October 2022

Los Angeles International Airport

Second Addendum to the Environmental Impact Report for the Los Angeles International Airport Landside Access Modernization Program

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1. PURPOSE

Los Angeles World Airports (LAWA) is working to transform Los Angeles International Airport (LAX or Airport) into a modern airport and to address increasing levels of traffic congestion in and around LAX. LAWA has initiated redevelopment of the ground access system to the Airport, which will include a seamless connection to the regional rail and transit system. On March 2, 2017, the LAWA Board of Airport Commissioners (BOAC) certified the LAX Landside Access Modernization Program (approved Project) Final Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA), and this certification was subsequently affirmed on June 7, 2017, by the Los Angeles City Council. The certified Final EIR for the LAX Landside Access Modernization Program (certified Final EIR) contained a project-level analysis of the approved Project and a program-level analysis of the potential future related development that may occur on land that will become available after construction of Phase 1 of the approved Project. Construction of the approved Project is occurring in two separate phases. Phase 1 of construction began at the end of 2017 and is anticipated to finish in 2023. Phase 2 of construction is anticipated to begin in 2025 and is anticipated to be completed by 2035.

Since certification of the Final EIR, BOAC considered a first addendum to the EIR (Addendum 1) and additional analysis of the Terminal 4 Headhouse. Addendum 1 addressed the inclusion of up to four backup power generators for the Automated People Mover (APM); the addition of three emergency access point locations for the APM and a potential additional crossover switch between the East Central Terminal Area (CTA) APM Station and the Intermodal Transportation Facility (ITF) West APM Station; additional billboard and parcel acquisition; relocation of the existing Security Badge Office to the ITF West; development of a construction traffic management strategy consisting of an auxiliary curb (LAX-it) in the Park One parking lot during construction of the approved Project; merging of an alleyway east of the APM Maintenance and Storage Facility (MSF); and modification of Vesting Tract Map VTTM 73422. LAWA also considered the effects of initiating construction to residences or school children prior to the completion of parcel acquisition within the Manchester Square area. Addendum 1 was approved by BOAC on September 20, 2018. The additional analysis of the Terminal 4 Headhouse addressed demolition of the existing Terminal 4 East and Center Headhouse structures, reconstruction of the new Terminal 4 East Headhouse, and construction of a secure connector between Terminal 4 and Terminal 5. This additional analysis was approved by BOAC on July 8, 2021.

This second addendum (Addendum) has been prepared to address modifications to the approved Project (Modifications). The certified Final EIR, along with Addendum 1 and this 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.[1]

As part of the natural progression of the design process, plans for the approved Project have been further refined and altered. Subsequent to completing the CEQA environmental review process for the approved Project, LAWA revised its plans to include the following Modifications:

- Modify the dimensions and footprint of the Consolidated Rental Car Facility (CONRAC). The modified CONRAC will provide approximately 5,719,000 square feet of floor space (compared to the originally estimated

[1] California Administrative Code, Title 14, Division 6, Chapter 3, Sections 15000-15387, *Guidelines for Implementation of the California Environmental Quality Act*.

6,000,000 square feet) and have a footprint of approximately 1,108,000 square feet (compared to the originally estimated 2,100,000 square feet).

- Modify vehicular ingress and egress for the CONRAC. Under the Modifications, all CONRAC access will occur at street level, as compared to the approved CONRAC access that included the construction of an underpass beneath West (W.) 98th Street. Egress from the modified CONRAC will be shifted approximately 300 feet to the east compared to the approved CONRAC.
- Modify the locations and number of employee and visitor parking spaces within the CONRAC. The modified CONRAC will provide 3,431 parking spaces[2] for CONRAC employees, LA Gateway Partners (LAGP) employees, visitors, and Airport employees at the modified CONRAC and on adjacent surface lots (compared to the originally estimated 3,400 parking spaces[3] for CONRAC employees, visitors, and Airport employees at the approved CONRAC).
- Refine the roadway systems providing vehicle access to the modified CONRAC.
- Modify and refine the location of traction power substations (TPSSs) that provide power to the APM guideway and trains and the electrical industrial stations that supply power at the APM MSF and the CONRAC.

Additionally, LAWA will delay the commencement of construction for the ITF East parking structure until Phase 2 of the approved Project.

[2] Los Angeles World Airports will enter into a lease agreement with Express Lines Corporation which will allow Express Lines Corporation to use 16 parking spaces in the Visitor Parking Lot. See Section 3.2 for more information.

[3] This includes 2,200 parking spaces on the roof of the Idle Storage area of the approved CONRAC that could have been used for Airport employee parking.

2. PREVIOUSLY APPROVED LAX LANDSIDE ACCESS MODERNIZATION PROGRAM

The approved Project, as described and analyzed in the certified Final EIR, included construction of an APM system, construction of two ITFs, construction of a CONRAC, roadway improvements, utilities that support the approved Project, establishment of transportation policies at LAX, enabling projects to allow for construction of the approved Project, and development of design and sustainability guidelines. The approved Project components as identified below and analyzed in the certified Final EIR are shown on **Exhibit 1**.

- **Automated People Mover.** The APM system is the primary component of the approved Project. The APM is designed to provide reliable, time-certain access to the CTA for passengers, employees, and other users. The APM will be a fully automated, grade-separated train system, consisting of an elevated dual-lane guideway with six stations; three located within the CTA and three outside of the CTA. The APM system also includes an MSF, as well as the construction of up to four TPSSs to provide power to the APM guideway and trains.
- **Intermodal Transportation Facilities.** The approved Project includes two ITFs: an ITF West and an ITF East. The ITFs will provide convenient locations outside of the CTA for passenger pick-up and drop-off by private vehicles, limousines, taxis, transportation network companies (e.g., Uber and Lyft), and other commercial vehicles or for passengers and employees to park and take the APM to the CTA, which will reduce traffic on the Airport entrance roads and within the CTA.
- **Consolidated Rental Car Facility.** The CONRAC will provide a centralized location for rental car agencies serving LAX. A CONRAC is a facility or complex that hosts multiple rental car agencies in one location. It typically provides facilities for customers to complete rental car contract paperwork, pick-up and drop-off their vehicles, and for the rental car companies to stage, store, and service the vehicles in preparation for renting them to the next customer. As shown on **Exhibit 2**, the CONRAC will be located south of W. Arbor Vitae Street, west of South (S.) La Cienega Boulevard (and just west of Interstate 405 [I-405]), north of the extended W. 98th Street, and east of the extended Concourse Way (Concourse Way). The CONRAC will also be located just east of the ITF East and the future Los Angeles County Metropolitan Transportation Authority Airport (Metro) Connector 96th Street Transit Station.
- **Roadway Improvements.** Improvements to roadways serving the CTA and the new ITFs and CONRAC are an important component of the approved Project. Improvements will include, among others, new roadway segments, additional lanes, realignment of segments of some existing roads, restriping, new or realigned driveways, roadway closures, streetscape improvements, landscaping, and intersection improvements.
- **Utilities.** Utility improvements are required to support the operations of the approved Project facilities. In addition, the relocation of existing utility lines affected by construction of the approved Project will also be required. The approved Project will include new buildings and facilities generally located to the east of the CTA, requiring new utility connections for their operations. Such connections may require some level of new infrastructure within the adjacent roadways, depending on the quantity and quality of existing service. Each of the buildings will require new and/or upgraded reclaimed water, as appropriate; power, storm, and wastewater drains; natural gas; communications; and other related utility services.
- **Transportation Policy Changes**. In addition to the approved Project components described above, LAWA will establish policy changes to fees, pricing, licenses, traffic patterns, and agreements with various commercial vehicle operators at LAX, as well as fees and prices for parking at LAX facilities as part of the approved Project.

