DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

West Los Angeles
Area Planning Commission

Date: November 5, 2025
Time: After 4:30 p.m.*
Place: Felicia Mahood Multipurpose Center
11338 Santa Monica Boulevard
Los Angeles, CA 90025

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting apcwestla@lacity.org.

Case No.:	APCW-2025-3846-SPPE-CLQ
CEQA No.:	SCH No. 2019049020
Council No.:	11 – Park
Plan Area:	Westchester – Playa Del Rey
Specific Plan:	Los Angeles Coastal Transportation Corridor
Community Plan Implementation Overlay (CPIO):	Westchester – Playa Del Rey CPIO, Century/Aviation Subarea
Certified NC:	Westchester/Playa
GPLU:	Regional Commercial
Zone:	[Q]C2-2-CPIO
Applicant:	Los Angeles World Airports c/o Kathline King
Representative:	Paul Garry, Psomas

Public Hearing:	November 5, 2025
Appeal Status:	Appealable to City Council
Expiration Date:	November 23, 2025
Multiple Approval:	Yes

PROJECT LOCATION: **9860 South Sepulveda Boulevard (6211, 6225, 6251, 6255 West Century Boulevard)**

PROPOSED PROJECT: The construction of a new pedestrian bridge, two elevator access structures and stairways, and associated support structures spanning across South Sepulveda Boulevard on the north side of the intersection with West Century Boulevard.

REQUESTED ACTIONS:

1. Pursuant to CEQA Guidelines, Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in the previously certified Environmental Impact Report (EIR), SCH No. 2019049020, certified on October 13, 2021, and as supported by the addendum dated December 2024.

2. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.32.H, a Clarification of "Q" Conditions (CLQ) to modify the approved plot plan to add the proposed pedestrian bridge to the approved Exhibit A of Ordinance No. 177,700, and to clarify that a proposed pedestrian bridge is a permitted accessory use per "Q" Condition No. 1.

3. Pursuant to LAMC Section 13.14.G, an Exception for relief from the Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea:

a. Section II-1.B.4.a of the CPIO, to allow the pedestrian bridge elevator access structure to encroach up to 5-feet, and the stairway to encroach up to 4-feet into the Pedestrian Amenity Area.

b. Section II-2.D.1 of the CPIO, to allow a pedestrian bridge across a public right-of-way within the Century/Aviation Subarea boundary.

c. Section II-2.D.2 of the CPIO, to allow a pedestrian bridge over private property to be 12 feet in width in lieu of the 10 feet otherwise allowed.

d. Section II-2.D.2 of the CPIO, to allow transparency on the sides of the bridge of approximately 15% in lieu of the 50% otherwise required.

e. Section II-2.F.1.a of the CPIO, to allow 28% transparency for the elevator access structure in lieu of the 75% transparency otherwise required for the first twenty linear feet of ground floor frontage along Sepulveda Blvd where it intersects with Century Blvd.

f. Section II-2.F.2 of the CPIO, to allow 26% transparency for the elevator access structure in lieu of the 50% transparency otherwise required for the ground floor street-facing façade along Sepulveda Boulevard.

g. Section II-2.F.3 of the CPIO, to allow 18% transparency for the elevator access structure in lieu of the 30% transparency otherwise required above the ground floor facing Sepulveda Boulevard.

RECOMMENDED ACTIONS:

1. **Find,** based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified Environmental Impact Report (EIR), SCH No. 2019049020, certified on October 13, 2021; and pursuant to CEQA Guidelines 15162 and 15164 and the Addendum, dated December 2024, that no major revisions to the EIR are required and no subsequent EIR, or negative declaration, is required for approval of the project;

2. **Approve**, pursuant to LAMC Section 12.32.H, a Clarification of "Q" Conditions (CLQ) to modify the approved plot plan to add the proposed pedestrian bridge to the approved Exhibit A of Ordinance No. 177,700, and to clarify that a proposed pedestrian bridge is a permitted accessory use per "Q" Condition No. 1;

3. **Approve**, pursuant to LAMC Section 13.14.G, a Project Exception for relief from the Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO), Century/Aviation Subarea:

    a. Section II-1.B.4.a of the CPIO, to allow the pedestrian bridge elevator access structure to encroach up to 5-feet, and the stairway to encroach up to 4-feet into the Pedestrian Amenity Area.

    b. Section II-2.D.1 of the CPIO, to allow a pedestrian bridge across a public right-of-way within the Century/Aviation Subarea boundary.

c. Section II-2.D.2 of the CPIO, to allow a pedestrian bridge over private property to be 12 feet in width in lieu of the 10 feet otherwise allowed.

d. Section II-2.D.2 of the CPIO, to allow transparency on the sides of the bridge of approximately 15% in lieu of the 50% otherwise required.

e. Section II-2.F.1.a of the CPIO, to allow 28% transparency for the elevator access structure in lieu of the 75% transparency otherwise required for the first twenty linear feet of ground floor frontage along Sepulveda Blvd where it intersects with Century Blvd.

f. Section II-2.F.2 of the CPIO, to allow 26% transparency for the elevator access structure in lieu of the 50% transparency otherwise required for the ground floor street-facing façade along Sepulveda Boulevard.

g. Section II-2.F.3 of the CPIO, to allow 18% transparency for the elevator access structure in lieu of the 30% transparency otherwise required above the ground floor facing Sepulveda Boulevard.

4. **Adopt** the attached Conditions of Approval; and

5. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300).* While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the American Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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- A.2 – Vicinity Map
- A.3 – ZIMAS Map

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D – Ordinance No. 177,700

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is for the construction of a new pedestrian bridge, two elevator access structures, two stairways, and associated support structures spanning across South Sepulveda Boulevard on the north side of the intersection with West Century Boulevard, connecting Site 1 to Site 2. The project is a part of the Airfield and Terminal Modernization Project (ATMP) of Los Angeles International Airport (LAX), which includes safety and operational improvements to the airfield, new terminal facilities and existing terminal modernization, roadway system improvements, new parking facilities, and a new Automated People Mover station. The proposed pedestrian bridge would have an elevator access structure, stairway, electrical and mechanical room, support columns, and a portion of the open-air bridge located within a 60-foot-wide by 59-foot-deep portion of the southwest corner of the Site 1, for which Los Angeles World Airports (LAWA) has obtained a permanent roadway and pedestrian bridge easement. The bridge would span the width of Sepulveda Boulevard, and the other elevator access structure, stairway, and similar support structures would be located on the southeast corner of the LAX-zoned Site 2, across the right-of-way. The pedestrian bridge is intended to replace the signalized crosswalk at the northern side of the intersection and provide safe and critical pedestrian infrastructure between the airport and the Century/Aviation corridor.

The portions of the pedestrian bridge located outside of the CPIO boundary do not require any discretionary approval from Planning. However, the portions of the pedestrian bridge and improvements within the Sepulveda Boulevard right-of-way will require an encroachment permit from the California Department of Transportation (Caltrans), any improvements to Century Boulevard will require a B Permit from the Los Angeles Department of Transportation (LADOT), and the relocation of any utilities will require U Permits from the Los Angeles Department of Public Works Bureau of Engineering (BOE).

BACKGROUND

Existing Site

The proposed pedestrian bridge would extend above Sepulveda Boulevard. New elevator structures and staircases would be constructed on both sides of Sepulveda Boulevard, Site 1 and Site 2.

Site 1 is located at the northeast corner of South Sepulveda Boulevard and West Century Boulevard and is a 203,366 square-foot, irregular L-shaped lot with a frontage of approximately 600 feet along West Century Boulevard, approximately 460 feet along South Sepulveda Boulevard, approximately 240 feet along South Vicksburg Avenue, and 15 feet along West 98th Street. The parcel is mostly flat and takes up a large portion of the block.

The project site for the proposed pedestrian bridge, elevator, and staircase would be limited to a 60-foot by 59-foot, 3,355 square foot permanent roadway and pedestrian bridge easement area within Site 1. On July 1, 2025, the City Council adopted Ordinance No. 188,683 (Council File 25-0637) approving a Resolution of Necessity to acquire portions of property located at 9860 South Sepulveda Boulevard and 6225 West Century Boulevard, by eminent domain. This includes the 60-foot by 59-foot portion at the southwest corner of Site 1.

The subject parcel is zoned [Q]C2-2-CPIO and designated for Regional Commercial land uses within the Westchester – Playa Del Rey Community Plan and is located in the Century/Aviation Subarea of the Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO). It

is also located in an Airport Hazard Area, Flood Zone X (areas of minimal flood hazard), and approximately 5.10 kilometers from the Newport – Inglewood Onshore Fault Zone. The project site is currently developed with 12 parking spaces for an existing hotel. The remainder of the parcel is developed with a 13-story Hyatt Regency hotel, surface parking lots, a swimming pool and landscaping, and a double-sided billboard along Sepulveda Boulevard. The adjacent properties to the north and east are zoned C2-2-CPIO and developed with large commercial buildings, multistory parking garages, and surface parking lots. The adjacent properties to the south and west are zoned LAX within the Los Angeles International Airport Specific Plan and are developed with both landside and airside airport uses.

Site 2 is located at the northwest corner of South Sepulveda Boulevard and West Century Boulevard and is an 861,302 square-foot, rectangular-shaped lot corner with a frontage of approximately 900 feet along Century Boulevard, approximately 950 feet along South Sepulveda Boulevard, and approximately 945 feet along Sky Way. The property is zoned LAX and designated for Airport Airside land uses within the Airport Airside (A Zone) Subarea of the Los Angeles International Airport Specific Plan and is also located within the Los Angeles Coastal Transportation Corridor Specific Plan and the LAX Sign District. It is also located in an Airport Hazard Area, Flood Zone X (areas of minimal flood hazard), and approximately 5.20 kilometers from the Newport – Inglewood Onshore Fault Zone. The western half of Site 2 is currently used as the LAX-IT ride share and taxi pick-up area for arriving passengers, with the remainder of the site used as surface parking.

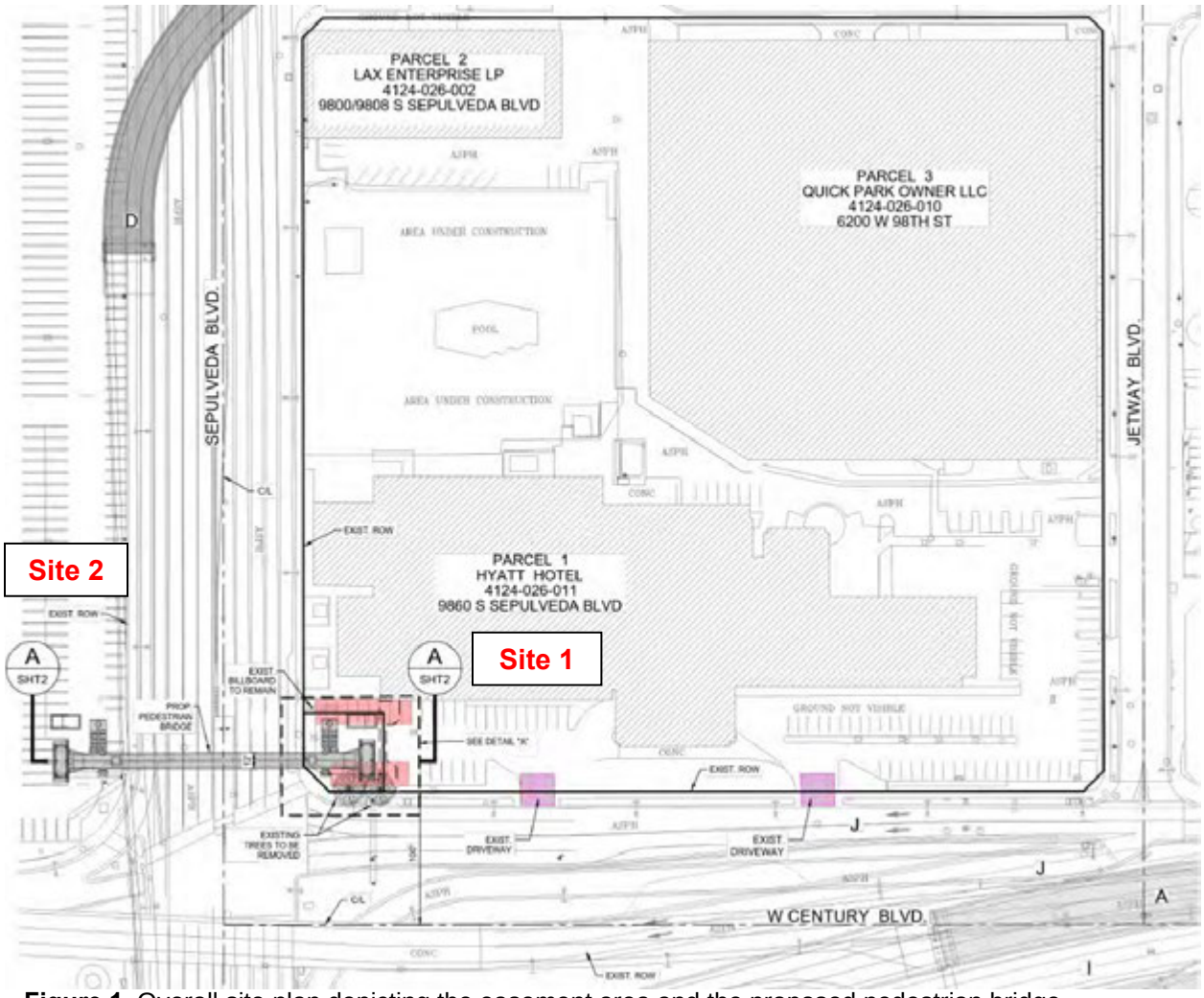


Figure 1. Overall site plan depicting the easement area and the proposed pedestrian bridge.

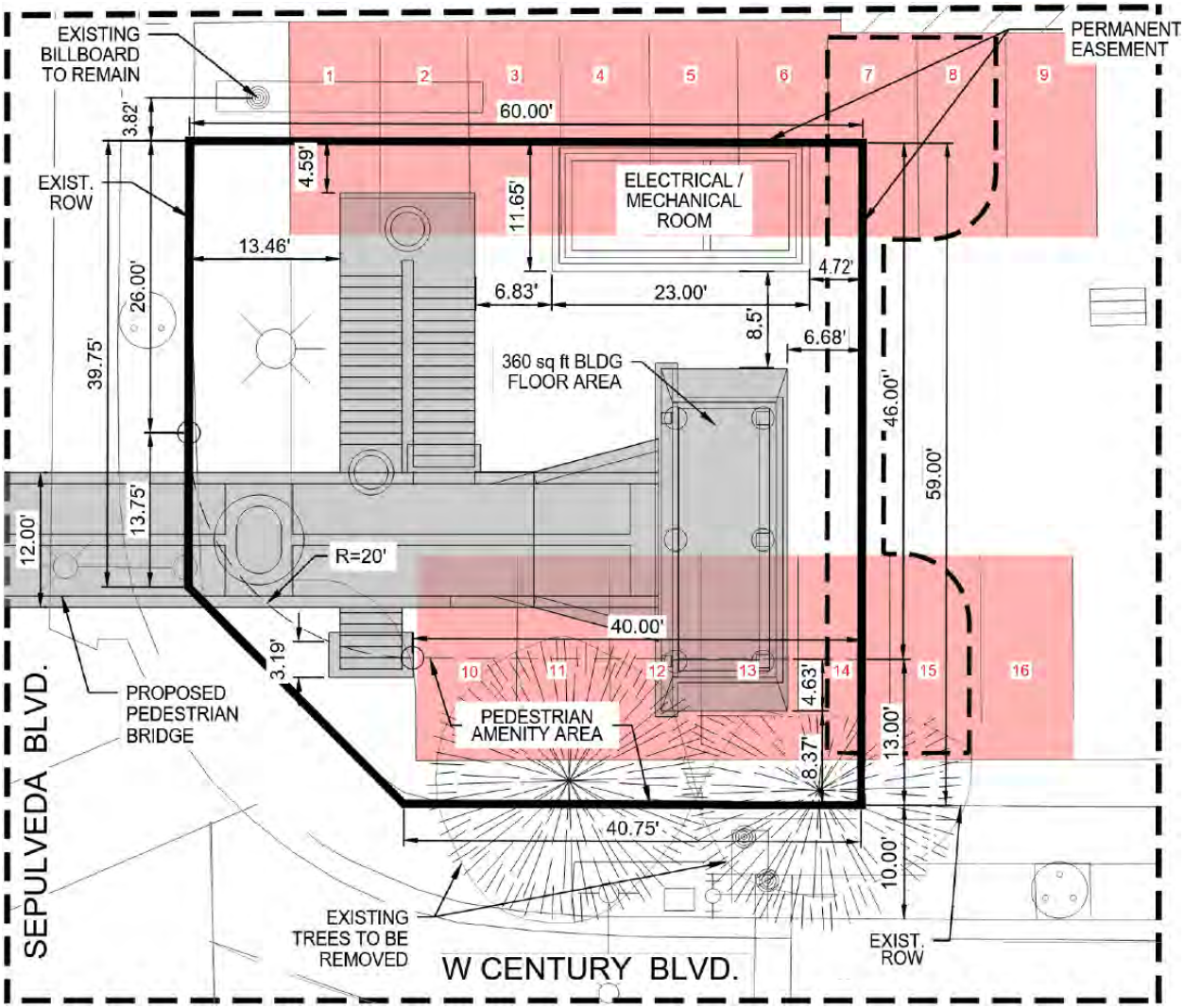


Figure 2. Enlarged site plan depicting the permanent easement area and the proposed project.

Surrounding Zones and Uses

The subject site is located in an urbanized area developed with airport and regional commercial uses. The adjacent properties to the north and east are zoned C2-2-CPIO and developed with large commercial buildings, multistory parking garages, and surface parking lots. The adjacent properties to the south and west are zoned LAX within the Los Angeles International Airport Specific Plan and are developed with both landside and airside airport uses. A portion of the property to the west is currently used as the LAX-IT ride share and taxi pick-up area for arriving passengers, with the remainder of the site used as surface parking. The airport-owned property to the south includes both landside and airside uses, including portions of the roadway interchange at the entrance to the central terminal area of the airport, roadway bridges, and a portion of the LAX Automated People Mover track.

Streets and Circulation

Sepulveda Boulevard, adjoining the subject site to the west, is designated as a Boulevard I with a designated right-of-way width of 136 feet and roadway width of 100 feet. This portion of Sepulveda Boulevard is also a portion of California State Highway 1, or the Pacific Coast Highway, classified as a Class 3 “Other Principal Arterial” by the California Department of Transportation (Caltrans). The actual right-of-way width is 131.5 feet, widening near the intersection, with a

roadway width of 118.5 feet including a paved median. Sepulveda Boulevard is improved with an asphalt roadway, and concrete curb, gutter, median, and sidewalks.

Century Boulevard, adjoining the subject site to the south, is designated as a Boulevard I, with no specified right-of-way width or roadway width designated. The actual right-of-way width is 120 feet, and the roadway width varies as this portion of Century Boulevard is part of a large interchange with overpasses, flyovers, and split roadways partially located on LAWA-owned property. The portion of roadway directly fronting the subject site varies between 27 feet and 51 feet in width of ground-level westbound lanes, and is improved with an asphalt roadway, concrete curb and gutter, parkway strip, and concrete sidewalk along the north side of the road.

Vicksburg Avenue, adjoining the subject site to the east, is designated as a Local Street – Standard, with a designated right-of-way width of 60 feet and roadway width of 36 feet. The actual roadway width is 40 feet. Vicksburg Avenue is improved with an asphalt roadway with concrete curb and gutter, parkway strip along the west side of the street, and concrete sidewalks along both sides of the street.

98th Street, adjoining a 15-foot-wide portion of the property to the north, is designated as a Modified Boulevard II, with a designated right-of-way width of 66 feet and a roadway width of 40 feet. The current actual right-of-way width is 60 feet with a roadway width of 39 feet adjacent to the subject site. 98th Street set to be modified by other projects included in the ATMP.

Relevant Cases:

Ordinance No. 188,683 – On August 16, 2025, an ordinance became effective creating a permanent easement to LAWA for the 60-foot-wide, 59-foot-deep, 3,355 square-foot section of the southwestern corner of the subject site for public use of that portion of the private property. The ordinance approved a Resolution of Necessity to acquire portions of property located at 9860 South Sepulveda Boulevard and 6225 West Century Boulevard, by eminent domain. (Council File 25-0637)

Ordinance No. 187,155 – On October 1, 2021, an ordinance became effective establishing the Westchester – Playa Del Rey Community Plan Implementation Overlay and placing the subject property within the Century/Aviation Subarea, subject to all relevant development regulations.

Ordinance No. 177,700 – On September 2, 2006, an ordinance became effective re-establishing the [Q] Conditions on the subject site in conjunction with Planning case no. CPC-2001-4928-ZC-SPR-HD, ZA-2001-5862-ZV, and previous Ordinance No. 175,643, including uses allowed as part of the development.

On-site Building Records:

Permit No. 09010-10000-00526 – 2009 building permit for the construction of the seven-story parking structure located at 6200 W. 98th Street, providing 2,542 parking spaces for the hotel, surrounding buildings, and public airport parking.

Permit No. 1963LA30709 – 1963 permit for the construction of the existing 13-story, 453,588 square-foot hotel with 607 guest rooms, restaurants, lounges, and other dining/assembly uses.

Permit No. 1963LA47357 – 1963 permit for the 2,650 square-foot ground level swimming pool.

On-site Planning Cases:

ZA-2017-241-CUB – On June 19, 2017, the Zoning Administrator approved a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with the conversion of hotel guest rooms on the third floor to a 2,556 square-foot membership club/lounge within the existing Hyatt Regency hotel.

AA-2015-4674-PMEX – On August 29, 2016, the Advisory Agency found the adjustment of the common lot line(s) between the parcels on the map dated February 11, 2016, at 9860 S. Sepulveda Blvd & 6200 W. 98th Street to be exempt from a parcel map, resulting in the existing lot configuration.

AA-2009-140-PMLA – On September 18, 2013, the Advisory Agency approved a Parcel Map for a maximum three-parcel development as shown on the map stamp-dated January 15, 2009, which would have split the subject site into two parcels, removing the portion of the lot occupied by the existing pool and then-existing cabanas, where the hotel addition was proposed from case number CPC-2001-4928-ZC-SPR-HD. An extension was filed on June 29, 2016, but the Parcel Map has not been effectuated.

DIR-2008-2342-CLQ – On August 6, 2008, the Director of Planning approved a requested Clarification of "Q" Conditions No. 1, 3, 4, and 5 of Ordinance 177,700, effective September 2, 2006. These clarifications were used in conjunction with the construction of the parking garage under Permit No. 09010-10000-00526.

CPC-2001-4928-ZC-SPR-HD / ZA-2001-5862-ZV – On November 5, 2003, the City Council adopted a recommendation from the Planning and Land Use Committee to grant a zone change appeal from the City Planning Commission's determination that recommended partial denial. The City Council at this time, also certified a Mitigated Negative Declaration and adopted Ordinance 175,643, disapproved by the Director of Planning, effectuating a zone change and height district change from C2-1 and PB-1 to [T][Q]C2-2, subject to modified 'Q' conditions Nos. 1, 5 and 6, and approval of Site Plan Review, for the proposed construction of a hotel addition with a 3.5:1 Floor Area Ratio in lieu of the maximum 1.5:1 Floor Area Ratio limitation and 7-level, 78-feet, 8-inchest in height parking structure with a capacity of 2,115 parking spaces at 6225 West Century Boulevard. While the parking structure was built per Permit No. 09010-10000-00526, the hotel addition has not been built.

Surrounding Sites:

LAX Airfield and Terminal Modernization Project (ATMP) – Starting in 2019, the Los Angeles World Airports (LAWA) began planning an airport modernization project including airfield modifications, terminal improvements and expansion, roadway improvements designed to alleviate airport-related congestion, new parking facilities, and a new Automated People Mover station. The final EIR, SCH No. 2019049020, was certified and published on October 13, 2021, and an Addendum was issued in December 2024.

REQUESTED ACTIONS

Project Exception

Pursuant to LAMC Section 13.14.G, the applicant is requesting a Project Exception from the Westchester – Playa Del Rey CPIO to allow the pedestrian bridge elevator access structure to encroach up to 5-feet, and the stairway to encroach up to 4-feet into the Pedestrian Amenity Area otherwise prohibited by Section II-1.B.4.a. of the CPIO. Section II-1.B.4.a. of the CPIO states that,

along the north side of Century Boulevard, any area between the Build-To Line and the property line shall be improved and maintained as a Pedestrian Amenity Area, which shall appear and function as a single integrated space with the adjacent public sidewalk. Permitted elements within the Pedestrian Amenity Area include street furniture, outdoor dining amenities, tables, chairs, lighting, heating, decorative dining area railings not to exceed 42 inches in height, and similar elements. A building may project over the Pedestrian Amenity Area above 40 feet or below 5 feet, and signs, canopies and awnings may project over Pedestrian Amenity Areas to the same extent that they may project over the public right-of-way in the LAMC, except no encroachment permit from BOE shall be required.

The applicant is also requesting Project Exceptions to allow a pedestrian bridge across a public right-of-way within the Century/Aviation Subarea boundary otherwise prohibited by Section II-2.D.1 of the CPIO and to allow a pedestrian bridge over private property to be 12 feet in width in lieu of the 10 feet otherwise allowed and to allow transparency on the sides of the bridge of approximately 15% in lieu of the 50% otherwise required by Section II-2.D.2 of the CPIO. Section II-2.D. of the CPIO includes urban design standards related to pedestrian bridges. Section II-2.D.1. prohibits pedestrian bridges from spanning across public rights-of-way, and Section II-2.D.2 states that pedestrian bridges on private property shall be a maximum of 10 feet wide and comprised of at least 50 percent translucent materials on the sides and top.

The applicant is also requesting Project Exceptions to allow 28% transparency in lieu of the 75% transparency otherwise required by Section II-2.F.1.a. of the CPIO for the first twenty linear feet of ground floor frontage along Sepulveda Blvd where it intersects with Century Blvd, to allow 26% transparency in lieu of the 50% transparency otherwise required by Section II-2.F.2. of the CPIO for the ground floor street-facing façade along Sepulveda Boulevard, and to allow 18% transparency in lieu of the 30% transparency otherwise required by Section II-2.F.3. of the CPIO above the ground floor facing Sepulveda Boulevard. Section II-2.F. of the CPIO includes urban design standards related to transparency of structures and materials. Section II-2.F.1.a. states that, on corner lots, the ground floor transparency requirement for at least 75% of the street-facing façade along Century Boulevard between two and eight feet from the finished floor of the ground floor to consist of transparent openings, shall also apply to the first 20 linear feet of ground floor frontage along the intersecting street, as measured from Century Boulevard. Section II-2.F.2. states that, along all streets other than Century Boulevard and Airport Boulevard, at least 50% of the street-facing façade between two and eight feet from the finished floor of the ground floor shall consist of transparent openings. The project is located on the corner of Century Boulevard and Sepulveda Boulevard, so these requirements would apply to the façade facing Sepulveda Boulevard. Section II-2.F.3. states that, along all streets, at least 30% of the street-facing façade above the ground floor shall consist of transparent openings. This requirement would apply to the project's façade along both Century Boulevard and Sepulveda Boulevard.

Clarification of "Q" Conditions

Pursuant to LAMC Section 12.32.H, a Clarification of "Q" Conditions (CLQ) to modify the approved plot plan to add the proposed pedestrian bridge to the approved Exhibit A of Ordinance No. 177,700, and to clarify that a proposed pedestrian bridge is a permitted accessory use per "Q" Condition No. 1. The current text of "Q" Condition No. 1 for allowable uses, as clarified per case no. DIR-2008-2342-CLQ, states:

> *"The entire site shall be limited to 495,588 square feet of development. The site shall be permitted hotel rooms and related hotel uses. A free standing 7-story parking structure shall be permitted on site. In addition, 1,000 square-feet of retail space shall be permitted at the corner of 98th Street and Vicksburg."*

The subject site is limited by the "Q" Conditions of Ordinance No. 177,700 as related to the project approval for case no. CPC-2001-4928-ZC-SPR-HD and ZA-2001-5862-ZV, approved by the City Council on November 5, 2003. While pedestrian bridges would otherwise be allowed within the underlying C2 zone, "Q" Condition Nos. 1 and 4 limit the allowed uses on site to the uses shown in the previously approved plot plans, making it unclear whether a pedestrian bridge would be allowed. The Clarification of "Q" Conditions is required to add the proposed pedestrian bridge to the approved plot plan and permitted uses.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing will be held on November 5, 2025, by the West Los Angeles Area Planning Commission.

ISSUES

Pedestrian Bridge Over a Public Right-of-Way

The purpose of the Westchester – Playa Del Rey CPIO (Section I-3. of the CPIO) is partially to "develop a unique sense of place and identity for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors" (Section I-3.B.), to "activate Century Boulevard by creating a more walkable and pedestrian-friendly environment" (Section I-3.D.), and to "complement the Century Boulevard Streetscape Plan which aims to improve and enhance the public right-of-way" (Section I-3.F.). These goals are implemented using the Development Regulations in Section II-1. and the Urban Design Standards in Section II-2. of the CPIO. Urban design standard II-2.D. prohibits pedestrian bridges from crossing public rights-of-way as a measure to encourage the improvement of the ground-level pedestrian experience along Century Boulevard.

The applicant is proposing a pedestrian bridge crossing Sepulveda Boulevard at the north side of the intersection with Century Boulevard, at the far western end of the Century/Aviation Subarea of the CPIO, where the commercial properties of the CPIO meet LAX airport property and the primary vehicular entrance to the airport central terminal area. The bridge will be necessary to replace the current signalized pedestrian crosswalk due to roadway improvements being made as part of the Airfield and Terminal Modernization Project (ATMP), which would reroute the existing westbound through traffic from Century Boulevard and erect barriers to limit ground level ingress to airport property on the west side of the intersection. The pedestrian bridge would be installed to provide safe pedestrian access from airport property to Century Boulevard and separate pedestrians from the heavy north-south traffic along Sepulveda Boulevard. The pedestrian bridge would be allowed by right within the LAX zone, where the western end of the bridge would be located at 9851 South Sepulveda Boulevard. The requested Project Exception would be required to allow the eastern end of the bridge within the CPIO boundaries at 9860 South Sepulveda Boulevard.

The CPIO regulations for the Century/Aviation Subarea are summarized in Section I-2.:

> *"The Century/Aviation Subarea identifies specific parcels adjacent to the Century Boulevard right-of-way, and provides specific development standards to facilitate transit-oriented development (TOD). The development standards of this subarea promote development that is consistent with and enhances the existing commercial character, incentivizes the establishment of visitor and employee serving Active Uses, and identifies circumstances where reduced parking requirements are permitted."*

The Century/Aviation Subarea spans along Century Boulevard from Sepulveda Boulevard at the west end to La Cienega Boulevard at the east end and may extend one or two blocks north or

south of Century. There are three LAX Automated People Mover stations that will soon be opened in the vicinity, located between one and two blocks north of the CPIO Subarea, and two currently open LA Metro K Line stations, one of which is the LAX/Metro Transit Center, a transfer station with the LAX Automated People Mover, and one of which is located at the intersection of Century and Aviation Boulevards. There are also several bus lines in the area, most of which have been rerouted to the LAX/Metro Transit Center north of the CPIO Subarea; only one public transit bus line, the LADOT Commuter Express 574, still has a stop near the intersection of Century and Sepulveda Boulevards near the project site. The largest generator of transit trips, traffic, and economic activity in the area is the airport itself, and once the LAX Automated People Mover opens, it's likely that most pedestrians that would come from the airport into the Century/Aviation Subarea would take the LAX Automated People Mover instead of walking. The CPIO does not address how pedestrians would enter the Subarea and the Century/Aviation corridor from the airport, either currently or in the future, and the regulations are primarily designed to improve the pedestrian environment within the boundaries of the Century/Aviation Subarea. The CPIO regulations are also primarily tailored to improve the way that private development meets the public realm and are not designed to regulate public infrastructure projects. Therefore, the CPIO regulations prohibiting pedestrian bridges over public rights-of-way were created without anticipating any future changes to the roadway layout, traffic patterns, or public infrastructure near the intersection of Century and Sepulveda Boulevards, and do not adequately address the safe passage of pedestrians across Sepulveda Boulevard from airport property into the CPIO boundaries and the Century/Aviation corridor.

Pedestrian Amenity Area

Section II-1.B.4.a. of the CPIO states that, along the north side of Century Boulevard, any area between the Build-To Line and the property line shall be improved and maintained as a Pedestrian Amenity Area, which shall appear and function as a single integrated space with the adjacent public sidewalk. Paired with the purposes of the CPIO and the Century/Aviation Subarea to activate Century Boulevard with a walkable pedestrian environment and encourage transit-oriented development, the Pedestrian Amenity Area is an urban design strategy that may encourage slower pedestrian travel, lingering, and enjoyment of the amenities and businesses along Century Boulevard. However, the project site is located at the far west end of the Century/Aviation corridor and the CPIO Subarea, where this encouraged activity would naturally either start or end, and the proposed pedestrian bridge would instead serve as the gateway to the west end of the corridor.

Due to the scale and capacity of the bridge, if it were to be set back outside of the Pedestrian Amenity Area, it would need to encroach further onto the private property of the Hyatt Regency hotel.

Despite the proposed encroachment of the elevator access structure and the access stairway five and four feet respectively into the required 13-foot Pedestrian Amenity Area, these portions of the structure make up a small portion of the property frontage, and there would still be eight and nine feet of Pedestrian Amenity Area remaining in front of each structure. Added with the sidewalk, there will still be at least 18 feet of pedestrian space in front of the elevator access structure, and at least 11 feet in front of the stairway entrance due to the curvature at the corner of the site. The pedestrian bridge and access structures will also become an integral part of the pedestrian infrastructure at the intersection of Century and Sepulveda Boulevards at the end of the Century/Aviation corridor rather than disrupting the pedestrian experience.

Pedestrian Bridge Design

As previously mentioned, the purposes of the CPIO and the Century/Aviation Subarea are tailored to facilitate transit-oriented development, promote development that is consistent with the existing

commercial character of the corridor, and activate Century Boulevard with a walkable and pedestrian-friendly environment. The development regulations and urban design standards included in the CPIO are intended to implement these goals and purposes when new development is proposed, so these regulations and standards are tailored to the design of commercial buildings and properties.

While the CPIO prohibits pedestrian bridges across public rights-of-way, it does allow them on private property. To minimize visual bulk and shadows on the pedestrian environment, Section II-2.D.2 of the CPIO states that "pedestrian bridges on private property shall be a maximum of 10 feet wide and comprised of at least 50 percent translucent materials on the sides and top." The proposed pedestrian bridge will connect the Century/Aviation corridor with airport property across Sepulveda Boulevard rather than smaller private uses within a single property and is therefore designed to maximize the area of the bridge deck for pedestrian passage. The pedestrian bridge is proposed to be 12 feet wide, with a 10-foot-wide bridge deck and one foot on either side for structural materials, railings, and safety screening. Additionally, the bridge is designed to comply with LAX Design Guidelines, as the other half of the bridge is located within the LAX Specific Plan. The CPIO does not define "translucent materials", and the applicant is interpreting the clause with the interpretation that light must pass through the material as it would through glass. The proposed bridge would not be covered with a roof, and the sides would be enclosed with a stainless-steel woven fabric mesh with a minimum of 30% open area. The proposed stainless-steel mesh would cover more than 50% of the side of the bridge span, but due to being made of a solid material, the applicant states that it's infeasible to achieve 50% translucent materials for the side of the bridge. While the proposed project is unable to meet the exact specifications for pedestrian bridges within the Westchester – Playa Del Rey CPIO, the proposed bridge design meets the intent of both the CPIO and the LAX Specific Plan.

Section II-2.F. of the CPIO contains urban design standards related to the transparency and materials of structures, which are primarily tailored to the design of commercial buildings rather than public infrastructure projects. The applicant is requesting Project Exceptions to allow 28% transparency in lieu of the 75% transparency otherwise required by Section II-2.F.1.a. for the first twenty linear feet of ground floor frontage along Sepulveda Blvd where it intersects with Century Blvd, to allow 26% transparency in lieu of the 50% transparency otherwise required by Section II-2.F.2. for the ground floor street-facing façade along Sepulveda Boulevard, and to allow 18% transparency in lieu of the 30% transparency otherwise required above the ground floor facing Sepulveda Boulevard by Section II-2.F.3. The requested Exceptions to the transparency standards in Section II-2-F. are all related to the design of the proposed elevator access structure which provides access from the sidewalk plaza level to the pedestrian bridge deck. While the façade of the elevator access structure includes a curtain wall of clear windows facing south along Century Boulevard, and facing the north and east sides, the western façade facing Sepulveda Boulevard is proposed to be built of concrete in order to provide structural support for the elevators and contain the elevator door openings. The elevator openings are designed with glass elevator doors and glass windows in order to meet the intent of the transparency urban design standards of the CPIO, but it is infeasible for the façade of the elevator access structure facing Sepulveda Boulevard to fully comply with the transparency standards without compromising the structural integrity of the elevators.

"Q" Conditions

The project site is zoned [Q]C2-2-CPIO, including "Q" Conditions that were originally applied to the property as part of the City Council's approval for Planning case nos. CPC-2001-4928-ZC-SPR-HD, ZA-2001-5862-ZV, and previous Ordinance No. 175,643 in December 2003, when the zoning of the site was changed from C2-1 and PB-1 to [T][Q]C2-2. When the most recent Westchester – Playa Del Rey Community Plan Update was adopted in April 2004, the zoning map inadvertently removed the "T" and "Q" Conditions from the project site, which were subsequently

reinstated with Ordinance No. 177,700 in September 2006. The Director of Planning approved a Clarification of "Q" Conditions Nos. 1, 3, 4, and 5 of Ordinance 177,700 in August 2008, which was used in conjunction with the construction of the parking garage on the adjacent lot. The "T" Conditions were either satisfied or expired since that time. When the CPIO became effective in October 2021, the site zoning was updated to what it is now, while most of the rest of the properties in the CPIO were zoned C2-2-CPIO without the "Q" Conditions.

The "Q" Conditions applied to the subject site limit uses on the site based on the previously approved development and the subsequent Clarification of "Q" Conditions:

1. ***Use:*** *The entire site shall be limited to 495,588 square feet of development. The site shall be permitted hotel rooms and related hotel uses. A free standing 7-story parking structure shall be permitted on site. In addition, 1,000 square-feet of retail space shall be permitted at the corner of 98th Street and Vicksburg."*

4. ***Site Plan / Elevations:*** *The subject property shall be developed substantially in conformance with the plot plan and elevations, Exhibit No. E-3, dated December 17, 2002, of the subject case file as to location of structures. Deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions and the intent of the subject permit authorization.*

While the proposed pedestrian bridge would be prohibited in the Westchester – Playa Del Rey CPIO due to it crossing the Sepulveda Boulevard right-of-way, it would otherwise be allowed in the based C2 zone. However, since pedestrian bridges are not clearly listed as permitted within the "Q" Conditions, the applicant is requesting a Clarification of "Q" Conditions to clarify that the pedestrian bridge would be a permitted accessory use. The currently planned changes to the roadway layout at the entrance to Los Angeles International Airport central terminal area and the intersection of Century and Sepulveda Boulevards, and the need for a pedestrian bridge to improve pedestrian and traffic safety at this intersection would not have been foreseeable at the time that the development was approved to expand the existing hotel and parking garage and the "Q" Conditions were applied to the property.

CONCLUSION

The proposed project would be developed at the intersection of Century and Sepulveda Boulevards, on the border of the Westchester – Playa Del Rey CPIO and the LAX Specific Plan and would provide critical pedestrian infrastructure as a part of the LAX Airfield and Terminal Modernization Project and associated roadway modifications. As such, there are exceptional circumstances and conditions specific to the site and the proposed project that warrant the approval of exceptions from certain provisions of the CPIO. Approval of the requested actions will enable the construction of a new pedestrian bridge and associated support structures spanning South Sepulveda Boulevard on the north side of the intersection with West Century Boulevard. The proposed pedestrian bridge would have an elevator access structure, stairway, electrical and mechanical room, support columns, and a portion of the open-air bridge located within a 60-foot-wide by 59-foot-deep public use easement at the southwest corner of the subject site. The bridge would span the width of Sepulveda Boulevard, and similar support and access structures would be located on the LAX-zoned property across the right-of-way. The pedestrian bridge is intended to replace the signalized crosswalk at the northern side of the intersection and provide safe and critical pedestrian infrastructure between the airport and the Century/Aviation commercial corridor. The portions of the pedestrian bridge located outside of the CPIO will not require any discretionary approval from Planning. Based on evaluation of the project and information submitted, input from the public, and previously approved Planning cases, City Planning Staff recommends that the West Los Angeles Area Planning Commission approve the requested actions and adopt the attached Conditions of Approval and Findings.

CLARIFICATION OF QUALIFIED "Q" CONDITIONS

Pursuant to LAMC Section 12.32.H, the following "Q" Condition of Ordinance No. 177,700, as previously clarified under Case No. DIR-2008-2342-CLQ, is hereby revised as indicated herein (additions in **bold** and underline, deletions in ~~strikeout~~):

1. **Use:** The entire site shall be limited to 495,588 square-feet of development. The site shall be permitted 774 hotel rooms and related hotel uses. A free standing 6-story parking structure shall be permitted on site. In addition, 1,000 square-feet of retail space shall be permitted at the corner of 98th Street and Vicksburg.

   Permanent Easement Area. As shown in Exhibit A of Case No. APCW-2025-3846-SPPE-CLQ, an approximately 60-foot by 59-foot portion of the site is subject to a permanent easement held by the City and shall be improved with a pedestrian bridge, elevator access structure, stairway, and associated support structures or improvements.

5. **Site Plan / Elevations:** The subject property shall be developed substantially in conformance with the plot plan and elevations, Exhibit No. E-3, dated December 17, 2002, of the subject case file as to location of structures. Deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions and the intent of the subject permit authorization.

   Permanent Easement Area. The southwest corner of the subject property shall be developed substantially in conformance with Exhibit A of Case No. APCW-2025-3846-SPPE-CLQ,

CONDITIONS OF APPROVAL

Development Conditions

1. Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

2. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

3. **Height.** The proposed pedestrian bridge shall be limited to a maximum overall height of 41 feet 9 inches above grade to the roof of the elevator access structure.

4. **Permanent Public Right-of-Way Encroachments.** The portions of the pedestrian bridge, within the public right-of-way (Sepulveda Boulevard), are subject to review and approval by the California Department of Transportation (Caltrans) and the Department of Public Works Bureau of Engineering (BOE).

5. **Landscaping**. All landscaping shall comply with the Urban Design Standards and shall meet the intent of the Design Best Practices of the Westchester – Playa Del Rey Community Implementation Overlay.

6. **Century Boulevard Streetscape Plan.** All Pedestrian Amenity Areas shall be improved in compliance with the Century Boulevard Streetscape Plan.

7. Outdoor lighting shall be designed and installed with shielding so that light does not overflow into adjacent residential properties.

8. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

Administrative Conditions

9. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

10. Prior to the issuance of any permits, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.

11. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

12. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

13. **Condition Compliance.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

14. **Building Plans.** All the Conditions of Approval, and any other written modifications, shall be printed on the final building plans / drawings submitted to the Department of City Planning and the Department of Building and Safety.

15. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

16. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

17. **Department of Building and Safety.** The granting of this Determination by the Director of Planning does not in any way indicate compliance with applicable provisions of the Los Angeles Municipal Code (LAMC). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect the uses, or any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

18. **Covenant.** Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per LAMC section 19.01.E(3) for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition.

19. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

20. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

21. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this

condition, in whole or any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

> “City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.
>
> “Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

1. **Project Exception Findings**

a. **The strict application of the regulations of the Community Plan Implementation Overlay to the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Overlay.**

The subject property, Site 1, is currently developed with a 13-story Hyatt Regency hotel, surface parking lots, a swimming pool and landscaping, and a double-sided billboard situated along Sepulveda Boulevard. The property is a flat, irregular L-shaped corner and through lot with frontage along Sepulveda Boulevard to the west, Century Boulevard to the south, Vicksburg Avenue to the east, and a small frontage along 98th Street to the north.

The site is located within the Century/Aviation Subarea of the Westchester – Playa Del Rey Community Plan Implementation Overlay (CPIO), effective October 1, 2021. The purpose of the CPIO, as stated in Section I-3. is partially to "develop a unique sense of place and identity for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors" (Section I-3.B.), to "activate Century Boulevard by creating a more walkable and pedestrian-friendly environment" (Section I-3.D.). These goals are implemented using the Development Regulations in Section II-1. and the Urban Design Standards in Section II-2. of the CPIO. Additionally, the purpose of the Century/Aviation Subarea, as stated in Section I-2., is to facilitate transit-oriented development (TOD) consistent with the existing commercial character and visitor- and employee-serving uses along the Century/Aviation corridor between Sepulveda Boulevard and La Cienega Boulevard.

The proposed project is for the construction of a new pedestrian bridge and associated support structures spanning South Sepulveda Boulevard on the north side of the intersection with West Century Boulevard. The project is a part of the Airfield and Terminal Modernization Project (ATMP) of Los Angeles International Airport (LAX), which includes safety and operational improvements to the airfield, new terminal facilities and existing terminal modernization, roadway system improvements, new parking facilities, and a new Automated People Mover station. The proposed pedestrian bridge would have an elevator access structure, stairway, electrical and mechanical room, support columns, and a portion of the open-air bridge located within a 60-foot-wide by 59-foot-deep permanent easement area in a portion of the southwest corner of the property. The bridge would span the width of Sepulveda Boulevard, and similar support and access structures would be located on the LAX-zoned property across the right-of-way at Site 2. The pedestrian bridge is intended to replace the signalized crosswalk at the northern side of the intersection.

The proposed project involves a request for a Project Exception from the Westchester – Playa Del Rey CPIO to allow the pedestrian bridge elevator access structure to encroach up to 5-feet, and the stairway to encroach up to 4-feet into the Pedestrian Amenity Area otherwise prohibited by Section II-1.B.4.a. of the CPIO; to allow a pedestrian bridge across a public right-of-way within the Century/Aviation Subarea boundary otherwise prohibited by Section II-2.D.1 of the CPIO; to allow a pedestrian bridge over private property to be 12 feet in width in

lieu of the 10 feet otherwise allowed and to allow transparency on the sides of the bridge of approximately 15% in lieu of the 50% otherwise required by Section II-2.D.2 of the CPIO; to allow 28% transparency in lieu of the 75% transparency otherwise required by Section II-2.F.1.a. of the CPIO for the first twenty linear feet of ground floor frontage along Sepulveda Blvd where it intersects with Century Blvd; to allow 26% transparency in lieu of the 50% transparency otherwise required by Section II-2.F.2. of the CPIO for the ground floor street-facing façade along Sepulveda Boulevard; and to allow 18% transparency in lieu of the 30% transparency otherwise required by Section II-2.F.3. of the CPIO above the ground floor facing Sepulveda Boulevard.

Pedestrian Bridge Over a Public Right-of-Way

Section II-2.D. of the CPIO prohibits pedestrian bridges from crossing public rights-of-way as a measure to encourage the improvement of the ground-level pedestrian experience along Century Boulevard. However, the subject site is located at the far western end of the Century/Aviation Subarea of the CPIO, where the commercial properties of the CPIO meet Los Angeles International Airport property at the primary vehicular entrance to the airport central terminal area and the LAX Specific Plan. Sepulveda Boulevard, a portion of California State Highway 1 classified as a Class 3 “Other Principal Arterial” by the California Department of Transportation (CalTrans), separates the airport from the subject property and the CPIO in general. Sepulveda Boulevard has a roadway width of approximately 120 feet, and pedestrian access between the airport and the commercial and hotel properties along Century Boulevard is currently limited to an at-grade pedestrian crosswalk at the corner of the subject property.

The proposed pedestrian bridge will be necessary to replace the current signalized pedestrian crosswalk due to roadway improvements being made as part of the Airfield and Terminal Modernization Project (ATMP), which would reroute the existing westbound through traffic away from Century Boulevard and erect barriers to limit ground level ingress to airport property on the west side of the intersection. The changes to the ATMP roadway alignments and the additional ground-level traffic barriers would present a safety hazard for any ground-level crosswalk alignments at the intersection, and the proposed pedestrian bridge is the safest option to improve pedestrian access between the airport and Century Boulevard. The proposed pedestrian bridge will be allowed within the LAX zone, where the western end of the bridge would be located at 9851 South Sepulveda Boulevard.

The CPIO does not address how pedestrians may enter the Century/Aviation corridor from the airport, and the regulations are primarily designed to improve the pedestrian environment within the boundaries of the Century/Aviation Subarea. The CPIO regulations were written before the current version of the ATMP was proposed, not anticipating future changes to the roadway layout or traffic patterns near the intersection of Century and Sepulveda Boulevards or adequately addressing the safe passage of pedestrians across Sepulveda Boulevard from airport property into the CPIO boundaries and the Century/Aviation corridor.

Throughout the rest of the Century/Aviation Subarea of the CPIO, Century Boulevard intersects mostly with local streets, private streets, and lower-level avenues. While Airport Boulevard and Aviation Boulevard are both classified as “Boulevard II” under the City’s Mobility Plan 2035, neither of those intersections with Century Boulevard is expected to experience as much volume and complexity of vehicle traffic as is expected at the entrance to the airport central terminal area

at the intersection with Sepulveda Boulevard. Therefore, strict application of the CPIO regulation prohibiting pedestrian bridges over the public right-of-way would result in practical difficulties for addressing the safe passage of pedestrian traffic from airport property through the subject property and into the CPIO boundaries.

Pedestrian Amenity Area

Section II-1.B.4.a. of the CPIO states that, along the north side of Century Boulevard, any area between the Build-To Line and the property line shall be improved and maintained as a Pedestrian Amenity Area, which shall appear and function as a single integrated space with the adjacent public sidewalk. Paired with the purposes of the CPIO and the Century/Aviation Subarea to activate Century Boulevard with a walkable pedestrian environment and encourage transit-oriented development, the Pedestrian Amenity Area is an urban design strategy that may encourage slower pedestrian travel, lingering, and enjoyment of the amenities and businesses along Century Boulevard. However, the project site is located at the far west end of the Century/Aviation corridor and the CPIO Subarea, where such activity would naturally either start or end, and the proposed pedestrian bridge would instead serve as the gateway to the west end of the corridor.

The proposed elevator access structure and the access stairway would respectively encroach five and four feet into the required 13-foot Pedestrian Amenity Area. However, these portions of the structure only make up a small portion of the width of the property, and there would still be eight and nine feet of Pedestrian Amenity Area remaining in front of each structure. In addition to the sidewalk, there will still be at least 18 feet of pedestrian space in front of the elevator access structure, and at least 11 feet in front of the stairway entrance once the curvature at the corner of the site is accounted for.

Due to the scale and design capacity of the bridge, if it were to be setback outside of the Pedestrian Amenity Area, it would need to encroach further onto the private property of the Hyatt Regency. Additionally, due to its location near the entrance of the airport central terminal area, the bridge is intended to provide for safe passage of pedestrians through the project site and into the Century/Aviation corridor, rather than provide a commercial business with pedestrian amenities as intended and appropriate along the rest of the corridor. Therefore, strict application of the width of the pedestrian area would result in practical difficulties for addressing the safe passage of pedestrian traffic from airport property through the subject property and into the CPIO boundaries.

Pedestrian Bridge Design and Transparency

As previously mentioned, the purposes of the CPIO and the Century/Aviation Subarea are meant to facilitate transit-oriented development, promote development that is consistent with the existing commercial character of the corridor, and activate Century Boulevard with a walkable and pedestrian-friendly environment. The development regulations and urban design standards included in the CPIO are intended to implement these goals and purposes when new development is proposed, so these regulations and standards are tailored to the design of commercial buildings and properties rather than public infrastructure projects.

While the CPIO urban design standards prohibit pedestrian bridges across public rights-of-way, they are allowed on private property with design standards. To

minimize visual bulk and shadows on the pedestrian environment, Section II-2.D.2 of the CPIO states that "pedestrian bridges on private property shall be a maximum of 10 feet wide and comprised of at least 50 percent translucent materials on the sides and top." The proposed pedestrian bridge is designed to efficiently maximize the area of the bridge deck for pedestrian passage, as it will connect the Century/Aviation corridor with airport property across Sepulveda Boulevard as a piece of public infrastructure rather than connecting smaller private uses within a single property. The pedestrian bridge is proposed to be 12 feet wide, with a 10-foot-wide bridge deck and one foot on either side for structural materials, railings, and safety screening. Additionally, the bridge is designed to comply with the LAX Design Guidelines, as the other half of the bridge is located within the LAX Specific Plan. The CPIO does not define "translucent materials", and the applicant is interpreting the clause with the interpretation that light must pass through the material as it would through glass. The sides of the proposed bridge would be enclosed with a stainless-steel woven fabric mesh with a minimum of 30% open area, and it would not be covered with a roof. The area of the proposed stainless-steel mesh would be more than 50% of the side of the bridge span, but since stainless steel is a solid material, the applicant states that it's infeasible to achieve 50% translucent materials for the side of the bridge. While the proposed project is unable to meet the exact specifications for pedestrian bridges within the Westchester – Playa Del Rey CPIO, the proposed bridge design meets the intent of both the CPIO and the LAX Specific Plan.

Section II-2.F. of the CPIO contains urban design standards related to the transparency and materials of structures, which are primarily tailored to the design of commercial buildings rather than public infrastructure projects. The applicant is requesting Project Exceptions to allow 28% transparency in lieu of the 75% transparency otherwise required by Section II-2.F.1.a. for the first twenty linear feet of ground floor frontage along Sepulveda Blvd where it intersects with Century Blvd, to allow 26% transparency in lieu of the 50% transparency otherwise required by Section II-2.F.2. for the ground floor street-facing façade along Sepulveda Boulevard, and to allow 18% transparency in lieu of the 30% transparency otherwise required above the ground floor facing Sepulveda Boulevard by Section II-2.F.3. The requested Exceptions to the transparency standards in Section II-2-F. are all related to the design of the proposed elevator access structure, which provides access from the sidewalk plaza level to the pedestrian bridge deck. While the façade of the elevator access structure includes a curtain wall of clear windows facing south along Century Boulevard, and facing the north and east sides, the western façade facing Sepulveda Boulevard is proposed to be built of concrete in order to provide structural support for the elevators and contain the elevator door openings. The elevator openings are designed with glass elevator doors and glass windows in order to meet the intent of the transparency urban design standards of the CPIO, but it is infeasible for the façade of the elevator access structure facing Sepulveda Boulevard to fully comply with the transparency standards without compromising the structural integrity of the elevators.

Therefore, strict application of the CPIO urban design standards for the design of pedestrian bridges and façade transparency would result in practical difficulties for the design and construction of a safe and efficient pedestrian bridge connecting airport property with the subject property and the Century/Aviation corridor.

b. **There are exceptional circumstances or conditions that are applicable to the subject property involved or to the intended use or development of the**

subject property that do not generally apply to other property in the Community Plan Implementation Overlay area.

As previously mentioned, the purposes of the CPIO and the Century/Aviation Subarea are meant to facilitate transit-oriented development, promote development that is consistent with the existing commercial character of the corridor, and activate Century Boulevard with a walkable and pedestrian-friendly environment. The development regulations and urban design standards included in the CPIO are intended to implement these goals and purposes when new development is proposed, so these regulations and standards are tailored to the design of commercial buildings and properties rather than public infrastructure projects.

The subject site is located at the western end of the Century/Aviation Subarea of the CPIO, and the proposed project is for the construction of a pedestrian bridge and associated support structures crossing Sepulveda Boulevard at the north side of the intersection with Century Boulevard. The proposed pedestrian bridge will be a part of the larger Airfield and Terminal Modernization Project, which includes improvements to the Los Angeles International Airport and to the ground transportation infrastructure surrounding the airport entrance, and the bridge and support structures will only occupy a small portion of a larger commercial property with existing uses. The proposed project is not a building or a commercial use but will be a piece of public infrastructure, and the location of the project is not central to the Century/Aviation corridor but at the border of the Westchester – Playa Del Rey CPIO and the LAX Specific Plan. Due to the zoning and LAX Design Guidelines applicable within the LAX Specific Plan, the other portions of the pedestrian bridge will not require discretionary approval from Planning. Additionally, the proposed pedestrian bridge will enable pedestrians to safely cross to and from the airport and the Century/Aviation corridor at a wide intersection with heavy traffic, where a ground-level crosswalk similar to what currently exists would be hostile to the kind of pedestrian activity the CPIO regulations are meant to encourage. Therefore, there are exceptional circumstances and conditions applicable to the proposed project and the subject site that would not generally apply to other properties within the Century/Aviation Subarea of the CPIO.

c. **An exception from the Community Plan Implementation Overlay is necessary to preserve and enjoy a substantial property right or use generally possessed by other property within the Community Plan Implementation Overlay area or zoning district in the same vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships is denied to the property in question.**

The subject site, Site 1, is located in an urbanized area developed with airport and regional commercial uses. The adjacent properties to the north and east are zoned C2-2-CPIO and developed with large commercial buildings, multistory parking garages, and surface parking lots. The adjacent properties to the south and west are zoned LAX within the Los Angeles International Airport (LAX) Specific Plan and are developed with both landside and airside airport uses. The subject site sits at the corner of Century and Sepulveda Boulevards, at the end of the Century/Aviation corridor and the Century/Aviation Subarea of the CPIO, and at the entrance to the airport central terminal area. The airport properties immediately surrounding the subject site to the south and west are used for a roadway interchange and Automated People Mover track leading to the central terminal area, which will be undergoing roadway improvements rerouting vehicular traffic

to handle airport visitors more efficiently under the Airfield and Terminal Modernization Program (ATMP).

The proposed pedestrian bridge will span Sepulveda Boulevard, with the other end of the bridge and its associated support structures located on Site 2 within the LAX zone and LAX Specific Plan. Due to these circumstances, the bridge is required to comply with the LAX Design Guidelines for pedestrian infrastructure. The bridge is also required as part of the ATMP to safely and efficiently separate pedestrian and vehicular traffic at this intersection. The existing roadway interchange and Automated People Mover tracks to the south both include elevated sections and bridges spanning Sepulveda Boulevard but mostly do not cross into the CPIO boundaries. A similar pedestrian bridge is also planned to be constructed crossing 96th Street to the north but is not subject to the CPIO regulations due to its location in the LAX Zone. Since the proposed pedestrian bridge requires only a small portion of the property at 9860 South Sepulveda Boulevard acquired by LAWA as an easement, it would be infeasible and undesirable to change the zone or place the property within the LAX Specific Plan.

Additionally, the CPIO does not prohibit pedestrian bridges as a “use” in the underlying C2 zone because they are considered circulation or public infrastructure but instead prohibits pedestrian bridges over public rights-of-way through the Urban Design Standards to encourage street-level pedestrian activity. Since a ground level pedestrian crossing between the airport central terminal area and the Century/Aviation corridor would be unsafe and impractical following the roadway modifications of the ATMP, the pedestrian bridge will be required to maintain and encourage the street-level pedestrian activity desired by the CPIO at this end of the corridor. The Urban Design Standards of the CPIO are also tailored to commercial buildings and development, and the CPIO does not include separate policies for the design of public infrastructure projects.

Therefore, the requested exceptions to the CPIO are required to preserve and enjoy substantial property rights and uses generally possessed by other properties in the C2 zone and the airport-owned properties in the LAX zone and Specific Plan.

d. **The granting of the exception will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject property.**

The proposed project is for the construction of a pedestrian bridge and associated support structures crossing Sepulveda Boulevard at the north side of the intersection with Century Boulevard. The intersection of Century and Sepulveda Boulevards experiences heavy traffic due to the location just outside the entrance of the Los Angeles International Airport (LAX) central terminal area and is slated to be modified during the larger Airfield and Terminal Modernization Project (ATMP). Due to the heavy traffic and width of Sepulveda Boulevard, the proposed pedestrian bridge will improve public safety by separating pedestrian and vehicular traffic at the intersection, and by allowing safe passage of pedestrian traffic to and from the airport and the Century/Aviation corridor. The inclusion of both elevators and stairs will also ensure accessibility for pedestrians of all abilities.

The subject site and adjacent properties to the north and east are zoned C2-2-CPIO and developed with large commercial buildings, multistory parking garages, and surface parking lots. The adjacent properties to the south and west are zoned LAX within the LAX Specific Plan and are developed with both landside and airside

airport uses. A portion of the property to the west is currently used as the LAX-IT ride share and taxi pick-up area for arriving passengers, with the remainder of the site used as surface parking. The commercial areas within the Century/Aviation Subarea of the CPIO are economically tied with the operation of the airport, and the proposed pedestrian bridge will contribute to the connection between the commercial and airport uses. As proposed, the project will not be detrimental to the public welfare or injurious to property or improvements adjacent to or in the vicinity of the subject property.

e. **The granting of an exception <u>is</u> consistent with the principles, intent and goals of the Community Plan Implementation Overlay, and any applicable element of the General Plan.**

The General Plan is the City's roadmap for future growth and development. The General Plan Elements establish goals, policies, purposes, and programs that provide for the regulatory environment in managing the City, and for addressing environmental concerns and problems. Most of the policies derived from these elements are implemented in the form of Municipal Code requirements. The General Plan is comprised of the Framework Element, seven state-mandated elements, and four additional elements. The Framework Element establishes the broad overall policy and direction for the General Plan. The Framework Element contains the following policies relevant to commercial regional centers and transportation:

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3, and provide adequate transitions with adjacent residential uses at the edges of the centers.

Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.

The proposed project is consistent with the following Goals, Objective, and Policies of the Mobility Plan 2035:

Policy 1.1 Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user

Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.

Additionally, the Land Use Element of the General Plan divides the City into 35 Community Plan areas. The Westchester - Playa Del Rey Community Plan designates the property for Regional Commercial Land Uses with a corresponding zone of [Q]C2-2-CPIO. The following are relevant land use and transportation objectives and policies of the Community Plan:

Objective 2-3: Enhance the land use compatibility, visual appearance, design and appeal of commercial development.

Policy 2-3.4: Minimize conflicts between auto-related and pedestrian-oriented activities in commercial areas.

Goal 16: Encourage a system of safe, efficient and attractive bicycle and pedestrian facilities.

Objective 16.2: To promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.

The purpose of the Westchester – Playa Del Rey CPIO, as stated in Section I-3. is partially to "develop a unique sense of place and identity for Century Boulevard as one of Los Angeles' premier gateway experiences for domestic and foreign visitors" (Section I-3.B.), to "activate Century Boulevard by creating a more walkable and pedestrian-friendly environment" (Section I-3.D.). Additionally, the purpose of the Century/Aviation Subarea, as stated in Section I-2., is to facilitate transit-oriented development (TOD) consistent the existing commercial character and visitor- and employee-serving uses along the Century/Aviation corridor between Sepulveda Boulevard and La Cienega Boulevard. The CPIO has established various Development Regulations and Urban Design Standards to achieve these goals, which are tailored to commercial buildings and development.

The project as proposed meets the intent and objectives of the General Plan, Mobility Plan, Community Plan, and CPIO, although the proposed pedestrian bridge would be a piece of public infrastructure and would not fit the form of a new

commercial building that would comply with all of the CPIO development regulations and urban design standards. The pedestrian bridge will provide safe and efficient pedestrian access for users of all abilities to and from the airport and the Century/Aviation corridor, promote pedestrian activity in a high-activity area and reduction of vehicle miles traveled, and minimize conflicts between auto-related and pedestrian-oriented activities in a commercial and transportation center.

Granting of the exceptions will not diminish the opportunity for the remainder of the subject site or the other properties within the Century/Aviation Subarea of the CPIO to contribute to an active pedestrian- and transit-oriented commercial district along the Century/Aviation corridor and serving the visitors and employees of the airport and surrounding uses. Approving the exceptions will not adversely affect any element of the Specific Plan or the General Plan because the proposed project is consistent with all applicable elements of the General Plan and Westchester – Playa Del Rey Community Plan.

2. **Clarification of "Q" Conditions Findings**

a. **The request is consistent with the City Planning Commission guidelines for the clarification of a "Q" Qualified condition.**

Changes in height which do not exceed five feet.

The proposed pedestrian bridge will have a total height of 41'-9" to the top of the elevator access structure. The "Q" Condition No. 2 applied by Ordinance No. 177,700 and clarified by Planning Case No. DIR-2008-2342-CLQ limit height as follows: the existing hotel is to remain 122 feet in height, the adjacent parking structure is allowed seven stories and 84 feet in height, and the unbuilt proposed hotel extension is allowed a height of 105 feet. The underlying C2-2-CPIO zone allows a maximum FAR with no specified height limit. The proposed project does not require a change for "Q" Condition No. 3.

Changes in floor area which do not exceed three percent of the total gross floor area of a building.

The proposed pedestrian bridge would have a floor area of approximately 360 square feet enclosed in the elevator and stair access structure. "Q" Condition No. 1 limits the entire site to 495,588 square feet of development. The existing hotel is approximately 453,588 square feet in area. The addition of the proposed pedestrian bridge would not exceed the allowable floor area for the site, so the proposed project does not require a change in the allowable floor area.

Revisions of setback and open space requirements which do not exceed 10 percent of the setback or open space requirement.

The proposed pedestrian bridge would have a setback of approximately 18 feet from Century Boulevard and would span across Sepulveda Boulevard. "Q" Condition No. 5 includes a required setback along Sepulveda Boulevard for the previously proposed and yet unbuilt hotel extension and parking structure and includes a setback along 98th Street specifically for the parking structure built on the adjacent property. No other setback requirements are included in the "Q" Conditions, so the proposed project does not require revisions to setback requirements.

Modifications of wall or fence requirements where a change in circumstances no longer justify their necessity.

No wall or fence is proposed, so no modifications of wall or fence requirements are required.

Modification of T procedures or conditions.

There are currently no “T” Procedures or Conditions applied to the project site, so no modification of these is required.

Modifications to an approved plot plan or landscape plan, when adherence to such plan is a condition of the zone change. These requests shall be submitted to the Director for determination. Notification shall be given in the same manner as for a Director’s determination.

The proposed project is for the construction of a new pedestrian bridge and associated support structures spanning South Sepulveda Boulevard on the north side of the intersection with West Century Boulevard, within a 60-foot-wide by 59-foot-deep portion of the property at 9860 South Sepulveda Boulevard acquired by LAWA as an easement. The proposed bridge is not included on the existing approved plot plan attached to the “Q” Conditions of Ordinance No. 177,700. The “Q” Conditions and plot plan were last modified on August 6, 2008, by Planning Case No. DIR-2008-2342-CLQ. The proposed pedestrian bridge is a part of LAWA’s larger Airfield and Terminal Modernization Project (ATMP) for improvements and modifications to the Los Angeles International Airport (LAX) terminals and ground transportation access. The planning process for the ATMP began in the late 2010s and therefore could not have been anticipated at the time that the “Q” Conditions and associated plot plan were applied to the property. The applicant has provided an updated plot plan which includes the proposed pedestrian bridge and associated support structures. The pedestrian bridge will provide safe pedestrian access to and from the airport central terminal area and the Century/Aviation corridor through the project site. Since the proposed pedestrian bridge will be replacing an existing sidewalk at the same corner of the property, it will not substantially alter the approved plot plan under Ordinance No. 177,700.

Clarification of any word or term used in a condition, when such term is not defined in the Municipal Code or the clarification of the intent of any condition that is ambiguous.

The proposed project is for the construction of a new pedestrian bridge and associated support structures spanning South Sepulveda Boulevard on the north side of the intersection with West Century Boulevard. “Q” Condition No. 1 limits land uses on the property to hotel rooms, related hotel uses, parking, and retail uses. The proposed pedestrian bridge is not a listed use in the City’s Use List Memo issued by the Office of Zoning Administration (Case No. ZA-2022-7106-ZAI) for use in conjunction with the zoning code. Instead, the proposed pedestrian bridge would be a piece of public pedestrian infrastructure partially located on private property in the [Q]C2-2-CPIO zone. Additionally, the proposed pedestrian bridge is a part of LAWA’s larger Airfield and Terminal Modernization Project (ATMP) for improvements and modifications to the Los Angeles International Airport (LAX) terminals and ground transportation access. The planning process

for the ATMP began in the late 2010s and therefore could not have been anticipated at the time that the "Q" Conditions and associated plot plan were applied to the property. Because "Q" Condition Nos. 1 and 4 limit the uses allowed on the site to the previously approved project and plans under Planning Cases CPC-2001-4928-ZC-SPR-HD, ZA-2001-5862-ZV, and DIR-2008-2342-CLQ and Ordinance No. 177,700, the intent of the condition is ambiguous in regard to the construction of public infrastructure within a public use easement on a portion of the lot. Therefore, due to the ambiguity of "Q" Condition Nos. 1 and 4, the request is consistent with the City Planning Commission Guidelines and clarification is required to include the pedestrian bridge within the allowed uses listed in "Q" Condition No. 1 and the plans referenced in Condition No. 4.

b. **The clarification is necessary in order to carry out the intent of the City Council in adopting the "Q" Conditions.**

The original project as reviewed and approved by the City Council, and modified by the Director of Planning, included the continued use of the existing 13-story hotel, the construction of a 105-foot-tall hotel extension along the Sepulveda Boulevard Frontage, and the construction of a seven-story parking structure on the adjacent property along 98th Street and Vicksburg Avenue. The current request would allow the construction of a new pedestrian bridge and associated support structures spanning Sepulveda Boulevard on the north side of the intersection with Century Boulevard, to be located on a 60-foot-wide by 59-foot-deep public use easement at the southwestern corner of the property. There is currently a ground-level signalized crosswalk at the intersection that connects pedestrian traffic from the airport central terminal area and the existing hotel, which is proposed to be removed as a part of the roadway modifications being made under the larger ATMP. If the roadway modifications are made and the existing crosswalk is eliminated, the proposed pedestrian bridge would be required in order to maintain the existing pedestrian connection between the hotel and the airport, and therefore the clarification is necessary in order to carry out the intent of the City Council in adopting the "Q" Conditions.

c. **The amendment or clarification would have only a minimal effect on adjacent property and would not result in a significant or substantial deprivation of the property rights of other property owners.**

The proposed project is for the construction of a new pedestrian bridge and associated support structures spanning Sepulveda Boulevard on the north side of the intersection with Century Boulevard. The purpose of the project is to maintain the pedestrian connection between the airport central terminal area and the Century/Aviation corridor and improve pedestrian and traffic safety by separating pedestrian and vehicular activity at this intersection. The construction of the proposed pedestrian bridge would not affect the adjacent commercial properties and would help maintain and improve the pedestrian connection between the airport and commercial area. The clarification of "Q" Condition No. 1 would not have an effect on adjacent properties and would not result in a significant or substantial deprivation on the property rights of other property owners because it would not result in the development of a project substantially different than what was approved and reviewed by the City Planning Commission and the City Council. The clarification would allow the same development area as originally intended and it is necessary in order to improve pedestrian access in a regional commercial district that the City has identified to prioritize pedestrian activity and

transit-oriented development with the implementation of the Westchester – Playa Del Rey Community Plan Implementation Overlay.

3. **CEQA Findings**

Los Angeles World Airports (LAWA), a City agency, as Lead Agency, has evaluated the environmental impacts of the Airfield and Terminal Modernization Project (ATMP) by preparing an environmental impact report (EIR), SCH No. 2019049020, certified on October 13, 2021, and the Addendum, dated December 2024. The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (CEQA Guidelines).

No Supplemental or Subsequent Review Is Required

CEQA (Pub. Res. Code Section 21166) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified, or a negative declaration has previously been adopted and one or more of the following circumstances exist:

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;

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 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.

None of the above changes or factors has arisen since the certification of the EIR and the adoption of the Addendum. The proposed pedestrian bridge, support structures, and

associated construction activity were analyzed as part of the EIR and Addendum for the ATMP, and it is substantially the same as the certified EIR. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the certification of the EIR and the adoption of the Addendum. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the larger ATMP project.

Therefore, as the Project was assessed as a portion of the previously certified EIR and adopted Addendum, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no new addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

4. **Additional Mandatory Finding**

a. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 186,952, have been reviewed and it has been determined that this project is located in Zone X, areas of minimal flood hazard. The proposed project shall conform with both the specific provisions and the intent of the Floodplain Hazard Management Ordinance.

APCW-2025-3846-SPPE-CLQ

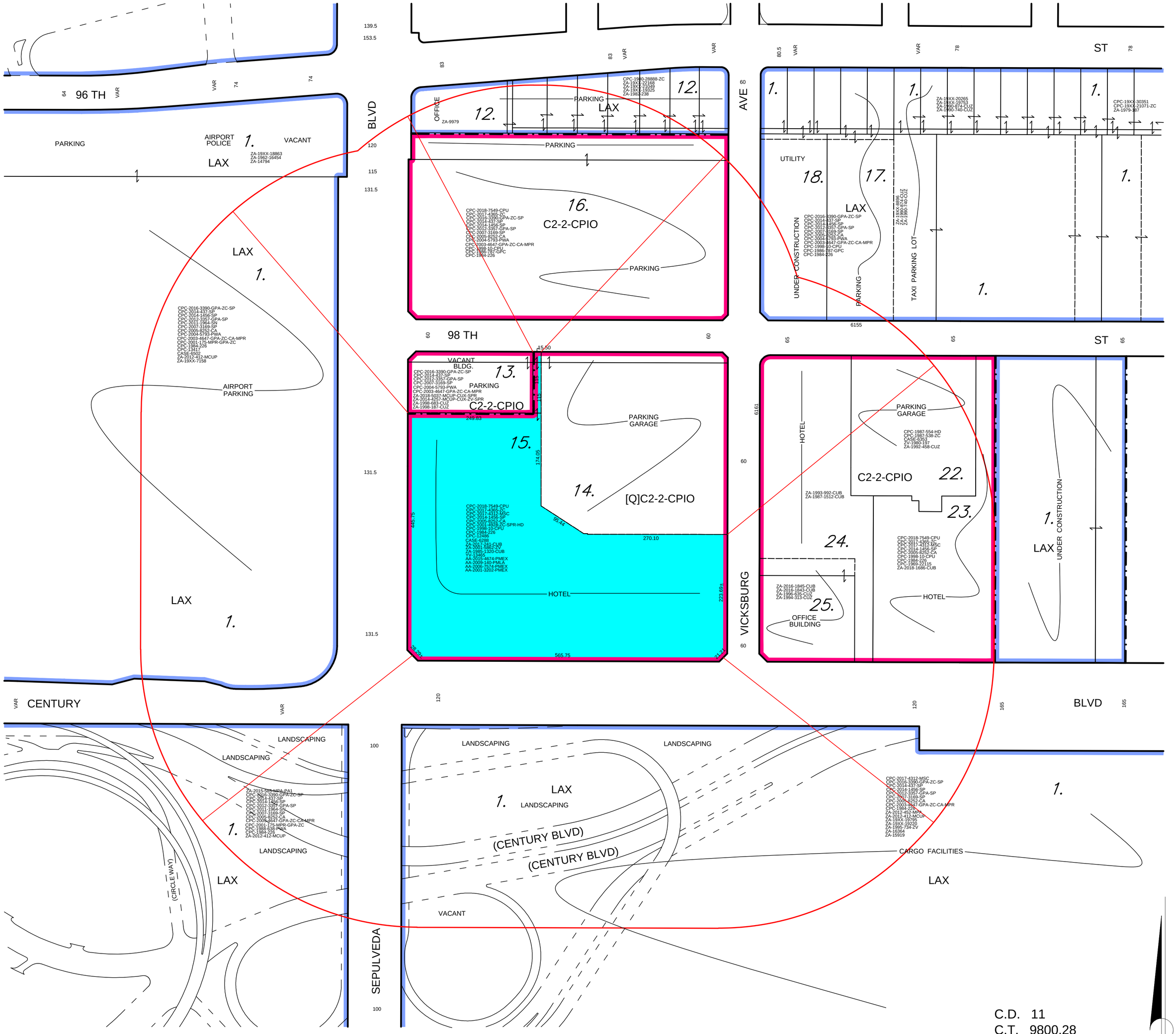
EXHIBIT A

Maps

APCW-2025-3846-SPPE-CLQ

EXHIBIT A.1

Radius Maps



LEGAL: PORTION OF LOT 14, TRACT NO. 12365(SEE APPLICATION).

NOTE: RADIUS EXTENDED TO 2,400 FT. TO MEET MINIMUM REQUIRED NOTIFICATIONS..

C.D. 11
C.T. 9800.28
P.A. WESTCHESTER-PLAYA DEL REY

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

CLARIFICATION TO Q CONDITIONS
CPIO PROJECT EXCEPTION

SITE ADDRESS:
9860 S. SEPULVEDA BLVD.
6211, 6225, 6251, 6255 W. CENTURY BLVD.

4.57 NET AC.

CASE NO.
DATE: 04-02-2025
SCALE: 1" = 100'
USES FIELD
D.M. 090 B 165
T.B. PAGE: 702 GRID: G-4



GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

2,300 FT. RADIUS MAP

LEGEND

15. OWNERSHIP NO.

⌐ OWNERSHIP HOOK

CASE NO.

DATE: 04-02-2025

SCALE: 1" = 200'

OWNERSHIP MAP

APCW-2025-3846-SPPE-CLQ

EXHIBIT A.2

Vicinity Map

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD, ALHAMBRA CA 91803
(626) 441-1080 – gcmapping@radiusmaps.com

SITE : 6211-6255 W. CENTURY BLVD. / 9860 S. SEPULVEDA BLVD.



VICINITY MAP

N

APCW-2025-3846-SPPE-CLQ

EXHIBIT A.3

ZIMAS Map

ZIMAS INTRANET

Generalized Zoning

10/26/2025

City of Los Angeles
Department of City Planning



Address: 9860 S SEPULVEDA BLVD
APN: 4124026011
PIN #: 090B165 5

Tract: TR 12365
Block: None
Lot: FR 14
Arb: 2

Zoning: [Q]C2-2-CPIO
General Plan: Regional Commercial

N
W
E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

ZIMAS PUBLIC

LARIAC6 2020 Color-Ortho

04/02/2025

City of Los Angeles
Department of City Planning



Address: 9860 S SEPULVEDA BLVD
APN: 4124026011
PIN #: 090B165 5

Tract: TR 12365
Block: None
Lot: FR 14
Arb: 2

Zoning: [Q]C2-2-CPIO
General Plan: Regional Commercial

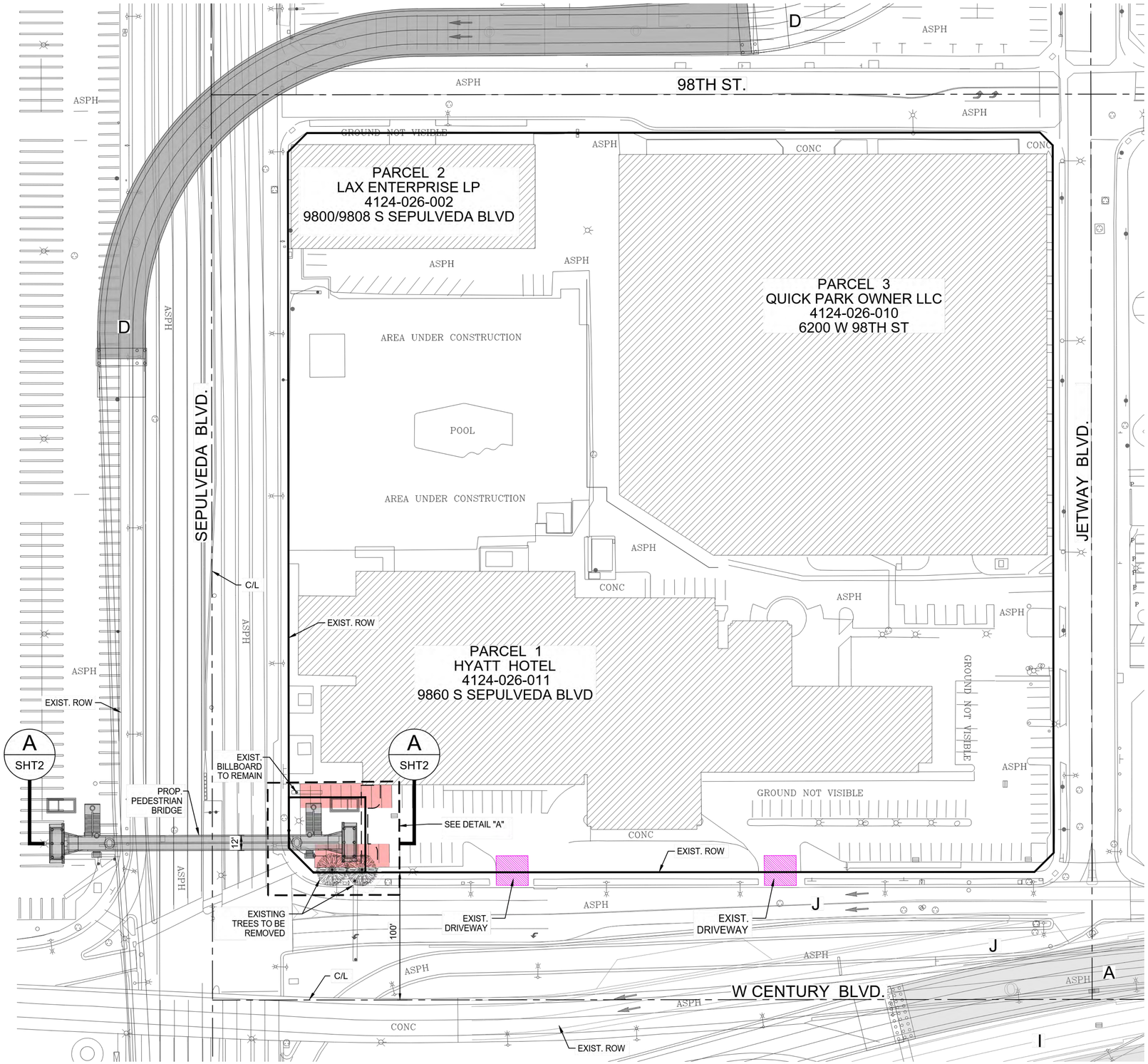
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W E
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CITY OF LOS ANGELES FOUNDED 1781

APCW-2025-3846-SPPE-CLQ

EXHIBIT B

Project Plans

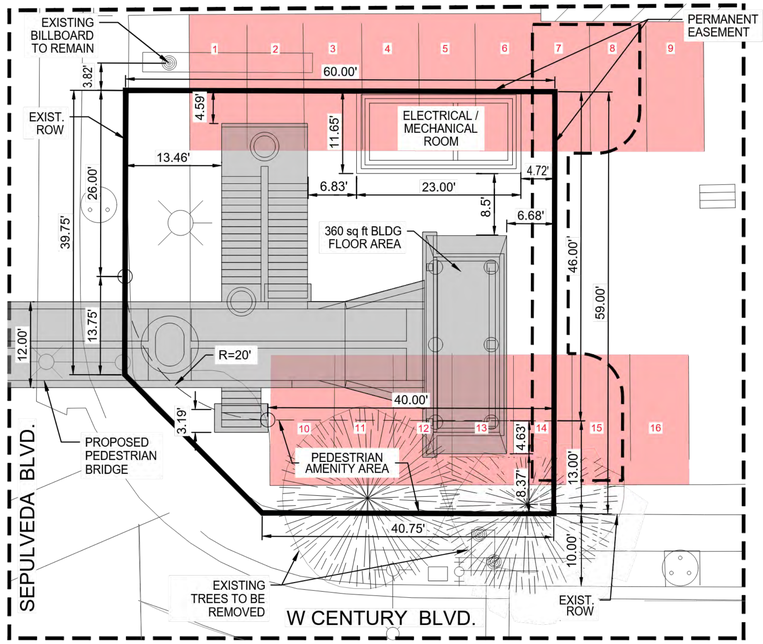


HYATT PROPERTY SITE PLAN

SCALE: 1"=40'



3D VIEW FROM SOUTHEAST
NOT TO SCALE



DETAIL "A"
1" = 10'

LEGEND:

TRANSPARENT = RAMP/AT GRADE ROADWAY

AERIAL/BRIDGE ROADWAY

EXISTING DRIVEWAY TO REMAIN

EXISTING BUILDING

PERMANENT PARKING STALL IMPACTS: 16 TOTAL STALLS

N

0 40 80 Feet

EXISTING CONDITION
PARKING STALLS ----------101 STALLS

PROPOSED CONDITION
STANDARD & ADA STALLS (9'x18') --------- 86 STALLS

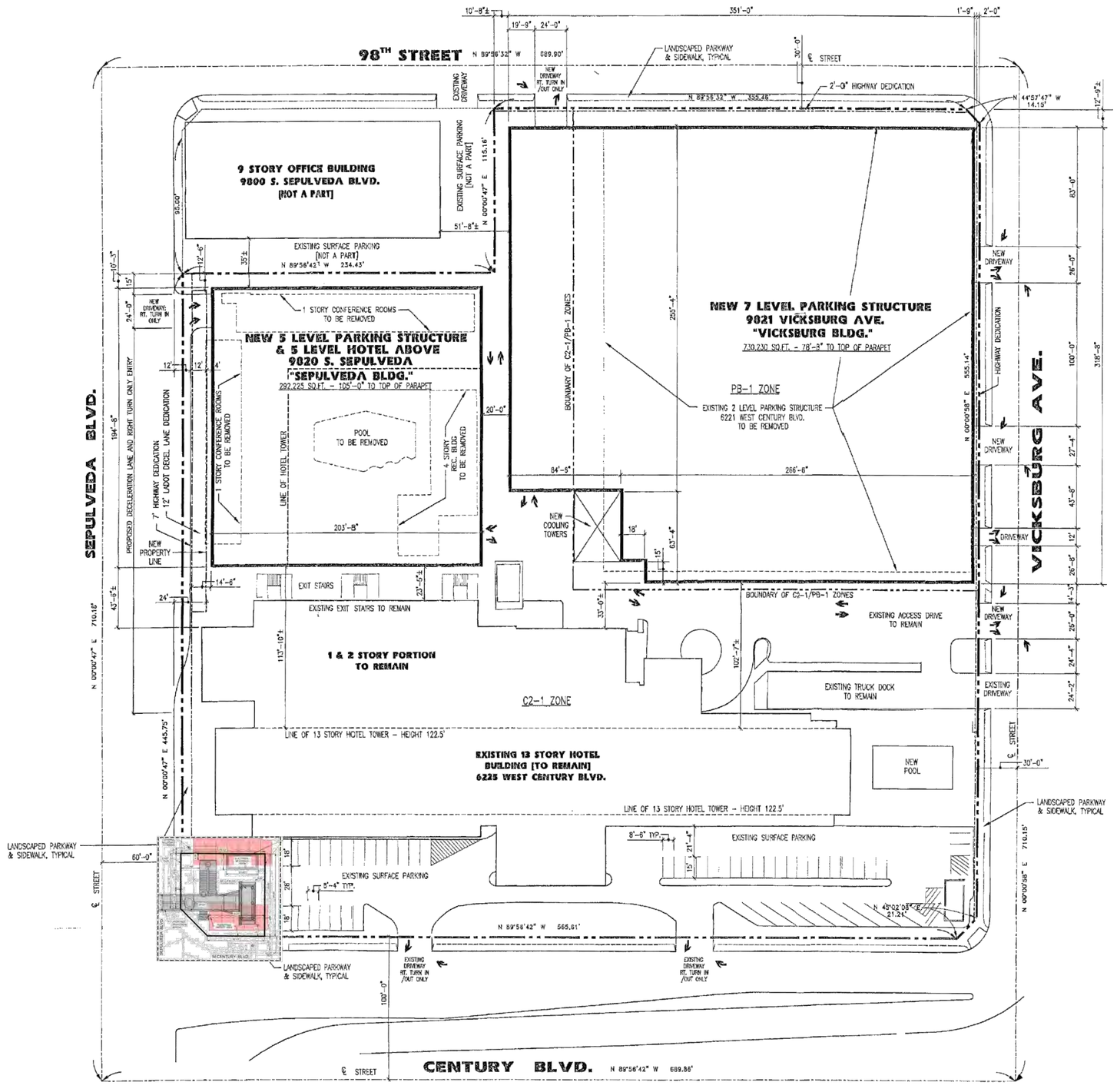
NOTE:

STRUCTURE PARKING SPACES WERE NOT IMPACTED.

