sepulveda Boulevard would be expected to cause an increase in traffic volume. Some of that increase would be drawn away from existing parallel routes such as I-405 to the east and Pershing Drive and Vista del Mar to the west. For most such shifts, it is likely that Sepulveda Boulevard provides a more direct route than the existing options, and therefore these

shifts would be associated with a small decrease in net VMT. However, some of the increase in traffic on Sepulveda Boulevard would likely be the result of new trips made possible by the reduced congestion, which would increase VMT.

Overall, the change in VMT associated with a reduced travel time on Sepulveda Boulevard is likely to be a small increase or decrease, lesser in magnitude than the Final EIR estimate of 3,306 daily VMT induced by the Approved ATMP. As discussed on page 4.8-58 of the Final EIR, the projected future conditions baseline (2028) total regional VMT is over 283 million miles, and the short-term induced VMT represents a miniscule fraction of regional VMT. Nonetheless, just as the Final EIR concluded for the Approved Roadway System, the Proposed Roadway System Refinements would result in a significant and unavoidable impact with respect to short-term induced VMT. However, the potential increase in induced VMT with the Proposed Roadway System Refinements compared to the increase that would occur under the Approved ATMP does not represent a substantial increase in the severity of the previously identified significant impact.

The Final EIR assessed long-term induced VMT based on the increase in lane miles associated with the Approved ATMP. It cited research that found that a 1.0 percent increase in roadway capacity (measured by lane miles) would result in a corresponding 1.03 percent increase in vehicle travel. This was a highly conservative approach, as the vast majority of the lane miles of roads proposed under the ATMP (both the Approved Roadway System and the Proposed Roadway System Refinements) exclusively serve airport functions and would not be used by non-airport traffic. The Final EIR found that the Approved Roadway System would construct 5.8 lane miles of new roadways and would result in a long-term increase of 18,220 daily induced VMT.

Using the same methodology, the Proposed Roadway System Refinements would construct 7.6 lane miles of new roadways, an increase of 31 percent over the Approved Roadway System. Applying this percentage increase to 18,220 daily induced VMT would result in a total long-term increase of 23,874 daily induced VMT for the Proposed Roadway System Refinements. Total long-term induced VMT with the Proposed Roadway System Refinements represents less than one hundredth of a percent (0.008 percent) of the projected future conditions baseline total regional VMT of 283 million miles in 2028. Nonetheless, just as the Final EIR concluded for the Approved ATMP, the Proposed Roadway System Refinements would result in a significant and unavoidable impact with respect to long-term induced VMT. However, the potential increase in induced VMT with the Proposed Roadway System Refinements compared to the increase that would occur under the Approved ATMP (i.e., 23,874 daily induced VMT compared to 18,220 daily induced VMT) does not represent a substantial increase in the severity of the previously identified significant impact when considered in the context of total regional VMT (approximately 283 million miles in 2028).

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of significant impacts identified in the Final EIR related to induced VMT.

- **Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?**

The Final EIR concluded that the Approved ATMP, including the Approved Roadway System, would not substantially increase hazards due to a geometric design feature and would be in compliance with City design standards. Moreover, the land uses associated with the Approved ATMP (i.e., roadway improvements and passenger terminals) would not be incompatible with existing land uses in the Project area, which consist of airport and commercial uses. Further, the freeway safety analysis for the I-405 northbound off-ramp to Century Boulevard included in the Final EIR concluded that the Approved ATMP would not have a negative effect on traffic safety. For these reasons, the impact related to an increase in hazards due to geometric design was determined to be less than significant.

The Proposed Roadway System Refinements would not affect the I-405 northbound off-ramp to Century Boulevard or any other freeway ramp/facilities; therefore, there would be no adverse effect on freeway safety.

The Proposed Roadway System Refinements include minor modifications to access points compared to the Approved Roadway System designed to reduce conflicts and improve operations. As shown in Table 9 of Attachment 4, the only Proposed Roadway System Refinements that have the potential to affect safety due to geometric design are the installations of pedestrian bridges over 96th Street at Sepulveda Boulevard and over Sepulveda Boulevard at Century Boulevard (both of which would eliminate pedestrian conflicts and thus improve safety), and the removal of the proposed traffic signal at the intersection of Sepulveda Boulevard and 96th Street. The traffic signal removal in conjunction with the pedestrian bridge at that location would improve pedestrian safety. There are no dedicated bicycle facilities and a very limited number of bicyclists on this section of Sepulveda Boulevard. Where the Approved Roadway System would provide an at-grade, signalized crosswalk across 96th Street on the east side of Sepulveda Boulevard, the Proposed Roadway System Refinements provide bicyclists the option of using the pedestrian bridge (which is safer than an at-grade crossing) or using the unsignalized at-grade crosswalk which is the same configuration as the intersection under existing conditions. Therefore, there is no practical change in bicycle safety with the Proposed Roadway System Refinements as compared to the Approved Roadway System. Therefore, consistent with the conclusion in the Final EIR, the Proposed Roadway System Refinements would have a less than significant impact with respect to geometric design hazards or incompatible uses.

Therefore, the Proposed Roadway System Refinements would not result in a new significant impact or a substantial increase in the severity of impacts identified in the Final EIR related to geometric design hazards or incompatible uses.

5. ASSESSMENT OF CHANGES IN IMPACTS

Section 15164 of the State CEQA Guidelines identifies the circumstances that permit the preparation of an addendum. The State CEQA Guidelines state that, “[t]he lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” The State CEQA Guidelines also require that a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

An explanation of why none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred is provided below.

- (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

The Proposed Roadway System Refinements analyzed in this Addendum do not constitute substantial changes to the overall Approved ATMP that would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

There have not been any significant changes with respect to the circumstances under which the Approved ATMP, including the Proposed Roadway System Refinements, will be undertaken, which would result in a new significant environmental impact or a substantial increase in the severity of previously identified significant effects.

- (3) *New information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*

- (A) *The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration.*

- (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR.*

- (C) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.*

There is no new information of substantial importance, which was not known and could not have been known, with the exercise of reasonable diligence at the time the previous EIR was certified, that shows that the Approved ATMP, including the Proposed Roadway System Refinements, would result in a new significant environmental impact or a substantial increase in the severity of previously identified significant effects, or that mitigation measures previously found infeasible would in fact be feasible. Further, all mitigation measures identified in the Approved ATMP EIR’s MMRP remain applicable.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No additional mitigation measures or alternatives have been identified that would substantially reduce the significant impacts identified in the Approved ATMP EIR. Previously identified mitigation measures contained in the Approved ATMP EIR's MMRP remain applicable.

6. CONCLUSION

Based on this analysis and the information contained in this Addendum, the design, layout, and implementation of the Proposed Roadway System Refinements would not result in a new significant impact or substantial increase in the severity of previously identified impacts in the ATMP Final EIR. There are also no substantial changes to the circumstances under which the Proposed Roadway System Refinements would be undertaken that would result in a new significant impact or substantial increase in the severity of previously identified impacts in the ATMP Final EIR, and no new information of substantial importance which was not known and could not have been known when the ATMP EIR was certified that would result in a new significant impact or substantial increase in the severity of previously identified impacts in the ATMP Final EIR. Therefore, substantial evidence, including the analysis and information contained in this Addendum, supports the conclusion that none of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred and, pursuant to Section 15164 of the State CEQA Guidelines, preparation of an Addendum to the ATMP Final EIR fully satisfies the CEQA review requirements for the Proposed Roadway System Refinements.