Additionally, LAWA may implement tolls for commercial vehicle operators and potentially to the public to access Airport facilities if needed to manage traffic and for incident management. During construction, a variety of strategies were identified to alleviate roadway and curbside congestion, including encouraging use of the departures level during the arrivals level peak, making use of kiss-and-ride, remote passenger pick-up, and restricting vehicle recirculation within the CTA.

- **Enabling Projects.** The approved Project will require a series of enabling projects to allow for construction, including utility relocation and demolition of certain existing facilities, some of which will be reconstructed. Additionally, acquisition of approximately 49 properties and 21 billboards located along the APM and roadway alignments will be required, including residential properties within the Belford and Manchester Square areas. Additionally, roadway improvements will require the construction of new driveways, curb cuts, and ramps, which will also require easements or property acquisition.
- **Design and Sustainability Guidelines.** LAWA has developed a set of design and sustainability guidelines to be incorporated into the design, construction, and operations of each approved Project component. The design guidelines establish LAWA's comprehensive vision for the passenger experience at LAX. They are intended to integrate the design of new and existing facilities and to create an improved passenger experience. The sustainability guidelines serve as a mechanism to promote LAWA's commitment to reduce its environmental footprint and promote energy efficient design requirements; water conservation and water quality improvement projects; natural resource protection efforts; waste reduction and recycling; and numerous air quality emissions reduction policies and programs. LAWA requires that all Airport building projects with a City of Los Angeles Department of Building and Safety permit-valuation over $200,000 shall achieve Los Angeles Green Building Code Tier 1 conformance.

The Modifications analyzed in this Addendum are focused on physical modifications to the CONRAC and construction phasing for the ITF East.

The approved CONRAC was estimated to have a footprint of approximately 2,100,000 square feet with dimensions of approximately 1,800 feet in length (north-south) and approximately 1,400 feet in width (east-west). The main components of the CONRAC include the Customer Service Building (CSB), Rental Car Ready/Return Parking Area (Ready/Return garage), Quick Turnaround Area (QTA), QTA Support and Additional Site Functions, and Idle Storage. Each of these components are described below and shown on Exhibit 2. The total floor space of the approved CONRAC was to be approximately 6,000,000 square feet.

As shown on Exhibit 2, the ITF East will be located on a 22-acre site west of the CONRAC and generally east of, and adjacent to, Aviation Boulevard between W. 96th Street and W. 98th Street. The ITF East will be located approximately 630 feet north of W. Century Boulevard. The main components of the ITF East include an APM station, an adjacent and interconnected public parking structure, a commercial vehicle curb, and internal circulation roads. The approved ITF East APM Station will have a footprint of approximately 13,000 square feet with dimensions of approximately 45 feet in width (north-south) and approximately 290 feet in length (east-west). The approved ITF East parking structure will have a footprint of approximately 510,000 square feet and a total floorspace of approximately 3,100,000 square feet. LAWA is delaying the commencement of construction of the ITF East parking structure until Phase 2 of the approved Project; construction of the ITF East parking structure would occur between 2025 and 2035.

Additionally, the certified Final EIR considered the construction of up to four TPSSs to provide power to the APM guideway and trains. The TPSSs were to be approximately 3,000 square feet in size, totaling approximately 12,000 square feet, with additional support equipment located adjacent to each building. Typical equipment housed

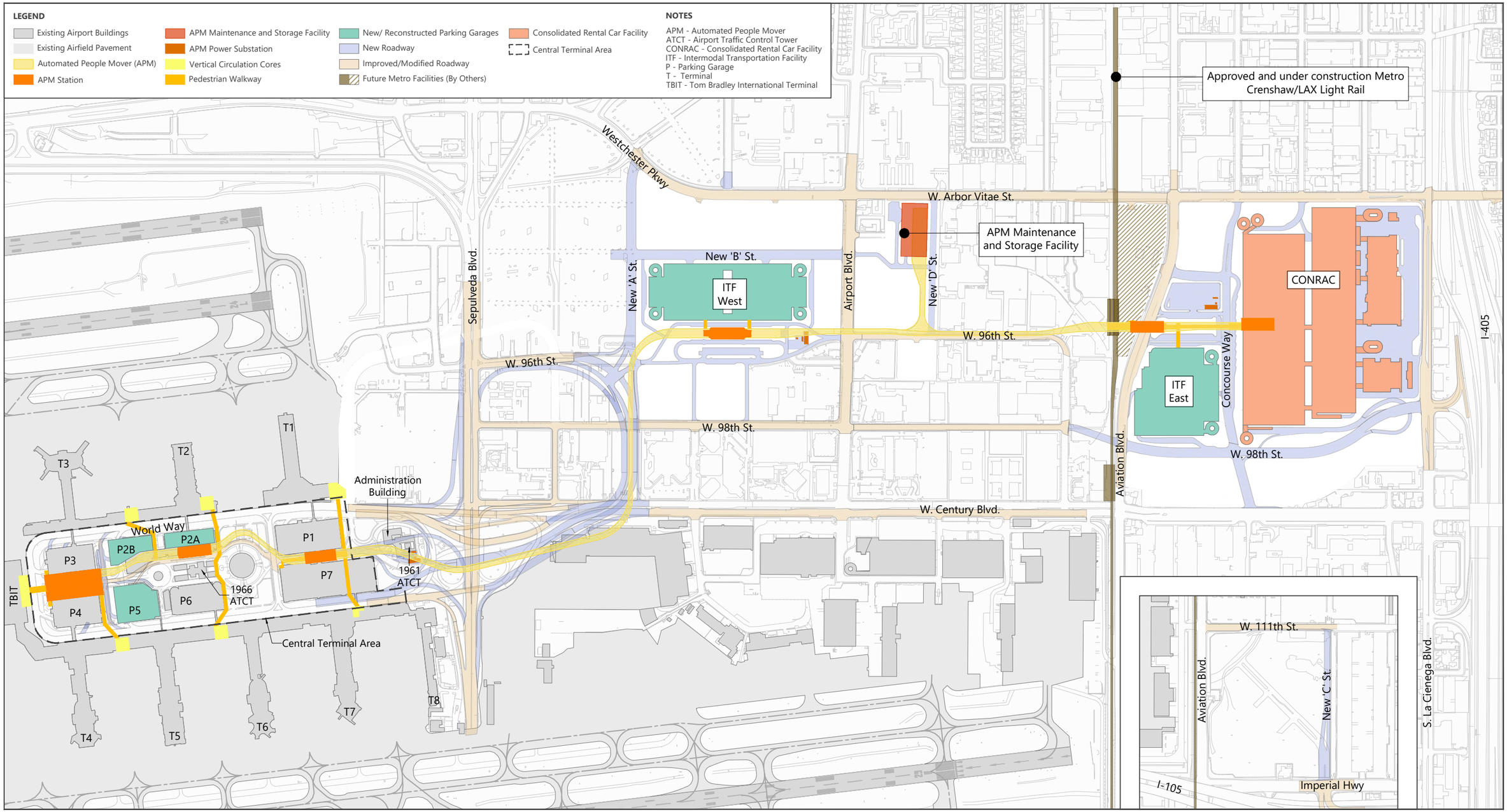
in and around the substations was to include transformers, rectifiers, cabling, and switchgear. Each TPSS was to have controlled access, security fencing, and various landscaping elements. The TPSSs were to be located in the vicinity of the East CTA APM Station, the ITF West, the ITF East, and, if needed, the APM MSF. In addition to the approved TPSSs, the certified Final EIR considered the construction of Los Angeles Department of Water and Power (LADWP) electrical industrial stations to supply power (connected load) at the APM MSF and the CONRAC.