LAX VNY PMD

LAWA
LOS ANGELES WORLD AIRPORTS

05/09/2025



plan north

1 A-1.0 PLOT PLAN
SCALE: 1" = 30'-0"

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 14 AND 15 OF TRACT 12385, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 238 PAGES 49 AND 50 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 2 SOUTH, RANGE 14 WEST, SAN BERNARDINO MERIDIAN, RANCHO SAUSAL REDONDO, AS PER MAP RECORDED IN BOOK 1 PAGES 507 AND 508 OF PATENT RECORDS OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF SAID LOT 14 DISTANT THEREON SOUTH 0° 00' 58" WEST 95.00 FEET FROM THE NORTHWEST CORNER OF SAID LOT; THENCE PARALLEL WITH THE LINE COMMON TO SAID LOTS 14 AND 15, SOUTH 89° 56' 39" EAST 234.33 FEET; THENCE PARALLEL WITH THE WESTERLY LINES OF SAID LOTS 14 AND 15, NORTH 0° 00' 58" EAST 145 FEET TO A LINE PARALLEL WITH AND DISTANT 50.00 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID LOT 15; THENCE ALONG SAID PARALLEL LINE, SOUTH 89° 58' 39" EAST 365.67 FEET TO THE EASTERLY LINE OF SAID LOT 15; THENCE ALONG THE EASTERLY LINES OF SAID LOTS 15 AND 14, AND THE SOUTHERLY PROLONGATION THEREOF SOUTH 0° 00' 58" WEST 890.00 FEET, MORE OR LESS, TO THE NORTHERLY LINE OF CENTURY BOULEVARD, 40 FEET WIDE AS DESCRIBED IN DEED RECORDED IN BOOK 4085 PAGE 6 OF DEEDS, RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTHERLY LINE NORTH 89° 56' 39" WEST 610.00 FEET TO THE EASTERLY LINE OF SEPULVEDA BOULEVARD, 100 FEET WIDE, AS DESCRIBED IN DEED RECORDED IN BOOK 14325 PAGE 77, OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID EASTERLY LINE NORTH 0° 00' 58" EAST 545.00 FEET TO A LINE WHICH BEARS NORTH 89° 56' 39" WEST AND PASSES THROUGH THE POINT OF BEGINNING; THENCE SOUTH 89° 56' 39" EAST 10.00 FEET TO THE POINT OF BEGINNING.

EXCEPT AN UNDIVIDED 50 PERCENT INTEREST IN AND TO ALL THE OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES BELOW A DEPTH OF 500 FEET, MEASURED VERTICALLY FROM THE SURFACE OF SAID LAND WITHOUT THE RIGHT TO ENTER UPON OR USE THE SURFACE THEREOF, AS RESERVED BY TOWCRAT CORP., A NEVADA CORPORATION IN DEED RECORDED AUGUST 23, 1967 AS INSTRUMENT NO. 1000, IN BOOK D3744 PAGE 488 OFFICIAL RECORDS.

BUILDING ADDRESSES

EXISTING 12 STORY HOTEL	6225 WEST CENTURY BOULEVARD
EXISTING 2 LEVEL PARKING STRUCTURE	6221 WEST CENTURY BOULEVARD
NEW 7 LEVEL PARKING STRUCTURE	9821 VICKSBURG AVENUE
NEW 5 LEVEL PARKING STRUCTURE & NEW 5 LEVEL HOTEL	9820 SOUTH SEPULVEDA BOULEVARD

PARKING REQUIRED:

HOTEL USE		265 PARKING SPACES
EXISTING HOTEL	591 ROOMS	
PROPOSED HOTEL	130 ROOMS	

EXISTING PARKING:

HOTEL USE	655 PARKING SPACES
ADJACENT OFFICE BUILDING [EASEMENT]	158 PARKING SPACES
TOTAL EXISTING PARKING	813 PARKING SPACES

PROPOSED NEW PARKING:

SURFACE PARKING [HOTEL USE]	48 PARKING SPACES
NEW 7 LEVEL PARKING STRUCTURE	2115 PARKING SPACES
NEW 5 LEVEL PARKING STRUCTURE	475 PARKING SPACES
TOTAL PARKING TO BE PROVIDED	2638 PARKING SPACES

SITE AREA SUMMARY

OWNER/APPLICANT	SWC CA LAX LLC	
ASSESSOR PARCEL NUMBER	4124-026-010; 4124-026-011	
LOT SIZE	7.37 ACRES (320,677.69 sq.ft.)	
LOT SIZE ADJUSTMENTS	SEPULVEDA LADOT HIGHWAY DEDICATION	3114.7855 sf.ft.
	SEPULVEDA LADOT DECEL LANE DEDICATION	2407.1183 sf.ft.
	VICKSBURG LADOT HIGHWAY DEDICATION	1114.2801 sf.ft.
	98th STREET LADOT HIGHWAY DEDICATION	712.9214 sf.ft.
ADJUSTED LOT SIZE	313,328.59 sq.ft.	
ZONE	C2-1 and PB-1	
LAND USE	EXISTING USES ON SITE:	
	• 13 STORY HOTEL - 591 ROOMS - 401,363 sq.ft. HOTEL CONFERENCE CENTER, POOL & RECREATION BUILDING	
	• TWO LEVEL PARKING STRUCTURE	
	PROPOSED USES:	
	• EXISTING 13 STORY HOTEL	
	• FIVE STORY HOTEL - 180 BUSINESS SUITES OVER A FIVE LEVEL PARKING STRUCTURE OF 475 CARS	
	• SEVEN LEVEL LEVEL PARKING STRUCTURE OF 2115 CARS	
	• PEDESTRIAN BRIDGE	

LINE TYPES

- PROPERTY LINE
- ZONE BOUNDARY
- HIGHWAY DEDICATION
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- EXISTING BUILDING ABOVE
- PROPOSED BUILDING
- PROPOSED BUILDING ABOVE

DIR 2008 2342

CENTURY SEPULVEDA

PARKING STRUCTURE

LOS ANGELES, CALIFORNIA

SHEET NOTES

HNA/PACIFIC
parking consultants/architects
621 AVENUE 'A'
REDONDO BEACH,
CALIFORNIA 90277
(310) 540-2122 FAX (310) 540-5662

NO.	DATE	ITEM
	3/11/2025	2025 CLQ

REVISIONS

REVISED
EXHIBIT 'A'
PLOT PLAN

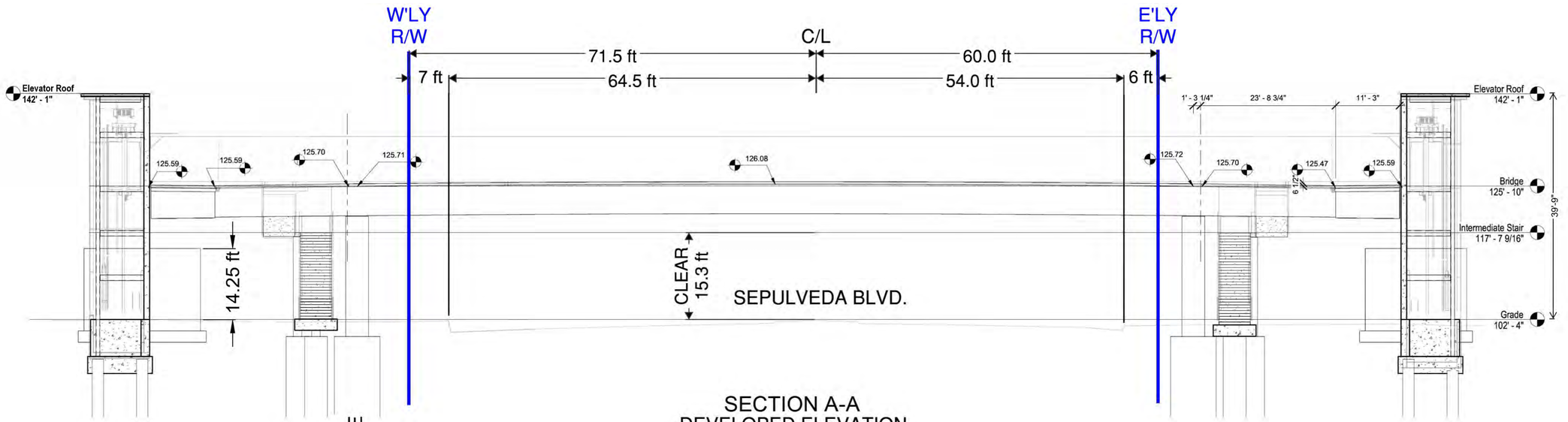
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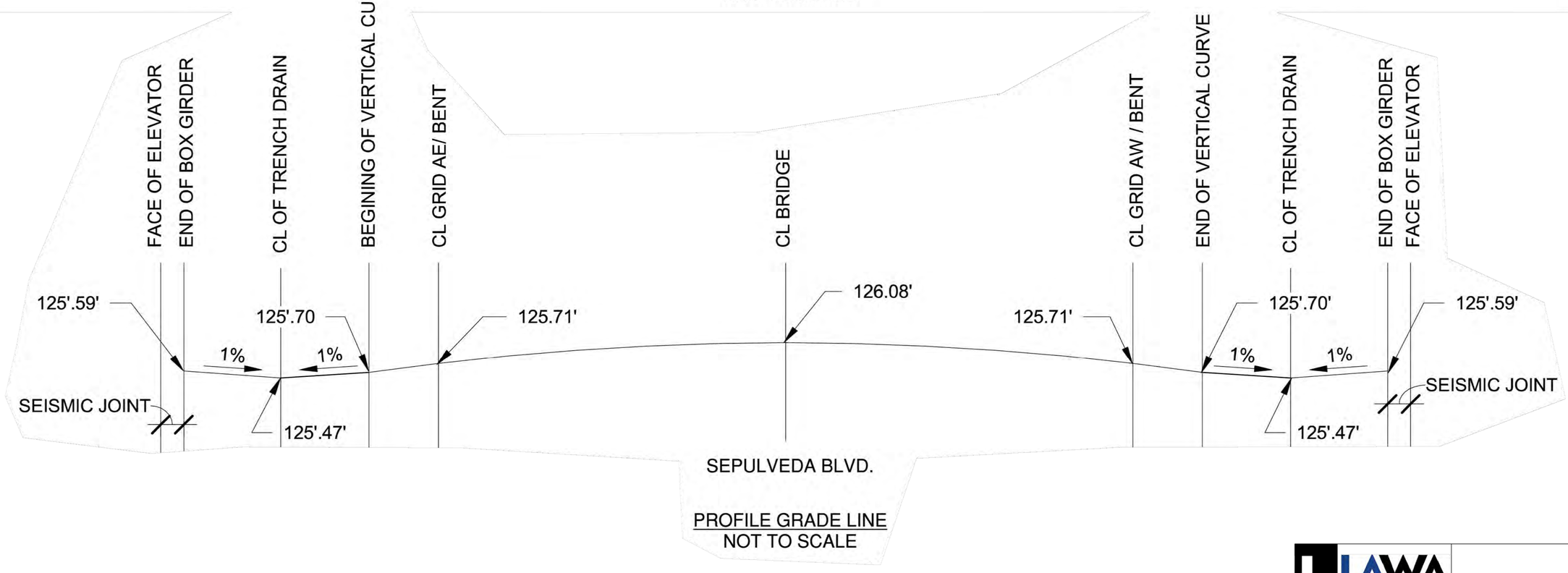
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2001-4928
CASE NO.

PROJECT NO. HNA 2121



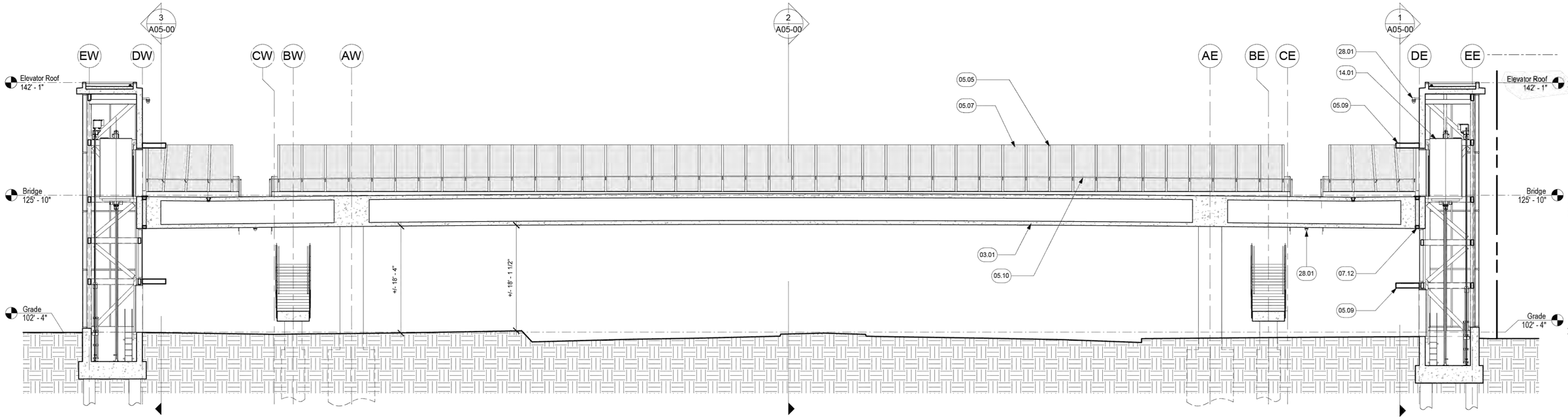
SECTION A-A
DEVELOPED ELEVATION
NOT TO SCALE



PROFILE GRADE LINE
NOT TO SCALE

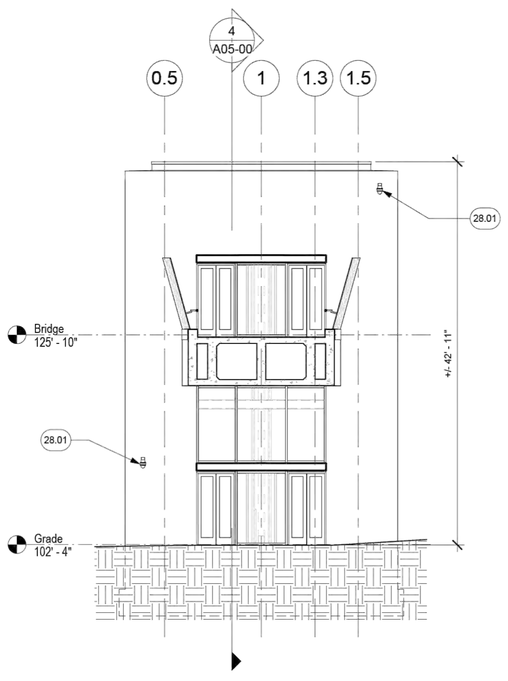
SEPULVEDA PEDESTRIAN BRIDGE ELEVATION & PROFILE GRADES

LAX VNY PMD
LAWA LOS ANGELES WORLD AIRPORTS



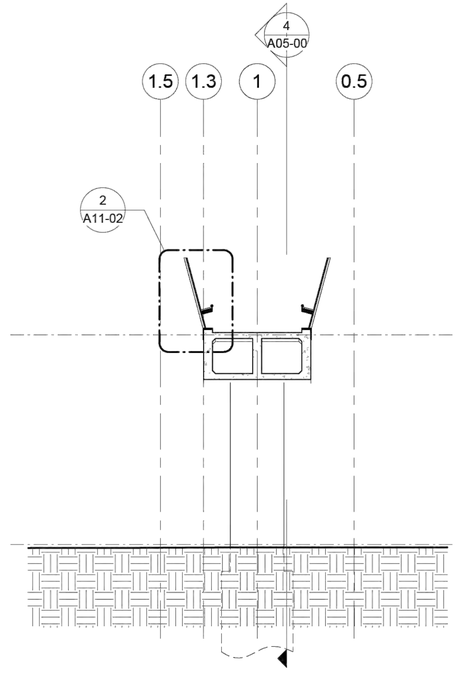
4 A02-00 A05-00

LONG SECTION
1/8" = 1'-0"



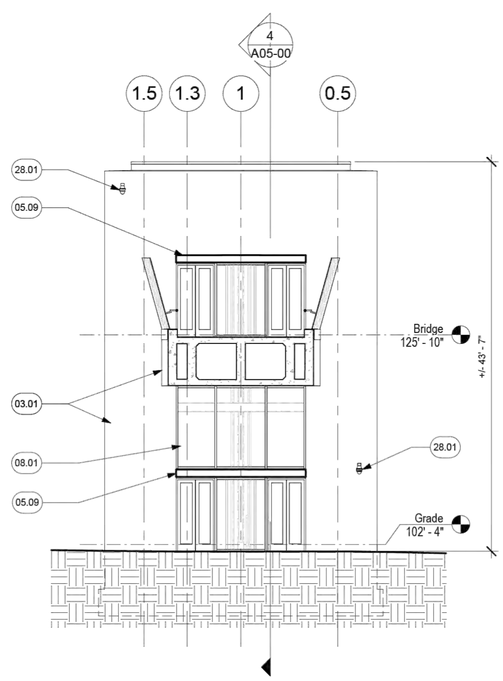
3 A02-00 A05-00

SECTION AT WEST ELEVATOR LANDING
1/8" = 1'-0"



2 A02-01 A05-00

CROSS SECTION
1/8" = 1'-0"



1 A02-00 A05-00

SECTION AT EAST ELEVATOR LANDING
1/8" = 1'-0"

KEYNOTE LEGEND

03.01	CONCRETE STRUCTURE PER STRUCTURAL DRAWINGS WITH CLASS 1 SURFACE FINISH AT EXPOSED CONCRETE, TYP.
05.05	WT RAILING/ FENCE SUPPORT PER STRUCTURAL
05.07	STAINLESS STEEL WOVEN FABRIC MESH W/ MIN 30% OPEN AREA
05.09	STEEL CANOPY WITH ALUMINUM CLADDING, POWDER COAT FINISH
05.10	STAINLESS STEEL HANDRAIL WITH INTEGRATED LIGHTING PER ELECTRICAL

KEYNOTE LEGEND

07.12	MANUFACTURED SEISMIC/ EXPANSION JOINT ASSEMBLY
08.01	GLAZED ALUMINUM CURTAIN WALL SYSTEM
14.01	MACHINE ROOM-LESS TRACTION ELEVATOR, 4,000 LB CAPACITY & 200 FPM SPEED WITH 8'-0" DOOR HEIGHT & 10'-0" CAB HEIGHT
28.01	WALL OR SOFFIT-MOUNTED CCTV CAMERA, SEE ITS PLANS

60% SUBMITTAL - NOT FOR CONSTRUCTION

ENGINEER STAMP:

NO.	DESCRIPTION	CHK'D	APP'D	DATE
1	60% DESIGN SUBMITTAL			11/15/24

LADBS APPROVAL

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Los Angeles World Airports

ATMP PEDESTRIAN BRIDGE

OVERALL SECTIONS

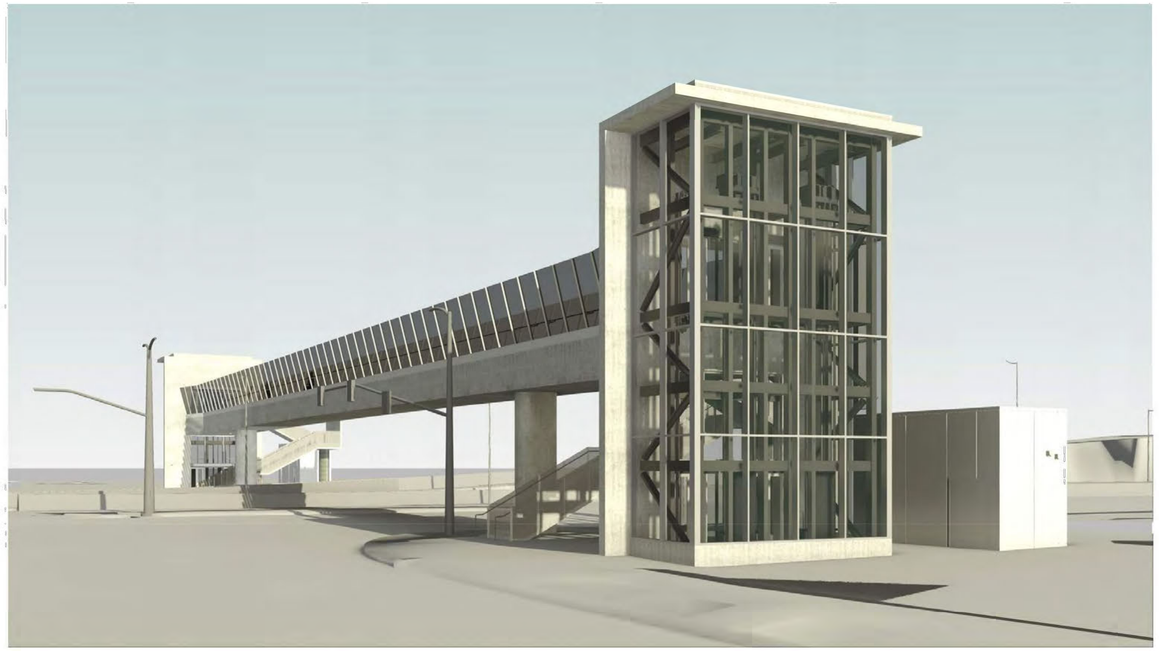
LOS ANGELES INTERNATIONAL AIRPORT

7270 WORLD WAY WEST
LOS ANELES, CA 90045

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DRAWN: SMc	CHECKED: PM	PLAN SET NUMBER: 19 OF 106	
SCALE: 1/8" = 1'-0"	DATE: 11/15/24	SHEET NO.: PB01- A05-00	
FILE NAME: A-BR-M.RVT			

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05/09/2025 SHEET: 4 OF 11



3 A00-10 3D VIEW FROM SOUTHEAST



1 A00-10 WEST ELEVATOR TOWER ENTRANCE



2 A00-10 3D VIEW FROM SOUTHWEST

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ENGINEER STAMP:

NO.	DESCRIPTION	CHK'D	APP'D	DATE
1	60% DESIGN SUBMITTAL			11/15/24

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LOS ANELES, CA 90045

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3D VIEWS

LOS ANGELES INTERNATIONAL AIRPORT

SUBMITTED BY: ASST. CHIEF AIRPORTS ENGINEER		APPROVED BY: CHIEF AIRPORTS ENGINEER	
DRAWN: SMc	CHECKED: PM	PLAN SET NUMBER: 6 OF 106	
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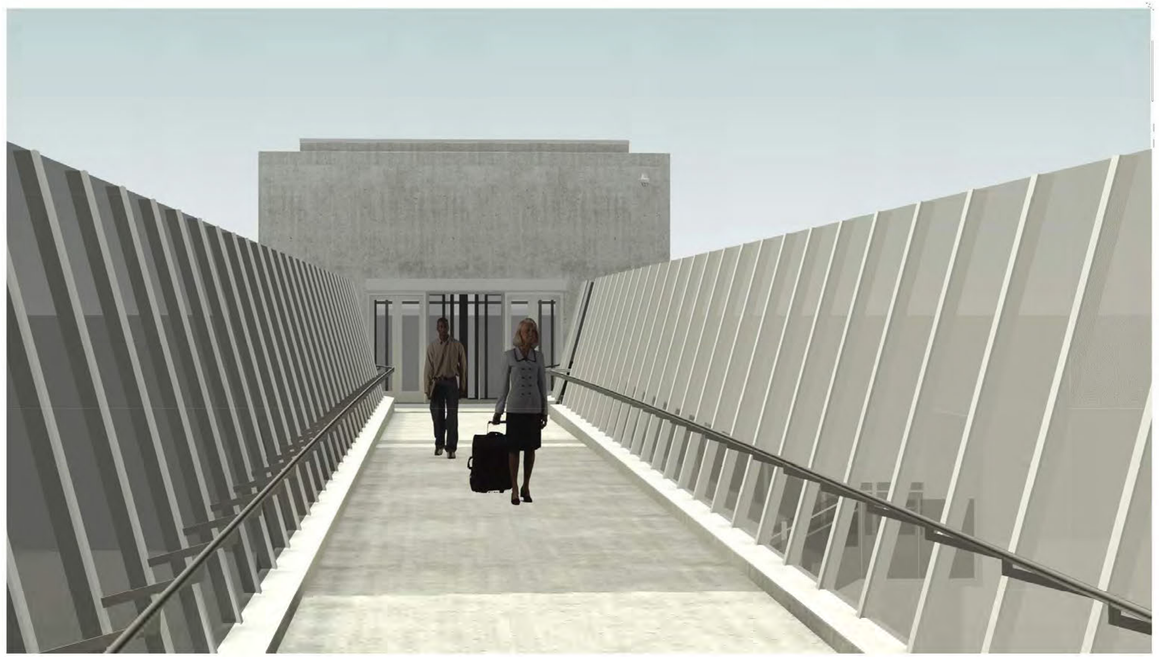
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2 A00-11 3D VIEW FROM BRIDGE DECK AT UPPER LANDING



3 A00-11 3D VIEW FROM NORTHWEST



1 A00-11 3D VIEW FROM BRIDGE DECK LOOKING WEST

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ENGINEER STAMP:

NO.	DESCRIPTION	CHK'D	APP'D	DATE
1	60% DESIGN SUBMITTAL			11/15/24

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7270 WORLD WAY WEST
LOS ANELES, CA 90045

Los Angeles World Airports
ATMP PEDESTRIAN BRIDGE
3D VIEWS
LOS ANGELES INTERNATIONAL AIRPORT

SUBMITTED BY: ASST. CHIEF AIRPORTS ENGINEER
APPROVED BY: CHIEF AIRPORTS ENGINEER
DRAWN: SMc
CHECKED: PM
SCALE:
DATE: 11/15/24
FILE NAME: A-BR-M.RVT
PLAN SET NUMBER: 7 OF 106
SHEET NO.: PB01- A00-11

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3D VIEW FROM THE SOUTHWEST
NOT TO SCALE



3D VIEW FROM THE NORTHWEST
NOT TO SCALE



3D VIEW OF ELEVATOR STRUCTURE
NOT TO SCALE

PEDESTRIAN BRIDGE CONCEPT

LAX LAWA LOS ANGELES WORLD AIRPORTS VNY PMD

LAWA
LOS ANGELES WORLD AIRPORTS

TREES (PROPOSED)

SEE SHEET LP1-001 FOR EXPANDED LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	QUANTITY (FOR PB01)	DETAIL	SHEET	WUCOLS (REGION 3)	REMARKS
	MAGNOLIA G. 'LITTLE GEM' *SOUTHERN MAGNOLIA*	36" BOX	2	3 & 4	LP5-001	MODERATE	STANDARD TRUNK

SHRUBS LEGEND (PROPOSED)

HATCH SYMBOL	BOTANICAL NAME COMMON NAME	SIZE	OC SPACING	QUANTITY (FOR PB01)	DETAIL	SHEET	WUCOLS (REGION 3)	MATURE PLANT DIAMETER	MATURE PLANT HEIGHT	SOLAR	FLOWER COLOR	BLOOM TIME	EVERGREEN OR DECIDUOUS	MAINTENACE TYPE
	CARISSA M. 'BOXWOOD BEAUTY' GREEN CARPET NATAL PLUM	5 GAL	3'-0"	12 SF	1 & 2	LP5-001	LOW	3'-0"	3'-0"	FULL / PARTIAL	WHITE	ALL	EVERGREEN	HEDGING
	LOMANDRA L. 'BREEZE' SPINY HEADED MAT RUSH	1 GAL	2'-6"	13 SF	1 & 2	LP5-001	LOW	3'-0"	2'-0"	FULL / PARTIAL	N/A	N/A	EVERGREEN	NONE
	WESTRINGIA F. 'MORNING LIGHT' COAST ROSEMARY	5 GAL	3'-0"	7,700 SF	1 & 2	LP5-001	LOW	3'-0"	3'-0"	FULL / PARTIAL	WHITE	SPRING	EVERGREEN	NATURAL

PAVEMENT & INERT MATERIAL LEGEND

PAVEMENT & INERT MATERIAL (PROPOSED)

HATCH SYMBOL	DESCRIPTION	DETAIL	SHEET	COLOR	FINISH	SIZE / THICKNESS	SUPPLIER	SUPPLIER CONTACT	SAMPLES REQUIRED
A	NATURAL CONCRETE LIGHT BROOM FINISH (REFER TO CIVIL FOR PAVING SECTION)			NATURAL GRAY	MEDIUM BROOM FINISH W/ TOOL JOINTS 5' OC TYP (PERPENDICULAR TO CENTER)	PER GEO TECH REPORT	-	-	2' X 2' FIELD SAMPLE
B	MORTARED COBBLE 'TYPE-A'			COBBLE: CURRAN COBBLE MORTAR: NATURAL GRAY	MORTARED	SIZE: 6"-10"	TBA	RANDY@DECORATIVESTONESOLUTIONS.COM	2' X 2' FIELD SAMPLE
C	NATURAL CONCRETE ETCHED FINISH (REFER TO CIVIL FOR PAVING SECTION)			MORTAR: NATURAL GRAY					
D	PAINTED STEEL BOLLARD	6	LP5-001						

PLANTING NOTES:

1. PRIOR TO PLANTING, PERFORM AGRONOMIC SOIL TESTING AND SOIL AMENDMENTS PER RECOMMENDATION BY SOIL LABORATORIES.
2. ALL TREE & SHRUB MATERIAL SPECIFIED MUST MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014) FOR THE CONTAINER SIZE INDICATED. IF CONTRACTOR CANNOT LOCATE MATERIAL OF ACCEPTABLE SIZE AT THE TIME OF INSTALLATION, CONTACT THE PROJECT LANDSCAPE ARCHITECT FOR SPECIES SUBSTITUTION. ALL DOWN-SIZING OR SUBSTITUTION OF PLANT MATERIAL IS SUBJECT TO UFD APPROVAL.
3. TREE LOCATIONS SHOWN ON PLAN MAY REQUIRE ADJUSTMENT IN THE FIELD. WHENEVER FEASIBLE, TREES SHOULD BE PLANTED A MINIMUM SPACING PER THE CITY OF LA REQUIREMENT FROM ALL UNDERGROUND UTILITIES AND OUT OF DRAINAGE FLOW LINES AND THREE (3) FEET FROM SPRAY HEADS. SHOULD THIS NOT BE POSSIBLE, CONTACT UFD OR BSS CASE MANAGER FOR A DECISION ON TREE PLACEMENT.
4. VERIFY LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES PRIOR TO START OF WORK.
5. AFTER IRRIGATION SYSTEM INSTALLATION AND FINISH GRADES HAVE BEEN ESTABLISHED, PERFORM WEED CONTROL PER PLANTING SPECIFICATIONS.
6. THE CITY/LANDSCAPE ARCHITECT SHALL HAVE THE OPPORTUNITY TO INSPECT AND APPROVE ALL SPECIMEN AND BOX (24" BOX AND LARGER) MATERIALS AT THE NURSERY PRIOR TO PLANTING.
7. THE CITY/LANDSCAPE ARCHITECT SHALL HAVE THE OPPORTUNITY TO INSPECT ALL PLANT MATERIALS AT THE JOB SITE PRIOR TO PLANTING.
8. UPON COMPLETION OF PLANTING, THE CONTRACTOR SHALL ARRANGE FOR A SUBSTANTIAL COMPLETION INSPECTION BY THE CITY/LANDSCAPE ARCHITECT. CONTRACTOR SHALL CORRECT ANY DISCREPANCIES FOUND PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF THE PROJECT.
9. A REPRESENTATIVE SAMPLE OF THE BOTANICAL NAME TAGS FURNISHED BY THE NURSERY STOCK SUPPLIER SHALL REMAIN ATTACHED TO THE PLANTS UNTIL FINAL INSPECTION.
10. FINISH GRADE IN ALL PLANTER AREAS SHALL BE 2 INCHES BELOW FINISH SURFACE OF SURROUNDING HARDSCAPE AND/OR UTILITY BOXES.
11. WHERE IT IS OBVIOUS IN THE FIELD THAT CONDITIONS DEVIATE FROM WHAT IS INDICATED ON THE PLANS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE CONSTRUCTION MANAGER/LANDSCAPE ARCHITECT OF THESE DISCREPANCIES. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR ANY NECESSARY REVISIONS.
12. INSTALL 3 INCHES OF TYPE 1 WOOD PRODUCT MATERIAL SUCH AS MULCH IN ALL NEWLY PLANTED AREAS UPON COMPLETION OF PLANTING.
13. INSTALL IRRIGATION AND PLANT MATERIALS 12" AWAY FROM UTILITY VAULTS, METER BOXES, ELECTRICAL PULL BOXES, FIRE HYDRANTS, UTILITY/STREETLIGHT/TRAFFIC SIGNAL/SIGN POLES AND MAY NOT OBSCURE VISIBILITY OF OR IMPEDE ACCESS TO SUCH INFRASTRUCTURE.
14. SEE ADDITIONAL NOTES ON SHEET LP-001 "NOTICE TO CONTRACTORS".
15. THE CONTRACTOR SHALL PERFORM PERCOLATION TEST BY FLOODING ALL TREE PITS WITH WATER TO TEST WATER PENETRATION THROUGH THE SOIL, IF NO PENETRATION OCCURS THE CONTRACTOR SHALL AUGER 6 INCHES IN DIAMETER AND 36 INCHES LONG AND BACKFILL WITH PEA GRAVEL.

SITE AGRONOMICS SOIL TESTING:
SHALL BE PERFORMED ON THE SITE FROM LOCATIONS INDICATED. TESTING SITES HAVE BEEN IDENTIFIED AND ALL RESULTS SHALL BE INCORPORATED INTO THE WORK ON THIS PROJECT.

INDICATES SAMPLE SITE

INDICATES SAMPLE NUMBER

IMPORT SOIL TESTING :
IMPORT SOIL PER GREENBOOK SPECIFICATION. PERFORM AGRONOMICS TESTING AT A RATE OF (3) THREE SETS OF TESTS PER 100 CUBIC YARDS FOR EACH BURROW SITE.

TESTING TO BE PERFORMED BY WALLACE LABORATORIES AT (310) 615-0116 OR APPROVED EQUAL. SOIL IS TO BE AMENDED PER SOILS REPORT RECOMMENDATIONS. REPORT IS TO BE OBTAINED AND PAID FOR BY THE CONTRACTOR.

LAB TEST FOR SITE AND AMENDED SOILS TO BE REVIEWED AND APPROVED BY PROJECT LANDSCAPE ARCHITECT AND SUBMITTED TO THE INSPECTOR FOR PUBLIC WORKS.

60% SUBMITTAL - NOT FOR CONSTRUCTION

ENGINEER STAMP:

NO.	DESCRIPTION	CHK'D	APP'D	DATE

LADBS APPROVAL

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LAWA LOS ANGELES WORLD AIRPORTS

LAX VNY PMD

Los Angeles World Airports

PB01 - PEDESTRIAN BRIDGES

LANDSCAPE LEGEND - SHRUBS & INERT

LOS ANGELES INTERNATIONAL AIRPORT

ACCEPTED BY | DATE

SENIOR TRANSPORTATION ENGINEER

7270 WORLD WAY WEST
LOS ANGELES, CA 90045

DRAWN | CHECKED

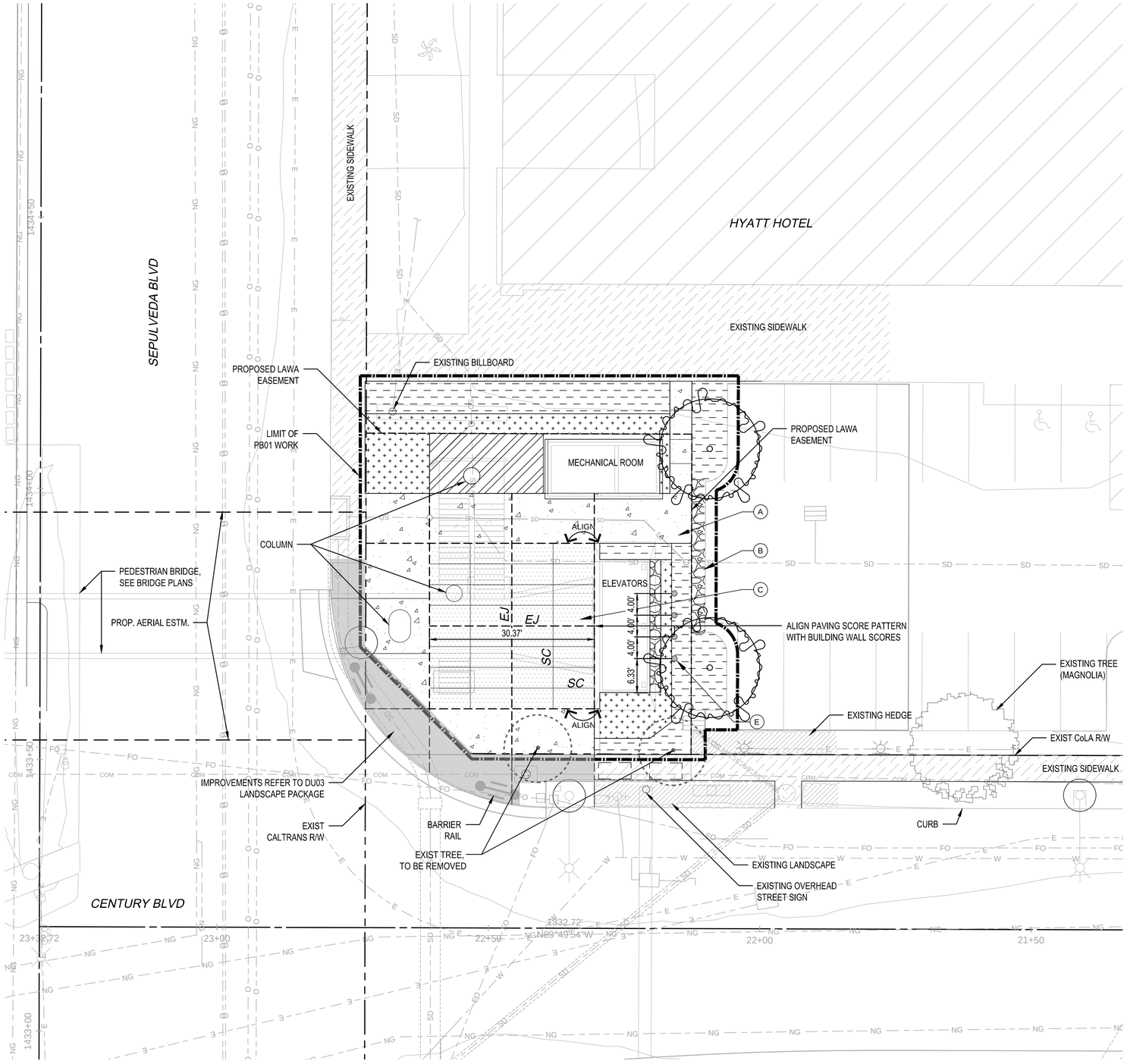
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SHEET 8 OF 11

FILE NAME

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5/4/2025 10:13:27 AM



PLANTING LEGEND

TREES (PROPOSED)

SEE SHEET LP1-001 FOR EXPANDED LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME
	MAGNOLIA G. 'LITTLE GEM' *SOUTHERN MAGNOLIA*

SHRUBS LEGEND (PROPOSED)

HATCH SYMBOL	BOTANICAL NAME COMMON NAME
	CARISSA M. 'BOXWOOD BEAUTY' GREEN CARPET NATAL PLUM
	LOMANDRA L. 'BREEZE' SPINY HEADED MAT RUSH
	WESTRINGIA F. 'MORNING LIGHT' COAST ROSEMARY

PAVEMENT & INERT LEGEND (PROPOSED)

SEE SHEET LP1-001 FOR EXPANDED LEGEND

HATCH SYMBOL		DESCRIPTION
	A	CONCRETE WITH MEDIUM BROOM FINISH. REFER TO CIVIL SHEET C02-01 FOR PAVING SECTION.
	B	MORTARED COBBLE 'TYPE-A'
	C	CONCRETE WITH LIGHT ETCHED FINISH. REFER TO CIVIL SHEET C02-01 FOR PAVING SECTION.
	D	PAINT BLACK STEEL BOLLARD. REFER TO DETAIL 1, SHEET S00-12.
SC		SAWCUT SCORE LINE
EJ		EXPANSION JOINT

10' 0 10' 20'
1" = 10'

60% SUBMITTAL - NOT FOR CONSTRUCTION

ENGINEER STAMP:

NO.	DESCRIPTION	CHK'D	APP'D	DATE

LADBS APPROVAL

SKANSKA | FLATIRON

LAWA LOS ANGELES WORLD AIRPORTS
LAX
VNY
PMD
7270 WORLD WAY WEST
LOS ANGELES, CA 90045

Los Angeles World Airports
PB01 - PEDESTRIAN BRIDGES

PLANTING PLAN

LOS ANGELES INTERNATIONAL AIRPORT

ACCEPTED BY | DATE
SENIOR TRANSPORTATION ENGINEER

DRAWN | CHECKED
SCALE 1"=10" | DATE 5/21/2025 | DRAWING NO. PB01-LP1-01
FILE NAME

SHEET 9 OF 11

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LANDSCAPE PLAN VIEW
NOT TO SCALE



LANDSCAPE ELEVATION - VIEW EAST
NOT TO SCALE

PEDSTRIAN BRIDGE LANDSCAPE CONCEPT

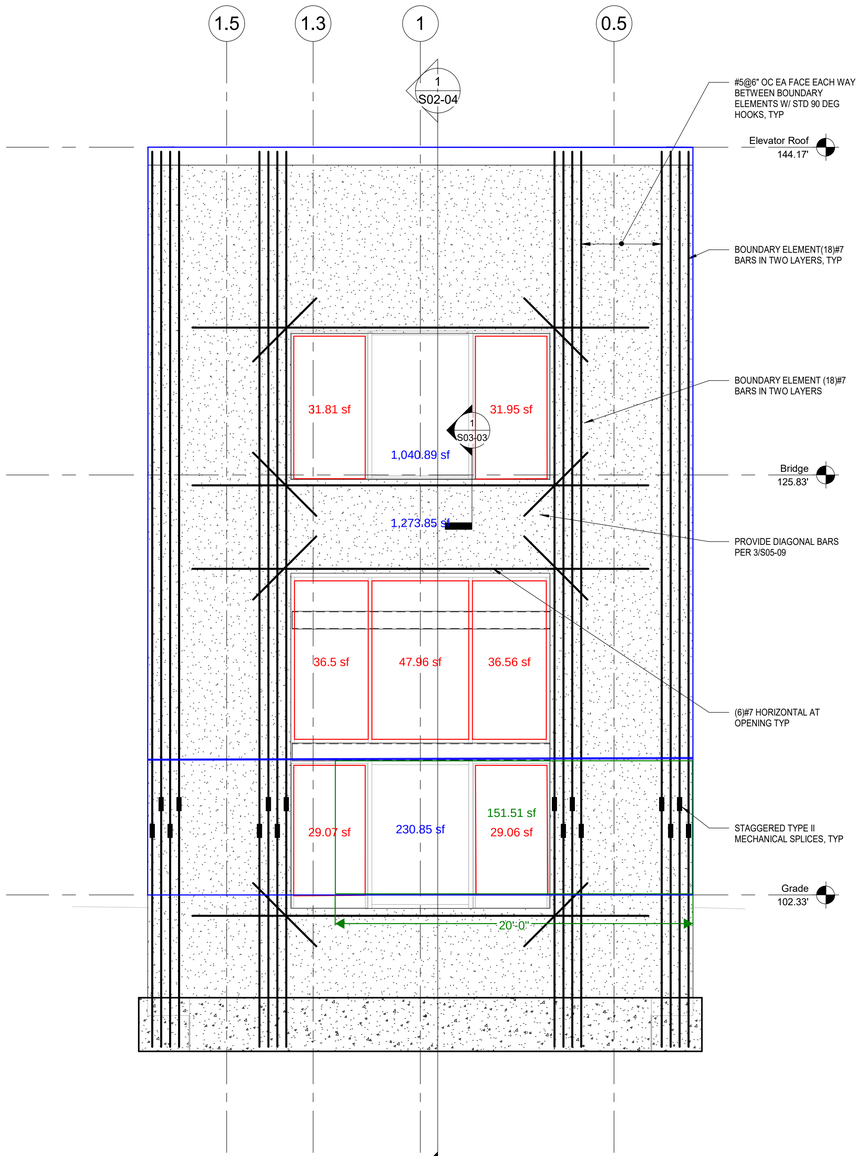
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PROPOSED FACADE AREA (SF)	
TOTAL	1,273.85 SF
GROUND FLOOR ONLY	230.85 SF
FIRST 20' LINEAR FEET OF GROUND FLOOR ONLY	151.41 SF
ABOVE GROUND FLOOR ONLY	1,040.89 SF

PROPOSED TRANSPARENT AREA (SF)	
TOTAL	242.91 SF
GROUND FLOOR ONLY	58.13 SF
FIRST 20' LINEAR FEET OF GROUND FLOOR ONLY	41.62 SF
ABOVE GROUND FLOOR ONLY	184.78 SF

REQUIRED PERCENTAGE TRANSPARENT (%)	
TOTAL	N/A
GROUND FLOOR ONLY (CPIO Section II-2.F.2)	50%
FIRST 20' LINEAR FEET OF GROUND FLOOR ONLY (CPIO II-2.F.1.a)	75%
ABOVE GROUND FLOOR ONLY (CPIO Section II-2.F.3	30%

PROPOSED PERCENTAGE TRANSPARENT (%)	
TOTAL	19.06%
GROUND FLOOR ONLY	25.18%
FIRST 20' LINEAR FEET OF GROUND FLOOR ONLY	27.48%
ABOVE GROUND FLOOR ONLY	17.75%



1 S05-13 EAST ELEVATOR SHEAR WALL ELEVATION

1/4" = 1'-0"

SHEET NOTES:

1. VERTICAL BARS IDENTIFIED AS BOUNDARY ELEMENT AND EDGE PILASTER SHALL COMPLY WITH STRUCUTRAL NOTES G.2 ON S00-02.
2. BOUNDARY ELEMENT AND EDGE PILASTER TRANSVERESE REINFORCEMENT SHALL EXTEND INT FOUNDATION 1.25 Ldh UNO.
3. EDGE PILASTER TRANSVERSE REINFORCEMENT SHALL EXTEND ABOVE THE CLEAR HEIGHT OF THE OPENING 2'-0".
4. EDGE PILASTER BARS CAN BE FULL HEIGHT OR TYPE II MECHANICALLY SPLICED 4'-3" ABOVE FOUNDATION LEVEL.
5. SHEAR WALL OPENING SHALL BE COORDINATED WITH ELEVATOR SHOP DRAWINGS PRIOR TO PLACEMENT.