LEGEND

- Existing Airport Buildings
- Existing Airfield Pavement
- Automated People Mover (APM)
- APM Station
- APM Maintenance and Storage Facility
- APM Power Substation
- Vertical Circulation Cores
- Pedestrian Walkway
- New/ Reconstructed Parking Garages
- New Roadway
- Improved/Modified Roadway
- Future Metro Facilities (By Others)
- Consolidated Rental Car Facility
- Central Terminal Area

NOTES

APM - Automated People Mover
ATCT - Airport Traffic Control Tower
CONRAC - Consolidated Rental Car Facility
ITF - Intermodal Transportation Facility
P - Parking Garage
T - Terminal
TBIT - Tom Bradley International Terminal



NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: HNTB Corp., Los Angeles International Airport Layout Plan, July 2012; MapLAX, July 2016; Ricondo & Associates, Inc., September 2016.

NORTH 0 800 ft

EXHIBIT 1

LAX LANDSIDE ACCESS MODERNIZATION PROGRAM
PROJECT OVERVIEW

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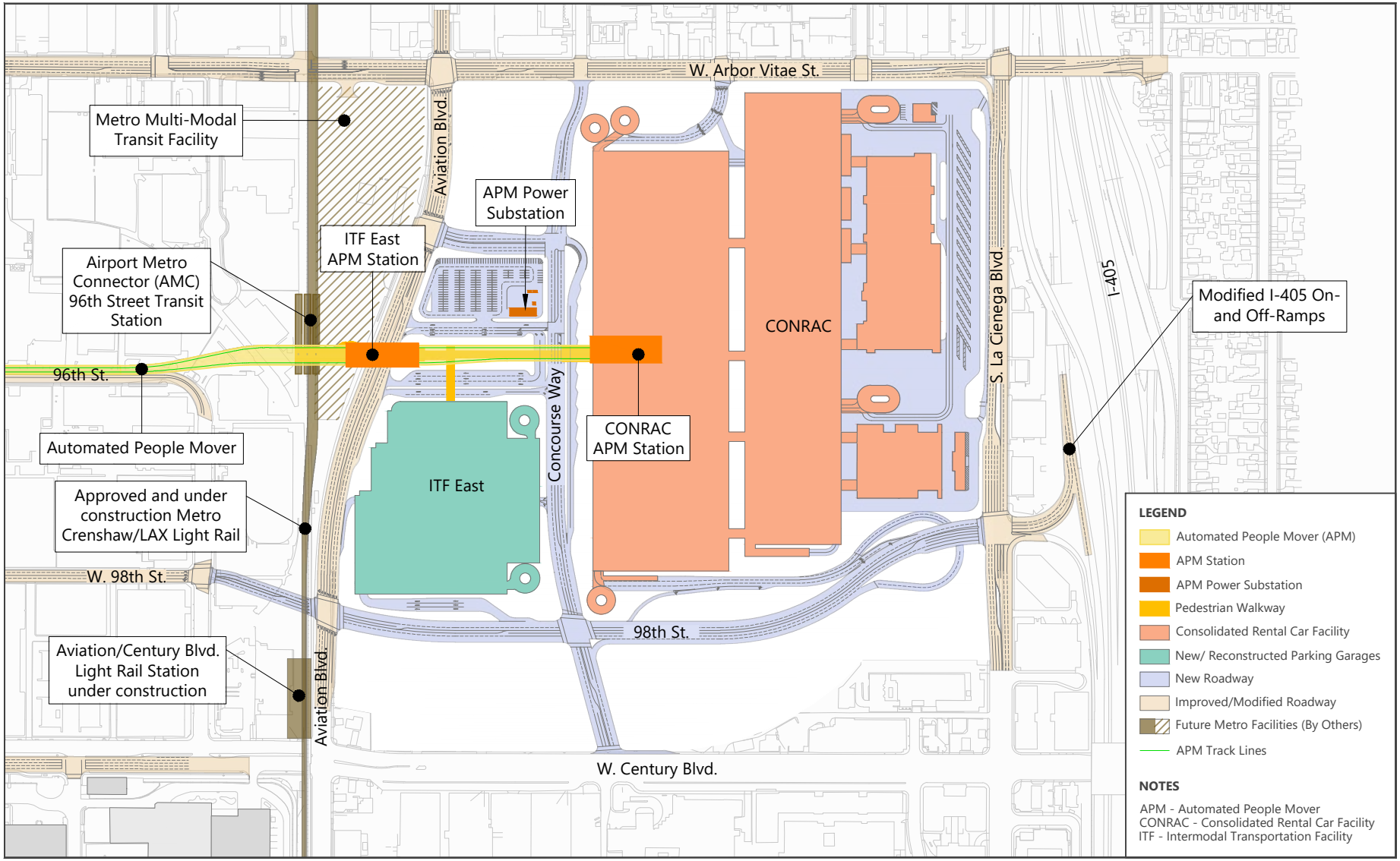

NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: HNTB Corp., Los Angeles International Airport Layout Plan, July 2012; MapLAX, July 2016; Ricondo & Associates, Inc., September 2016.

EXHIBIT 2

NORTH 0 500 ft

APPROVED INTERMODAL TRANSPORTATION FACILITY EAST AND CONSOLIDATED RENTAL CAR FACILITY

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3. PROJECT CHANGES ADDRESSED IN THIS ADDENDUM

As part of the natural progression of the design process, components of the approved Project assessed in the certified Final EIR have been further refined and subsequently altered. This Addendum addresses the Modifications, as detailed within this section, including:

- Modifications to the dimensions and footprint of the CONRAC
- Modifications to vehicular ingress and egress for the CONRAC
- Modifications to the employee and visitor parking areas within the CONRAC
- Refinements to on-site and off-site roadway systems to provide vehicle access to the refined CONRAC
- Modifications and refinements to the TPSSs and electrical industrial stations
- Delayed commencement of construction for the ITF East parking structure

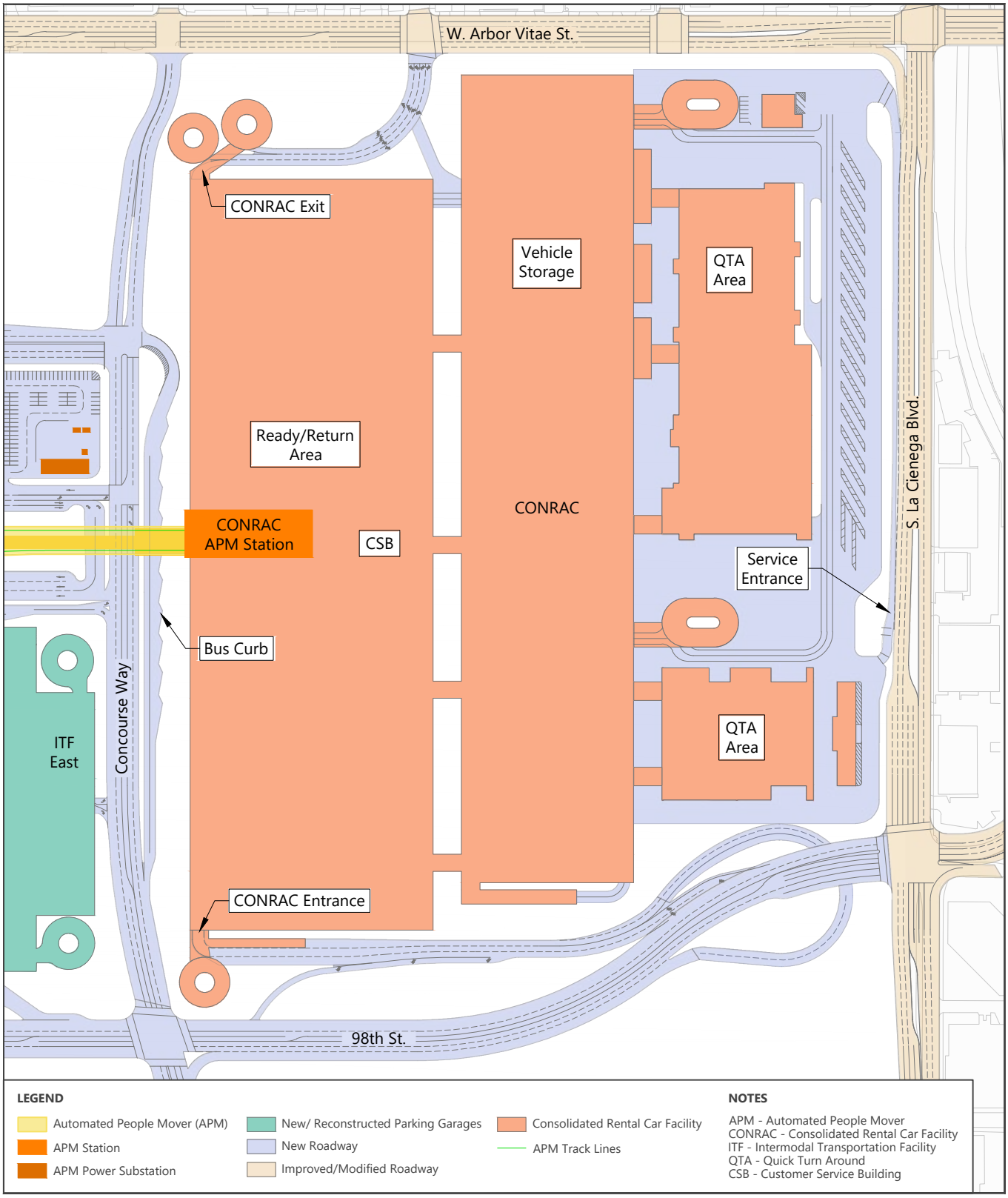
All Modifications were considered as components of the approved Project in the certified Final EIR. However, through the design process, dimensions and configurations of these components have been modified to allow for greater efficiency for accommodating CONRAC customers, providing adequate parking, providing better traffic flows for entering and exiting vehicles, and improving the overall passenger experience at LAX. The Modifications will not affect the construction period and operations of the approved CONRAC. The ITF East parking structure will be constructed when needed based on parking demand at the ITF West.

3.1 CONSOLIDATED RENTAL CAR FACILITY COMPONENT MODIFICATIONS

The approved CONRAC was estimated to have a footprint of approximately 2,100,000 square feet with dimensions of approximately 1,800 feet in length (north-south) and approximately 1,400 feet in width (east-west). The approved CONRAC was to have three to four levels with an estimated elevation of 54 feet to 85 feet above ground level. The total floor space of the approved CONRAC was to be approximately 6,000,000 square feet. The approved layout for the CONRAC is shown on **Exhibit 3**.

The modified CONRAC will have three to five levels with an estimated elevation of 60 to 85 feet above ground level. As shown in **Table 1**, the modified CONRAC will have a footprint of approximately 1,108,000 square feet and a total floor space of approximately 5,719,000 square feet. The footprint and total floorspace of the modified CONRAC are 992,000 square feet smaller and 281,000 square feet smaller than the approved CONRAC, respectively. The modified CONRAC is shown on **Exhibit 4**.

The Modifications are described below and summarized in Table 1. All Modifications were considered as components of the approved Project in the certified Final EIR.



NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: HNTB Corp., Los Angeles International Airport Layout Plan, July 2012; MapLAX, July 2016; Ricondo & Associates, Inc., September 2016.