60% SUBMITTAL - NOT FOR CONSTRUCTION

0 4' 8' 16'

SCALE 1/8"=1'-0"

ENGINEER STAMP:

NO.	DESCRIPTION	CHK'D	APP'D	DATE
1	60% DESIGN SUBMITTAL			11/15/24

LADBS APPROVAL

SKANSKA | FLATIRON | HNTB

LAWA LOS ANGELES WORLD AIRPORTS

LAX VNY PMD

7270 WORLD WAY WEST
LOS ANELES, CA 90045

Los Angeles World Airports

POC1 - SEPULVEDA BLVD PEDESTRIAN BRIDGE

SEPULVEDA PEDESTRIAN BRIDGE
ELEVATOR SHEAR WALL ELEVATIONS

LOS ANGELES INTERNATIONAL AIRPORT

SUBMITTED BY: ASST. CHIEF AIRPORTS ENGINEER		APPROVED BY: CHIEF AIRPORTS ENGINEER	
DRAWN: Author	CHECKED: Checker	PLAN SET NUMBER: 61 OF 106	
SCALE: 1/4" = 1'-0"	DATE: 11/15/2024	SHEET NO: POC1- S05-13	
FILE NAME: S-BR-M-SEP.RVT			

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APCW-2025-3846-SPPE-CLQ

EXHIBIT C

Environmental Clearance

APCW-2025-3846-SPPE-CLQ

EXHIBIT C.1

Addendum dated December 2024

THIS NOTICE WAS POSTED

ON January 22 2025

UNTIL February 21 2025

REGISTRAR – RECORDER/COUNTY CLERK

2025 013614

FILED
Jan 22 2025

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by VALERIE VALADEZ

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF DETERMINATION

(California Environmental Quality Act Guidelines Section 15094)

LEAD CITY AGENCY AND ADDRESS (Bldg, Street, City, State)	COUNCIL DISTRICT
Los Angeles World Airports (LAWA) – Environmental Planning Unit **P.O. Box 92216, Los Angeles, CA 90009-2216**	11

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)	CASE NO.
Los Angeles International Airport (LAX) **Airfield and Terminal Modernization Project**	State Clearinghouse No.: 2019049020

PROJECT DESCRIPTION AND LOCATION

See attached

NAME OF PERSON OR AGENCY CARRYING OUT THE PROJECT IF OTHER THAN LEAD AGENCY

Los Angeles World Airports

CONTACT PERSON	STATE CLEARING HOUSE NUMBER	TELEPHONE NUMBER
Vinita Waskow	**2019049020**	**(424) 646-5131**

This is to advise that on January 16, 2025, the Board of Airport Commissioners approved the refinements described in the attached description to the original project after considering an addendum to the Final Environmental Impact Report (FEIR) for the LAX Airfield and Terminal Modernization Project (SCH #2019049020) which was originally certified by the Los Angeles City Council on November 10, 2021 along with the FEIR. The Addendum to the FEIR analyzed the refinements to the project, and demonstrated that they would not result in a new significant impact or a substantial increase in the severity of previously-identified impacts. The FEIR, along with the Addendum, serve as the environmental review of the project pursuant to the provisions of CEQA, Public resources Code Section 21000 *et. seq.* and State and local CEQA Guidelines.

SIGNIFICANT EFFECT	☒ Project **will** have a significant effect on the environment. ☐ Project **will not** have a significant effect on the environment.
MITIGATION MEASURES	☒ Mitigation measures **were** made a condition of project approval. ☐ Mitigation measures **were not** made a condition of project approval.
MITIGATION REPORTING / MONITORING	☒ A mitigation reporting or monitoring plan **was** adopted for the project. ☐ A mitigation reporting or monitoring plan **was not** adopted for the project.
OVERRIDING CONSIDERATION	☒ Statement of Overriding Considerations **was** adopted. ☐ Statement of Overriding Considerations **was not** adopted. ☐ Statement of Overriding Considerations **was not** required.
ENVIRONMENTAL IMPACT REPORT	☒ An Environmental Impact Report **was** prepared and certified and findings **were** made for project pursuant to the provisions of CEQA. The final Environmental Impact Report with comments and responses and record of project approval may be examined at LAWA.* ☐ An Environmental Impact Report **was not** prepared for the project.
ADDENDUM	☒ An Addendum to a certified Environmental Impact Report and approved project **was** adopted. Pursuant to Public Resources Code section 21166 and State CEQA Guidelines section 15162, a subsequent EIR is not required. ☐ An Addendum to a certified Environmental Impact Report and approved project **was not** adopted.

SIGNATURE (Lead Agency)	TITLE	DATE OF PREPARATION
Vinita Waskow	Airport Planner	January 21, 2025

SIGNATURE (Office of Planning and Research if applicable)	TITLE	DATE

* **LOS ANGELES WORLD AIRPORTS**
7301 World Way West, Los Angeles, CA 90045
Environmental Planning Group

NOTICE OF DETERMINATION for the ADDENDUM to the:

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

State Clearinghouse No.: 2019049020

2025 013614

FILED
Jan 22 2025

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically signed by VALERIE VALADEZ

LEAD AGENCY AND ADDRESS:

Los Angeles World Airports (LAWA) – Environmental Planning Unit
P.O. Box 92216, Los Angeles, CA 90009-2216

PROJECT DESCRIPTION:

The Approved LAX Airfield and Terminal Modernization Project (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 the approval of the ATMP, the design of the Approved Roadway System has advanced, resulting in modifications, which constitute refinements to the Approved Roadway System as analyzed in the Final EIR. 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).

An Addendum to the Final EIR was completed in December 2024 to address these refinements to the ATMP. Based on the analysis provided in the Addendum, the 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.

Key components of the 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

A complete description of the Roadway System Refinements can be found at https://www.lawa.org/atmp/documents.

This is a true and certified copy of the record
if it bears the seal, imprinted in purple ink,
of the Registrar-Recorder/County Clerk

JAN 22 2025

Dean C. Logan REGISTRAR-RECORDER/COUNTY CLERK
LOS ANGELES COUNTY, CALIFORNIA



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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Attachments

Attachment 1 – Roadway System Refinement Details

Attachment 2 – Historical Resources Memorandum

Attachment 3 – Noise Technical Memoranda

- Attachment 3a – Roadway Traffic Noise Analysis Technical Memorandum
- Attachment 3b – Construction Equipment Noise Analysis Technical Memorandum

Attachment 4 – Transportation Technical Memorandum

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

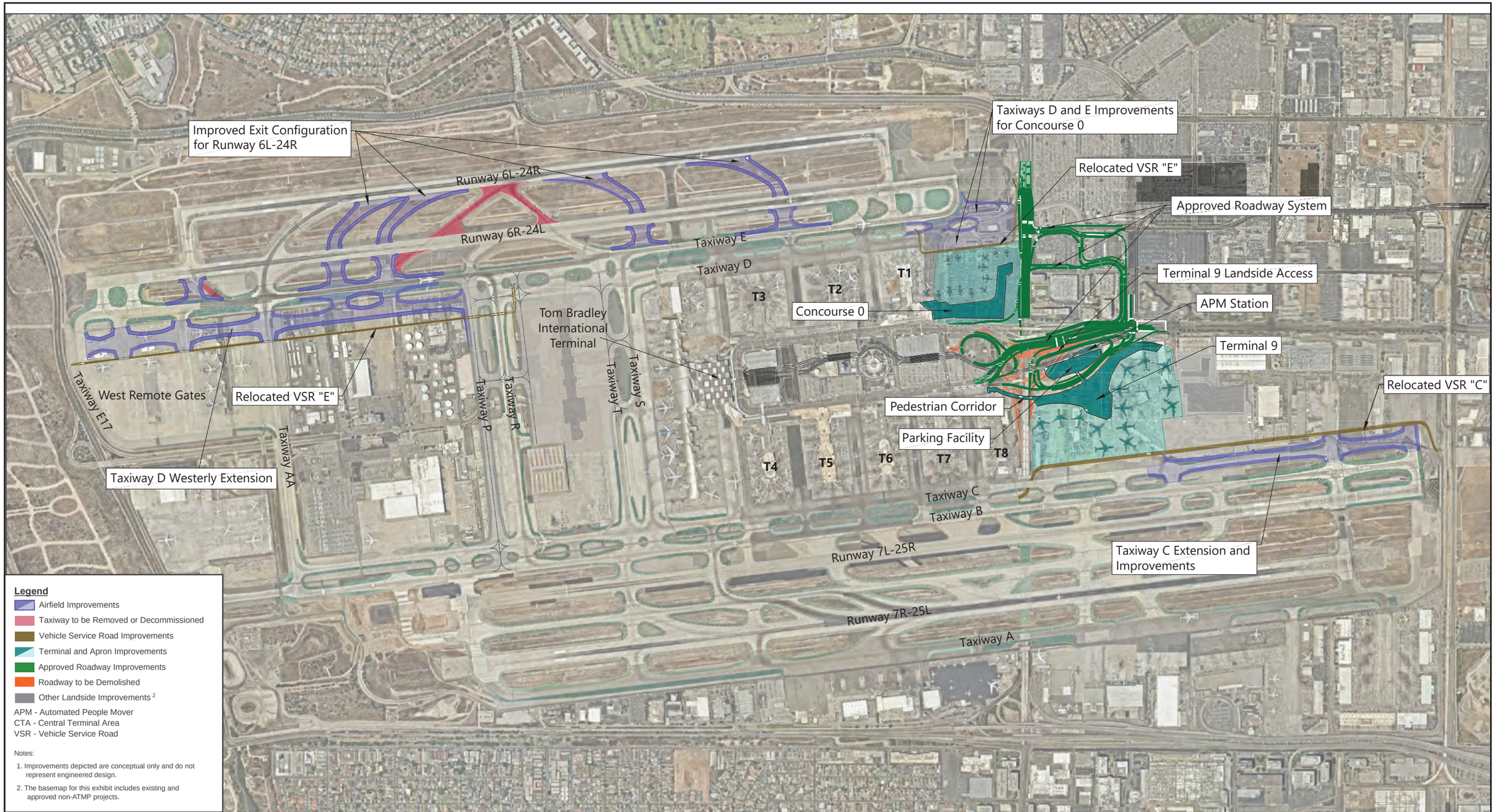
3.1 Previously Approved Project

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

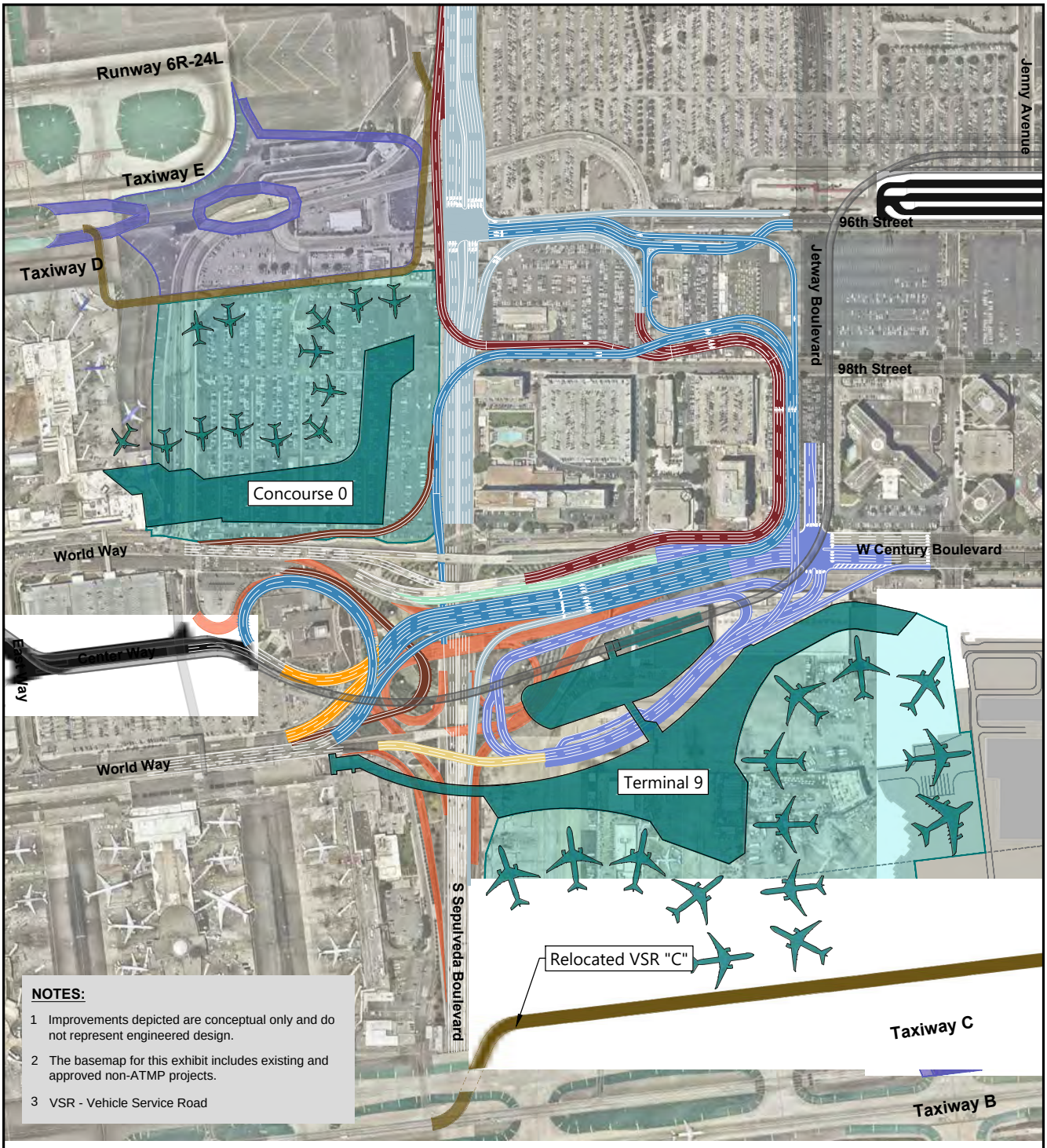


Source: Ricondo & Associates, Inc., 2021
Prepared by: CDM Smith,July 2021; updated October 2024

LAX Air□eld and Terminal Modernization Project EIR Addendum
Proposed Roadway System Re□nements

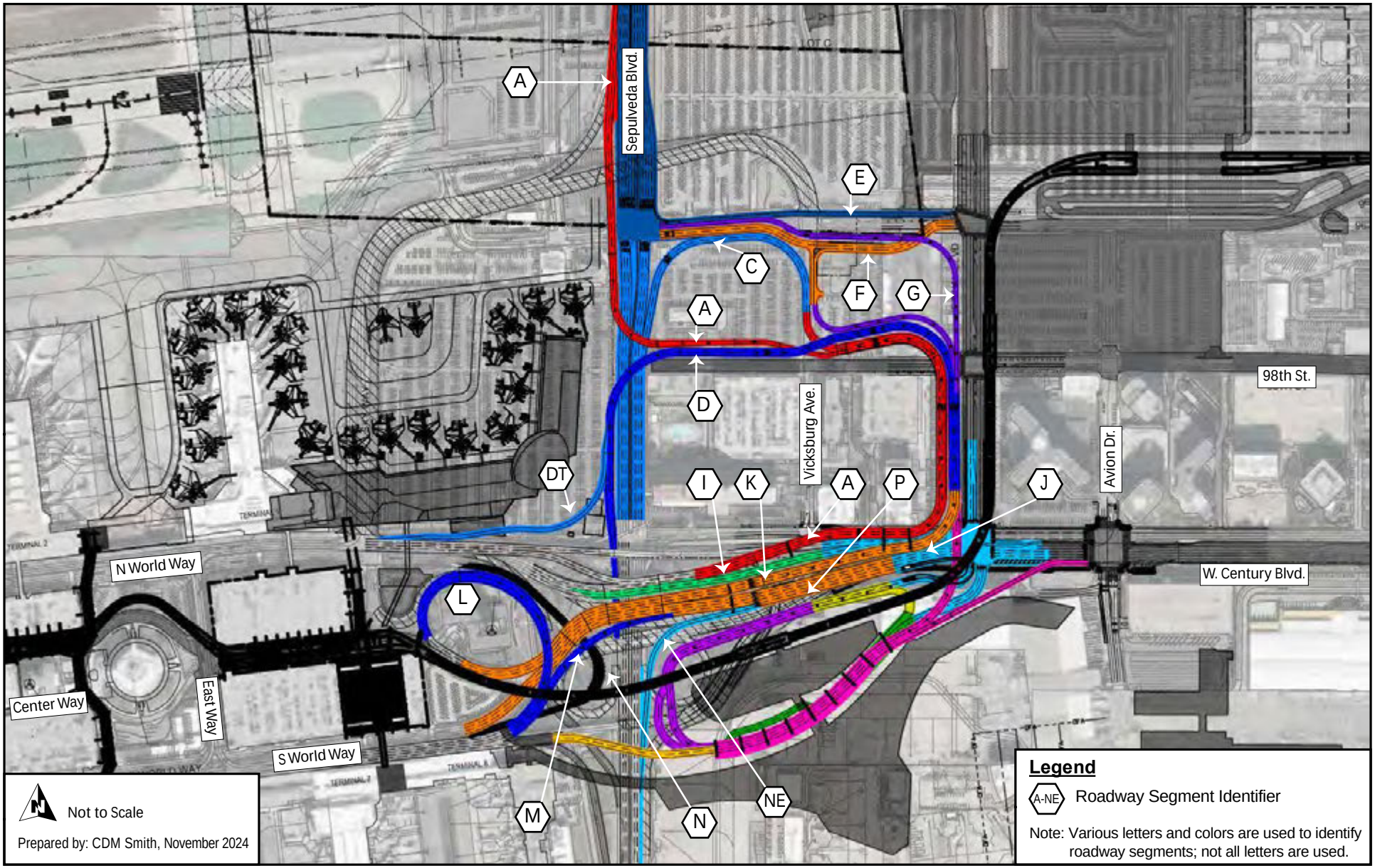
LAX Airfield and Terminal Modernization Project: Approved Elements

Figure
1



Sources: Los Angeles World Airports, Airport Layout Plan – Existing Layout Plan Sheet Working Draft, June 15, 2017 (Runway 6L-24R exit reconfiguration); Los Angeles International Airport, June 2017 (aerial photography); Ricondo & Associates, Inc., May 2018 (Concourse 0 and Terminal 9); CFWright Consulting, LLC, July 2020 (improved CTA entrance/exit); Los Angeles World Airports, July 2020 (LAX Landside Access Modernization Program).
Prepared by: Ricondo & Associates, Inc., May 2021; updated by CDM Smith, October 2024

LAX Airfield and Terminal Modernization Project EIR Addendum Proposed Roadway System Refinements	**Approved Roadway System**	Figure **2**



LAX Air□eld and Terminal Modernization
Project EIR Addendum
Proposed Roadway System Re□nements

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

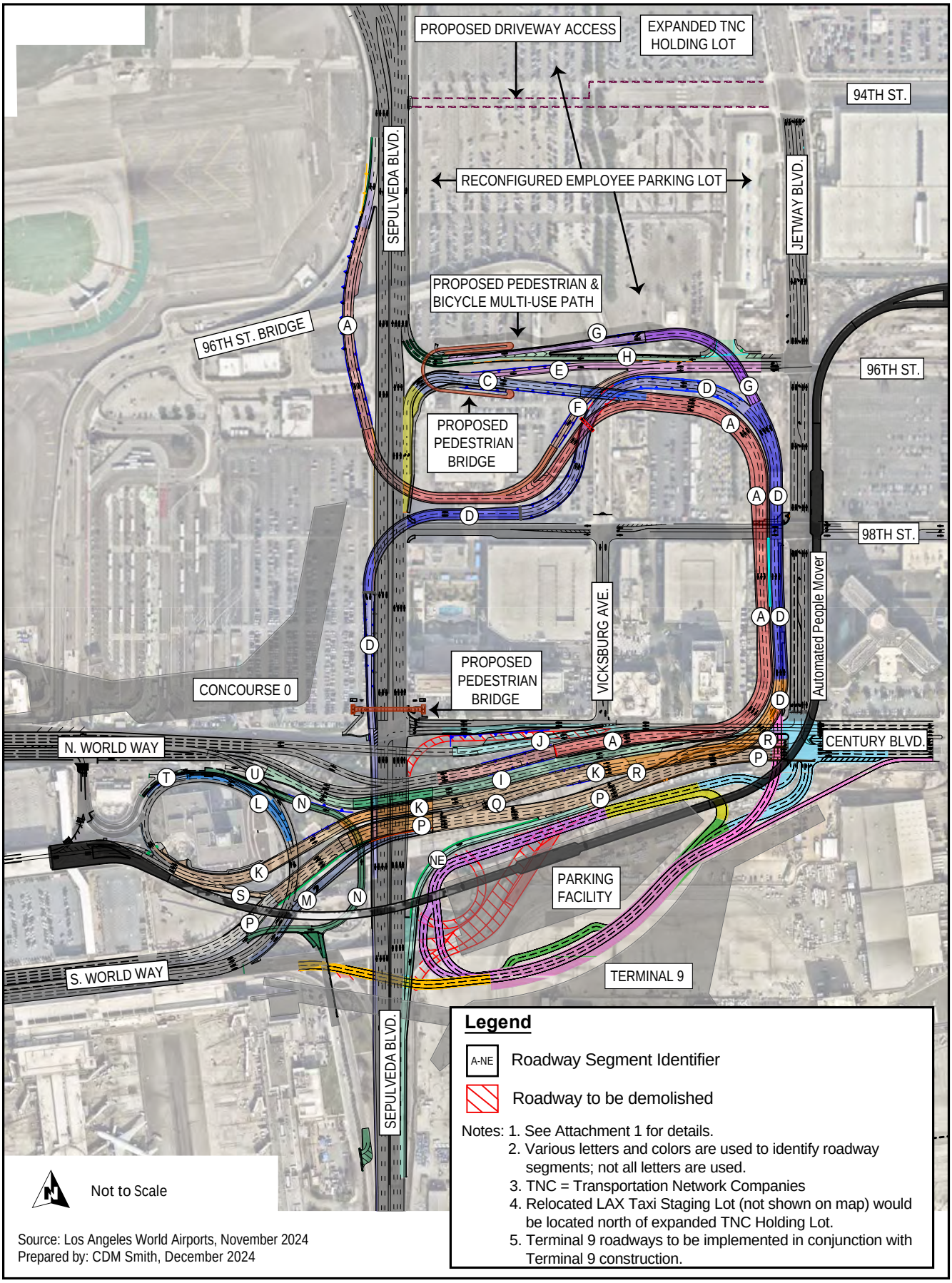
3.2 Description of Proposed Refinements

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.



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

LAX Air□eld and Terminal Modernization
Project EIR Addendum
Proposed Roadway System Re□nements

Roadway System Refinements

Figure
4

Modifications to Roadways North of 98th Street

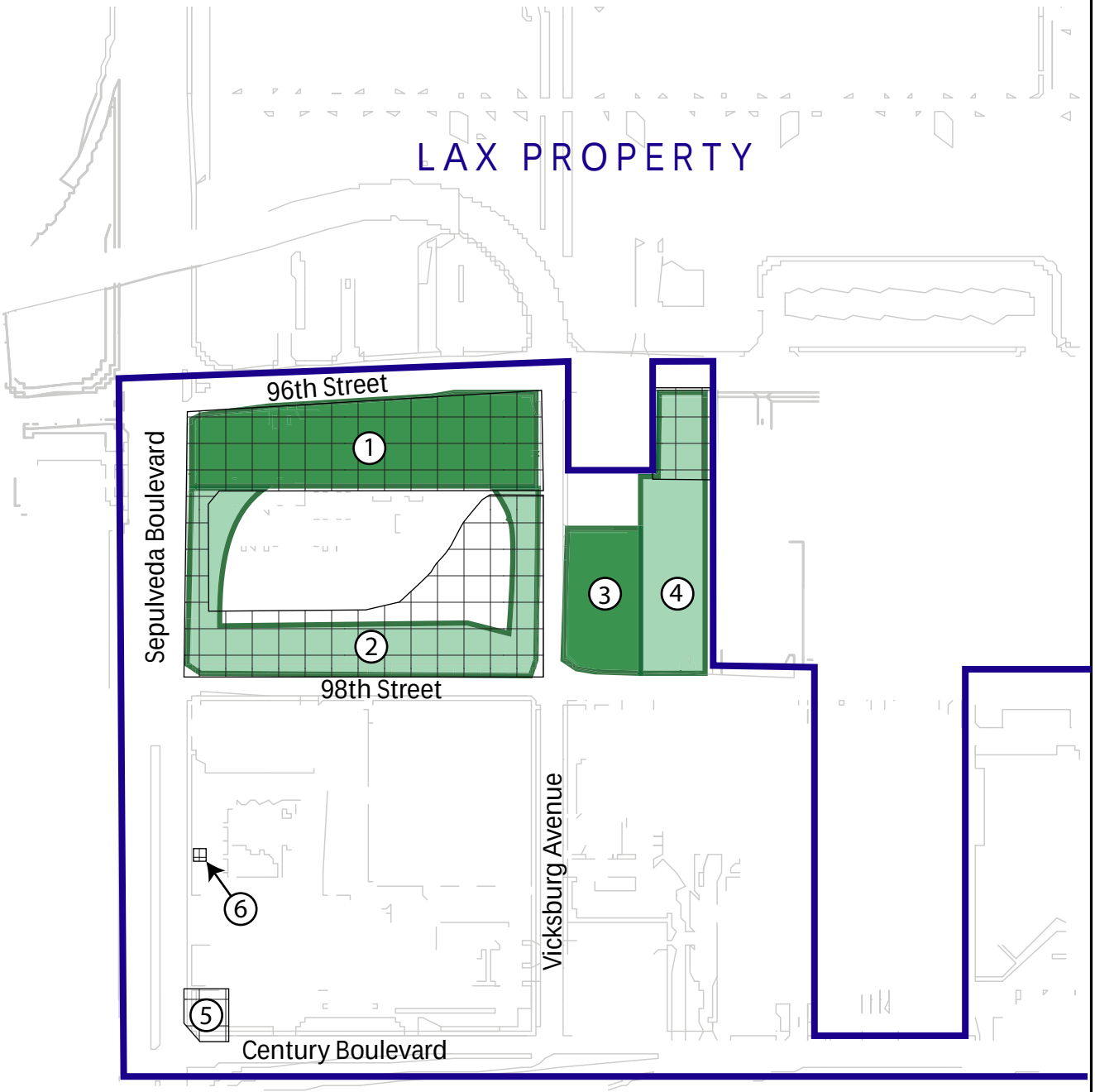
This section describes the key refinements that are generally located north of 98th Street and between Sepulveda Boulevard and Jetway Boulevard. Refinements in this area include roadway alignments, easements and property acquisitions, and street closures/modifications.

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

LAX Air□eld and Terminal Modernization Project EIR Addendum
Proposed Roadway System Re□nements

Comparison of Acquisition under Approved Roadway System and Proposed Roadway System Refinements

Figure **5**

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.

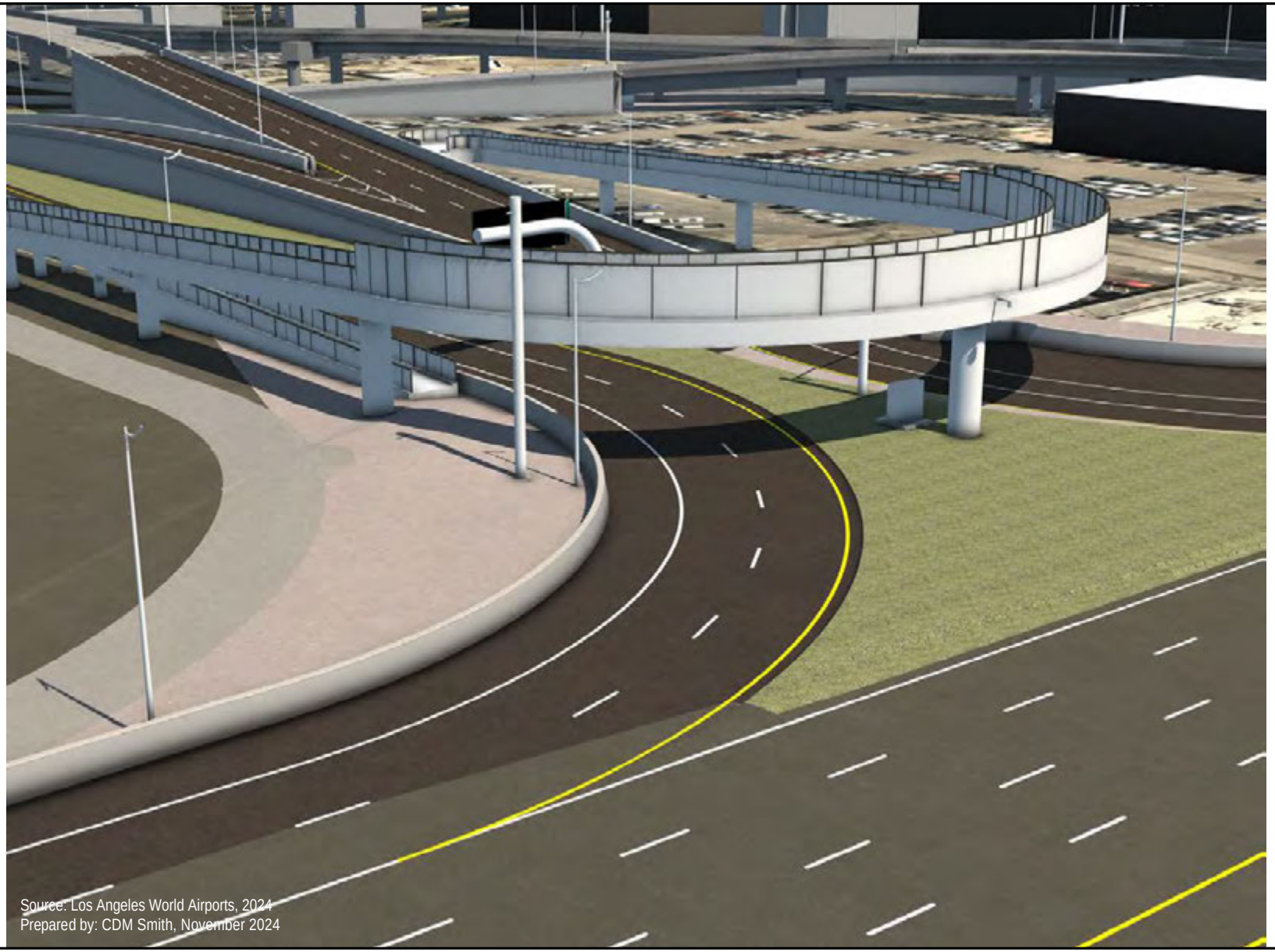
An additional turning lane would be added to northbound Sepulveda Boulevard south of 96th Street to accommodate the non-signalized turn on to 96th Street eastbound (see Attachment 1, Figure 1B, Image 7).

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.

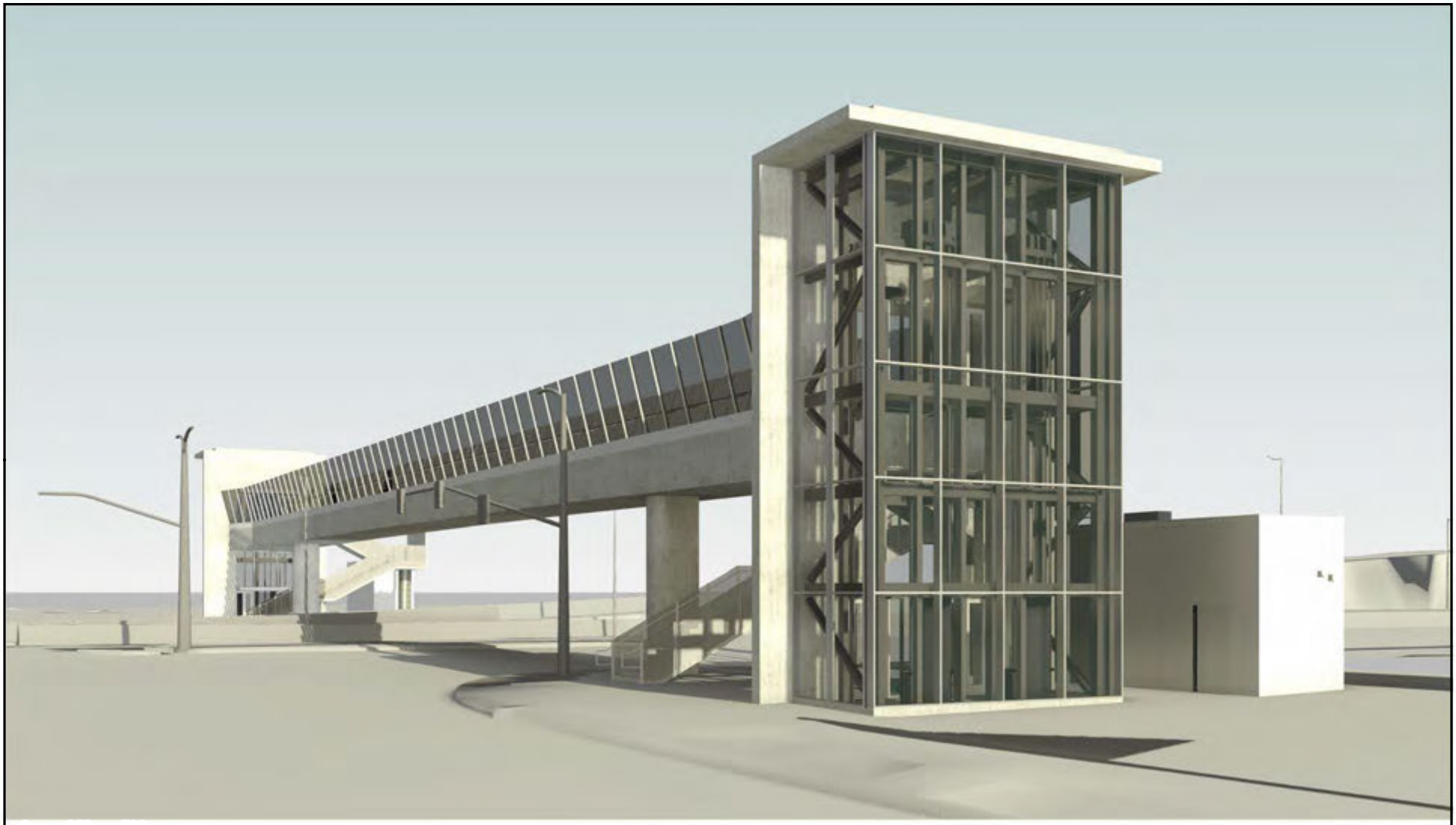


Source: Los Angeles World Airports, 2024
Prepared by: CDM Smith, November 2024

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 Air□eld and Terminal Modernization Project EIR Addendum
Proposed Roadway System Re□nements

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 FIFA[6] 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 Internal Federation of Association Football.

Table 1
Property Acquisition Required under Proposed Modifications as Compared to Approved Roadway System[1]

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. 98th Street	1.00	0.00	4124027029	None
		6206 W. 96th Street	0.13	Same as approved	4124027032	Full
		6200 W. 96th 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. 96th 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. 98th 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

Source: Los Angeles World Airports, CDM Smith, and Psomas, 2024.

Notes:

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.

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.

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.

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	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. 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.
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	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. 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. 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.) *Per the West Los Angeles College Fall 2024 Class Schedule, no classes are listed as being held at this facility.
Recreation	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.
Tribal Cultural Resources	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.
Utilities/Service Systems	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. 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.
Wildfire	Initial Study concluded that the proposed Project would have no significant impacts relative to wildfire; the proposed roadway modifications would not alter this conclusion.

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 [PM_{10}]) from operations, as well as significant and unavoidable Project-related and cumulative concentration impacts (PM_{10}).

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
Traffic & Parking	***13,452***	***381***	***1,598***	***51***	***2,765***	838
Stationary	11	7	20	<1	1	1
2028 With Project plus Proposed Roadway Refinements Totals	***49,089***	***4,784***	***33,062***	**2,800**	***3,065***	**1,136**
Incremental Changes						
Aircraft & APU	6,897	(8)	5,882	499	37	37
GSE	(2,471)	(94)	(569)	0	(18)	(16)
Traffic & Parking	***(10,686)***	***(444)***	***(2,961)***	***(12)***	***210***	25
Stationary	11	7	20	<1	1	1
Incremental Change Totals	***(6,249)***	***(539)***	***2,372***	***487***	***230***	**47[b]**
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
Traffic & Parking	***13,452***	***381***	***1,598***	***51***	***2,765***	838
Stationary	11	7	20	<1	1	1
2028 With Project plus Proposed Roadway Refinements Totals	***49,089***	***4,784***	***33,062***	2,800	***3,065***	***1,136***
Incremental Changes						
Aircraft & APU	43	23	(27)	(5)	(6)	(6)
GSE	0	0	0	0	0	0
Traffic & Parking	***190***	***1***	***13***	***1***	***53***	16
Stationary	11	7	20	<1	1	1
Incremental Change Totals	***244***	31	***6***	***(4)***	***48***	***11***
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 PM_{10} 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_2e	Percent of Total	MT/Yr CO_2e	Percent of Total	MT/Yr CO_2e	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
Autos	1,020,793	47	***861,013***	39	***(159,780)***	(15.7)
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 calculated 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_2e = 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_2e	Percent of Total	MT/Yr CO_2e	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_2e = 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_2e	Percent of Total	MT/Yr CO_2e	Percent of Total	MT/Yr CO_2e	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
Autos	849,057[d]	39[d]	***861,013***	39	***11,956***	***1.4***
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_2e = 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_2e	Percent of Total	MT/Yr CO_2e	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_2e = 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 $MTCO_2e$/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 $MTCO_2e$/year under the Approved ATMP to 2,210,712 $MTCO_2e$/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, polices, 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/onlinedocs/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

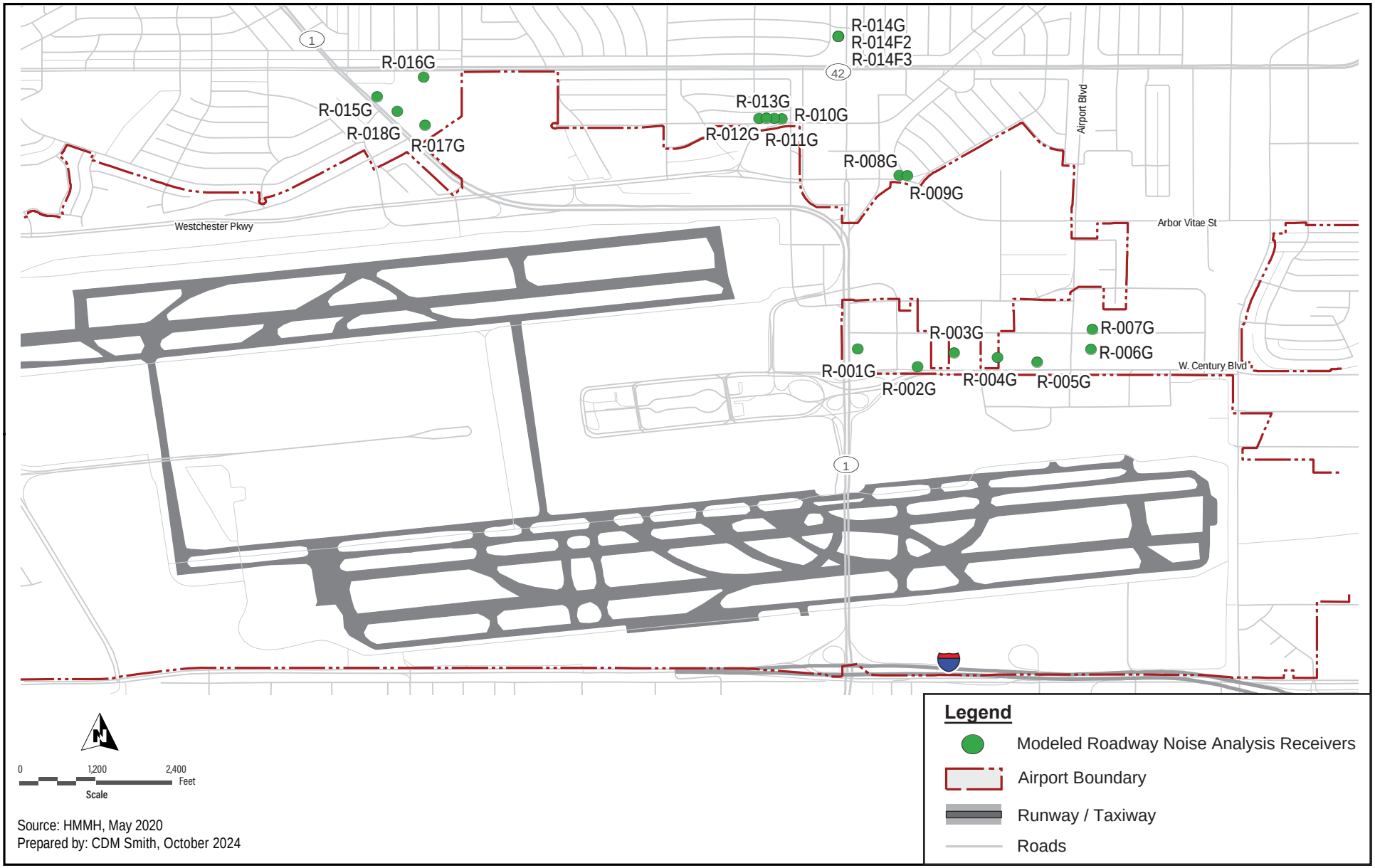
Section 4.7.2, Roadway Traffic Noise, of the Final EIR, addresses noise impacts associated with changes in roadway traffic attributable to the ATMP. The following evaluates the extent to which the Proposed Roadway System Refinements would change the impact conclusions in the Final EIR. **Attachment 3a**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



Source: HMMH, May 2020
Prepared by: CDM Smith, October 2024

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

Roadway Traffic Noise Analysis Receivers

Figure
8

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 88th 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.

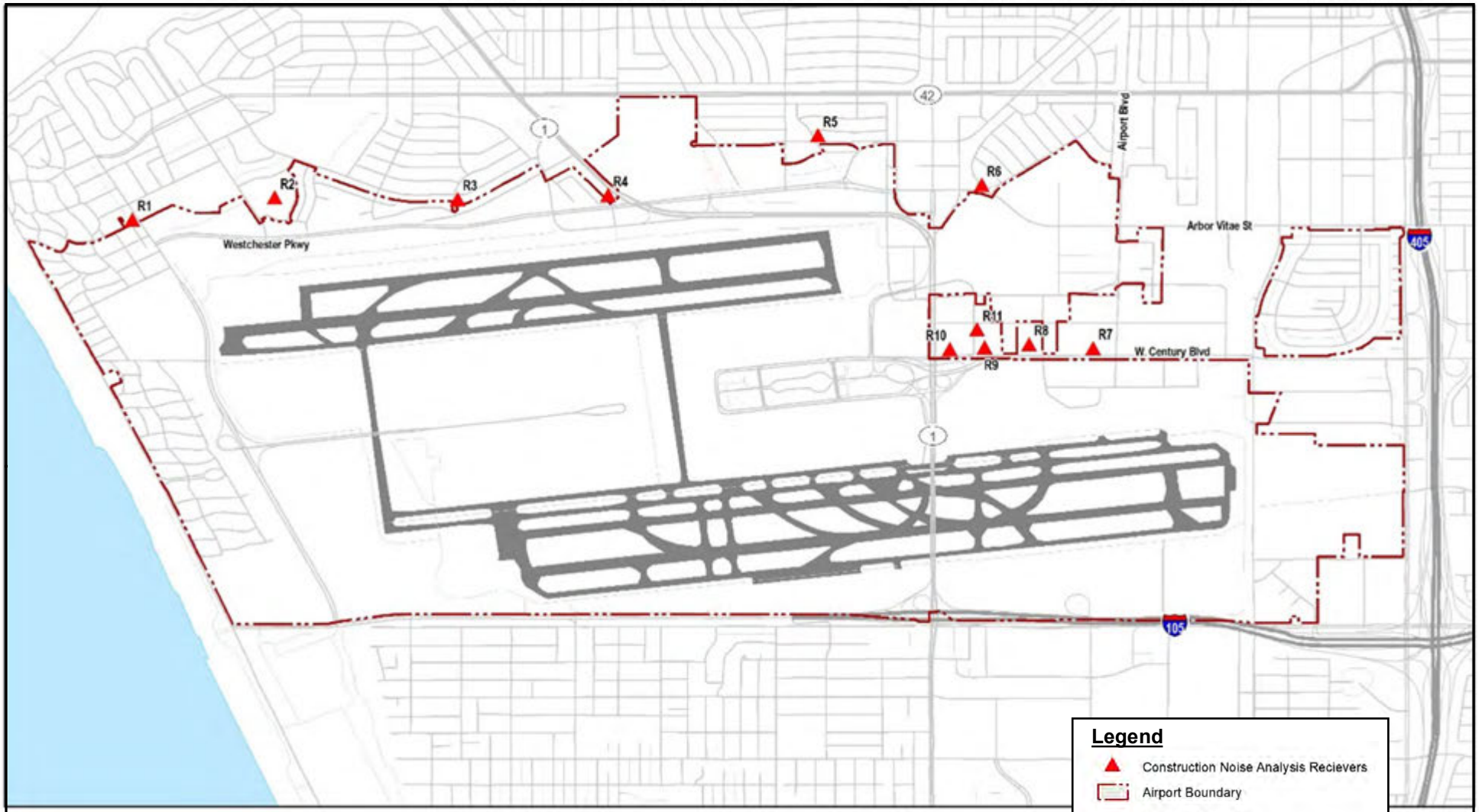
[2] Background plus Project construction noise.

[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



Not to Scale

Source: HMMH, October 2024
Prepared by: CDM Smith, October 2024

LAX Airfield and Terminal Modernization Project EIR Addendum Proposed Roadway System Refinements	**Construction Noise Analysis Receivers**	Figure **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 88th 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.

Attachment 1 – Roadway System Refinement Details

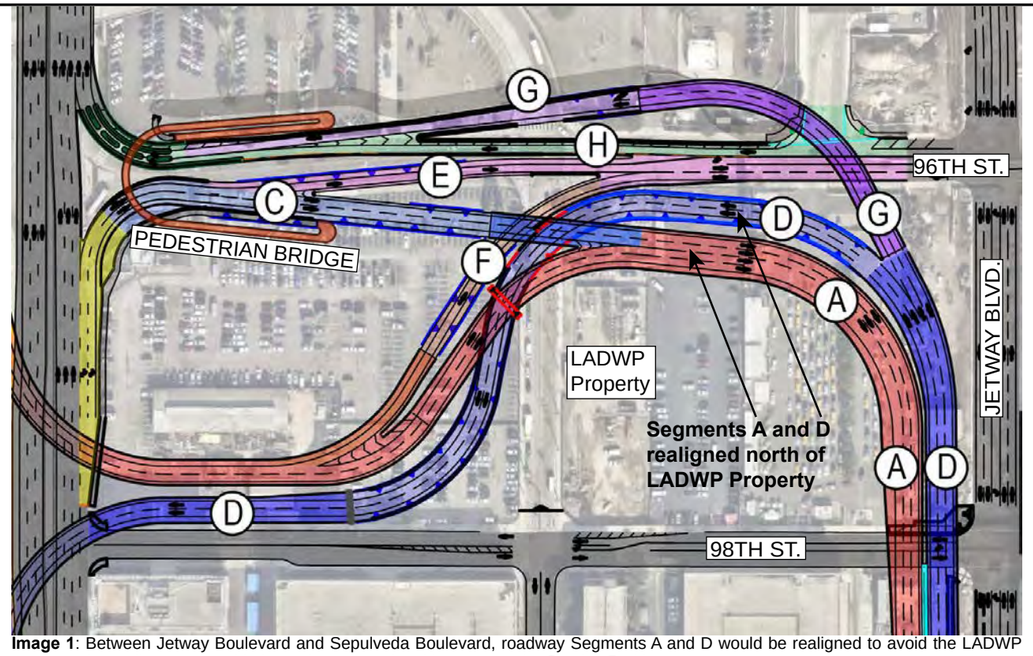


Image 1: Between Jetway Boulevard and Sepulveda Boulevard, roadway Segments A and D would be realigned to avoid the LADWP property; the realignment would also reduce operational impacts on the Sunrise Parking property.

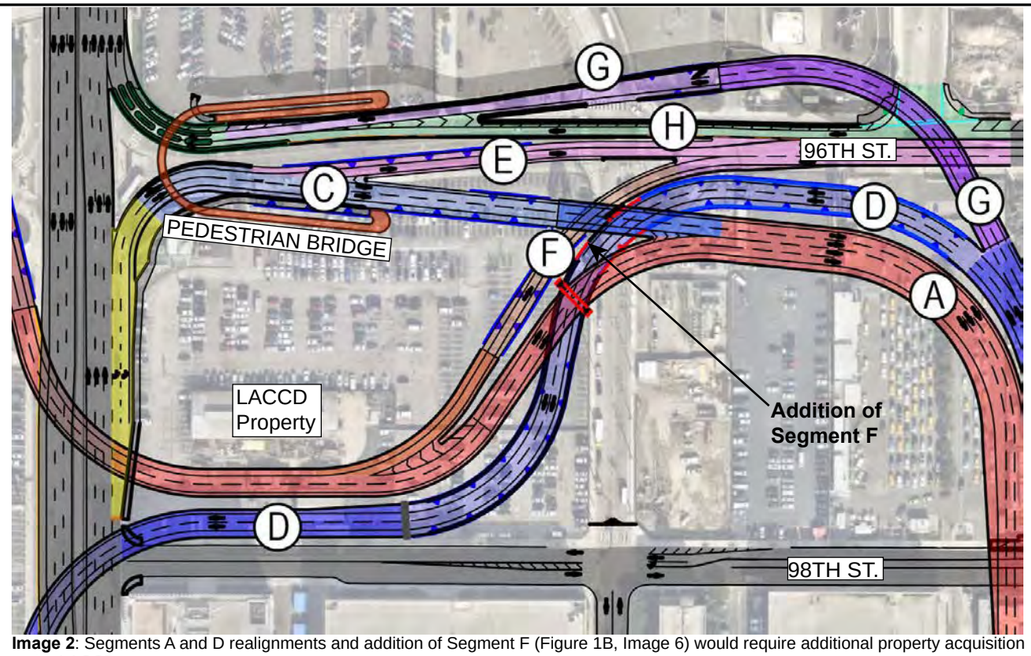


Image 2: Segments A and D realignments and addition of Segment F (Figure 1B, Image 6) would require additional property acquisition at the LACCD property.

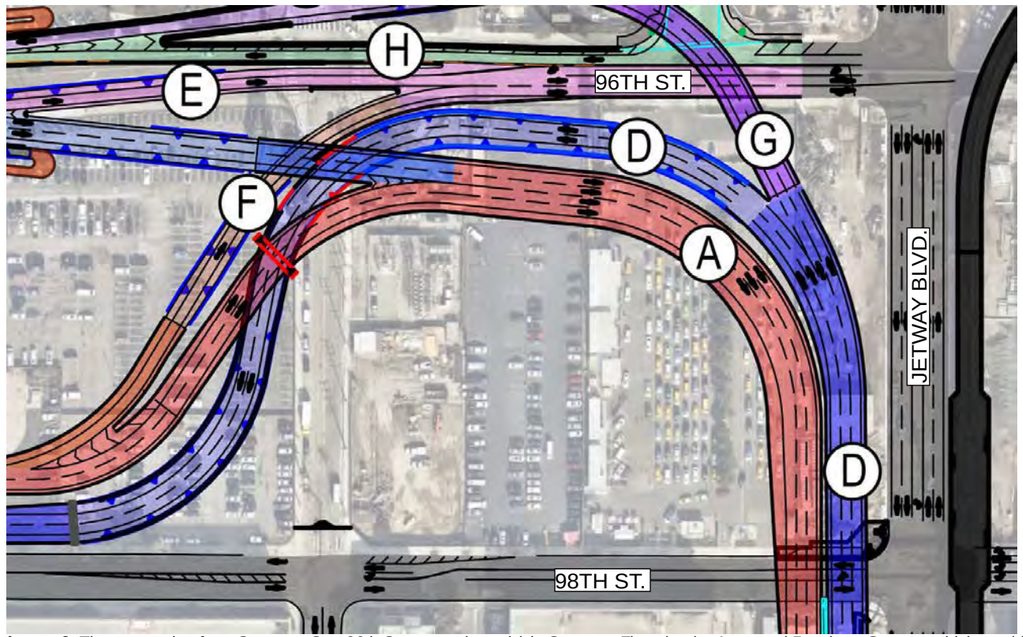


Image 3: The connection from Segment G to 96th Street eastbound (via Segment F) under the Approved Roadway System, which would have also provided access to Jetway Boulevard, would be eliminated. Under the Proposed Roadway System Refinements, outbound access from the Central Terminal Area to Jetway Boulevard would be provided by Century Boulevard via Segments P and R, shown in Image 10.

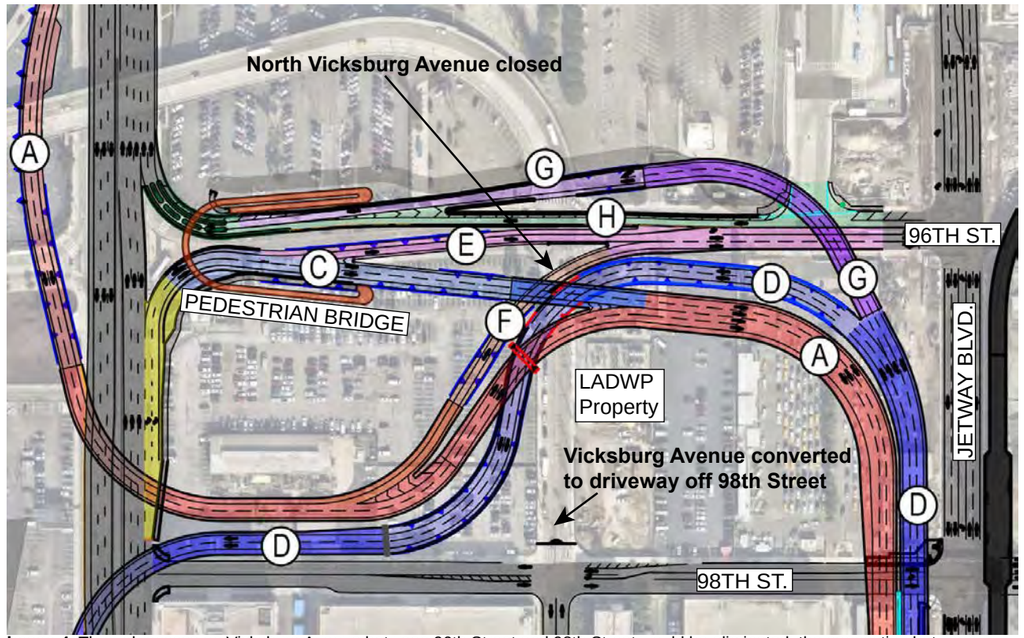


Image 4: Through access on Vicksburg Avenue between 96th Street and 98th Street would be eliminated; the connection between Vicksburg Avenue and 96th Street would be removed and the remaining southern section of Vicksburg Avenue would be converted to a driveway for LADWP property. The driveway entrance would be from 98th Street.

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

Not to Scale

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

Roadway System Refinement Details

Figure
1A

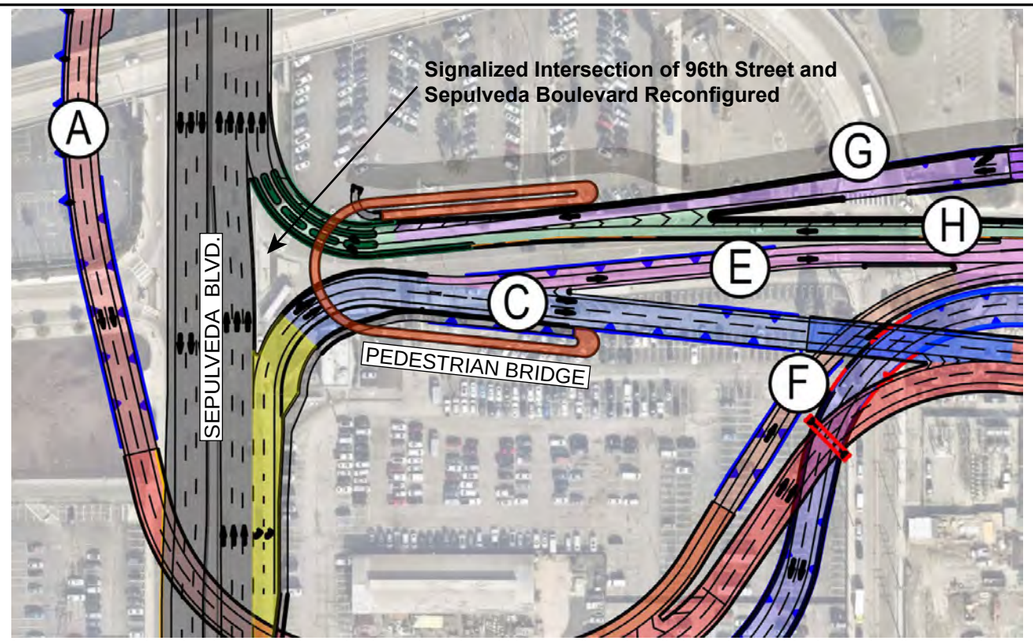


Image 5: Intersection of 96th Street and Sepulveda Boulevard would be reconfigured to eliminate the need for future signalization of the intersection, which would result in improved operations on Sepulveda Boulevard compared to a signalized intersection (i.e., reconfiguration would eliminate the need for a signal to enable SB traffic on Sepulveda Boulevard to turn left for EB travel on 96th Street); reconfiguration would include additional turning lanes on Sepulveda Boulevard.

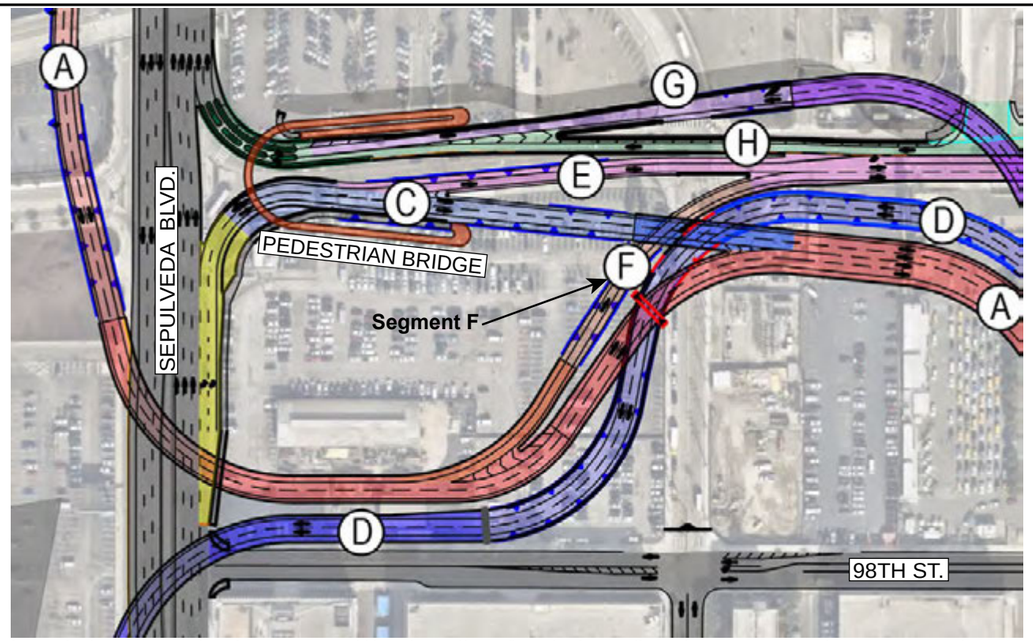


Image 6: The eastern portion of Segment F would be relocated/reconfigured to be an offramp from Segment A and connect to EB 96th Street. With Segment A being elevated above Sepulveda Boulevard, this would enable movement from Sepulveda Boulevard southbound to 96th Street eastbound to occur without the need to install a traffic signal at Sepulveda Boulevard and 96th Street.

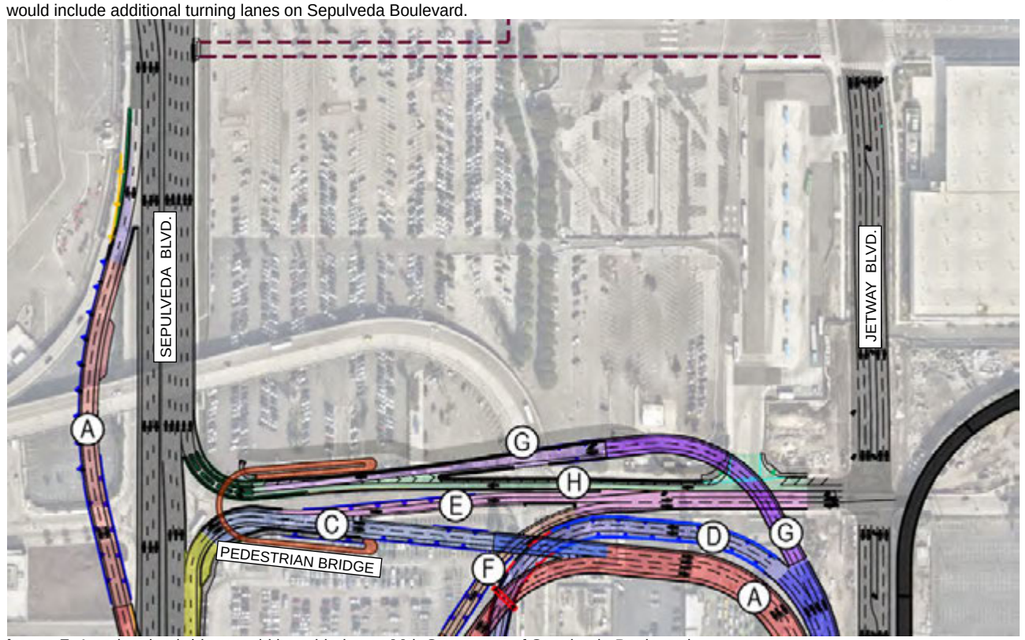


Image 7: A pedestrian bridge would be added over 96th Street east of Sepulveda Boulevard.

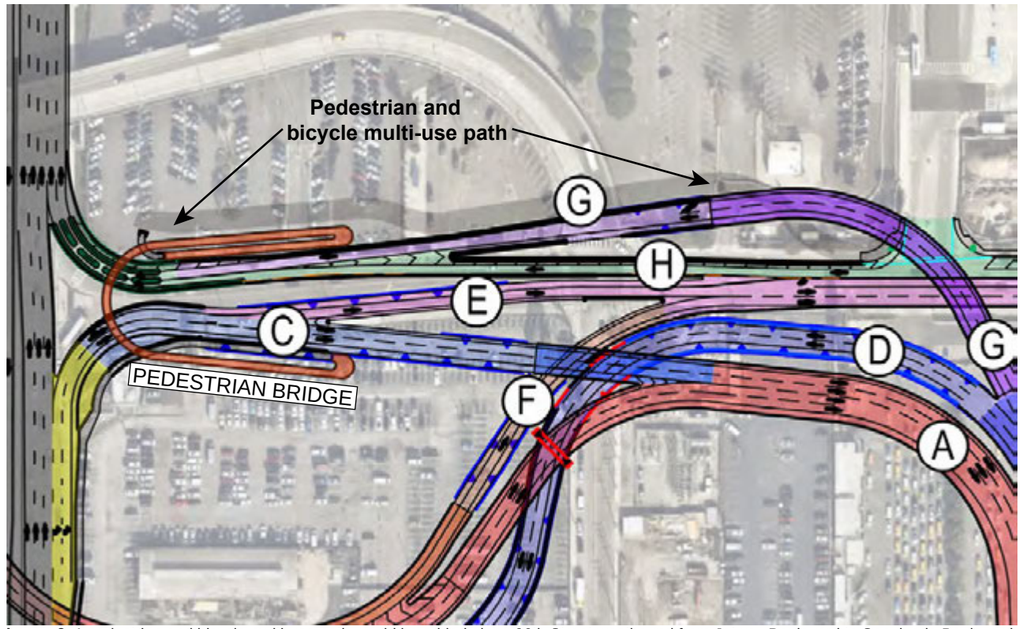


Image 8: A pedestrian and bicycle multi-use path would be added along 96th Street westbound from Jetway Boulevard to Sepulveda Boulevard.

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

Not to Scale

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

Roadway System Refinement Details

Figure
1B

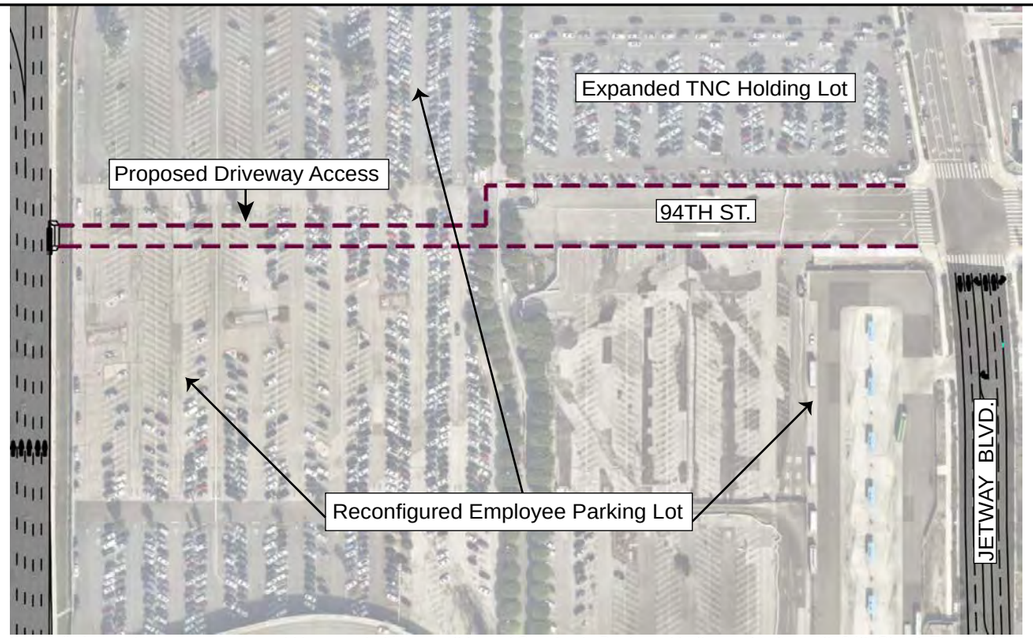


Image 9: A new driveway access would be provided from northbound Sepulveda Boulevard to the east in line with 94th Street. The existing parking lot/vehicle staging areas would be reconfigured as follows: the areas south of 94th Street and in the northwestern quadrant would be used for employee parking; the northeastern quadrant would house the expanded TNC Holding Lot and, to the north of that, the relocated LAX Taxi Staging Lot (not shown). The existing airport shuttle/limousine staging area would be relocated to the northeast corner of Airport Boulevard and 96th Street (not shown).

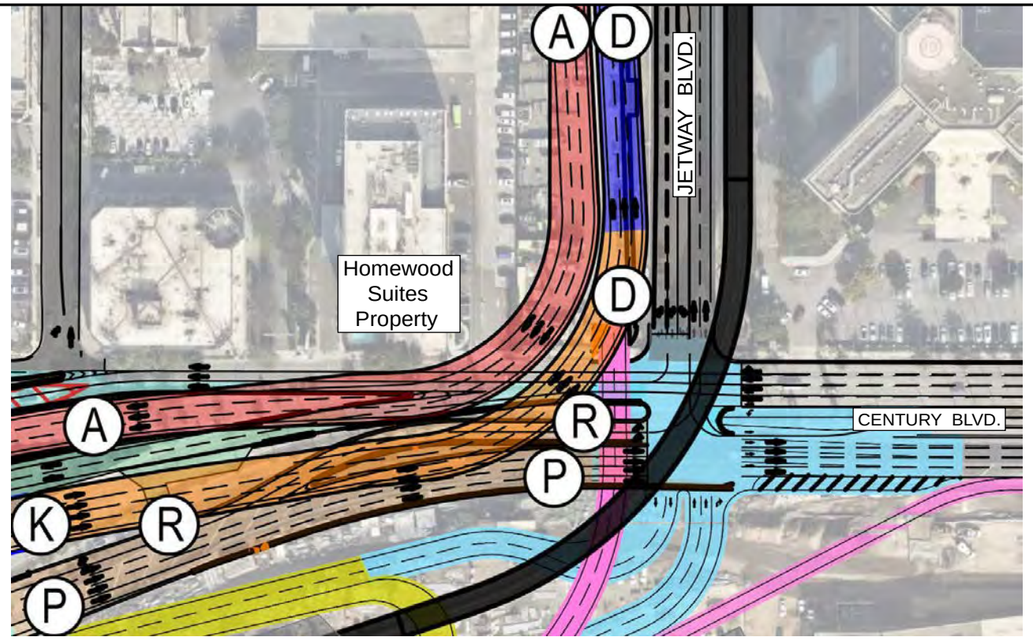


Image 10: An aerial easement would be required at the Homewood Suites property to enable the elevated roadway structure.

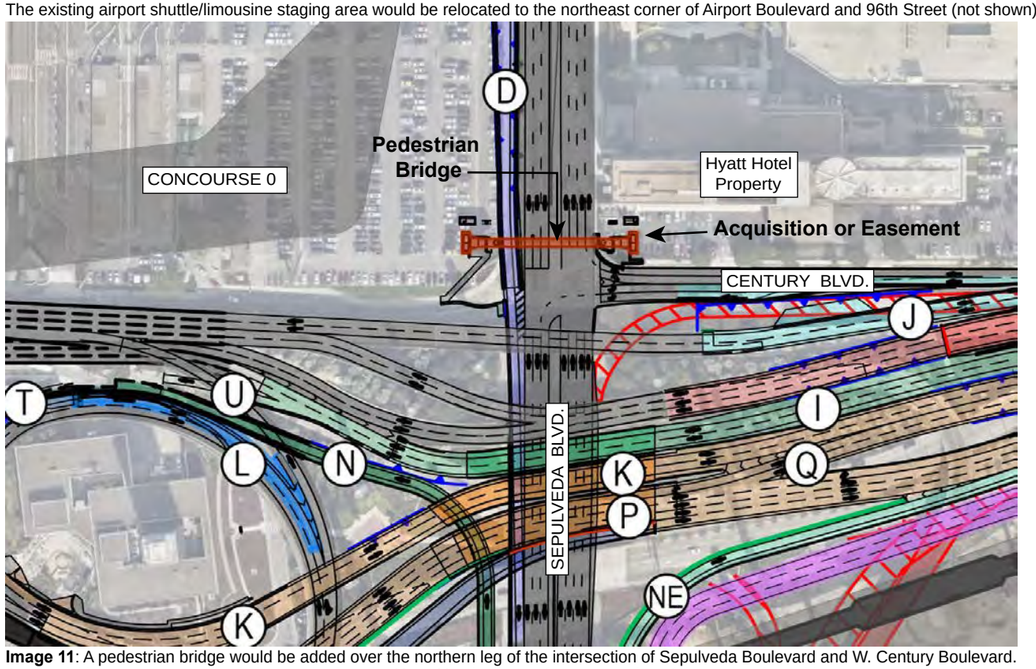


Image 11: A pedestrian bridge would be added over the northern leg of the intersection of Sepulveda Boulevard and W. Century Boulevard. An acquisition or easement would be required on the Hyatt Hotel property for construction of the pedestrian bridge.

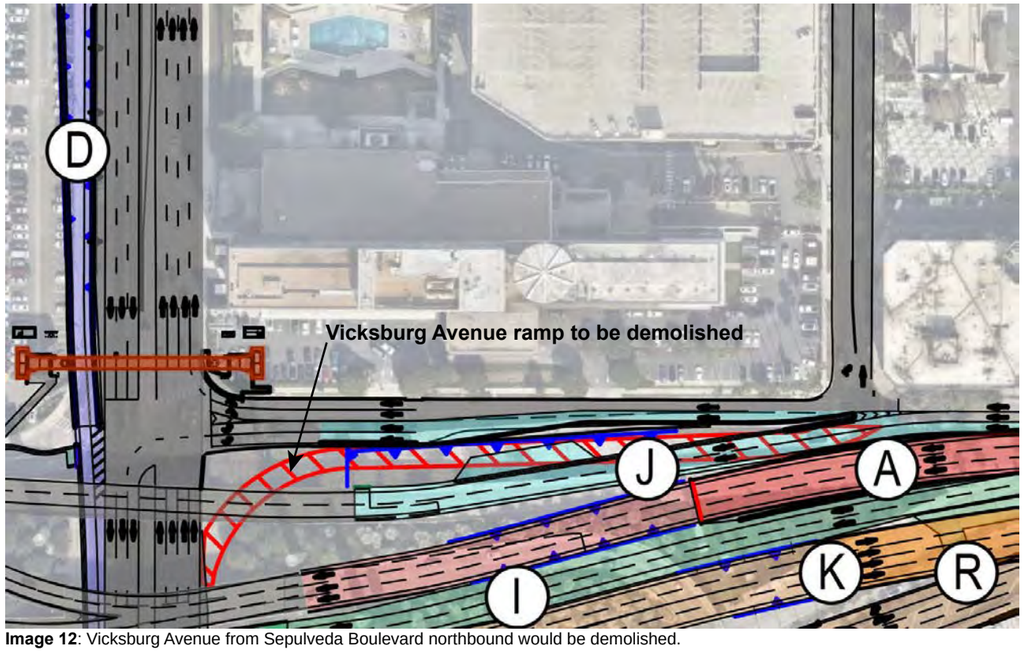


Image 12: Vicksburg Avenue from Sepulveda Boulevard northbound would be demolished.

Not to Scale

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

LAX Airfield and Terminal Modernization Project EIR Addendum Proposed Roadway System Refinements	Roadway System Refinement Details	Figure **1C**

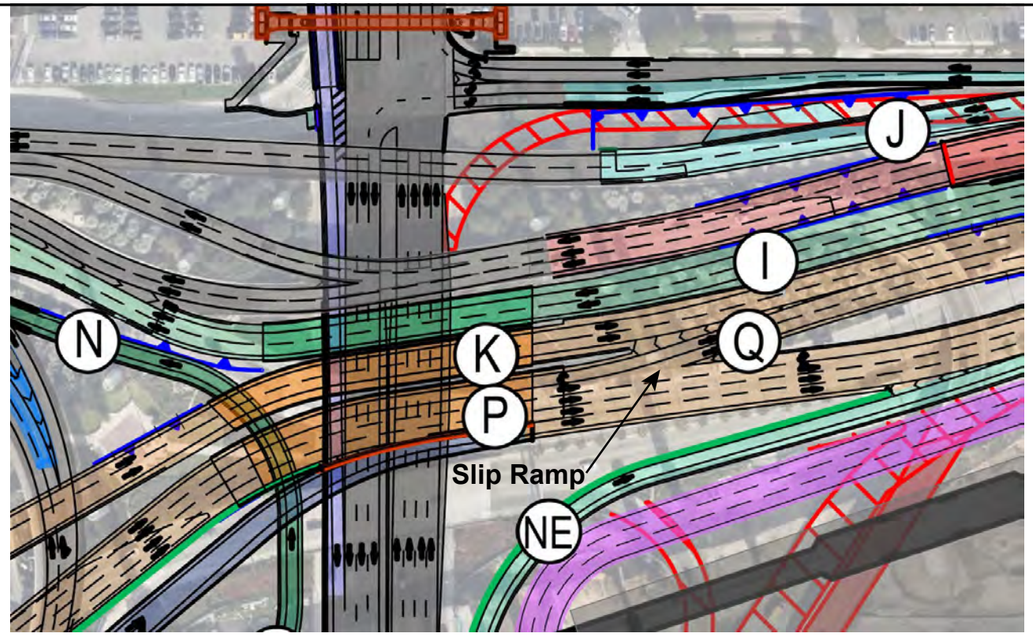


Image 13: Instead of a weaving section between Segments K and P, a slip ramp would be added between Segments K and P and the weaving section would be removed.

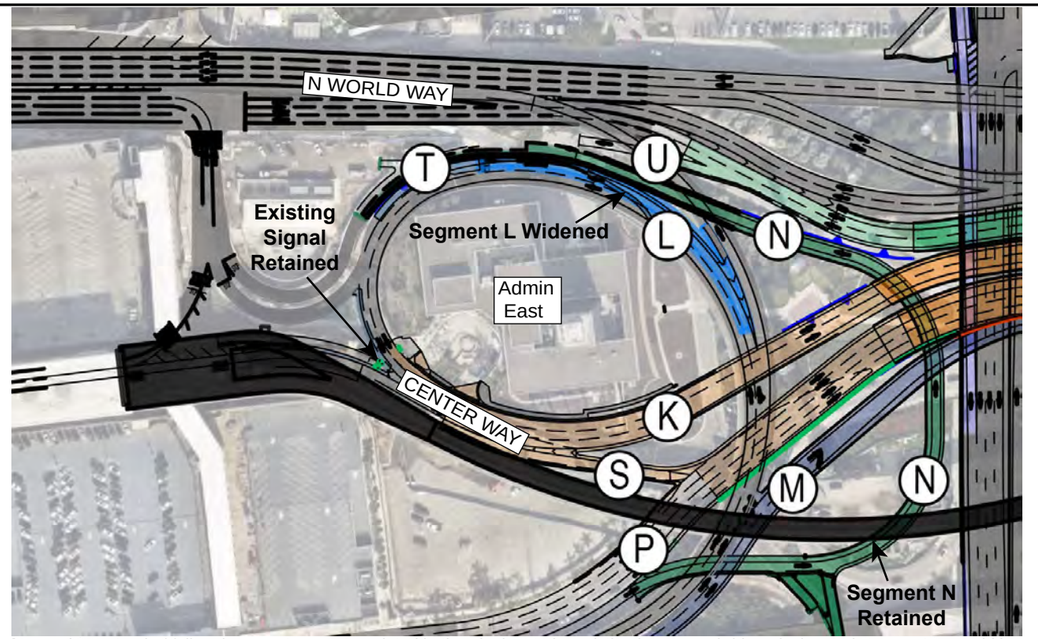


Image 14: Instead of full replacement as contemplated in the Final EIR, the existing loop ramp bridge, designated Segment L, would be widened. Existing signal would be retained at Center Way for pedestrian access at Admin East. Instead of reconfiguring the airport return, the existing airport return, designated Segment N, would be retained.

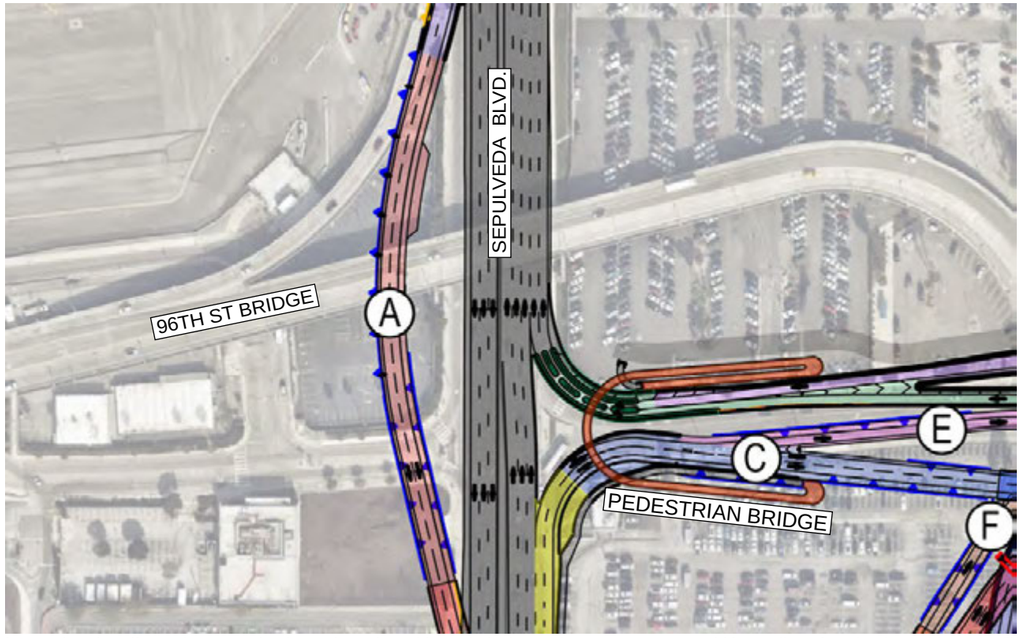


Image 15: The offramp from Sepulveda Boulevard southbound, designated as Segment A, would be realigned so that it would not conflict with existing support columns under the 96th Street Bridge.

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

Not to Scale

LAX Airfield and Terminal Modernization Project EIR Addendum Proposed Roadway System Refinements	Roadway System Refinement Details	Figure **1D**

Attachment 2 – Historical Resources Memorandum

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MEMORANDUM

LAX AIRFIELD AND TERMINAL MODERNIZATION PROJECT PROPOSED ROADWAY MODIFICATIONS DECEMBER 2024

1. OVERVIEW

This memorandum analyzes proposed changes to the roadway modifications associated with the Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project or ATMP (the approved Project) for potential impacts to historical resources. Potential impacts to historical resources associated with the approved Project were previously analyzed in the 2020 Historical Resources Technical Report and Environmental Impact Report (collectively referred to as the EIR).