NORTH 0 300 ft

EXHIBIT 3

APPROVED CONSOLIDATED RENTAL CAR FACILITY
CONCEPTUAL SITE PLAN

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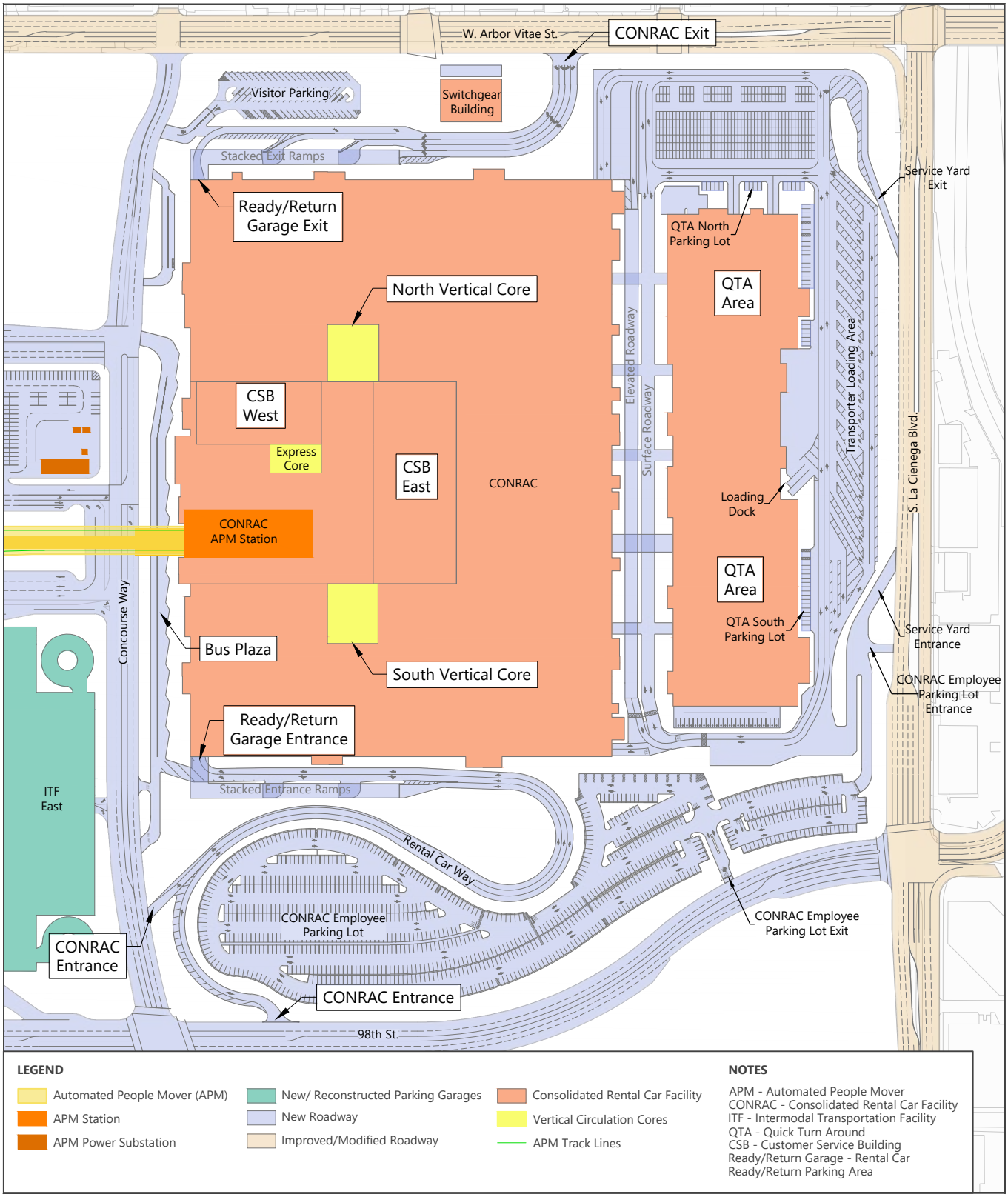

NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: HNTB Corp., Los Angeles International Airport Layout Plan, July 2012; MapLAX, July 2016; Ricondo & Associates, Inc., September 2016.

NORTH 0 300 ft

EXHIBIT 4

MODIFICATIONS
CONSOLIDATED RENTAL CAR FACILITY CONCEPTUAL SITE PLAN

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TABLE 1 SUMMARY COMPARISON OF THE CONSOLIDATED RENTAL CAR FACILITY SQUARE FOOTAGES

CONRAC COMPONENT	PREVIOUSLY APPROVED[1] (SQUARE FEET)	MODIFICATIONS (SQUARE FEET)	DIFFERENCE (SQUARE FEET)
Customer Service Building	278,000	100,000	-178,000
Rental Car Ready/Return Parking Area	2,400,000	2,700,000	300,000
Idle Storage Area	1,900,000[2]	1,500,000	-400,000
Bus Plaza	54,000	54,000	0
APM Station	23,000	25,000	2,000
Quick Turnaround Area	780,000	750,000	-30,000
QTA Support and Additional Site Functions	215,000	215,000	0
Employee and Visitor Parking	362,000[2]	375,000[3]	13,000
TOTAL[4]	**6,000,000**	**5,719,000**	**-281,000**
Total Footprint	2,100,000	1,108,000	-992,000

APM – Automated People Mover
CONRAC – Consolidated Rental Car Facility
QTA – Quick Turnaround Area
1 From the certified Final Environmental Impact Report for the LAX Landside Access Modernization Program
2 As analyzed in the certified Final Environmental Impact Report for the LAX Landside Access Modernization Program, the roof of the approved Idle Storage area could have been used as approximately 2,200 airport employee parking spaces. The area of the approved employee and visitor parking does not include the parking that could have been used for Airport employee parking.
3 Parking provided at surface lots (see Section 3.3 of this document).
4 Totals may not add due to rounding.
SOURCE: Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, September 2016; Ricondo & Associates, Inc., July 2022.

3.1.1 CUSTOMER SERVICE BUILDING

The certified Final EIR included a CSB that was to be approximately 278,000 square feet located on the fourth level (roof level) of the Ready/Return garage with a direct connection to the CONRAC APM Station at that level. The approved CSB was to be on one level and at an elevation of 50 feet above ground level with the roof at approximately 75 feet above ground level.

The modified CSB will comprise two buildings (CSB West and CSB East) located on the fifth level (roof level) of the modified CONRAC. The modified CSB will be approximately 100,000 square feet, which is 178,000 square feet smaller than what was analyzed in the certified Final EIR. Similar to the approved CSB, the modified CSB will be on one level and at an elevation of approximately 50 feet above ground level with the roof at approximately 75 feet above ground level.

3.1.2 RENTAL CAR READY/RETURN PARKING AREA

The certified Final EIR included a Ready/Return garage that was to be approximately 2,400,000 square feet and was to accommodate approximately 8,000 vehicles. The approved Ready/Return garage was to be three levels (ground through third level of the CONRAC).

The modified Ready/Return garage will be approximately 2,700,000 square feet, which is 300,000 square feet larger than what was analyzed in the certified Final EIR. However, the modified Ready/Return garage will only include 6,609 vehicle spaces, which is 1,391 fewer spaces than what was analyzed in the certified Final EIR. Similar to the

approved Ready/Return garage, the modified Ready/Return garage will be on three levels (ground through third level) of the modified CONRAC.

3.1.3 BUS PLAZA

The certified Final EIR included a bus plaza that was to be approximately 54,000 square feet on the west side of the CONRAC at ground level. Twelve bus bays were to be provided, along with a vertical circulation core to the CSB.

Similar to the approved bus plaza, the modified bus plaza will be approximately 54,000 square feet on the west side of the modified CONRAC at ground level. The modified bus plaza will contain 12 bus bays, which is similar to what was analyzed in the certified Final EIR.

3.1.4 APM STATION

The certified Final EIR included an APM station that was to be approximately 23,000 square feet in size. The approved APM station was to be located on the fourth level (roof level) of the CONRAC, adjacent to, and connected to, the CSB. The approved APM station was to have separate boarding and de-boarding platforms. There were to be no level changes between the approved CSB and the APM platforms. The elevation of the platform of the approved APM station was to be approximately 50 feet above ground level, with the roof approximately 85 feet above ground level.