The approved Project would implement airfield, terminal, and landside roadway improvements at LAX. This memorandum analyzes proposed modifications to the roadway improvements in the approved Project (roadway modifications) and their potential impacts to historical resources.[1]

The EIR analysis determined that the approved Project would not result in a substantial adverse change in the significance of any historical resources located on the Project Site or in the Project Site Vicinity. Therefore, the approved Project's impact on historical resources was determined to be less than significant as defined by CEQA.

The roadway modifications represent changes to the locations and size of some of the roads and access ramps associated with the approved Project. This memorandum examines the potential impacts of these modifications and determines that the roadway modifications, like

[1] As discussed in Section 4.1 of the Addendum to the LAX ATMP EIR, the Initial Study (Appendix A of the EIR) concluded that the approved Project would have less than significant impacts to archaeological resources because these resources are not known to be present in or near the Project area, and construction would be conducted in accordance with the Los Angeles World Airports' (LAWA's) Archaeological Treatment Plan. The proposed roadway modifications would not alter this conclusion. As such, this memorandum does not include an analysis of potential impacts to archaeological resources.

the roadway improvements defined in the approved Project, would not result in a substantial adverse change in the significance of any historical resources located on the Project Site or in the Project Site Vicinity. Therefore, impacts on historical resources associated with the roadway modifications would be less than significant as defined by CEQA.

Analysis was performed by Paul Travis, AICP, Managing Principal. Paul is a qualified professional who meets the Secretary of the Interior's Professional Qualification Standards.

2. HISTORICAL RESOURCE IDENTIFICATION

As detailed in the EIR, the approved Project area contains four (4) properties that have been identified as eligible for historic listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), and/or as a City of Los Angeles Historic-Cultural Monument (Figure 1). These include the original (1961) Airport Traffic Control Tower (or "ATCT") at the eastern end of the Central Terminal Area (CTA); the former McCulloch Building (now H Hotel/Homewood Suites) at 6151 W. Century Boulevard; the former Union Savings and Loan building at 9800 S. Sepulveda Boulevard; and the former Aircraft School Building at 9700 S. Sepulveda Boulevard. All are considered historical resources herein for the purposes of CEQA.

3. ROADWAY MODIFICATIONS

LAWA in collaboration with the Design-Build contractor Skanska Flatiron Joint Venture (SFJV) has considered various enhancements to the approved EIR roadway design as the result of the detailed engineering design and planning that has been undertaken since the 2021 certification of the EIR. Some of the key enhancements include elimination of the originally-proposed signals at the intersection of Sepulveda Blvd. and 96th Street to emulate the existing free flow traffic conditions on Sepulveda Blvd. at this intersection. Pedestrian safety is being enhanced by adding two pedestrian overcrossing bridges. Other minor enhancements include realignment of various ramps to avoid constraints. Figure 2 illustrates the location of the historical resources with respect to the proposed modified roadways.

4. ANALYSIS OF POTENTIAL IMPACTS

Discussion of Potential Impacts to the 1961 ATCT

As detailed in the EIR, the 1961 ATCT was identified as eligible for listing as a City of Los Angeles Historic-Cultural Monument and is, therefore, considered a historical resource herein for the purposes of CEQA. A discussion of the elements of the approved Project in closest proximity to the 1961 ATCT in the EIR included "modifications to the roadways that provide ingress to and egress from the CTA."

As described in the EIR analysis, "the roadways that currently encircle the 1961 Administration Building, the closest of which is located approximately 130 feet from the ATCT, would be modified and nearby roadways would be demolished." None of the Project-related improvements would require demolition or alteration of the 1961 ATCT. The 1961 ATCT would retain all of its remaining original features, including its square plan, 13 story height, and flat roof; control cab with angled, continuous, fixed aluminum-framed ribbon windows and surrounding roof deck; scored cement plaster spandrels; continuous aluminum grates; exposed

concrete *piloti*, elevator/stair shaft, and screen wall at ground floor. The 1961 ATCT would remain in its original location at the eastern entry to the CTA and retain its historic axial relationship with the Theme Building. The Tower would remain substantially taller than the grade-separated ramps and roadways associated with the landside improvements.

As was true in the analysis of the approved Project, modifications to the roadways that provide ingress to and egress from the CTA would not affect the integrity of *location, design, materials,* or *workmanship* of the 1961 ATCT. The building would remain intact in its current location and would not be materially altered by the roadway modifications. Because the 1961 ATCT would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the 1961 ATCT would continue to convey its historic significance as the original "Jet Age" airport traffic control tower for LAX. Therefore, integrity of *association* would also remain unaffected. As was true with the approved Project, the only aspect of integrity that could potentially be affected by the roadway modifications is *setting*. Because roadway improvements in the near vicinity of the 1961 ATCT would be introduced, its immediate surroundings would be altered.

As discussed in the EIR, the immediate surroundings of the 1961 ATCT have undergone numerous major and minor alterations since both the initial completion of the CTA in 1962 and its transformation since 1981.

As was explained in the EIR analysis, the larger setting is not critical to understanding the historic significance of the 1961 ATCT because its immediate surroundings have been substantially altered since its original construction and the alteration and new construction associated with the approved Project would not be substantially different from previous changes and alterations. Nearby roadway modifications only slightly different than those of the approved Project would not change that conclusion. For these reasons, all of the relevant aspects of integrity would be unaffected by the roadway modifications, so that the historic integrity of the 1961 ATCT would be retained. Like the approved Project, the roadway modifications analyzed here would alter the larger surroundings of the 1961 ATCT, but this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the roadway modifications would not result in physical alteration of the structure and materials of the 1961 ATCT, it would remain eligible for listing as a City of Los Angeles Historic-Cultural Monument. The remaining physical materials and form of the 1961 ATCT would remain intact, and the building would continue to convey its historic significance. Therefore, the roadway modifications, like the roadway system improvements in the approved Project, would not result in significant impacts to the 1961 ATCT.

Discussion of Potential Impacts to 9800 S. Sepulveda Boulevard

As noted in the EIR, the former Union Savings and Loan Building at 9800 S. Sepulveda Boulevard was identified as eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument and is, therefore, considered a historical resource for the purposes of CEQA. The Union Savings and Loan Building was found significant as an example

of the New Formalist architectural style as applied to a bank building, and as a representative example of the work of master architects Welton Beckett & Associates.

Discussion of the elements of the approved Project in closest proximity to the Union Savings and Loan Building in the EIR included "new elevated roadways north of the Union Savings and Loan Building on the northern side of 98th Street and on the western side of Sepulveda Boulevard across the street from the building, providing access from the CTA to southbound Sepulveda Boulevard." The roadway modifications analyzed in this memorandum do not substantially differ from the approved Project at the location of the former Union Savings and Loan Building.

As was true with the approved Project, the roadway modifications would not require demolition or alteration of the Union Savings and Loan Building. The Union Savings and Loan Building would retain all of its character-defining features, including its tripartite composition of base, middle and top, ground floor shallow arcade, horizontal bands of arched, fixed windows, overhanging perforated soffit at the roofline, and pre-cast concrete panel cladding.

Similar to the roadway modifications described in the approved Project, modified elevated roadways would align with Sepulveda Boulevard immediately west of the Union Savings and Loan Building, crossing Sepulveda Boulevard at 98th Street and continuing east on 98th Street, partially obscuring views of the north and west façades. The heights of the elevated roadways in the vicinity of the Union Savings and Loan Building would be similar under both the approved Project and with the proposed roadway modifications. At 8 stories, the Union Savings and Loan Building would be over three times the height of the elevated roadways and all of its public-facing façades would remain discernible despite partial blocking of views from the west and north. After construction of the modified elevated roadways, the Union Savings and Loan Building would remain intact and continue to convey its historic significance. Construction of the modified elevated roadways would not result in a significant impact to the Union Savings and Loan Building.

Like the approved Project, the roadway modifications would not affect the integrity of *location, design, materials,* or *workmanship* of the Union Savings and Loan Building. The building would remain intact in its current location and would not be materially altered by new construction associated with the roadway modifications. Because the Union Savings and Loan Building would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance as a New Formalist commercial office building. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the Union Savings and Loan Building would remain. Therefore, integrity of *association* would also remain unaffected. The only aspect of integrity that could potentially be affected is *setting*. Because the roadway modifications would introduce elevated roadway improvements in the near vicinity of the Union Savings and Loan Building, its immediate surroundings would be altered.

As explained in the EIR, the immediate surroundings of the Union Savings and Loan Building, however, have undergone numerous alterations since its original construction as new buildings were constructed and surrounding existing buildings were demolished to make way for surface parking lots. The larger setting is not critical to understanding the historic significance of the

Union Savings and Loan Building because its immediate surroundings have been substantially altered since its original construction and the alteration and new construction associated with the roadway modifications would not be substantially different from previous changes and alterations. For these reasons, all of the relevant aspects of integrity would be unaffected, so that the historic integrity of the Union Savings and Loan Building would be retained. While the roadway modifications would alter the larger surroundings of the Union Savings and Loan Building, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the roadway modifications would not result in physical alteration of the structure and materials of the Union Savings and Loan Building, it would remain eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument. The character-defining features and form of the Union Savings and Loan Building would remain intact, and the building would continue to convey its historic significance. Therefore, the roadway modifications would not result in significant impacts to the Union Savings and Loan Building.

Discussion of Potential Impacts to 9700 S. Sepulveda Boulevard

As detailed in the EIR, the former Aircraft School Building at 9700 S. Sepulveda Boulevard was identified as eligible for listing in the National Register, California Register, and as a City of Los Angeles Historic-Cultural Monument. The former Aircraft School Building was found significant as a rare intact example of an aircraft training facility from the early 1940s, representative of the 20th century development of aircraft- and aerospace-related industries and services that clustered near the airport beginning with the establishment of Mines Field.

The EIR identified "new elevated roadways on the north side of 98th Street providing access from Sepulveda Boulevard into the CTA" as one of the elements of the approved Project in closest proximity to the former Aircraft School Building. As defined by the approved Project, these elevated roadways would be located approximately 327 feet east, approximately 45 feet west, and approximately 65 feet south of the former Aircraft School Building. The roadway modifications would place elevated roadways differently in relation to the former Aircraft School Building. Elevated roadways with the proposed roadway modifications would be closer to the former Aircraft School Building than under the approved Project (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 former Aircraft School Building (approximately 70 feet west as compared to 45 feet). The heights of the elevated roadways in the vicinity of the former Aircraft School Building would be similar under both the approved Project and with the proposed roadway modifications.

As was true for the approved Project, modifications to the elevated roadways would not require demolition or alteration of the former Aircraft School Building. The former Aircraft School Building would retain all of its character-defining features, including its bow-truss roof and monitor, horizontal wood cladding, and metal-frame, multi-light casement windows.

The elevated roadways shown in the approved Project would align with Sepulveda Boulevard immediately west of the former Aircraft School Building, crossing Sepulveda Boulevard at 98th Street and continuing east along 98th Street, partially encroaching on the existing property line. Another roadway would parallel Sepulveda Boulevard immediately west of the former Aircraft

School Building and turning to the east to the south of 96th Street. This proposed roadway segment would be at-grade as an exit from northbound Sepulveda Boulevard to access the new roadway system into the Central Terminal Area.

The modified elevated roadways would follow the same general path but would approach the Aircraft School Building property from the northeast and cross southwest toward 98th Street. In doing so, the modified elevated roadways encroach much closer to the Aircraft School Building to the south and east when compared to the approved Project.

Analysis of the approved Project in the EIR determined that the elevated roadways would obscure views of the south façade when viewed from 98th Street. The modified elevated roadways would also obscure views of the Aircraft School Building from the south as well as from the east where the elevated roadways would encroach closer to the building. While the modified elevated roadway structures would obscure views of the former Aircraft School Building, it would still be discernible from multiple vantage points. Moreover, the former Aircraft School Building is set back deeply from 96th Street, 98th Street, and Vicksburg Avenue. As noted in the EIR, the building is not a high-profile presence when viewed from any of the surrounding streets.

Like the approved Project, the roadway modifications would not affect the integrity of *location, design, materials,* or *workmanship* of the former Aircraft School Building. The building would remain intact in its current location and would not be materially altered by new construction associated with the roadway modifications. Because the former Aircraft School Building would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the former Aircraft School Building would remain. Therefore, integrity of *association* would also remain unaffected by the roadway modifications. The only aspect of integrity that could potentially be affected by the roadway modifications is *setting*. Similar to the approved Project, the roadway modifications would introduce elevated roadways in the near vicinity of the former Aircraft School Building and its immediate surroundings would be altered.

As discussed in the EIR, the immediate surroundings of the former Aircraft School Building have undergone numerous alterations since its original construction as new buildings were constructed and surrounding existing buildings were demolished to make way for surface parking lots. The larger setting is not critical to understanding the historic significance of the former Aircraft School Building because its immediate surroundings have been substantially altered since its original construction and the alteration and new construction associated with the roadway modifications would not be substantially different from previous changes and alterations. For these reasons, all of the relevant aspects of integrity would be unaffected by the roadway modifications, so that the historic integrity of the former Aircraft School Building would be retained. While the roadway modifications would alter the larger surroundings of the former Aircraft School Building, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the roadway modifications would not result in physical alteration of the structure and materials of the former Aircraft School Building, it would remain eligible for listing in the

National Register, California Register, and as a City of Los Angeles Historic-Cultural Monument. The character-defining features and form of the former Aircraft School Building would remain intact, and the building would continue to convey its historic significance. Therefore, the roadway modifications would not result in significant impacts to the former Aircraft School Building.

Discussion of Potential Impacts to 6151 W. Century Boulevard

As noted in the EIR, the former McCulloch Building at 6151 W. Century Boulevard was identified as eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument and is, therefore, considered a historical resource for the purposes of CEQA. The McCulloch Building was found significant as an excellent example of Corporate International architecture and the work of significant architects Welton Beckett & Associates. In recent years the McCulloch Building has been altered through renovations associated with its conversion to the H Hotel/Homewood Suites. The building's eligibility was not reevaluated following its conversion to a hotel use in 2017. This analysis assumes that the McCulloch Building still retains its historic significance.

The EIR discussion of the elements of the approved Project in closest proximity to the McCulloch Building included "improvements to nearby roadways" and "new elevated roadways to the east of the McCulloch Building along the future "A" Street [since renamed Jetway Boulevard], which will be perpendicular to Century Boulevard between Vicksburg Avenue and Avion Drive, providing access from Sepulveda Boulevard into the CTA." The roadway modifications analyzed in this memorandum do not substantially differ from the approved Project immediately east of the McCulloch Building.

As was true with the approved Project, the roadway modifications would not require demolition or alteration of the McCulloch Building. The McCulloch Building would retain all of its character-defining features, including its rectangular plan, flat roof, exterior walls articulated with alternating bands of recessed metal-frame windows and concrete spandrel panels, and ground floor recessed behind *pilotis*.

Similar to the roadway modifications described in the approved Project, modified elevated roadways would be adjacent to the McCulloch Building to the south and east, partially obscuring views of the south and east façades. The heights of the modified elevated roadways would be similar to that for approved Project; only the horizontal geometry has been modified through further engineering. At 12 stories, however, the McCulloch Building would be over four times the height of the elevated roadways and all of its public-facing façades would remain discernible despite partial blocking of views by the elevated roadways. After construction of the elevated roads, the McCulloch Building would remain intact and continue to convey its historic significance. Construction of the modified elevated roadways would not result in a significant impact to the McCulloch Building.

Like the approved Project, the roadway modifications would not affect the integrity of *location, design, materials,* or *workmanship* of the McCulloch Building. The building would remain intact in its current location and would not be materially altered by new construction associated with the roadway modifications. Because the McCulloch Building would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance as a

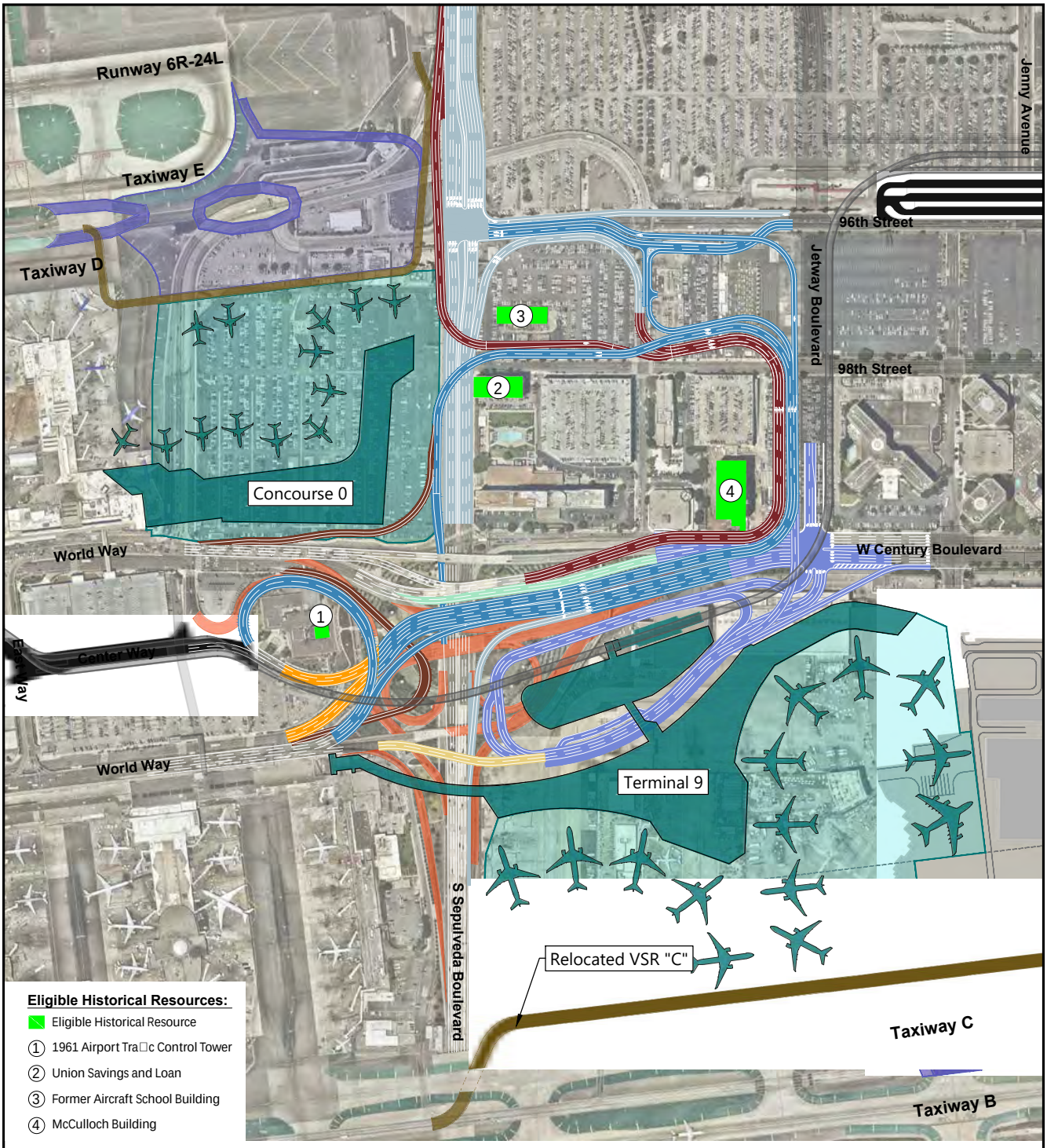
Corporate International commercial office building. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the McCulloch Building would remain. Therefore, integrity of *association* would also remain unaffected. The only aspect of integrity that could potentially be affected is *setting*. Because the approved Project and the roadway modifications would introduce a new concourse and elevated roadway improvements in the near vicinity of the McCulloch Building, its immediate surroundings would be altered.

As explained in the EIR, the immediate surroundings of the McCulloch Building have undergone numerous alterations since its original construction as new buildings were constructed and surrounding existing buildings were demolished to make way for surface parking lots. The larger setting is not critical to understanding the historic significance of the McCulloch Building because its immediate surroundings have been substantially altered since its original construction. For these reasons, all of the relevant aspects of integrity would be unaffected by the roadway modifications, so that the historic integrity of the McCulloch Building would be retained. While the roadway modifications would alter the larger surroundings of the McCulloch Building, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the roadway modifications would not result in physical alteration of the structure and materials of the McCulloch Building, it would remain eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument. The character-defining features and form of the McCulloch Building would remain intact, and the building would continue to convey its historic significance. Therefore, the roadway modifications would not result in significant impacts to the McCulloch Building.

CONCLUSIONS

Analysis of potential impacts concludes that the roadway modifications would not result in significant impacts to any historical resource located on or in the near vicinity of the roadway modifications. Like the approved Project, the roadway modifications would not result in significant impacts to historical resources as defined by CEQA.

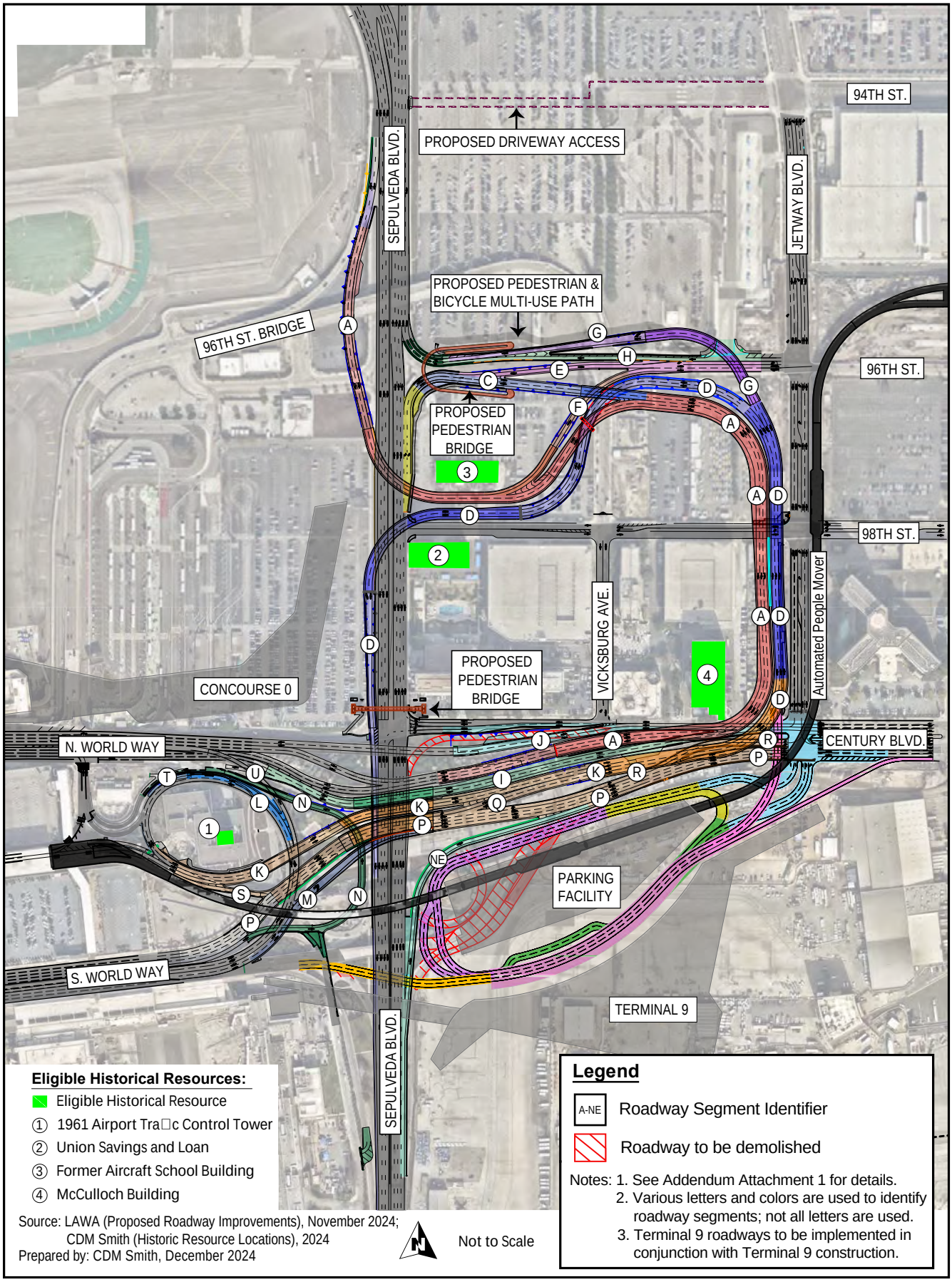


Sources: Los Angeles World Airports, Airport Layout Plan – Existing Layout Plan Sheet Working Draft, June 15, 2017 (Runway 6L-24R exit reconfiguration); Los Angeles International Airport, June 2017 (aerial photography); Ricondo & Associates, Inc., May 2018 (Concourse 0 and Terminal 9); CFWright Consulting, LLC, July 2020 (improved CTA entrance/exit); Los Angeles World Airports, July 2020 (LAX Landside Access Modernization Program).
Prepared by: Ricondo & Associates, Inc., May 2021; updated by CDM Smith, October 2024

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

Eligible Historical Resources in the Vicinity of the Approved Roadway System

Figure **1**



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

Eligible Historical Resources in the Vicinity of the Proposed Roadway System

Figure **2**

Attachment 3 – Noise Technical Memoranda

Attachment 3a Roadway Traffic Noise Analysis Technical Memorandum

LAX Airfield and Terminal Modernization Project EIR Addendum

Roadway Traffic Noise Analysis

Technical Memorandum

HMMH Project Number 23-0041D.001
December 2024

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1. Summary

This memorandum provides updates to the roadway traffic noise analysis for the Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project (ATMP or "Project") Environmental Impact Report (EIR) that was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). Detailed information regarding the roadway traffic noise analysis completed for the ATMP EIR is provided in Appendix F.2, *Roadway Traffic Noise Analysis Technical Report,* of the EIR. The updates to the EIR roadway traffic noise analysis that are presented herein account for proposed design refinements to the ATMP roadway system improvements that are a result of more detailed engineering design and planning that has been undertaken since the 2021 certification of the EIR and approval of the Project. The proposed roadway system design refinements are shown on **Figure 1**.

In light of the proposed roadway system design refinements, this memorandum provides updates to the roadway traffic noise impacts analysis of the ATMP EIR, particularly as related to the potential for significant impacts to noise-sensitive receptors.[1] The ATMP EIR noise analysis 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. (see **Figure 2** and **Table 1**) The updated roadway traffic noise analysis evaluated potential impacts at these same receptors. Similar to the EIR, the updated analysis evaluated potential roadway traffic noise impacts directly related to the proposed roadway improvements as well as potential impacts related to roadway traffic in combination with other major elements of the ATMP such as concourse/terminal improvements and airfield improvements.

The ATMP EIR noise analysis determined that none of the 18 noise-sensitive receptors would be significantly impacted by noise from roadway traffic or from the combined roadway traffic and aircraft noise, which was also found to be the case in the updated roadway traffic noise analysis.

2. General Approach and Methodology

The methodology used to determine roadway noise levels for the updated noise analysis that considers the proposed roadway system refinements is basically the same as was applied in the ATMP EIR, as described below. The updated evaluation of Project-related noise levels due to traffic on the off-airport roadway network due to design changes, traffic noise predictions using the latest version of the SoundPLAN noise model which implements the latest approved version of the Federal Highway Administration (FHWA) Traffic Noise Model (TNM Version 2.5).[2]

Traffic noise levels for the future forecast years, with and without the Project, were computed using the latest version of the SoundPLAN noise model which implements TNM Version 2.5 to compute traffic noise. Using hourly traffic volume data from the traffic demand model developed for the currently proposed roadway system refinements, including the same vehicle mix and distributions as used for the Approved Project in the EIR, SoundPLAN was used to calculate hourly traffic noise levels expressed in terms of the hourly equivalent sound level (L_{eq}(h)) and the Community Noise Equivalent Level (CNEL) in A-weighted decibels (dBA). Shielding of traffic noise from buildings and effects from intervening terrain were included in the predictions. Traffic noise levels were calculated at receiver points throughout the analysis area representing noise-sensitive land uses that have frequent outdoor human use.

Potential traffic noise impacts were evaluated with respect to thresholds of significance characterized by land use compatibility guidelines for traffic noise, as well as changes in the worst noise hour L_{eq} and CNEL.

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1 Noise-sensitive uses are places that might contain noise-sensitive equipment; individuals who are particularly susceptible to noise stimuli, such as children or the elderly; or accommodations for people to sleep. Such uses include residences, hospitals, hotels, and schools.

2 U.S. Department of Transportation, Federal Highway Administration, *FHWA Traffic Noise Model, Version 1.0 User's Guide*. FHWA-PD-96-009, January 1998. Cambridge, MA: U.S. Department of Transportation, Research and Special Programs Administration, John A. Volpe National Transportation Systems Center, Acoustics Facility. Available: http://www.fhwa.dot.gov/environment/noise/traffic_noise_model/old_versions/tnm_version_10/users_guide/index.cfm.

The primary focus of the analysis presented in this memorandum is on the evaluation of whether future increases in roadway traffic attributable to the ATMP with the proposed roadway system refinements would result in significant noise impacts. However, the future growth in passenger activity at LAX, which would occur with or without the Project, would cause future increases in roadway traffic and future increases in aircraft operations. This increased roadway traffic and aircraft operations would, in turn, result in increased noise levels around the airport. As such, this memorandum includes an evaluation of future noise levels associated with the combination of traffic noise and aircraft noise.

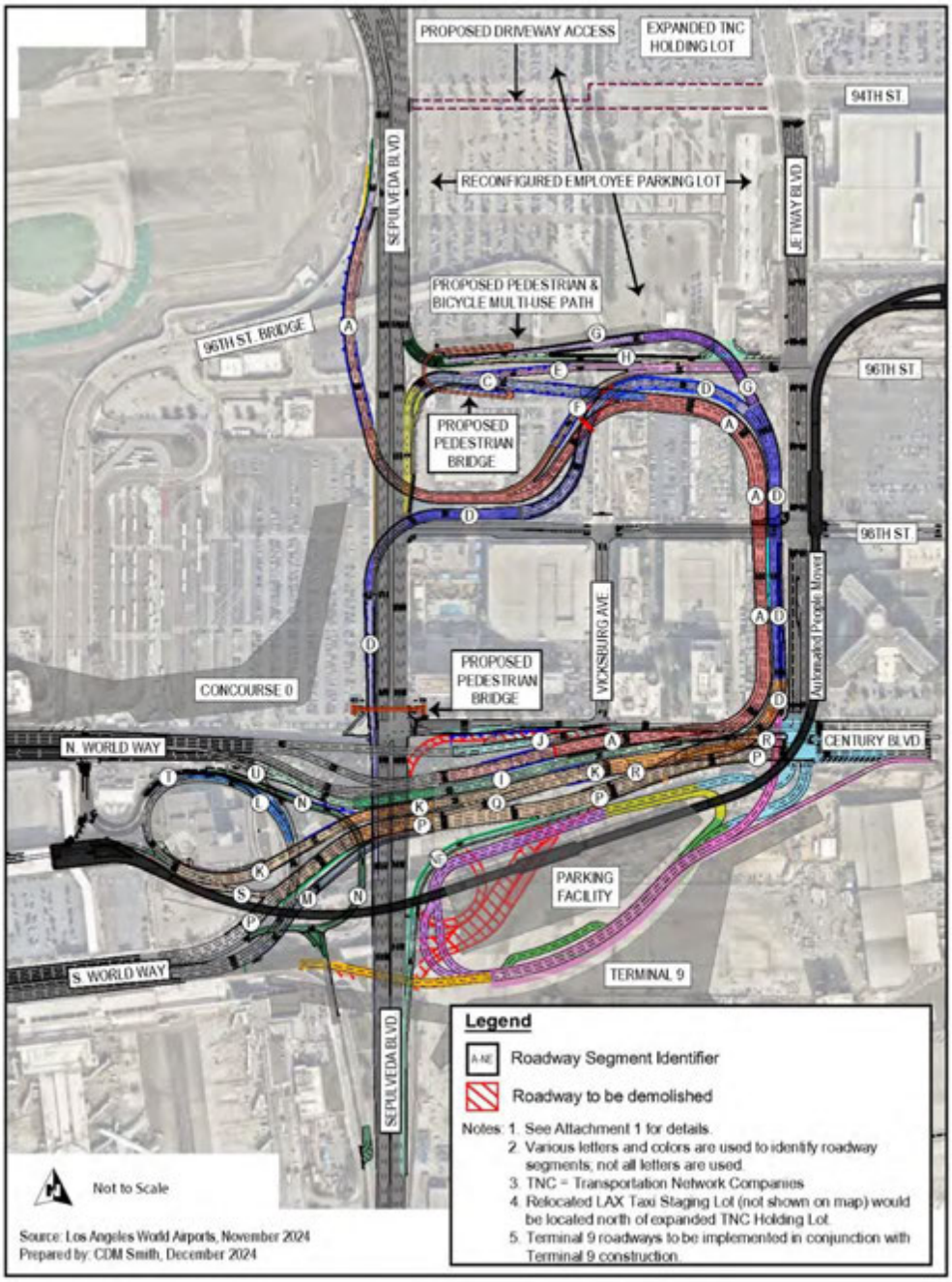


Figure 1. Proposed Roadway System Refinements

2.1 Input to the Model

Traffic noise levels for the future forecast years, with and without the Project, were computed with SoundPLAN which implements the TNM Version 2.5 calculations using existing (Q1 2019) and forecast traffic data. The traffic data were provided as Average Daily Traffic (ADT) volumes for different sections of the study roadways for Existing, Without Project 2028, and Project 2028 conditions. The basis for evaluation of traffic conditions for these three scenarios is explained in the *Analytical Framework* discussion in Section 4, *Environmental Impact Analysis,* of the ATMP EIR, which was also applied in the updated roadway noise impacts analysis. For all future year scenarios, two forecast ADTs were provided for each section of roadway as follows:

- A "Without Project 2028" ADT, which is based upon the traffic demand model developed for the Project and growth of traffic without the Project and implementation of the Landside Access Modernization Program (LAMP) Project.
- A "Project 2028" ADT, which includes the growth in traffic that would occur at the airport based upon changes to airport access due to the Project and implementation of the LAMP Project.

Using SoundPLAN model to implement the TNM Version 2.5 calculations of traffic noise, the $L_{eq}(h)$ and CNEL were calculated at locations considered to be representative of noise-sensitive uses near roadways that carry airport-related traffic, as may be affected by the Project (see **Table 1**). The model includes elevation data from the United States Geologic Survey National Elevation Dataset,[3] and accounts for the locations of the roadways and shielding due to rows of buildings or intervening terrain. The model takes into account the width of the off-airport roadways, hourly vehicle volumes and speeds, vehicle mix, and sound propagation over different types of ground.

[3] https://www.usgs.gov/core-science-systems/national-geospatial-program/national-map.

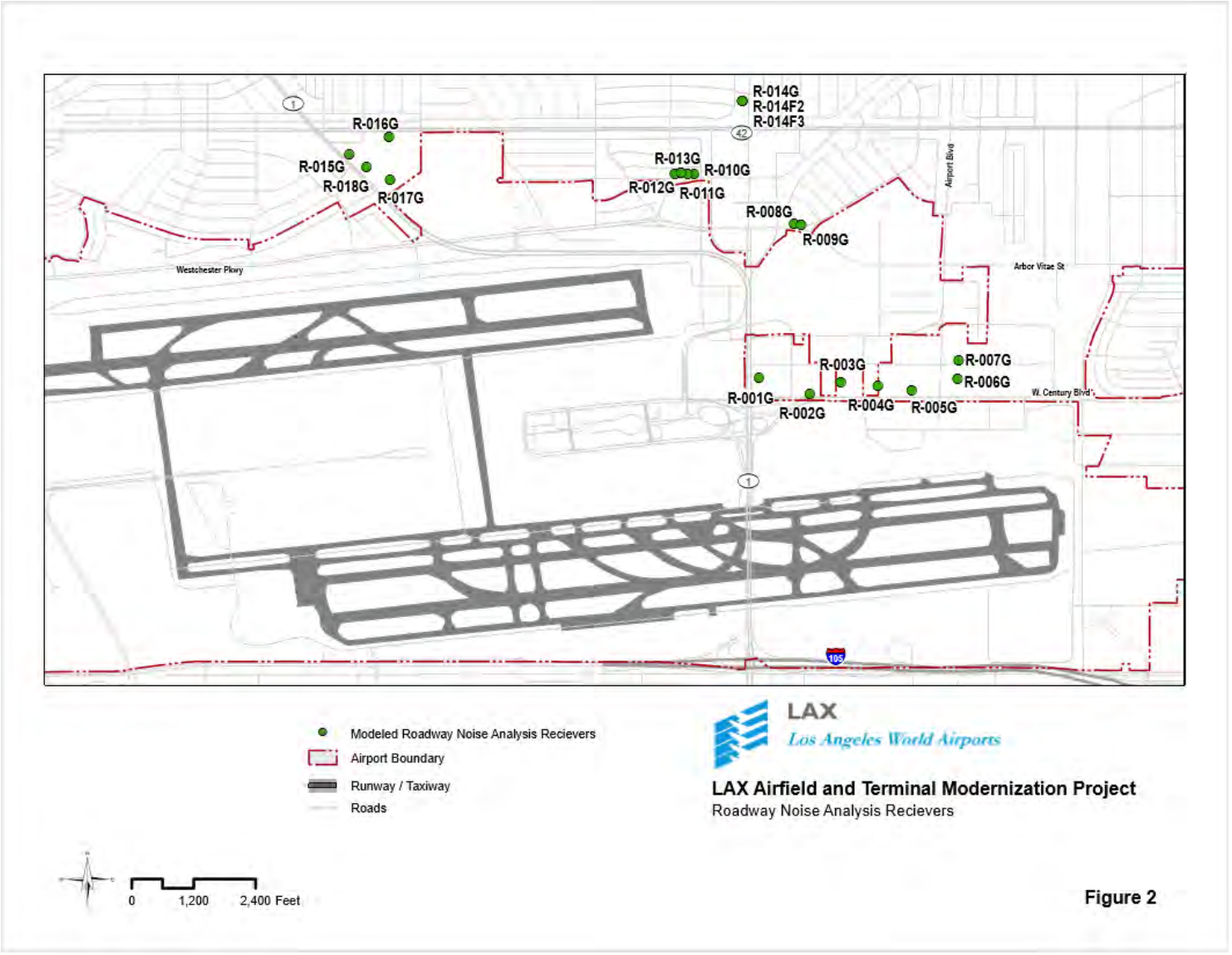


Figure 2. Locations of Noise Modeling Receivers for the Analysis of Roadway Traffic Noise

Table 1. Modelling Locations with Land Use and Dominant Traffic Noise Roadway

Receiver ID	FHWA NAC Designation	Receptor Description	Land Use	Nearest Roadway Contribution
R-001G	E	Hyatt Regency Pool	Hotel	Sepulveda Boulevard
R-002G	E	H Hotel Pool	Hotel	Century Boulevard
R-003G	E	Sheraton Gateway Hotel Pool	Hotel	Century Boulevard
R-004G	E	Sonesta Los Angeles Airport LAX (formerly Crowne Plaza Hotel) Pool	Hotel	Century Boulevard
R-005G	E	Residence Inn Hotel Pool	Hotel	Century Boulevard
R-006G	E	Los Angeles Airport Marriott Pool	Hotel	Century Boulevard/Airport Boulevard
R-007G	E	Four Points Hotel Pool	Hotel	98th Street
R-008G	B	Westchester Parkway and Will Rogers Neighborhood	SF Residential	Westchester Parkway
R-009G	B	Westchester Parkway and Will Rogers Neighborhood	SF Residential	Westchester Parkway
R-010G	B	W 88th Street and La Tijera Neighborhood	SF Residential	La Tijera Boulevard
R-011G	B	W 88th Street and La Tijera Neighborhood	SF Residential	La Tijera Boulevard
R-012G	B	W 88th Street and La Tijera Neighborhood	SF Residential	La Tijera Boulevard
R-013G	B	W 88th Street and La Tijera Neighborhood	SF Residential	La Tijera Boulevard
R-014G	B	Sepulveda West Apartments	MF Residential (1st Floor)	Sepulveda Boulevard
R-014F2	B	Sepulveda West Apartments	MF Residential (2nd Floor)	Sepulveda Boulevard
R-014F3	B	Sepulveda West Apartments	MF Residential (3rd Floor)	Sepulveda Boulevard
R-015G	C	Westchester City Park	Recreation	Lincoln Boulevard
R-016G	C	Westchester City Park	Recreation	Lincoln Boulevard
R-017G	C	Westchester City Park	Recreation	Lincoln Boulevard
R-018G	C	Westchester City Park	Recreation	Lincoln Boulevard

Source: HMMH, 2024.
Key:
G = Ground Floor; F2 = Second Floor; F3 = Third Floor, SF = Single Family Residential; MF = Multi-Family Residential
NAC = Noise Abatement Criteria (refer to Section 1.3.1 in Appendix F.2, Roadway Traffic Noise Analysis Technical Report, of the Final EIR for further information on FHWA NAC)

As noted earlier, the primary focus of this memorandum is on the assessment of roadway traffic noise impacts; however, an evaluation of combined future traffic noise and future aircraft noise is also provided. The methodology and assumptions associated with calculating aircraft noise levels are described in Appendix F.1, *Aircraft Noise Analysis Technical Report,* of the EIR. In estimating the combined traffic and aircraft noise levels at each noise-sensitive receptor evaluated in this memorandum, the AEDT aircraft noise model was used to calculate the future aircraft CNEL value at each receptor location, which was then added logarithmically to the traffic noise CNEL value for that location.

2.2 City of Los Angeles, Noise Element of the General Plan

The City of Los Angeles has developed a Noise Element of the General Plan to guide the development of noise regulations. The Noise Element of the City of Los Angeles General Plan addresses noise mitigation regulations,

strategies, and programs, and delineates federal, state, and City jurisdiction relative to rail, automotive, aircraft, and nuisance noise. The City of Los Angeles has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the California Department of Health Services (CDHS) for use in assessing the compatibility of various land use types with a range of noise levels. CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable," (2) "conditionally acceptable," (3) "normally unacceptable," and (4) "clearly unacceptable." As shown in **Table 2**, a CNEL value of 55 dBA is the upper limit of what is considered a "normally acceptable" noise environment for multi-family residential uses, although a CNEL as high as 65 dBA is considered "conditionally acceptable." The limit of what is considered "normally unacceptable" for residential uses is set at 75 dBA CNEL.

Table 2. City of Los Angeles Land Use / Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (CNEL in dBA)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Amphitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

Source: Based on Exhibit I in the City of Los Angeles General Plan, Noise Element, February 3, 1999. Available: https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf. (Additional policies within the Noise Element apply to land use categories exposed to aircraft noise).
A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.
C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.
N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made, and noise insulation features included in the design of a project.
U = Clearly unacceptable. New construction or development generally should not be undertaken.

3. Significance Thresholds

For purposes of the EIR for the LAX ATMP Project, traffic noise impact will be considered significant if any of the following occur as a result of the Project:

- If, as a direct result of roadway traffic from the Project, the ambient noise level measured at the property line of affected noise-sensitive uses were to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" compatibility category, or by 5 dBA or greater within any category.
- If, as a direct result of roadway traffic from the Project, the worst noise (i.e., peak) hour L_{eq} due to traffic on the off-airport roadways would substantially exceed the existing L_{eq} (i.e. an increase of 12 dB, or more) at noise-sensitive receptors.

4. Impact Analysis

4.1 Computed Traffic Noise Levels – Results

Table 3 provides the TNM-computed L_{eq}(h) for Existing conditions (from SoundPLAN) during the worst traffic hour of the day (5 p.m. to 6 p.m.) which was done by comparing traffic volumes of a 24-hour period of traffic generated by Fehr and Peers. Table 3 also summarizes the change in the Peak Hour Traffic L_{eq} for the Project (with proposed roadway system design refinements) and the Without Project scenario in 2028 compared to Existing conditions. The change in the hourly L_{eq}(h) ranges from -2 to 5 dB relative to Existing conditions for the Project 2028 and from -3 to 5 dB for Without Project conditions 2028. The largest increases in hourly traffic noise levels are expected to occur along new project roadways located east of Sepulveda Boulevard and north of Century Boulevard, as well as from future increases in traffic on existing roadways in that general area. The roadway noise receptor points addressed below in the impacts discussion represent clusters of noise-sensitive land uses in the Project area considered to be most affected by the future increases in traffic. Table 3 also provides a comparison of the L_{eq}(h) noise levels presented in the ATMP EIR at each of the noise-sensitive receptors to the L_{eq}(h) noise levels determined at each location with implementation of the proposed roadway design refinements.

All the increases in the future hourly L_{eq}(h) relative to Existing conditions are less than 12 dB, which is one of the thresholds of significance. Consequently, the noise impacts from the Project, based on this criterion would be less than significant. Changes due to the proposed roadway system design refinements throughout the study area resulted in incremental noise changes at five locations (R-001G, R-002G, R-003G, R-008G, and R-009G) compared to noise levels for the approved ATMP analyzed in the EIR. The maximum change in L_{eq}(h) noise levels in comparing those in the EIR to those in the updated roadway noise analysis is 0.5 dBA. None of the changes resulted in any exceedances of acceptable land uses in the study area.

Table 3. 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

Table 4 provides the computed CNEL for Existing conditions based on the ADTs developed for this analysis for different sections of the study roadways. Table 4 also summarizes the change in the CNEL for the Project (with proposed roadway system design refinements) and the Without Project scenario in 2028 relative to Existing conditions, as related to future changes in roadway traffic. Table 4 also provides a comparison of the CNEL noise levels presented in the ATMP EIR at each of the noise-sensitive receptors to the CNEL noise levels determined at each location with implementation of the proposed roadway design refinements.

There are no instances in which the future CNEL with the Project exceeds the Los Angeles allowable CNEL limit (i.e., the City's Land Use/Noise Compatibility Guidelines). There are also no locations where existing roadway traffic noise CNELs would be increased by 3 dBA or more where the Existing traffic noise levels are already at or above the acceptable land use sound levels. The Without Project scenario in 2028 would not have CNEL increases of 3 dBA or greater at any location and, therefore, would not exceed the acceptable land use noise level designation from the City of Los Angeles. Changes due to the proposed roadway system design refinements throughout the study area resulted in incremental changes at three locations compared to the EIR (R-001G, R-002G, and R-003G). No changes resulted in any exceedances of acceptable land uses in the study area.

Table 4. 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

4.2 Computed Noise Levels for Future Traffic Noise and Aircraft Noise Combined

The analysis above addresses the potential for significant roadway traffic noise impacts associated with future increases in roadway traffic associated with operation of the Project in 2028. As noted in Section 2, increases in activity levels at LAX in the future, which would occur with or without the Project, would result in more vehicle traffic and more aircraft operations. This increased roadway traffic and aircraft operations would, in turn, result in increased noise levels around the airport. The combined noise levels are evaluated in terms of CNEL and not evaluated relative to worst-hour L_{eq} as that metric and threshold are directed to the evaluation of changes in worse-hour (i.e., peak-hour) surface traffic. Moreover, the combination of traffic and aircraft noise in terms of CNEL characterizes overall daily (24-hour) noise exposure levels, including noise penalties for evening and nighttime noise for both roadway traffic noise and aircraft noise.

There are no locations where combined existing roadway traffic and aircraft noise CNELs would be increased by 3 dBA or more where the Existing traffic and aircraft combined noise levels are already at or above the acceptable land use sound levels. Similarly, the Without Project scenario in 2028 would not have CNEL increases of 3 dBA or greater at any location and, therefore, would not exceed the acceptable land use noise level designation from the City of Los Angeles. The revisions to the roadway design did not alter the combined future traffic noise and aircraft noise as aircraft is the dominant noise source in the study area. Therefore, no results are presented herein, and no mitigation measures are required to be analyzed as a part of the updated roadway noise analysis.

Attachment 3b Construction Equipment Noise Analysis Technical Memorandum

LAX Airfield and Terminal Modernization Project EIR Addendum

Construction Equipment Noise Analysis

Technical Memorandum

HMMH Project Number 23-0041D.001
December 2024

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Appendix A

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1. Summary

This memorandum provides updates to the noise analysis for planned construction activities for the certified Los Angeles International Airport (LAX) Airfield and Terminal Modernization Project (ATMP or "Project") Final Environmental Impact Report (EIR) that was prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). Detailed information regarding the construction noise analysis completed for the ATMP EIR is provided in Appendix F.3, *Construction Equipment Noise Analysis Technical Report,* of the EIR. The updates to the EIR construction noise analysis that are presented herein account for proposed design refinements to the ATMP roadway system improvements and the development of more detailed construction approach information. The proposed design refinements are the result of more detailed engineering design and planning that has been undertaken since the 2021 certification of the EIR and approval of the Project. In conjunction with the more detailed engineering design and planning, additional details regarding construction of the proposed roadway system improvements were developed including an updated construction equipment list and more information about the anticipated activity schedule ("use schedule") for certain construction equipment.

In light of the proposed design refinements and additional construction information related to the proposed roadway system improvements, this memorandum provides updates to the construction noise impacts analysis of the ATMP EIR, particularly as related to the potential for significant impacts to noise-sensitive receptors.[1] The ATMP EIR noise analysis evaluated potential construction noise impacts at 11 noise-sensitive locations including residential areas to the north of the ATMP area and hotels to the east of the ATMP area. The updated construction noise analysis evaluated potential impacts at these same receptors. Similar to the EIR, the updated analysis evaluated potential construction noise impacts directly related to the proposed roadway improvements as well as potential impacts related to roadway construction in combination with other major elements of the ATMP such as concourse/terminal improvements and airfield improvements.

The ATMP EIR noise analysis determined that five of the 11 noise-sensitive receptors would, without mitigation, be significantly impacted by noise from construction of the roadway improvements or from the combined construction of roadway improvements and concourse/terminal improvements. That was also found to be the case in the updated construction noise analysis. Although the updated analysis found that construction noise levels would be higher than those identified in the EIR (i.e., construction noise levels associated with the Project with the proposed roadway system design refinements would be higher than those associated with the Approved ATMP), primarily due to the additional equipment contained in the updated construction equipment list, the increases in construction noise levels would be approximately three A-weighted decibels (3 dBA) or less. A change in noise level of 3 dBA is considered to be "just noticeable" (i.e., not substantial). The significant construction noise impacts identified in the ATMP EIR, as also identified in the updated noise analysis, would be reduced to less than significant with implementation of the construction noise mitigation measures presented in the EIR. As such, the conclusions of the ATMP Final EIR related to construction noise impacts remain valid when taking into consideration the proposed refinements to roadway system improvements and the additional information pertaining to construction equipment for the subject improvements.

2. Methodology

Construction activities typically generate noise from the operation of equipment required for demolition and construction of various facilities. Noise impacts from on-site construction and construction staging areas have been evaluated by considering the different types of construction activity, calculating the construction-related noise level at nearby noise-sensitive receptor locations, comparing these construction-related noise levels to existing ambient noise levels, and determining whether construction-related increases in ambient noise levels would result in significant impacts. The methodology used to determine construction noise levels for the updated noise analysis is the same as was applied in the ATMP EIR with integration of new/additional construction

[1] Noise-sensitive uses are places that might contain noise-sensitive equipment; individuals who are particularly susceptible to noise stimuli, such as children or the elderly; or accommodations for people to sleep. Such uses include residences, hospitals, hotels, and schools.

information where appropriate, as described below. Specifically, the following steps were undertaken to calculate construction-period noise levels:

1. Existing (ambient) Community Noise Equivalent Level (CNEL) dBA noise levels at surrounding noise-sensitive receptor locations were estimated in the ATMP EIR based on aircraft noise levels that were modeled in the Federal Aviation Administration's (FAA's) Aviation Environmental Design Tool (AEDT) for existing conditions (since aircraft noise is the dominant noise source for areas around LAX, the aircraft noise modeling provides an effective way to estimate existing noise levels in proximity to the nearby noise-sensitive receptors). The existing ambient CNEL from the EIR was reused in the updated noise analysis in order to identify changes in construction noise levels directly attributable to the new/additional construction information (i.e., the design refinements, updated construction equipment list, and changes in use schedule would not alter existing ambient noise levels [without Project construction]).
2. Typical noise levels for each type of construction equipment were obtained from the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM). Usage factors for equipment types were included in the calculations, based on factors identified by FHWA as being typical for construction of roadway infrastructure projects and are consistent with the roadway construction efforts for the Project. Evening and nighttime penalties were applied and then the noise levels were averaged to determine a 24-hour Equivalent Sound Level (L_{eq}) usage factor. The RCNM construction equipment noise levels are the same reference levels as in the EIR (refer to Table 2 in Appendix F3 of the EIR). The updated construction equipment list obtained from the Project design/construction team included several types of equipment that were not in the original list used for the ATMP EIR noise analysis. That additional equipment was accounted for in calculating composite noise levels for all construction equipment combined, which is reflected in the *Updated Roadway Construction Equipment Table* presented in **Appendix A**.
3. Distances between construction sites and construction staging area locations (i.e., Project-related noise sources) and surrounding noise-sensitive receptors were measured using Project plans and aerial imagery from building facades or outdoor use areas to nearest edge of construction activity in the construction plans. It should be noted that changes in roadway segment alignments proposed in conjunction with the design refinements occurred in areas located away from noise-sensitive receptors. None of the design refinements resulted in roadway segments being placed materially closer to noise-sensitive receptors than what was assumed in the EIR analysis. As such, the EIR distances between edges of construction and the nearest noise-sensitive receptors did not change for the updated noise analysis.
4. Construction noise levels were calculated for noise-sensitive receptor locations based on the conventional standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance. Construction noise levels were quantified at predetermined distances from the construction sites and staging areas using CNEL. These calculations are considered conservative, as they do not account for noise reductions from intervening structures, walls, or other barriers. This was the same for the EIR noise analysis and the updated noise analysis.
5. Calculated noise levels associated with Project construction sound level dBA $L_{eq}(h)$ at noise-sensitive receptor locations were then assessed an evening noise penalty of +5 dBA and a nighttime noise penalty of +10 dBA, consistent with noise weighting for determining the 24-hour CNEL dBA, and then logarithmically added to the estimated existing ambient CNEL dBA AEDT noise levels to determine total sound level CNEL. In conjunction with development of the updated construction equipment list, the Project design/construction team identified a particular piece of equipment (i.e., vibratory driver/extractor) that would be operated only during daytime hours (i.e., being operated periodically between 7 a.m. and 7 p.m.). As such, it would not contribute a 5 dB evening penalty or a 10 dB nighttime penalty to the composite CNEL. That Use Schedule is accounted for in the calculation of the composite construction equipment CNEL value presented in Appendix A.
6. Calculated total noise levels at noise-sensitive receptor locations were then compared to estimated existing ambient noise levels and the identified construction noise significance thresholds.

3. Existing Conditions

Many government agencies have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse effects associated with noise and ground-borne vibration. The City of Los Angeles has adopted a number of policies that are based in part on federal and state regulations and are directed at controlling or mitigating environmental noise effects. The government agency policies that are relevant to the construction noise impacts analysis for the Project are discussed below.

Nearby noise-sensitive receptors or land uses were selected for the ATMP EIR due to proximity to construction activity planned for the Project, which were also used for the updated analysis. To determine background ambient sound levels from aircraft noise, the FAA's AEDT modeling program was utilized. Due to the proximity of these sites to LAX, this was determined to be appropriate. AEDT models aircraft performance in space and time to estimate noise levels. Utilizing flight data acquired through LAX's Airport Noise and Operations Management System (ANOMS) for 2018Q4 to 2019Q3, background ambient sound levels from aircraft noise were determined.

Table 1 lists the noise-sensitive receivers selected for the construction noise analysis with the AEDT background sound levels and land use description. **Figure 1** shows the locations of these noise-sensitive receivers around the airport that were evaluated in this analysis. Noise levels at the locations identified in Table 1 are considered representative of other locations in proximity thereto.

Table 1. Existing Conditions at Construction Noise-Sensitive Receptors

ID	Receptor Location	Background Conditions CNEL (dBA)[1]	Land Use Setting
R1	Residential development in Playa del Rey	67.8	Residential north of airport
R2	Saint Bernard High School	67.7	High school in a residential area north of airport
R3	Residential development along southern edge of Westchester	68.4	Residential north of airport
R4	Park West Apartments on Lincoln Boulevard	66.3	Residential north of airport
R5	Residential uses along West 88th Street near Liberator Ave	67.9	Residential north of airport
R6	Residential uses near Westchester Parkway and Kittyhawk Ave	72.0	Residential north-east of airport
R7	Residence Inn by Marriott Los Angeles LAX/Century Boulevard	70.2	Commercial east of airport
R8	Sheraton Gateway Los Angeles Hotel	69.3	Commercial east of airport
R9	H Hotel Los Angeles, Curio Collection by Hilton	70.4	Commercial east of airport
R10	Hyatt Regency Los Angeles International Airport	73.4	Commercial east of airport
R11	Courtyard Los Angeles LAX/Century Boulevard	71.7	Commercial east of airport

Source: HMMH, 2020.

Note:
[1] Background condition obtained through AEDT.



Figure 1. Construction Noise Analysis Receivers

Source: HMMH 2019

3.1 City of Los Angeles Noise Regulation

The City of Los Angeles Municipal Code (LAMC) (Chapter IV, Article I, Section 41.40, and Chapter XI, Articles 1 through 6) establishes regulations regarding allowable increases in noise levels in terms of established noise criteria. Supplementing these LAMC regulations, the City has also established CNEL guidelines that are used for land use planning purposes. Section 41.40 of the LAMC regulates construction that utilizes power equipment that generates loud noises. This regulation includes various restrictions on noise-generating activities and defines procedures for administering the regulations, including definitions of applicability and provisions for variances or exemptions.[2]

[2] Chapter IV, Section 41.40(j) empowers the Executive Director of the Board of Police Commissioners to make a determination that Section 41.40(c) of the regulations do not apply to major public works projects undertaken by the City of Los Angeles and its proprietary departments.

Chapter XI of the Los Angeles Municipal Code (City of Los Angeles Noise Ordinance) establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones. However, the provisions of Chapter XI do not apply to construction noise. (LAMC Section 112.03.)

4. Threshold of Significance

The Project would result in a significant impact related to construction equipment noise if construction activities would:

- Exceed 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.

This threshold is based on the L.A. CEQA Thresholds Guide's significance thresholds for construction noise[3] and is the same threshold used in the analysis of construction equipment noise in the ATMP EIR. It is anticipated that construction of most, if not all, of the improvements associated with the Project would involve construction activities lasting more than ten days in a three month period, and it is likely that Project-related construction may periodically occur within evening/nighttime hours and on weekends; hence, this threshold was utilized for the construction equipment noise impact analysis.

5. Impact Analysis

5.1 Construction Phases

To calculate construction and staging area CNELs, usage factors representing the percentage of time that equipment is used during an hour are used to calculate the $L_{eq}(h)$. The usage factors, which are based on typical construction efforts as documented in FHWA's RCNM, are expressed as a percentage of time that construction activities would be active (i.e., incremental period when maximum equipment noise level would be generated). The resulting $L_{eq}(h)$ can be thought of as average levels. The $L_{eq}(h)$ are then applied a penalty-weighting of 5 dB to the construction noise levels that would occur in the evening (7:00 p.m. to 9:59 p.m.) and 10 dB during nighttime hours (10:00 p.m. to 6:59 a.m.).

Vibratory pile driving/extraction (i.e., such as for placement and removal of temporary sheet piles) construction activities would be the source of the highest construction noise level associated with the Project. Although the loudest construction source, vibratory pile driving/extraction would occur during daytime hours and is not an impact device, such as a jackhammer, and the vibratory pile driver/extractor would be used for much shorter durations. Operation of a vibratory driver/extractor would generate noise levels as high as 101 dBA L_{max} within 50 feet.

[3] City of Los Angeles, *L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analyses in Los Angeles*, 2006.

As shown in **Figure 1** and described in **Table 1**, there are several types of noise-sensitive uses in proximity to the north airfield and around the eastern portion of the airport where the various Project improvement sites, including the roadway system improvements, and construction staging areas would be located. Locations for analysis were selected based on the types of noise-sensitive uses occurring in the general area and their proximity to anticipated Project construction activities, as was assumed for the EIR analysis and for the updated analysis. **Table 2** shows the construction noise levels at each receptor with implementation of the Project with the proposed roadway refinements and updated construction equipment list/use schedule. **Table 3** provides comparison of the construction noise levels at each receptor with implementation of the approved ATMP evaluated in the EIR to that of the construction noise levels at each receptor with implementation of the Project with the proposed roadway refinements and updated construction equipment list/use schedule, as well as the associated impacts levels of significance. As indicated in Table 3, construction of the roadway system improvements under the current proposal, with the design refinements and additional information regarding construction equipment types and usage, would result in increases in estimated construction noise levels of up to 2.5 dBA CNEL compared to what was assumed in the EIR for the approved ATMP. As described in Section 4.7.1.1.2, *Noise Descriptors,* of the 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, the estimated increases in construction noise levels associated with the proposed roadway system design refinements are not considered to be a substantial change in noise impacts, including as related to the severity of the significant construction noise impacts disclosed in the ATMP EIR.

Table 2. 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 88th 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]

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?
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]
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

Table 3. 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	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	68.5	68.5	0.0	No	No
R2	Saint Bernard High School	Airfield improvements	68.9	68.9	0.0	No	No
R3	Residential development along southern edge of Westchester	Airfield improvements	70.8	70.8	0.0	No	No
R4	Park West Apartments on Lincoln Boulevard	Airfield improvements	70.9	70.9	0.0	No	No
R5	Residential uses along West 88th Street near Liberator Ave	Airfield improvements	69.0	69.0	0.0	No	No
R6	Residential uses near Westchester Parkway and Kittyhawk Ave	Airfield improvements	72.9	72.9	0.0	No	No
		Terminal (C0) construction	72.4	72.4	0.0	No	No
		Roadway construction	73.3	74.0	0.7	No	No
		Combined airfield improvements, terminal (C0) construction, and roadway construction	74.3	74.9	0.6	No	No
R7	Residence Inn by Marriott Los Angeles LAX/Century Boulevard	Terminal (C0) construction	70.9	70.9	0.0	No	No
		Terminal (T9) construction	74.1	74.1	0.0	No	No
		Roadway construction	74.1	75.7	1.6	No	Yes
		Combined terminal (C0 and T9) and roadway construction	76.3	78.8	2.5	Yes	Yes
R8	Sheraton Gateway Los Angeles Hotel	Terminal (C0) construction	71.3	71.3	0.0	No	No
		Terminal (T9) construction	81.7	81.7	0.0	Yes	Yes
		Roadway construction	91.0	93.3	2.3	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	91.5	93.6	2.1	Yes	Yes

ID	Receptor	Construction Activity	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
R9	H Hotel Los Angeles/ Homewood Suites by Hilton Los Angeles International Airport	Terminal (C0) construction	72.9	72.9	0.0	No	No
		Terminal (T9) construction	83.3	83.3	0.0	Yes	Yes
		Roadway construction	96.2	98.5	2.3	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	96.4	98.6	2.2	Yes	Yes
R10	Hyatt Regency Los Angeles International Airport	Terminal (C0) construction	80.9	80.9	0.0	Yes	Yes
		Terminal (T9) construction	78.0	78.0	0.0	No	No
		Roadway construction	87.7	89.9	2.2	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	88.6	90.7	2.1	Yes	Yes
R11	Courtyard Los Angeles LAX/Century Boulevard	Terminal (C0) construction	74.4	74.4	0.0	No	No
		Terminal (T9) construction	76.9	76.9	0.0	Yes	Yes
		Roadway construction	87.6	89.9	2.3	Yes	Yes
		Combined terminal (C0 and T9) and roadway construction	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

5.1.1 Roadway Construction

Construction noise exposure at residences northeast of the intersection of Kittyhawk Avenue and Westchester Parkway (R6) during the construction of the proposed refined landside access improvements (roadways) would be approximately 67.1 dBA CNEL. The anticipated noise level is below the existing ambient noise level of 72.0 dBA CNEL. Therefore, at residences located northeast of the Sepulveda Boulevard and Westchester Parkway intersection, which represents residential receptors nearest to proposed refined roadway improvements, the impacts related to noise from construction activities would be less than significant.

Hotels along Century Boulevard would be subject to the most disturbance by roadway construction noise due to the proximity to the Project. Roadway construction noise exposure at the H Hotel Los Angeles (R9) would be highest at approximately 98.5 dBA CNEL. Inclusive of the background CNEL from aircraft operating near the area, the total CNEL would be approximately as high as 98.5 dBA CNEL at the hotel, which is the same as construction noise alone and is due to the fact that construction noise would dominate at times over the aviation noise sources. This noise level assumes that all construction equipment is operating at the same time 50 feet from the hotel, which is unlikely. Nevertheless, these construction noise levels can be considered "worst-case" and would be significant. Other hotels in the area (R7, R8, R10, and R11), would also have significant impacts associated with roadway construction, although to a lesser extent than at the H Hotel (see Table 2). Noise levels at the locations identified in Table 2 are considered representative of other locations in proximity thereto. As shown in Table 2, 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, there is not a new significant construction noise impact at the Residence Inn by Marriott (R7). Additionally, it should be noted that significant construction noise impacts identified at all locations in the EIR noise analysis would be reduced to less than significant with implementation of the mitigation measures presented in the EIR and also described below in Section 6 *Construction Noise Mitigation*.

It should also be noted that the estimated noise levels do not account for any intervening topography, buildings, or other obstructions that would reduce noise. It should also be noted that hotels located in proximity to LAX including, but not limited to, the specific hotels identified above, are subject to the *Sound Insulation Requirements for Noise Sensitive Structures Near Los Angeles International Airport* established by the City of Los Angeles Department of Building and Safety.[4] The purpose of those requirements is to protect persons within designated noise-sensitive buildings from excessive exterior noise, with the goal to ensure that, after proper sound insulation measures are taken, the interior CNEL does not exceed 45 dBA. Given the existing setting of these hotels, being in proximity to aircraft operations at LAX and the associated high noise levels, the outdoor to indoor noise reduction levels at the hotels is greater than in most typical buildings due to extra sound insulation/attenuation features integrated into the buildings' design and construction. While exterior noise levels would exceed the significance thresholds, it is not expected that these exceedances would result in sleep disturbance, given the heightened standards for interior noise insulation.

5.1.2 Combined Construction of Terminal Improvements and Landside Access Improvements

The five hotels at receptor locations R7 through R11 are situated in proximity to both the planned terminal improvements and the proposed refined landside access improvements and could be subject to construction noise impacts from both types of improvements should the subject construction activities occur simultaneously. Combined construction noise from the planned airfield improvements, the proposed refined landside access

[4] City of Los Angeles, Department of Building and Safety, *Information Bulletin/Public – Building Code, Reference No.: LAMC 91.1207, Document No.: P/BC 2014-074, Sound Insulation Requirements for Noise Sensitive Structures Near Los Angeles International Airport*, Effective January 1, 2014. Available: https://www.ladbs.org/docs/default-source/publications/information-bulletins/building-code/sound-insulation-requirements-for-noise-sensitive-structures-near-los-angeles-international-airportib-p-bc2014-074.pdf?sfvrsn=13.

improvements, and planned Concourse 0 was also evaluated for receptor location R6. Table 2 presents the estimated noise levels at each receptor location for the combined construction activities. As shown, the combined planned airfield, proposed refined landside access, and planned terminal improvements construction noise exposure would be 70.4 dBA CNEL at Receptor R6, which would be less than existing exterior ambient noise levels (72 dBA). Total noise at this receptor would not exceed existing ambient exterior noise levels by 5 dBA.

As shown on Table 2, relative to the five significantly impacted hotel sites, the combined planned terminal improvements and proposed refined landside access improvements construction noise exposure would range from 76.4 dBA CNEL at the Residence Inn by Marriott (R7) to 98.6 dBA CNEL at the H Hotel/Homewood Suites (R9) under worst-case conditions (which assumes all construction equipment is in use over a 24-hour day, with the exception of a vibratory driver/extractor that would only operate during daytime hours), and all planned terminal-related and proposed refined roadway-related construction activities are occurring at the same time). As shown in Table 2, total noise levels (i.e., background ambient noise level plus planned terminal and proposed refined roadway construction noise) would range from 78.8 dBA to 98.6 dBA, and would be greater than existing ambient exterior noise levels by 5 dBA or more at all five hotels analyzed. Therefore, construction equipment noise from potential combined construction of the planned terminal improvements and the proposed refined roadway improvements could result in a temporary but significant impact to noise-sensitive uses in the nearby area including, but not limited to, the Residence Inn by Marriott, Sheraton Gateway, H Hotel/Homewood Suites, Hyatt Regency, and Courtyard Los Angeles LAX/Century Boulevard, under conservative, worst-case conditions. It should be noted, as indicated above, although exterior noise levels would exceed the significance thresholds, it is not expected that these exceedances would result in sleep disturbance, given the heightened standards for interior noise insulation.

As noted previously, actual noise exposure at these receptor locations would likely be lower than the levels analyzed herein because it is unlikely that all equipment would be in use at any one time and all construction equipment would not be operated at distances closest to noise-sensitive receptors.

6. Construction Noise Mitigation

As noted above, the Project may generate construction noise that results in significant impacts at noise-sensitive receptors consisting of hotels located along Century Boulevard, as was previously disclosed in the ATMP EIR. These impacts would occur during construction of Concourse 0, Terminal 9, and proposed refined landside access improvements. Mitigation measures included in the ATMP EIR and the related ATMP Mitigation Monitoring and Report Program (MMRP) to reduce significant impacts related to construction equipment noise are provided below.

- **MM-CN (ATMP)-1. Construction Noise Control Plans.**

  LAWA shall require all prime construction contractors working on the landside access (i.e., roadway) improvements, the Concourse 0 improvements, and the Terminal 9 improvements, including the Terminal 9 APM station, to develop noise control plans to address construction equipment noise at noise-sensitive receptors where construction noise impacts may be significant. Such noise-sensitive receptors include, but may not be limited to, the Residence Inn by Marriott Los Angeles LAX/Century Boulevard, Sheraton Gateway Los Angeles Hotel, H Hotel/Homewood Suites by Hilton Los Angeles International Airport, Hyatt Regency Los Angeles International Airport, and Courtyard Los Angeles LAX/Century Boulevard. (Note: Those are the hotel names/chains as of October 2020. This mitigation requirement still applies to those facilities if the names/chains subsequently change). The noise control plans shall be approved by LAWA prior to implementation. The noise control plans shall calculate the total maximum noise level (in CNEL) associated with construction of each Project component, as well as cumulative noise impacts that account for Project-related activities that would occur concurrently with construction of other Project components and construction of other nearby LAX projects. If the calculated construction-related noise levels indicate an increase of 5 dBA over the existing exterior noise level at any noise-sensitive receptor, the noise control plan shall specify provisions and/or measures to be implemented during construction that will attenuate construction noise levels to be less than 5 dBA over the existing exterior noise level. The noise control plans

shall include a section describing noise monitoring equipment, locations and methods for establishing a representative baseline exterior noise level. Potential noise attenuation measures could include, but are not limited to, noise curtains, noise blankets, temporary sound walls, or their equivalent during construction. The noise control plans shall include a provision that states that, if noise levels exceed the 5 dBA increase, LAWA will require the contractor to implement additional noise attenuation measures until the noise increase is less than 5 dBA. To verify efficiency of the construction noise attenuation measures, noise measurements shall be taken at the closest noise-sensitive receptors to confirm that the attenuated construction noise levels are less than 5 dBA over the existing exterior noise level.

- **MM-CN (ATMP)-2. Construction Scheduling.**

The timing and/or sequence of the noisiest on-site construction activities shall avoid noise-sensitive times of the day, as feasible (9:00 p.m. to 7:00 a.m. Monday - Friday; 6:00 p.m. to 8:00 a.m. Saturday; anytime on Sunday or holidays).

- **MM-CN (ATMP)-3. Construction Equipment.**

Stationary source equipment whose use is flexible with regard to relocation (such as generators and compressors) shall be located at the greatest distance practical from noise-sensitive land uses. "Quiet-design" air compressors and other quieter construction equipment shall be used when feasible and when such technology/equipment is commercially available.

- **MM-C (ATMP)-1. Construction Mitigation Oversight.**

LAWA shall require Airfield and Terminal Modernization Project prime contractors to designate an individual responsible for ensuring implementation of all construction-related mitigation measures and LAWA policies/requirements.

The construction noise mitigation measures identified in the EIR under Mitigation Measure MM-CN (ATMP)-1 were created to develop construction noise control plans for each phase of construction work at noise-sensitive receptors where construction noise impacts may be significant. These measures, though still to be determined, will ensure that construction-related noise levels will be attenuated to a noise level less than 5 dBA over the baseline exterior noise levels; therefore, avoiding significant noise impacts during construction of the proposed roadway system design refinements.

7. Summary of Construction Noise Impacts and Mitigation Measures

Table 4. Summary Matrix of Impacts and Mitigation Measures Associated with the Project Related to Construction Equipment Noise

Environmental Impacts	Impact Determination	Mitigation Measures	Impacts after Mitigation
Impact 1: Implementation of the Project has the potential to cause construction noise levels that would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use. As such, this would be a significant impact.	Construction: Significant Operation: Not applicable	MM-CN (ATMP)-1 MM-CN (ATMP)-2 MM-CN (ATMP)-3 MM-C (ATMP)-1	Construction: Less than Significant Operation: Not applicable
Impact 2: Implementation of the Project has the potential to cause construction noise levels that would exceed existing ambient exterior noise levels by 5 dBA or more at a noise-sensitive use 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 Sunday. As such, this would be a significant impact.	Construction: Significant Operation: Not applicable	MM-CN (ATMP)-1 MM-CN (ATMP)-2 MM-CN (ATMP)-3 MM-C (ATMP)-1	Construction: Less than Significant Operation: Not applicable

Appendix A

Table A-1. Roadway Construction Table dBA CNEL Noise Level at 50 Feet with Proposed Roadway Refinements and Updated Construction Equipment List/Use Schedule

Time of Day	Hour	Hourly Activity Factor[1]	Hourly Average Sound Level (L_{eq})[2]	Weight-Hourly Average Sound Level (L_{eq} + Penalty[3])
Nighttime	12:00 a.m. - 1:00 a.m.	37%	96.0	106.0
	1:00 a.m. - 2:00 a.m.	37%	96.0	106.0
	2:00 a.m. - 3:00 a.m.	37%	96.0	106.0
	3:00 a.m. - 4:00 a.m.	37%	96.0	106.0
	4:00 a.m. - 5:00 a.m.	37%	96.0	106.0
	5:00 a.m. - 6:00 a.m.	37%	96.0	106.0
	6:00 a.m. - 7:00 a.m.	37%	96.0	106.0
Daytime	7:00 a.m. - 8:00 a.m.	37%	96.0	96.0
	8:00 a.m. - 9:00 a.m.	37%	96.0	96.0
	9:00 a.m. - 10:00 a.m.	37%	96.0	96.0
	10:00 a.m. - 11:00 a.m.	37%	96.0	96.0
	11:00 a.m. - 12:00 p.m.	37%	96.0	96.0
	12:00 p.m. - 1:00 p.m.	37%	96.0	96.0
	1:00 p.m. - 2:00 p.m.	37%	96.0	96.0
	2:00 p.m. - 3:00 p.m.	37%	96.0	96.0
	3:00 p.m. - 4:00 p.m.	37%	96.0	96.0
	4:00 p.m. - 5:00 p.m.	37%	96.0	96.0
	5:00 p.m. - 6:00 p.m.	37%	96.0	96.0
	6:00 p.m. - 7:00 p.m.	37%	96.0	96.0
Evening	7:00 p.m. - 8:00 p.m.	37%	96.0	101.0
	8:00 p.m. - 9:00 p.m.	37%	96.0	101.0
	9:00 p.m. - 10:00 p.m.	37%	96.0	101.0
Nighttime	10:00 p.m. - 11:00 p.m.	37%	96.0	106.0
	11:00 p.m. - 12:00 a.m.	37%	96.0	106.0
Estimated Daily CNEL[4]				**99.3**

Notes:
1. This is an average usage factor for all of the equipment operating during construction and is based on the default usage factors for each individual piece of equipment that are provided in FHWA's RCNM user's manual (FHWA 2006).
2. Noise value is calculated by adding 10*LOG(Hourly Activity Factor/100) to the RCNM L_{max} dBA at 50 feet for the composite of construction equipment typically associated with the subject type of construction. Hourly activity factor presented is the average usage factor for each piece of equipment in the construction phase.
3. The penalty value added to L_{eq} is the same level used to calculate CNEL to account for the greater sensitivity of nearby land uses in the evening (7:00 p.m. to 10:00 p.m.) and at night (10:00 p.m. to 7:00 a.m.), 5 dB and 10 dB, respectively.
4. CNEL represents cumulative sound level 50 feet from the sources (i.e., construction equipment for a given phase of construction).

Table A-2. Updated Roadway Construction Equipment Table

Construction Phase	Equipment Type	L_{max} @ 50 feet
Roadway Construction	Backhoe	78.0
	Bobcat S650	79.0
	Compactors	83.0
	Concrete Pump Truck	81.0
	Concrete Trucks	81.0
	Crane	81.0
	Delivery Truck (Semi)	74.0
	Delivery Trucks	74.0
	Dozers	82.0
	Excavator	81.0
	Flat Bed Trucks	74.0
	Generators	81.0
	Grader	85.0
	Loaders	79.0
	Milling Machine	77.0
	Pier Drill	79.0
	Precast Delivery (Semi)	74.0
	Small Tandem Compactor	83.0
	Trencher	80.0
	Water/Form Trucks	74.0
	Pneumatic Tools	79.0
	Impact Demo Breaker/Concrete Muncher	90.0
	Walk Behind Pavement Saw	90.0
	Hand held gas cut-off saw	84.0
	Hydraulic casing oscillator	81.0
	Vibratory Driver/Extractor	101.0
	Grout pump	81.0
	Street sweeper	82.0
	Vacuum hydro jet excavator truck trailer	85.0
	Portable light tower plant	73.0
	Refrigerative water chiller	73.0
Composite Daytime Leq @ 50 Feet		**96.0**
Composite Evening/Nighttime Leq @ 50 Feet		**91.6**
Composite dBA CNEL @ 50 Feet		**99.3**

Source: SKANSKA/Flatiron Joint Venture, 2024 and sound levels from the Roadway Construction Noise Model by FHWA.

Attachment 4 – Transportation Technical Memorandum

Gibson transportation consulting, inc.

TECHNICAL MEMORANDUM

TO: Robin Ijams, CEP (CDM Smith)

FROM: Jonathan Chambers, P.E.

DATE: December 4, 2024

RE: CEQA Evaluation of Design Modifications to the Airfield and Terminal Modernization Project
Los Angeles International Airport **Ref**: J2136a

This technical memorandum summarizes the analysis of the transportation impacts of the proposed modified Airfield and Terminal Modernization Project roadway improvements (Modified ATMP Roadway Improvements) at Los Angeles International Airport (LAX) as compared to the transportation impacts of the Approved ATMP Roadway Improvements analyzed in Section 4.8 of the *Los Angeles International Airport Airfield and Terminal Modernization Project Draft Environmental Impact Report* (October 2020)[1] (ATMP EIR). The ATMP EIR assessed transportation impacts in accordance with the California Environmental Quality Act (CEQA), based on the requirements set forth in the City of *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines* (July 2019)[2] (TAG), as coordinated with LADOT. Section 2 of the TAG identifies the following four types of transportation impacts to be addressed in a CEQA analysis:

1. Conflict with programs, plans, ordinances, or policies
2. Cause substantial vehicle miles traveled (VMT)
3. Induce substantially additional automobile travel
4. Substantially increase hazards due to a geometric design feature or incompatible use

While the 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 analysis, particularly as related to VMT impacts. The unique characteristics of VMT associated with vehicle travel at LAX, a large international airport that operates 24 hours a day 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 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

[1] *Los Angeles International Airport Airfield and Terminal Modernization Project Final Environmental Impact Report* was subsequently certified in August 2021.
[2] These guidelines were subsequently updated in July 2022. However, none of the updates affect the analyses conducted for the ATMP.

substantially different than the existing conditions in year 2019 when the ATMP 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 (APM), a Consolidated Rental Car Facility (CONRAC), Intermodal Transportation Facilities (ITF) (East and West), and various roadway modifications. As such, a Projected Future Conditions Baseline for year 2028 was used in the evaluation of ATMP impacts. The following thresholds of significance were used in the ATMP EIR for evaluating transportation impacts:

Threshold 4.8-1 *Conflict with a program, plan, ordinance, or policy addressing the circulation system (including transit, roadways, bicycle, and pedestrian facilities) that was adopted to protect the environment.*

Threshold 4.8-2 *Generate VMT per employee exceeding 15 percent below the Projected Future Conditions Baseline (2028) VMT per employee. This threshold only applies to VMT associated with commute trips by workers employed at LAX. The Projected Future Conditions Baseline (2028) VMT per employee is 24.0. Therefore, the threshold for VMT per employee is 20.4.*

Threshold 4.8-3 *Increase total passenger VMT over the Projected Future Conditions Baseline (2028). This threshold only applies to VMT generated by passengers at LAX.*

Threshold 4.8-4 *Induce substantial additional VMT compared to the Projected Future Conditions Baseline (2028).*

Threshold 4.8-5 *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.*

Both the CEQA transportation impacts analysis approach for the ATMP and the VMT impact thresholds of significance specific to the ATMP were coordinated with, and approved by, LADOT, as presented in Section 4.8 of the ATMP EIR.

PROJECT DESCRIPTION

The Approved ATMP Roadway Improvements would modernize vehicular access to LAX in order to reduce congestion on non-airport streets (especially Sepulveda Boulevard and Century Boulevard). The Approved ATMP also includes development of a new Concourse 0 and Terminal 9 to expand airport operations, as well as landside improvements to the ramps connecting the local street network to the Central Terminal Area (CTA).

The proposed Modified ATMP Roadway Improvements, shown in Figure 1, are the result of the detailed engineering design and planning that has been undertaken since the 2021 certification of the ATMP EIR and approval of the Approved ATMP Roadway Improvements. The key proposed changes include:

1. Realignment of the inbound ramp from southbound Sepulveda Boulevard
2. Realignment and reconfiguration of the ramp system east of Sepulveda Boulevard between 96th Street and 98th Street
3. Elimination of the proposed traffic signal at Sepulveda Boulevard & 96th Street
4. Removal of the pedestrian sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard[3]
5. Grade separation of pedestrian crossings of 96th Street at Sepulveda Boulevard and Sepulveda Boulevard at Century Boulevard (i.e., pedestrian bridges)
6. Installation of a multi-use pathway for pedestrians and bicycles along the north side of 96th Street between Sepulveda Boulevard and Jetway Boulevard
7. Modifications to Vicksburg Avenue access
8. Addition of drive aisles from Sepulveda Boulevard to 94th Street
9. Weaving improvements among the overpasses over Sepulveda Boulevard connecting to the CTA
10. Improvements and additions to airport return routes

CONFLICT WITH PROGRAMS, PLANS, ORDINANCES, OR POLICIES

The potential for the Modified ATMP Roadway Improvements to conflict with a program, plan, ordinance or policy which could result in a significant impact under Threshold 4.8-1 was reviewed. As shown in Section 4.8.5.1 of the ATMP EIR, the Approved ATMP Roadway Improvements would not conflict with a program, plan, ordinance, or policy addressing the circulation system and, thus, the Approved ATMP Roadway Improvements would have a less than significant impact.

The Modified ATMP Roadway Improvements would similarly not conflict with a program, plan, ordinance, or policy. Table 1 provides a summary of the Modified ATMP Roadway Improvements' similarities to, and differences from, the consistency discussion in Table 4.8-11 of the ATMP EIR. Table 2 provides modified responses to the guiding questions in Table 4.8-12 of the ATMP EIR. Based on the summary provided, the Modified ATMP Roadway Improvements would have a less than significant impact.

As noted above, the removal of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard was not analyzed as part of the ATMP EIR. 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 Tables 1 and 2, the Modified ATMP Roadway Improvements 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

[3] While the removal of this sidewalk was considered as part of the Approved ATMP Roadway Improvements, it was not assessed in the ATMP EIR. Therefore, the potential CEQA impacts of this feature are assessed herein as a changed condition under the Modified ATMP Roadway Improvements.

pedestrians.[4] 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. These changes would improve safety for pedestrians in the Project area. 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.

VMT ANALYSIS

As summarized in Table 3, the ATMP EIR considered four types of VMT, each with specific thresholds and conclusions regarding significance, based on the ATMP EIR's analysis of the Approved ATMP Roadway Improvements. As noted above and further explained in Section 4.8.2.2 of the ATMP EIR, the analysis of VMT used a Projected Future Conditions Baseline of 2028 that includes the developments of Phase 1 of the LAMP as the baseline against which impacts are measured. This is because, given the substantial ground system changes that would occur around LAX with completion of the LAMP improvements, the 2028 future conditions baseline is the only accurate way to disclose potential VMT impacts associated with the ATMP. Each of these VMT analyses was updated to reflect the changes with the proposed Modified ATMP Roadway Improvements.

Table 4 summarizes the changes in trip length associated with the key routes into and out of the CTA and to and from parking at the Intermodal Transportation Facility (ITF) West. As shown, the changes to the length of these routes are measured in fractions of a mile. These route lengths were used in the estimations of changes in VMT with the Modified ATMP Roadway Improvements.

Employee VMT

The analysis of VMT per employee under Threshold 4.8-2 was based specifically on the estimated 4,700 new employees that would work at Concourse 0 and Terminal 9. These employees were estimated to generate approximately 8,190 vehicle trips per day based on Table 4.8-7. As stated on page 4.8-39 of the ATMP EIR, these employees would park at Employee Lot South adjacent to the new ITF West, which is located east of Jetway Boulevard between Westchester Parkway and 96th Street.

Several routes to or from the ITF West would travel through the Modified ATMP Roadway Improvements system. Based on the change in travel length for such trips, the change in overall employee VMT and VMT per employee can be calculated. Table 5 summarizes the change in employee trip length for each route of approach and departure and applies the estimated employee distribution patterns to calculate VMT. As shown, the Modified ATMP Roadway Improvements are estimated to increase total employee VMT by 82 miles daily, which is less than 0.02 average miles per day per employee.

[4] Based on traffic counts collected in February 2019 for use in the Approved ATMP Roadway Improvements non-CEQA analysis for LADOT and online imagery from Google Streetview between January 2009 and May 2024, virtually all pedestrians who walk on the west side of Sepulveda Boulevard cross Lincoln Boulevard to continue north on Sepulveda Boulevard (or approach from that direction if traveling south) rather than walking west of Sepulveda Boulevard on Lincoln Boulevard.