The modified APM station will be located on the fifth level (roof level) of the modified CONRAC, adjacent to, and connected to, the modified CSB. The modified APM station will be approximately 25,000 square feet, which is 2,000 square feet larger than what was analyzed in the certified Final EIR. The elevation of the platform of the modified APM station will be approximately 50 feet above ground level, with the roof approximately 85 feet above ground level, which is similar to what was analyzed in the certified Final EIR.

3.1.5 IDLE STORAGE

The certified Final EIR included an Idle Storage area that was to be approximately 1,900,000 square feet and was to accommodate approximately 10,000 vehicles. The roof of the Idle Storage area (fourth level of the CONRAC) could have been used as approximately 2,200 airport employee parking spaces if not required for rental car storage. The approved Idle Storage area was to be on four levels (ground through fourth level of the CONRAC).

The modified Idle Storage area will be approximately 1,500,000 square feet, which is 400,000 square feet smaller than what was analyzed in the certified Final EIR. Similar to the approved Idle Storage area, the modified Idle Storage area will contain 10,000 vehicle spaces and be on four levels (ground through fourth level of the modified CONRAC). The modified Idle Storage area will not be used for any employee parking.

3.1.6 QUICK TURN AROUND AREA

The certified Final EIR included a CONRAC that was to include two QTA buildings, a three-level north QTA building and a three-level south QTA building, providing a total of approximately 780,000 square feet of floor space. The approved QTA was to accommodate approximately 180 fueling positions, 40 wash bays, and 60 maintenance bays. Vehicular bridges were to connect the approved QTA to the approved Idle Storage area at the second and third level. The roof of each approved QTA building was to have an elevation of approximately 60 feet above ground level.

Under the Modifications, the modified CONRAC will include one QTA building. The modified QTA will be approximately 750,000 square feet in floor space, which is 30,000 square feet smaller than what was analyzed in the certified Final EIR. Similar to the approved QTA, the modified QTA will be on three levels (ground through third

level) of the modified QTA building. The roof will be approximately 60 feet above ground level. Vehicular bridges will connect the modified QTA to the modified Idle Storage area and modified Ready/Return garage at all levels. The modified QTA will contain 186 fueling positions, 37 wash bays, and 64 maintenance bays, which is similar to what was analyzed in the certified Final EIR.

3.1.7 QTA SUPPORT AND ADDITIONAL SITE FUNCTIONS

The certified Final EIR included a QTA Support facility that was to have a footprint of approximately 215,000 square feet. The approved QTA Support Facility was to be a common-use building located in close proximity to the other QTA buildings. Approximately 340 parking spaces were to be provided. These vehicles were to be moved to the second and third levels of the approved Idle Storage area via secured helixes adjacent to the approved QTA. Fuel trucks traveling to the CONRAC were to use the area east of the QTA. Gasoline to support the QTA was to be stored in seven 45,000-gallon double-walled underground storage tanks (USTs).

The modified area for QTA support and additional site functions will be located at surface lots adjacent to the modified QTA building and will have a footprint of approximately 215,000 square feet, which is similar to what was analyzed in the certified Final EIR. The modified QTA support area will include 56 parking spaces and 350 vehicle corrals. Similar to the approved QTA support facility, fuel trucks traveling to the CONRAC will use the area east of the modified QTA, and the modified QTA support area will include seven 45,000-gallon double-walled USTs.

3.2 CONSOLIDATED RENTAL CAR FACILITY INGRESS/EGRESS MODIFICATIONS

The vehicle entrance to the approved CONRAC was to be at the southwest corner of the Ready/Return garage. To access the CONRAC entrance from the east, employees and visitors were to drive west along W. 98th Street past S. La Cienega Boulevard and merge right (north) onto a driveway to an internal circulation road that was to provide access to the CONRAC entrance. To access the CONRAC entrance from the west, employees and visitors were to drive east along W. 98th Street past Concourse Way and merge right onto an underpass that was to be constructed beneath W. 98th Street between Concourse Way and S. La Cienega Boulevard. The CONRAC vehicle exit was to be at the northwest corner of the Ready/Return garage onto an internal circulation road. A signalized intersection at the internal circulation road and W. Arbor Vitae Street was to allow vehicles to make right or left turns onto W. Arbor Vitae Street. No northbound or through movements from the internal circulation road to north of W. Arbor Vitae Street were to be allowed.

Under the Modifications, access to the CONRAC has been modified through the refinement process and discussions with the City of Los Angeles Department of Transportation and City of Inglewood. As shown on Exhibit 4, the vehicle entrance to the CONRAC will be at the southwest corner of the modified CONRAC. An internal circulation road (Rental Car Way) will provide access to the modified CONRAC. To access the CONRAC from the east, customers and employees will drive west along W. 98th Street and merge right (north) onto a driveway to Rental Car Way. To access the CONRAC from the west, customers and LAWA employees will drive east along W. 98th Street and turn left (north) at Concourse Way and merge right (east) onto a driveway to Rental Car Way. Under the Modifications, all CONRAC access will occur at street level; therefore, the underpass beneath W. 98th Street that was identified and analyzed in the certified Final EIR will not be constructed.

The modified CONRAC exit for customers and LAWA employees will remain at the northwest corner of the CONRAC but will empty onto a four-lane exit driveway collector street that will parallel W. Arbor Vitae Street for approximately 800 feet. The exit driveway to W. Arbor Vitae Street will be shifted approximately 300 feet to the east compared to the approved CONRAC. Similar to the approved CONRAC, a signalized intersection at the exit driveway

and W. Arbor Vitae Street will allow employees to make right or left turns onto W. Arbor Vitae Street. No northbound or through movements from the exit driveway to north of W. Arbor Vitae Street will be allowed.

In order to accommodate the implementation of a signalized intersection at the modified exit driveway and W. Arbor Vitae Street, modifications will be made to the private property on which the Mariscos El Puerto Escondido Restaurant (Mariscos Restaurant) is a tenant, and which is located opposite (north of) the CONRAC exit driveway. The private property, Los Angeles County Assessor parcel number 4126-014-051 located at 915 W. Arbor Vitae Street, Inglewood, is approximately 0.18-acre in size and comprises Mariscos Restaurant and associated parking.

The private property owner has voluntarily requested that LAWA purchase the property, to which LAWA has agreed. Upon transfer of ownership of the private property to LAWA, LAWA will assume the current lease for Mariscos Restaurant through its existing term.

The modifications to the private property may include the following:

- Widening of the Mariscos Restaurant driveway apron in the public right-of-way
- Restriping of existing pavement to accommodate bi-directional vehicle ingress/egress (which will result in the removal of existing parking spaces), as required
- Additional restriping of existing pavement, as required
- Rehabilitation of pavement as required

Exhibit 5 shows the modifications to the private property.

If there is a loss of parking spaces during the lease term as a result of the pavement restriping, LAWA may provide additional parking in the Visitor Parking Lot for use by Mariscos Restaurant patrons and/or employees. See Section 3.3.3 for a description of the Visitor Parking Lot.