The ATMP EIR determined that the VMT reduction strategies identified 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 Modified ATMP Roadway Improvements 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 Roadway Improvements, it is anticipated that LAWA can reduce the small increase in employee VMT from the Modified ATMP Roadway Improvements 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, the ATMP EIR's conclusion that the VMT per employee impact would be reduced to a less than significant level remains unchanged.

Passenger VMT

The analysis of passenger VMT under Threshold 4.8-3 was based on the total daily VMT traveling to the CTA as well as the ITF West and ITF East. Travel routes to and from the ITF East and the rental car center do not pass through the ATMP area, and travel routes to and from Terminal 9 would not change as a result of the Modified ATMP Roadway Improvements, so this analysis focused on trips to and from the CTA and the ITF West. Table 6 summarizes daily passenger vehicle trip generation by destination based on data from Table 4.8-8 of the ATMP EIR. As shown, the ATMP EIR estimated 167,787 trips to and from the CTA and 91,927 trips to and from the ITF West.

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 Modified ATMP Roadway Improvements. Additionally, all of the routes to and from the CTA would experience changes in trip lengths based on the data in Table 4. The ATMP EIR provided data on inbound and outbound traffic distribution percentages between the CTA and Sepulveda Boulevard north and south of Century Boulevard. These percentages were used, along with the trip generation estimates from Table 6, to determine how passenger VMT would be affected with the Modified ATMP Roadway Improvements.

Table 7 summarizes the change in passenger VMT with the Modified ATMP Roadway Improvements. As shown, the directional distribution percentages were applied to the daily trip generation estimates to determine how many trips would use each route into and out of the CTA and the ITF West. Those trip totals were then multiplied by the changes in trip lengths from Table 4 in order to calculate the total change in passenger VMT. As shown, the Modified ATMP Roadway Improvements would result in an increase of approximately 8,135 passenger VMT.

Table 8 summarizes overall passenger VMT with the Modified ATMP Roadway Improvements. As shown, the Approved ATMP Roadway Improvements would result in a net increase of 32,786 daily passenger VMT over the ATMP EIR's Projected Future Conditions Baseline in year 2028 of approximately 8.7 million daily passenger VMT, an increase of approximately 0.38%. With 8,135 additional VMT, the Modified ATMP Roadway Improvements would result in a net increase of approximately 40,921 daily passenger VMT, an increase of approximately 0.47% over the

Projected Future Conditions Baseline. Consistent with the conclusion in the ATMP EIR, this is a significant and unavoidable impact because it exceeds the future baseline passenger VMT. However, the increase in passenger VMT with the Modified ATMP Roadway Improvements as compared to the Approved ATMP Roadway Improvements is approximately 0.09% (i.e., a 0.47% increase over future baseline conditions compared to a 0.38% increase), which does not represent a substantial increase in the severity of the previously identified significant impact.

Short-Term Induced VMT

The ATMP EIR assessed the amount of short-term induced VMT based on the travel demand model built for the Project, which was based on the City of Los Angeles Citywide Model, in turn based on the Southern California Association of Governments 2016 Regional Transportation Plan model. As shown in Table 3, the Project model calculated that the Approved ATMP Roadway Improvements would cause a short-term increase of 3,306 daily VMT associated with non-airport trips.

Because non-airport trips generally would not travel on the new roadways proposed by the ATMP, induced VMT would be the result of changes to the number of trips and/or to the routes of trips on existing roadways, such as Sepulveda Boulevard and Century Boulevard. The ATMP does not increase capacity on these roads, but is designed to reduce airport-related congestion, which would attract more non-airport trips to these roads.

The only material changes from the Modified ATMP Roadway Improvements affecting existing public streets include the removal of the traffic signal at Sepulveda Boulevard & 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.

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,[5] 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 ATMP EIR estimate of 3,306 daily VMT induced by the Approved ATMP Roadway Improvements. The ATMP EIR reports on page 4.8-58 that the Projected Future Conditions Baseline 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 ATMP EIR concluded for the Approved ATMP Roadway Improvements, the Modified ATMP Roadway Improvements would result in a significant and unavoidable impact with respect to short-term induced VMT. However, the potential increase in induced VMT with the

[5] Pershing Drive and Vista del Mar are commonly used as alternatives to Sepulveda Boulevard for coastal travel between I-105 or Manhattan Beach to Marina del Rey, Venice, and Santa Monica. However, they require out-of-direction travel at the north end where they terminate at Culver Boulevard, increasing VMT compared to Sepulveda Boulevard. Similarly, depending on ultimate travel destination, I-405 can be less direct than Sepulveda Boulevard.

Modified ATMP Roadway Improvements compared to the increase that would occur under the Approved ATMP Roadway Improvements does not represent a substantial increase in the severity of the previously identified significant impact.

Long-Term Induced VMT

The ATMP EIR assessed long-term induced VMT based on the increase in lane miles associated with the Approved ATMP Roadway Improvements. It cited research that found that a 1.0% increase in roadway capacity (measured by lane miles) would result in a corresponding 1.03% 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 ATMP Roadway Improvements and the Modified ATMP Roadway Improvements) exclusively serve airport functions and would not be used by non-airport traffic. The ATMP EIR found that the Approved ATMP Roadway Improvements 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 Modified ATMP Roadway Improvements would construct 7.6 lane miles of new roadways, an increase of 31% over the Approved ATMP Roadway Improvements. 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 Modified ATMP Roadway Improvements. Total long-term induced VMT with the Modified ATMP Roadway Improvements represents less than 0.008% of the Projected Future Conditions Baseline total regional VMT of 283 million miles. Nonetheless, just as the ATMP EIR concluded for the Approved ATMP Roadway Improvements, the Modified ATMP Roadway Improvements would result in a significant and unavoidable impact with respect to long-term induced VMT. However, the potential increase in induced VMT with the Modified ATMP Roadway Improvements compared to the increase that would occur under the Approved ATMP Roadway Improvements (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).

GEOMETRIC DESIGN HAZARD OR INCOMPATIBLE USE

Impact 4.8-5 in the ATMP EIR examines whether the Approved ATMP Roadway Improvements would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use. As an initial matter, the ATMP is not a land development project and, therefore, there would be no incompatible use. The ATMP EIR included a freeway safety analysis for the I-405 northbound off-ramp to Century Boulevard, but this ramp would not be affected by the Modified ATMP Roadway Improvements and, therefore, there would be no negative effect on freeway safety.

The remaining analysis of potential geometric design hazards was based on the safety and operations of access points. Appendix G.10 of the ATMP EIR provides a detailed assessment of potential geometric design hazards associated with the Approved ATMP Roadway Improvements. The Modified ATMP Roadway Improvements introduce minor modifications to access points compared to the Approved ATMP Roadway Improvements designed to reduce conflicts and improve operations. The safety and operational factors reviewed in Appendix G.10 were reviewed in the context of the Modified ATMP Roadway Improvements, as summarized in Table 9.

As shown in Table 9, the only Modified ATMP Roadway Improvements modifications 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 & 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 ATMP Roadway Improvements would provide an at-grade, signalized crosswalk across 96th Street on the east side of Sepulveda Boulevard, the Modified ATMP Roadway Improvements give 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 Modified ATMP Roadway Improvements as compared to the Approved ATMP Roadway Improvements.

Therefore, consistent with the conclusion in the ATMP EIR, the Modified ATMP Roadway Improvements would have a less than significant impact with respect to geometric design hazards or incompatible uses.

CUMULATIVE IMPACTS

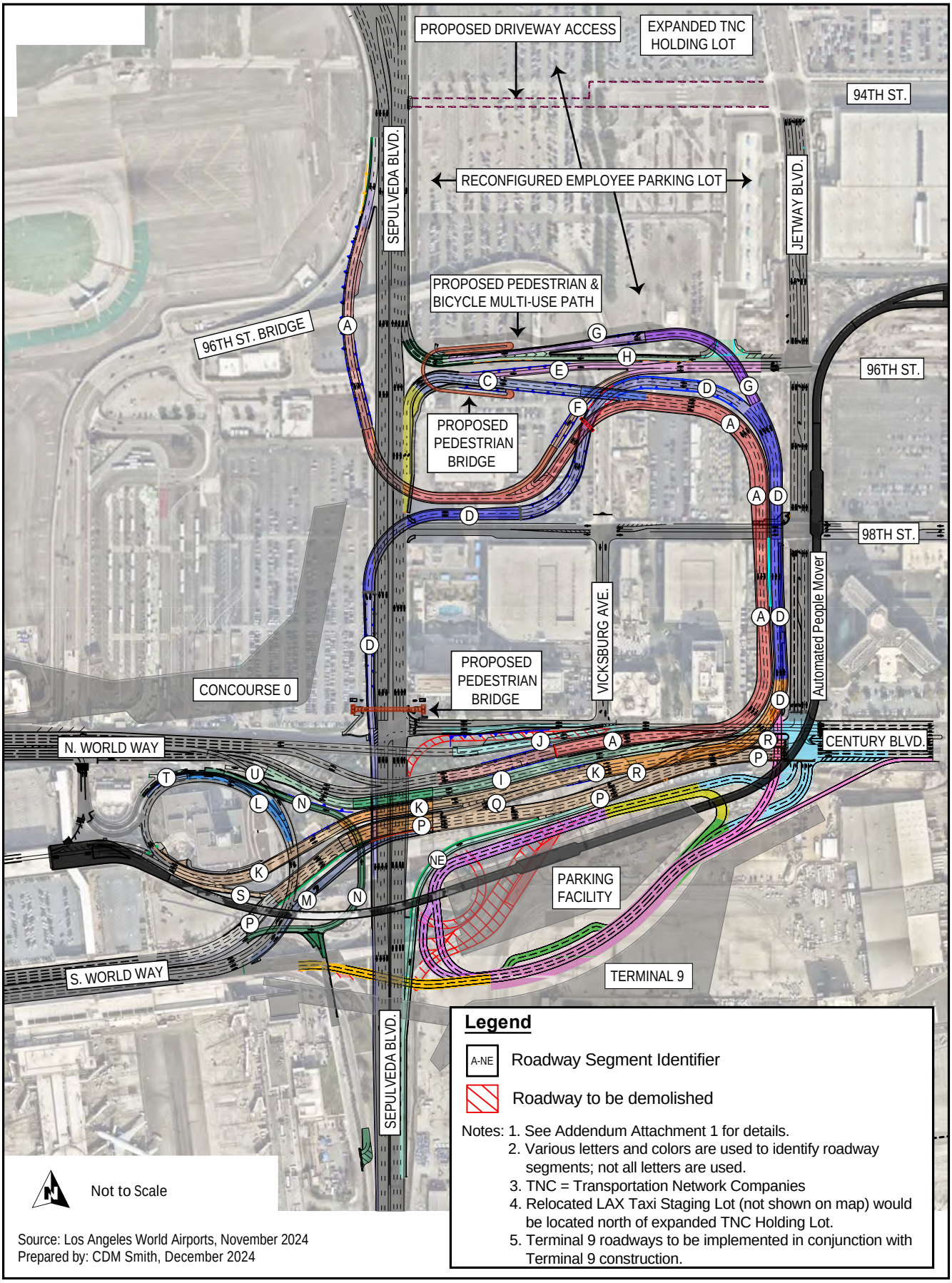
Cumulative transportation impacts are based on whether the incremental effects of the Modified ATMP Roadway Improvements would be considerable “when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects” (Public Resources Code, Section 21083, subd. (b)(2)). The Modified ATMP Roadway Improvements were analyzed in consideration of the ongoing LAX Landside Access Modernization Program and in consideration of other development projects planned in the area.

The ATMP EIR provides a full summary in Section 4.8.6 of potential cumulative transportation impacts associated with the Approved ATMP Roadway Improvements based on each of the project-level impact categories evaluated above. The minor modifications the Modified ATMP Roadway Improvements make to the Approved ATMP Roadway Improvements do not affect these conclusions except in the ways and to the extents identified above for the Modified ATMP Roadway Improvements alone. Therefore, as concluded in the ATMP EIR for the Approved ATMP Roadway Improvements, the Modified ATMP Roadway Improvements would contribute to the following cumulative impact conclusions:

Conflict with plans, programs, ordinances, and policies:	less than significant
Employee VMT:	no cumulative impact
Passenger VMT:	significant and unavoidable
Short-term induced VMT:	significant and unavoidable
Long-term induced VMT:	significant and unavoidable
Geometric design or incompatible use:	no cumulative impact

CONCLUSION

The Modified ATMP Roadway Improvements would not result in new significant transportation impacts as compared to the Approved ATMP Roadway Improvements and would not substantially increase the severity of previously identified significant transportation impacts.



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

LAX Air□eld and Terminal Modernization
Project EIR Addendum
Proposed Roadway System Re□nements

Roadway System Refinements

Figure
1

TABLE 1
MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH APPLICABLE CITY AND REGIONAL PLANS, PROGRAMS, ORDINANCES, OR POLICIES

Plan, Program, Ordinance, or Policy	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
SCAG 2020-2045 RTP/SCS and RTIP	No change. The Modified ATMP Roadway Improvements roadway network would be incorporated into the RTP/SCS and thus would not be inconsistent with the RTP/SCS.
City of Los Angeles General Plan Framework	No change.
Los Angeles Mobility Plan 2035	No change, except that the Modified ATMP Roadway Improvements would improve pedestrian safety by installing Americans with Disabilities Act (ADA)-compliant pedestrian bridges over 96th Street at Sepulveda Boulevard and over Sepulveda Boulevard at Century Boulevard. In addition, the proposed modifications include a multi-use path along the north side of 96th Street between Sepulveda Boulevard and Jetway Boulevard. The Modified ATMP Roadway Improvements would remove the sidewalk from the west side of Jefferson Boulevard between Lincoln Boulevard and Century Boulevard. However, the limited number of pedestrians that currently use that section of sidewalk almost exclusively travel between the Central Terminal Area and Sepulveda Boulevard north of Lincoln Boulevard (as opposed to Lincoln Boulevard west of Sepulveda Boulevard). With the Modiifed ATMP Roadway Improvements, the alternative to this route is to travel on the east side of Sepulveda Boulevard, utilizing the pedestrian bridges to cross 96th Street and Sepulveda Boulevard. This alternative route adds approximately 200 feet of walking distance but eliminates the at-grade crossing of Lincoln Boulevard at Sepulveda Boulevard, which has an unusual configuration involving high-speed travel around curves with limited visibility. Signage would direct pedestrians to cross Sepulveda Boulevard at 92nd Street, where is a standard perpendicular crosswalk on a straight section of road (which is safer than crossing Lincoln Boulevard, which occurs at a skewed angle on a curved road). Overall, this change to pedestrian circulation continues to meet the goals of the Mobility Plan while maintaining safety.
LAX Plan	No change.

TABLE 1 (CONT'D)
MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH APPLICABLE CITY AND REGIONAL PLANS, PROGRAMS, ORDINANCES, OR POLICIES

Plan, Program, Ordinance, or Policy	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
Vision Zero Los Angeles	No change, except that the Modified ATMP Roadway Improvements would improve pedestrian safety by installing ADA-compliant pedestrian bridges over 96th Street at Sepulveda Boulevard and over Sepulveda Boulevard at Century Boulevard. The removal of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard would reroute a small number of pedestrians to the east side of Sepulveda Boulevard, where they would utilize the pedestrian bridges.
Century Boulevard Streetscape Plan	No change.
Citywide Design Guidelines	No change, except that the Modified ATMP Roadway Improvements would improve pedestrian safety by installing ADA-compliant pedestrian bridges over 96th Street at Sepulveda Boulevard and over Sepulveda Boulevard at Century Boulevard. The removal of the sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard would reroute a small number of pedestrians to the east side of Sepulveda Boulevard, where they would utilize the pedestrian bridges.
City of Los Angeles Safety Element	No change.
Plan for a Healthy Los Angeles	No change.
Great Streets for Los Angeles / LADOT Strategic Plan	No change.
Los Angeles Fire Department Strategic Plan 2018-2020	No change.

Note: See Table 4.8-11 of the EIR for a complete summary of the Approved ATMP Roadway Improvements' consistency with the enumerated plans, programs, ordinances, and policies.

TABLE 2
GUIDING QUESTIONS TO ADDRESS MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

ID	Guiding Question	Relevant Plans, Policies, and Programs	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
A. Mobility Plan 2035 Public Right of Way Classification Standards for Dedications and Improvements			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I or II and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	No change.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designations?		No change.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the frontage street?		Not applicable.
A.4	If the answer to A.3 is NO, is the project applicant asking to waive from the dedication standards?		No change.

TABLE 2 (CONT'D)
GUIDING QUESTIONS TO ADDRESS MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

ID	Guiding Question	Relevant Plans, Policies, and Programs	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
B. Mobility Plan 2035 Public Right of Way Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	The Modified ATMP Roadway Improvements would improve pedestrian safety by installing pedestrian bridges over 96th Street at Sepulveda Boulevard and over Sepulveda Boulevard at Century Boulevard and a multi-use path along the north side of 96th Street between Sepulveda Boulevard and Jetway Boulevard. It would also remove the existing sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard; however, the alternative pedestrian route along the east side of Sepulveda Boulevard is only marginally longer and offers a safer pedestrian experience due to reduced at-grade crossings.
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, Planning 1, Citywide Design Guidelines 2, Manual of Policies & Procedures Section 321	No change.

TABLE 2 (CONT'D)
GUIDING QUESTIONS TO ADDRESS MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

ID	Guiding Question	Relevant Plans, Policies, and Programs	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	The Modified ATMP Roadway Improvements would improve pedestrian safety by installing pedestrian bridges over 96th Street at Sepulveda Boulevard and over Sepulveda Boulevard at Century Boulevard and a multi-use path on the north side of 96th Street between Sepulveda Boulevard and Jetway Boulevard. It would also remove the existing sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard; however, the alternative pedestrian route along the east side of Sepulveda Boulevard is only marginally longer and offers a safer pedestrian experience due to reduced at-grade crossings.
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		No change.

TABLE 2 (CONT'D)
GUIDING QUESTIONS TO ADDRESS MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

ID	Guiding Question	Relevant Plans, Policies, and Programs	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
C. Network Access			
C.1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	Vicksburg Avenue would be converted to a private road north of 98th Street serving as a driveway to a Los Angeles Department of Water and Power substation. There are no other land uses with direct access to this segment of Vicksburg Avenue. There would be no through access to 96th Street. It would not provide public access for pedestrians or bicycles; however, there are no pedestrian destinations along Vicksburg Avenue, and public access for pedestrians and bicycles would be provided along Jetway Boulevard and Sepulveda Boulevard, 600 feet to the east and west respectively.
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley, or stairway?		
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		

TABLE 2 (CONT'D)
GUIDING QUESTIONS TO ADDRESS MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

ID	Guiding Question	Relevant Plans, Policies, and Programs	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of on-site parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific Plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	Not applicable.
D.2	If the answer to D.1 is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g., parking cash-out) or for residential properties, unbundle the supply from the lease or sale of residential units?		Not applicable.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21.A.16 of the LAMC?		No change.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential floor area?		No change.
D.5	If the answer to D.4 is YES, does the project comply with the City's TDM Ordinance in Section 12.26J of the LAMC?		No change.

TABLE 2 (CONT'D)
GUIDING QUESTIONS TO ADDRESS MODIFIED ATMP ROADWAY IMPROVEMENTS' CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

ID	Guiding Question	Relevant Plans, Policies, and Programs	Modified ATMP Roadway Improvements Consistency, as Compared to Approved ATMP Roadway Improvements
E. Consistency with Regional Plans			
E.1	Does the Project or Plan apply one of the City's efficiency-based impact thresholds (i.e., VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		No change.
E.2	If the answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		No change.
E.3	If the answer to E.1 is NO, does the Project result in a net increase in VMT?		No change.
E.4	If the answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS.		No change.

Note: See Table 4.8-12 of the EIR for the Approved ATMP Roadway Improvements' responses to these guiding questions.
Abbreviations: LAMC = Los Angeles Municipal Code; MP = Mobility Plan 2035; TOC = Transit Oriented Communities.

TABLE 3
APPROVED ATMP EIR VMT ANALYSIS SUMMARY

Impact Number	Type of VMT	Metric	Threshold of Significance	VMT Analysis Result	EIR Conclusion
4.8-2	Employee	VMT per employee	20.4 (i.e., 15% below Projected Future Conditions Baseline in year 2028)	23.9 before mitigation; below 20.4 after mitigation	Less than significant with mitigation
4.8-3	Passenger	Total passenger VMT	Net increase over Projected Future Conditions Baseline in year 2028	8,708,995 total passenger VMT; an increase of 32,786 VMT over Projected Future Conditions Baseline in year 2028	Significant and unavoidable
4.8-4	Short-Term Induced VMT	Total VMT	Substantial increase over Projected Future Conditions Baseline in year 2028	An increase of 3,306 VMT over Projected Future Conditions Baseline in year 2028	Significant and unavoidable
	Long-Term Induced VMT	Total VMT	Substantial increase over Projected Future Conditions Baseline in year 2028	An increase of 18,220 VMT over Projected Future Conditions Baseline in year 2028	Significant and unavoidable

Note: Information from Section 4.8, Transportation, of the EIR.

TABLE 4
CHANGES IN TRAVEL DISTANCE

Travel Route	Change in Travel Distance (miles)		
	Inbound	Outbound	Total
Central Terminal Area			
Arrivals Level			
North of LAX (via Sepulveda Blvd)	+ 0.08	+ 0.02	+ 0.10
South of LAX (via Sepulveda Blvd / I-105)	+ 0.02	+ 0.11	+ 0.13
East of LAX (via Century Blvd)	+ 0.01	0.00	+ 0.01
Departures Level			
North of LAX (via Sepulveda Blvd)	+ 0.08	+ 0.01	+ 0.09
South of LAX (via Sepulveda Blvd / I-105)	+ 0.02	+ 0.10	+ 0.12
East of LAX (via Century Blvd)	+ 0.01	0.00	+ 0.01
ITF West			
North of LAX (via Sepulveda Blvd)	+ 0.12	0.00	+ 0.12
South of LAX (via Sepulveda Blvd / I-105)	- 0.01	0.00	- 0.01
East of LAX (via Century Blvd)	0.00	0.00	0.00

Note: Changes based on measurements of equivalent travel routes under Approved ATMP Roadway Improvements and Modified ATMP Roadway Improvements.

TABLE 5
CHANGE IN DAILY EMPLOYEE VMT WITH MODIFIED ATMP ROADWAY IMPROVEMENTS

Travel Route	Distribution Percentages		Daily Trips [a]		Change in Trip Length [b]		Change in VMT [c]	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Total Employee Trips			***4,095***	***4,095***				
North of LAX (via Sepulveda Blvd)	20%	20%	819	819	0.12	0	98	0
North of LAX (via Westchester Pkwy)	15%	15%	614	614	0	0	0	0
South of LAX (via Sepulveda Blvd / I-105)	40%	40%	1,638	1,638	(0.01)	0	(16)	0
East of LAX (via Century Blvd)	25%	25%	1,024	1,024	0	0	0	0
						Total Change in VMT	**82**	
						[d] **Total Change in VMT per Employee**	**0.02**	

Notes:

[a] Total daily trips from Table 4.8-7 of the EIR. Trips on each route are based on the distribution percentages as applied to the total daily trips.

[b] Changes in trip lengths, measured in miles, between the Approved ATMP Roadway Improvements and the Modified ATMP Roadway Improvements from Table 4.

[c] Change in VMT calculated as the daily trips multiplied by the change in trip length.

[d] Based on 4,700 employees.

TABLE 6
DAILY PASSENGER TRIP GENERATION
WITH APPROVED ATMP ROADWAY IMPROVEMENTS

Facility	Daily Trip Generation		
	Inbound	**Outbound**	**Total**
Central Terminal Area	82,753	85,034	167,787
ITF West	45,338	46,589	91,927
ITF East	15,460	15,460	30,920
Terminal 9	10,763	11,016	21,779
Rental Car & Other Parking	7,422	7,972	15,394
Total	**161,736**	**166,071**	**327,807**

Note: Data from Table 4.8-8 of the EIR.

TABLE 7
CHANGE IN DAILY PASSENGER VMT WITH MODIFIED ATMP ROADWAY IMPROVEMENTS

Travel Route	Distribution Percentages [a]		Daily Trips [b]		Change in Trip Length [c]		Change in VMT [d]	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Central Terminal Area								
Total Trips [e]			**82,753**	**85,034**				
Arrivals Level	55%		*45,514*	*46,769*				
North of LAX (via Sepulveda Blvd)	41%	12%	18,661	5,612	0.08	0.02	1,493	112
South of LAX (via Sepulveda Blvd / I-105)	25%	36%	11,379	16,837	0.02	0.11	228	1,852
East of LAX (via Century Blvd)	34%	52%	15,475	24,320	0.01	0	155	0
Departures Level	45%		*37,239*	*38,265*				
North of LAX (via Sepulveda Blvd)	50%	30%	18,620	11,480	0.08	0.01	1,490	115
South of LAX (via Sepulveda Blvd / I-105)	28%	39%	10,427	14,923	0.02	0.1	209	1,492
East of LAX (via Century Blvd)	22%	31%	8,193	11,862	0.01	0	82	0
ITF West								
Total Trips [e]			**45,338**	**46,589**				
North of LAX (via Sepulveda Blvd)	20%	20%	9,068	9,318	0.12	0	1,088	0
North of LAX (via Westchester Pkwy)	15%	15%	6,801	6,988	0	0	0	0
South of LAX (via Sepulveda Blvd / I-105)	40%	40%	18,135	18,636	-0.01	0	-181	0
East of LAX (via Century Blvd)	25%	25%	11,335	11,647	0	0	0	0
						Total Change in Passenger VMT	**8,135**	

Notes:

[a] Central Terminal Area distribution percentages based on trip generation estimates from Tables G.4-7 and G.4-8, Appendix G-4 to the EIR. They were derived by adding the total hourly trips throughout the day in each direction and dividing by the overall totals. ITF West distribution percentages are estimates.

[b] Trips on each route are based on the distribution percentages as applied to the total daily trips.

[c] Changes in trip lengths, measured in miles, between the Approved ATMP Roadway Improvements and the Modified ATMP Roadway Improvements from Table 4.

[d] Change in VMT calculated as the daily trips multiplied by the change in trip length.

[e] Total daily trips from Table 4.8-8 of the EIR and summarized in Table 6.

TABLE 8
DAILY PASSENGER VMT

With Approved ATMP Roadway Improvements	
Total Projected Future Conditions Baseline Passenger VMT [a]	8,676,209
Approved ATMP Roadway Improvements Increase in Passenger VMT [b]	32,786
Total Passenger VMT with Approved ATMP Roadway Improvements [a]	8,708,995
Passenger VMT Increase as a Percent of Total Passenger VMT	0.38%
With Modified ATMP Roadway Improvements	
Additional Increase in Passenger VMT with Modified ATMP Roadway Improvements [c]	8,135
Total Modified ATMP Roadway Improvements Increase in Passenger VMT [b]	40,921
Total Passenger VMT with Modified ATMP Roadway Improvements	8,717,130
Passenger VMT Increase as a Percent of Total Passenger VMT [d]	0.47%

Notes:

[a] Passenger VMT from Table 4.8-10 of the EIR.

[b] Compared to Projected Future Conditions Baseline Passenger VMT of 8,676,209.

[c] See Table 7.

[d] Difference between passenger VMT increase as a percentage of total passenger VMT with Modified ATMP Roadway Improvements compared ot Approved ATMP Roadway Improvements = 0.09% increase.

TABLE 9
REVIEW OF POTENTIAL HAZARDS RELATING TO A GEOMETRIC DESIGN FEATURE

Feature	Comparison to Approved ATMP Roadway Improvements
The relative amount of pedestrian activity at the project access points.	
Century Boulevard & Jetway Boulevard	The Modified ATMP Roadway Improvements would include a new multi-use path on the north side of 96th Street between Sepulveda Boulevard and Jetway Boulevard. This change improves pedestrian safety compared with the Approved ATMP Roadway Improvements.
Sepulveda Boulevard & 96th Street	Under the Approved ATMP Roadway Improvements, this intersection would be signalized with an at-grade crosswalks across 96th Street on the east side of Sepulveda Boulevard. With the Modified ATMP Roadway Improvements, the intersection would remain unsignalized as in the existing condition, and pedestrian crossings would be grade-separated via a dedicated pedestrian bridge. A new multi-use path along 96th Street would be constructed as part of the Modified ATMP Roadway Improvements. This change improves pedestrian safety compared with the Approved ATMP Roadway Improvements.
Sepulveda Boulevard & Century Boulevard	The Modified ATMP Roadway Improvements would include a new pedestrian bridge across Sepulveda Boulevard at Century Boulevard, ensuring that pedestrian traffic and vehicular traffic will not conflict. This change improves pedestrian safety compared with the Approved ATMP Roadway Improvements.
Sepulveda Boulevard south of World Way	No change.
Vicksburg Avenue between 96th Street and 98th Street	Vicksburg Avenue would be converted to a private road north of 98th Street serving as a driveway to a Los Angeles Department of Water and Power substation. There are no other land uses with direct access to this segment of Vicksburg Avenue. There would be no pedestrian or bicycle access to 96th Street along Vicksburg Avenue. This change reduces pedestrian accessibility compared with the Approved ATMP Roadway Improvements, but there are no pedestrian attractors and thus would be limited, if any, pedestrian demand. Pedestrian safety would not be compromised as there would be superior pedestrian routes along Jetway Boulevard and Sepulveda Boulevard, 600 feet to the east and west respectively.

TABLE 9 (CONT'D)
REVIEW OF POTENTIAL HAZARDS RELATING TO A GEOMETRIC DESIGN FEATURE

Feature	Comparison to Approved ATMP Roadway Improvements
Design features / physical configurations that affect pedestrian and bicycle visibility.	
Century Boulevard & Jetway Boulevard	The Modified ATMP Roadway Improvements would include a new multi-use path on the north side of 96th Street between Sepulveda Boulevard and Jetway Boulevard. This change improves pedestrian safety compared with the Approved ATMP Roadway Improvements.
Sepulveda Boulevard & 96th Street	Under the Approved ATMP Roadway Improvements, this intersection would be signalized with an at-grade crosswalk across 96th Street on the east side of Sepulveda Boulevard. With the Modified ATMP Roadway Improvements, the intersection would remain unsignalized as in the existing condition, and pedestrian crossings would be grade-separated via a dedicated pedestrian bridge. This change eliminates pedestrian conflicts, but maintains the existing configuration with free right turns between Sepulveda Boulevard and 96th Street. As such, bicyclists traveling north on Sepulveda Boulevard would have less protection when crossing 96th Street compared to the Approved ATMP Roadway Improvements that provided for a signalization of the subject intersection. Notwithstanding, Sepvuleda Boulevard is not a designated bicycle route and does not carry (and is not anticipated to carry in the future) much bicycle traffic. For those bicyclists traveling north on Sepulveda Boulevard, the proposed bridge crossing of 96th Street will be ADA-compliant, which would enable bicyclists to safely walk their bikes over 96th Street. A new multi-use path along 96th Street would also be constructed as part of the Modified ATMP Roadway Improvements.
Sepulveda Boulevard & Century Boulevard	The Modified ATMP Roadway Improvements would include a new pedestrian bridge across Sepulveda Boulevard at Century Boulevard, ensuring that pedestrian traffic and vehicular traffic will not conflict. This change eliminates pedestrian conflicts compared with the Approved ATMP Roadway Improvements and does not affect bicycle visibility.

TABLE 9 (CONT'D)
REVIEW OF POTENTIAL HAZARDS RELATING TO A GEOMETRIC DESIGN FEATURE

Feature	Comparison to Approved ATMP Roadway Improvements
Sepulveda Boulevard	The Modified ATMP Roadway Improvements include removal of the existing sidewalk on the west side of Sepulveda Boulevard between Lincoln Boulevard and Century Boulevard. The alternative route would have pedestrians cross Sepulveda Boulevard at 92nd Street and the pedestrian bridge at Century Boulevard, walking on the east side of Sepulveda Boulevard (and also utilizing the pedestrian bride aver 96th Street). For the vast majority of pedestrians using Sepulveda Boulevard, this eliminates the need to cross Lincoln Boulevard at Sepulveda Boulevard, which is a high-speed, curving corridor with limited visibility. Therefore, this change reduces conflicts between pedestrians and vehicles compared with the existing condition. This change was considered as part of the Approved ATMP Roadway Improvements but was not assessed in the EIR.
98th Street	No change.
Other factors.	
The type of bicycle facilities the Project driveways cross and the level of utilization.	No change.
The physical conditions that could result in hazards between vehicles, bicycles, and pedestrians.	No change.
The project location relative to proximity to the High Injury Network or a Safe Routes to School program area.	No change.
Any other conditions that could substantially increase a transportation hazard.	No change.

Note: See Appendix G.10 of the EIR for the Approved ATMP Roadway Improvements' evaluation of these issues.

APCW-2025-3846-SPPE-CLQ

EXHIBIT C.2

Final Environmental Impact Report for Airfield and Terminal Modernization Project, State Clearinghouse No. 2019049020

Final EIR for Airfield and Terminal Modernization Project, State Clearinghouse No. 2019049020

Link to EIR documents on LAWA's website:

https://www.lawa.org/atmp/documents

Listed under subheading "CEQA Environmental Documents"

APCW-2025-3846-SPPE-CLQ

EXHIBIT D

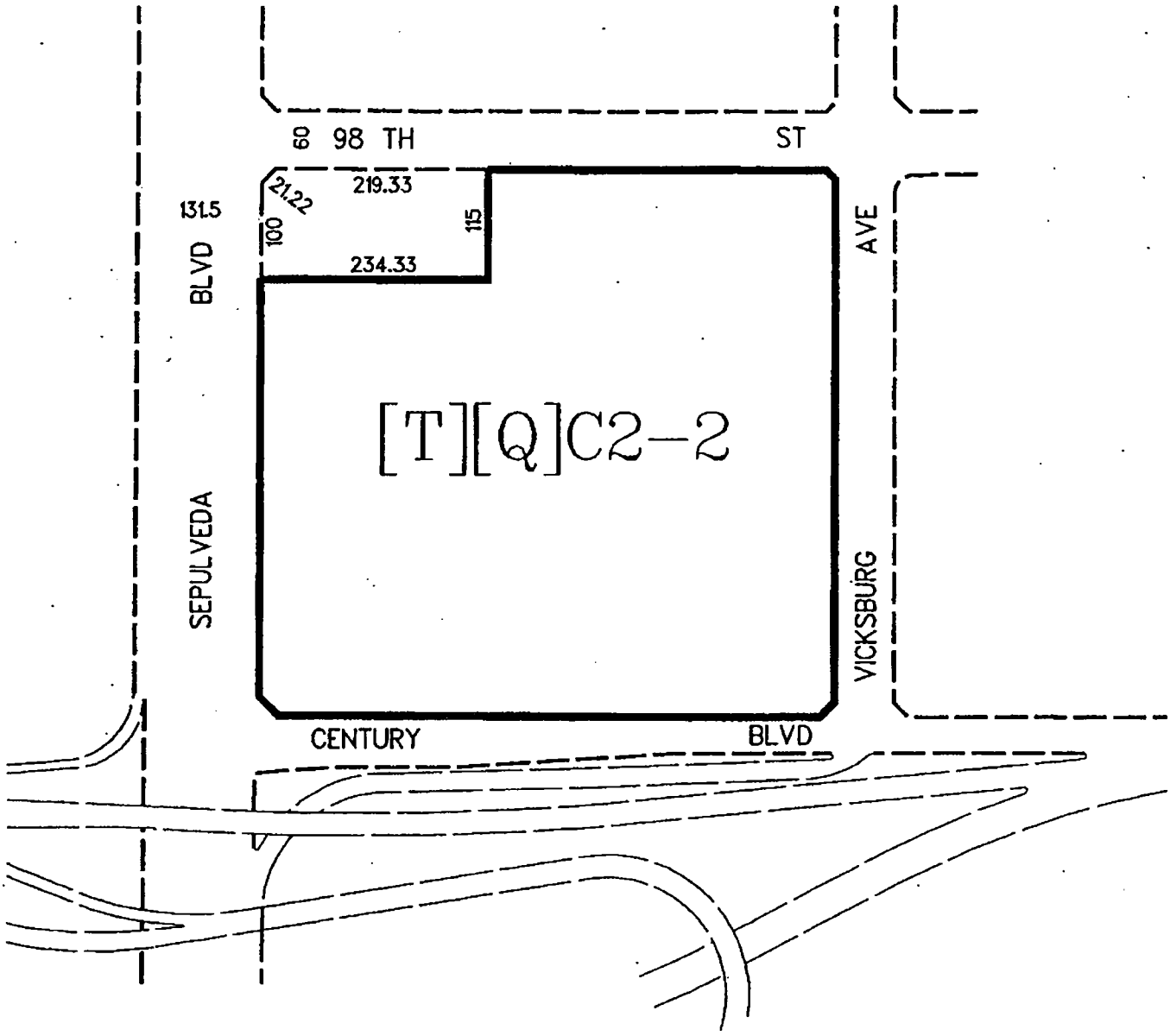
Ordinance No. 177,700

ORDINANCE NO. 177700

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the Zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the zone map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning map shall be as follows:



NOT TO SCALE

C.M. 090 B 165 & 093 B 165	CPC 2001-4928-ZC

LCOB/AE

10/21/03

DATA SOURCES: DEPARTMENT OF CITY PLANNING - DEPARTMENT OF BUILDING & SAFETY - BUREAU OF ENGINEERING

[Q] CONDITIONS

1. **Use:** The entire site shall be limited to 495,588 square-feet of development. The site shall be permitted 774 hotel rooms and related hotel uses. A free standing 6-story parking structure shall be permitted on site. In addition 1,000 square-feet of retail space shall be permitted at the corner of 98th Street and Vicksburg.

2. **Parking:** The site shall provide parking for the hotel use and related uses as required by the L.A.M.C. in effect at the time of this approval. In addition, 180 parking spaces shall be provided to satisfy the requirements of parking affidavit No. 2764, for the duration of that affidavit. Parking spaces beyond that required by this condition may be used as public or assigned as private parking by the applicant. Prior to obtaining a certificate of occupancy the applicant shall provide detailed parking plans and a table illustrating how this condition is being met. Those plans shall be to the satisfaction of the City Planning Department and the Department of Building and Safety and be made part of this file.

3. **Height:** The existing hotel shall remain at 122-feet in height. The proposed parking structure shall be 6-stories, with roof-top parking and limited to 79-feet to the top of the parapet. The five level parking structure with 5 levels of hotel space above shall be limited to 105-feet to the top of the parapet.

4. **Site Plan / Elevations:** The subject property shall be developed substantially in conformance with the plot plan and elevations, Exhibit No. E-3, dated December 17, 2002, of the subject case file as to location of structures. Deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions and the intent of the subject permit authorization.

5. **Setbacks:** The setback along Sepulveda Boulevard shall be no less than 4-feet from the property line for the five levels of parking structure. The Parking structure proposed along 98th Street shall maintain a minimum 12-foot setback.

Environmental Conditions

6. **Aesthetics (Landscaping)** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department. This shall include landscaping along Sepulveda Boulevard, 98th Street and Vicksburg Avenue.

7. **Aesthetics (Graffiti)** The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to Municipal Code Sections 91.8101-F, 91.8904-1 and 91.1707-E. Exterior walls of new commercial and residential buildings of other than glass may be covered with clinging vines, screened by oleander trees or similar vegetation capable of covering or screening entire walls up to heights of at least 9-feet, excluding windows and signs.

8. **Aesthetics (Signage)** On-site signs are limited to the maximum allowable under the code. Multiple temporary signs in the store windows and along the building walls are not permitted.

9. **Aesthetics (Parking Structure)** The facade of the parking structure along 98th Street and Vicksburg Avenue and Sepulveda Boulevard shall be completely enclosed. All levels shall have windows installed along the facades, fronting 98th Street and Vicksburg Avenue. To give the appearance of a hotel use, the windows and walls of the parking structure shall be consistent with the actual hotel building being constructed or maintained on the property.

10. **Seismic**: The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

11. **Air Quality**

    a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    b. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
    c. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    d. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    e. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

12. **Noise**

    a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
    b. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
    c. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
    d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
    e. The project sponsor must comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

13. **General Construction**

    a. Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
    b. All waste shall be disposed of properly. Use appropriately labeled recycling

bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

c. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

d. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.

e. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.

f. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.

g. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.

14. **Explosion/Release (Asbestos Containing Materials)** Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations.

15. **Water Runoff** The applicant shall meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board.

16. **Increased Noise Levels (Parking Structure Ramps)** Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

17. **Severe Noise Levels (Aircraft Noise)** All exterior windows within the hotel shall be constructed with double-pane glass at a minimum. Before the granting of a building permit, an acoustical engineer must specify the CNEL contour within which the building will be located and, based on such CNEL contours, the measures necessary to achieve an interior noise level which will not exceed 45 dBA in any habitable room.

18. **Public Services (Police General)** The applicant shall incorporate into the plans the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. These measures shall be approved by the Police Department prior to the issuance of building permits.

19. **Increased Vehicle Trips/Congestion** The applicant shall comply with the mitigation measures detailed in the Department of Transportation's communication to the Department of City Planning, dated June 3, 2002 and attached to MND 2001-4929. Such report and mitigation measure(s) are incorporated herein by reference.

20. **Utilities (Water Treatment or Distribution)** If conditions dictate, the Department of Water

and Power may postpone new sewer connections for this project until sewer capacity is adequate.

21. **Utilities (Local or Regional Water Supplies)** The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.

ADMINISTRATIVE

22. **Approval, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

23. **Code Compliance**. Area, height and use regulations of the C2-2 zone classification of the subject property shall be complied with, except where herein modified .

24. **Covenant**. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

25. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

26. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

27. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

28. **Mitigation Monitoring**. Prior to the issuance of any building permit the applicant shall prepare and record a Covenant and Agreement on Planning Department General Form CP-6700.M in a manner satisfactory to the Planning Department requiring the applicant to identify mitigation monitors who shall provide periodic status reports on the implementation of condition numbers 6 thru 21. The mitigation monitor shall be identified as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

Sec. 2. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of JUL 05 2006.

Frank T. Martinez, City Clerk

By _____ Deputy

Approved _____ JUL 20 2006

_____ Mayor

Approved as to Form and Legality

_____
ROCKARD J. DELGADILLO, City Attorney

By _____

_____ City Attorney

Pursuant to Sec. 559 of the City Charter, I **approve** this ordinance for its adoption on behalf of the City Planning Commission.....

June 8, 2006

See attached report

_____
Director of Planning

File No. C.F. 03-0590
CPC 2001-4928

DECLARATION OF POSTING ORDINANCE

I, MARIA C. RICO, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. **177700** - **Relative to restoring the {T}{Q}C2-2 zone which was inadvertently changed with the adoption of the Community Update Program for the Westchester-Playa Del Rey Community Plan - CPC 2001-4928 ZC SPR** - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **July 5, 2006**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **July 24, 2006**, I posted a true copy of said ordinance at each of three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Hall of Records of the County of Los Angeles.

Copies of said ordinance were posted conspicuously beginning on **July 24, 2006** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **24th** day of **July 2006** at Los Angeles, California.

Maria C. Rico

Maria C. Rico, Deputy City Clerk

Ordinance Effective Date: **Sept. 2, 2006** **Council File No.** **03-0590**

Rev. (2/21/06)