3.3 EMPLOYEE AND VISITOR PARKING MODIFICATIONS

The certified Final EIR approved up to 3,400 parking spaces for CONRAC employees, visitors, and Airport employees at the CONRAC. This included 2,200 parking spaces on the roof of the Idle Storage area of the approved CONRAC that could have been used for Airport employee parking. There was to be over 362,000 square feet of parking provided.[4] All CONRAC employee, visitor, and Airport employee parking was to be located on the fourth level (roof level) of the approved CONRAC.

Under the Modifications, the modified CONRAC will provide 3,431 parking spaces[5] for CONRAC employees, LAGP employees, visitors, and Airport employees at the modified CONRAC and on adjacent surface lots, which is 31 parking spaces more than what was analyzed in the certified Final EIR. Additionally, the modified parking will be located on the fifth level (roof level) of the modified CONRAC, as well as four separate surface lots adjacent to the CONRAC. Surface lots were not considered in the certified Final EIR. The locations of these surface lots are described in the following sections. There will be approximately 375,000 square feet of parking provided, which is

[4] As analyzed in the certified Final Environmental Impact Report for the LAX Landside Access Modernization Program, the roof of the approved Idle Storage area could have been used as approximately 2,200 airport employee parking spaces. The area of the approved employee and visitor parking does not include the parking that could have been used for Airport employee parking.

[5] Los Angeles World Airports will enter into a lease agreement with Express Lines Corporation which will allow Express Lines Corporation to use 16 parking spaces in the Visitor Parking Lot. See Section 3.2 for more information.

13,000 square feet more than what was analyzed in the certified Final EIR. **Exhibit 6** illustrates the locations of the parking modifications.

Table 2 provides a comparison of the parking that was approved under the certified Final EIR and the Modifications.

TABLE 2 SUMMARY COMPARISON OF EMPLOYEE AND VISITOR PARKING SPACES AT THE CONSOLIDATED RENTAL CAR FACILITY

	PREVIOUSLY APPROVED[1]	MODIFICATIONS	DIFFERENCE
CONRAC Employee Parking	**1,100**	**1,116**	**16**
CONRAC – Ready/Return Garage (Level 4)	1,100	--	
CONRAC – Ready/Return Garage (Level 5)	--	194	
CONRAC Employee Parking Lot	--	922	
LA Gateway Partners Employee Parking	**0**	**56**	**56**
QTA North Parking Lot	--	37	
QTA South Parking Lot	--	19	
Visitor Parking	**100**	**75**[2]	**-25**
CONRAC – Ready/Return Garage (Level 4)	100	--	
Visitor Parking Lot (North)	--	59	
Leased Parking to Express Lines Corporation[2]	--	16	
Airport Employee Parking	**2,200**[3]	**2,184**	**-16**
CONRAC – Idle Storage Building (Level 4)	2,200[3]	--	
CONRAC (Level 5)	--	2,184	
TOTAL	**3,400**	**3,431**	**31**

NOTES:
-- – Not applicable
Airport – Los Angeles International Airport
CONRAC – Consolidated Rental Car Facility
QTA – Quick Turnaround Area
Ready/Return Garage – Rental Car Ready/Return Parking Area

1 From the certified Final EIR for the LAX Landside Access Modernization Program

2 Los Angeles World Airports will enter into a lease agreement with Express Lines Corporation which will allow Express Lines Corporation to use 16 parking spaces in the Visitor Parking Lot. See Section 3.2 for more information.

3 As analyzed in the certified Final Environmental Impact Report for the LAX Landside Access Modernization Program, the roof of the Idle Storage area could have been used for 2,200 Airport employee parking spaces.

SOURCE: Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, September 2016; Ricondo & Associates, Inc., July 2022.

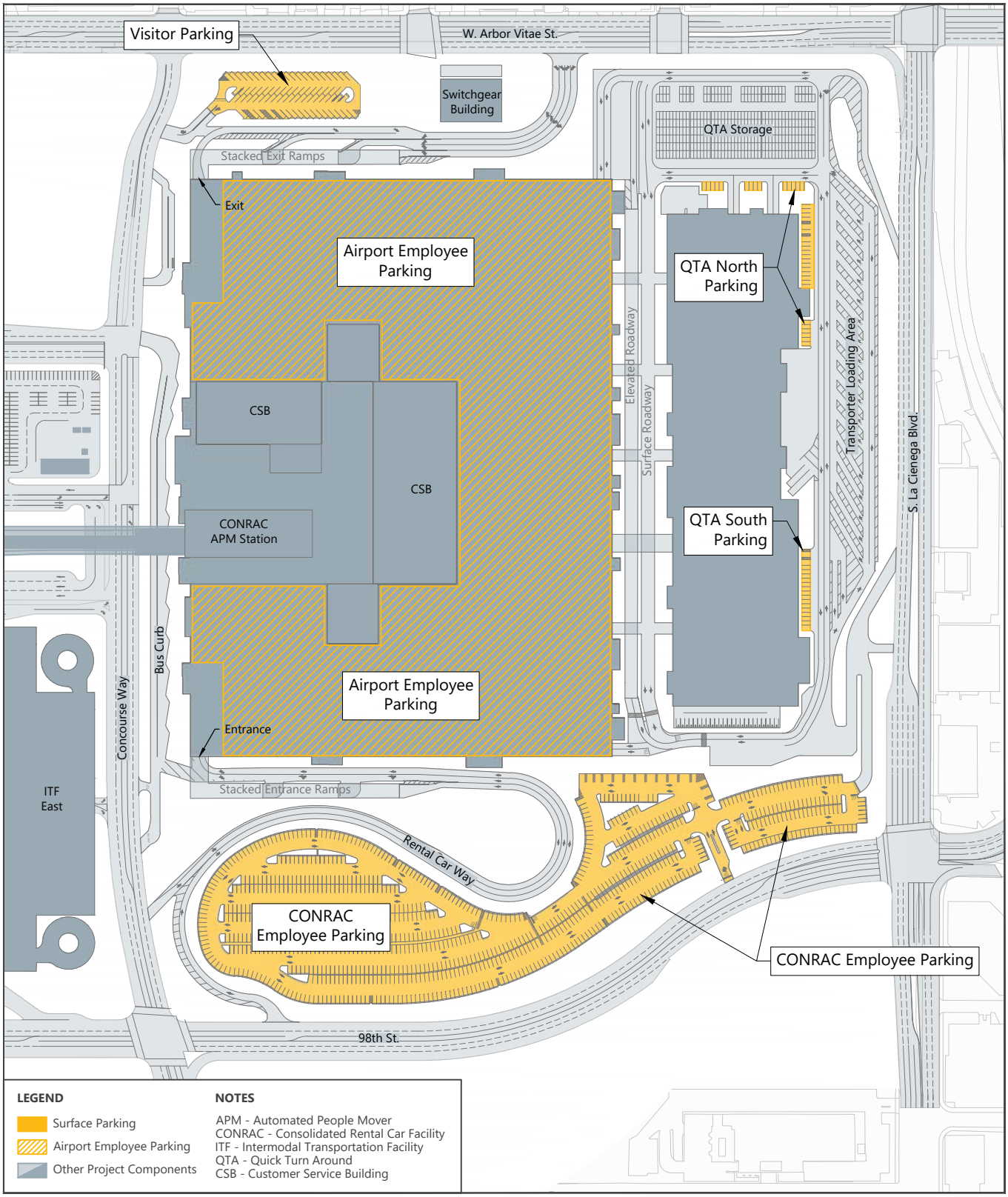
NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: HNTB Corp., Los Angeles International Airport Layout Plan, July 2012; MapLAX, July 2016; Nearmap, California, (aerial photography - for visual reference only, may not be to scale), September 11, 2021; Ricondo & Associates, Inc., September 2016.

NORTH 0 30 ft

EXHIBIT 5

MODIFICATIONS
MARISCOS EL PUERTO ESCONDIDO RESTAURANT

Drawing: P:\Project-Chicago\LAWA\LAX Landside Transportation Program\05 - AutoCAD\LAX_LAMP_Addendum 2_2022 10 26.dwgLayout: Exh 5 Plotted: Oct 26, 2022, 10:44AM



NOTE: Improvements depicted are conceptual only and do not represent engineered design.
SOURCE: HNTB Corp., Los Angeles International Airport Layout Plan, July 2012; MapLAX, July 2016; Ricondo & Associates, Inc., September 2016.

EXHIBIT 6

MODIFICATIONS
EMPLOYEE AND VISITOR PARKING AREAS

Drawing: P:\Project-Chicago\LAWA\lax landside transportation program\05 - AutoCAD\Titleblocks\8.5x11-P_LAMP Addendum2.dwgLayout: Exh 6 Plotted: Sep 28, 2022, 02:16PM

3.3.1 CONSOLIDATED RENTAL CAR FACILITY EMPLOYEE PARKING

The certified Final EIR considered 1,100 CONRAC employee parking spaces on the fourth level of the Ready/Return garage of the CONRAC.

Under the Modifications, parking spaces for CONRAC employees will be provided on the fifth level of the Ready/Return garage of the CONRAC as well as in the CONRAC Employee Parking Lot (see Exhibit 6). In total, there will be 1,116 parking spaces for CONRAC employees, which is 16 more spaces than what was analyzed in the certified Final EIR.

- **Ready/Return Garage**. There will be 194 parking spaces for CONRAC employees at the Ready/Return garage. Access to the modified CONRAC is described in Section 3.2. Under the Modifications, once Airport employees enter the CONRAC, wayfinding signs will direct employees to ramps to employee parking on the fifth level.
- **CONRAC Employee Parking Lot.** The CONRAC Employee Parking Lot will be a surface lot containing 922 parking spaces. This lot will be located at street level, north of W. 98th Street between Concourse Way and S. La Cienega Boulevard, south of the modified CONRAC (see Exhibit 6). To access this lot, CONRAC employees will turn south from W. Arbor Vitae Street onto S. La Cienega Boulevard and merge right (west) onto a driveway to an internal circulation road that provides access to the CONRAC Employee Parking Lot. The vehicle exit for this lot will be from a driveway from the lot onto W. 98th Street. CONRAC employees will be able to turn right (west) onto W. 98th Street. No eastbound movements from this exit will be allowed.

3.3.2 LA GATEWAY PARTNERS EMPLOYEE PARKING

The certified Final EIR did not consider parking for LAGP employees, who will operate and maintain the CONRAC. Under the Modifications, parking spaces for LAGP employees will be provided in the QTA North Parking Lot and the QTA South Parking Lot (see Exhibit 6). In total, there will 56 parking spaces for LAGP employees.

The QTA North and South Parking Lots will be two separate surface lots containing 37 and 19 parking spaces, respectively. The QTA North Parking Lot will be located at the southwest corner of W. Arbor Vitae Street and S. La Cienega Boulevard and north of the modified QTA; the QTA South Parking Lot will be located west of S. La Cienega Boulevard and east of the modified QTA (see Exhibit 6). Similar to the CONRAC Employee Parking Lot, to access the QTA North and South parking lots, LAGP operations and maintenance employees will turn south from W. Arbor Vitae Street onto S. La Cienega Boulevard and merge right (west) onto a driveway to an internal circulation road that provides access to the lots. The vehicle exit for these two lots will be from a driveway near the southwest corner of W. Arbor Vitae Street and S. La Cienega Boulevard that merges onto southbound S. La Cienega Boulevard. No northbound movements from this exit will be allowed.

3.3.3 CONSOLIDATED RENTAL CAR FACILITY VISITOR PARKING

The certified Final EIR considered 100 CONRAC visitor parking spaces on the fourth level of the Ready/Return garage of the CONRAC.

Under the Modifications, CONRAC visitors will park at the Visitor Parking Lot. The Visitor Parking Lot will be a surface lot located at the southeast corner of W. Arbor Vitae Street and Concourse Way, and north of the modified CONRAC (see Exhibit 6). The Visitor Parking Lot will comprise 75 parking spaces, which is 25 fewer spaces than what was analyzed in the certified Final EIR.

To access the Visitor Parking Lot, visitors will turn north from W. 98th Street onto Concourse Way and merge right (east) onto a driveway to the Visitor Parking Lot. The vehicle exit will be from a driveway from the lot onto

Concourse Way. Visitors will be able to turn right (north) onto Concourse Way. No southbound movements from this exit will be allowed.

3.3.4 AIRPORT EMPLOYEE PARKING

The certified Final EIR considered 2,200 LAWA employee parking spaces on the fourth level of the Idle Storage area of the approved CONRAC (if not required for rental car storage).

Under the Modifications, Airport employees will park on the fifth level (roof level) of the modified CONRAC. There will be 2,184 parking spaces for LAWA employees, which is 16 fewer spaces than what was analyzed in the certified Final EIR.[6] Access to the modified CONRAC is described in Section 3.2. Under the Modifications, once Airport employees enter the CONRAC, wayfinding signs will direct employees to ramps to employee parking on the fifth level.

3.4 ROADWAY REFINEMENTS

Table 3 provides a summary of the roadway modifications. The length of each roadway segment and the number of lanes in each direction will be the same as the approved Project. Additionally, improvements to the intersection of W. 98th Street and Concourse Way will be required to support the modified CONRAC access. Improvements will include adding a second eastbound left turn lane, changing northbound/southbound phasing from protected to protected/permissive, and adding right turn overlap signal phasing for eastbound and northbound directions.

TABLE 3 SUMMARY COMPARISON OF THE ROADWAY IMPROVEMENTS

	PREVIOUSLY APPROVED[1]	MODIFICATIONS	DIFFERENCE
New Roadways			
New 98th Street (Aviation Boulevard to South La Cienega Boulevard)			
Median Width (feet)	10	Varies	Varies
Curb to Curb Width (feet)	70	70 to 104	0 to 34
Sidewalk/Parkway Width (feet)	10	15	5
Right-of-Way Width (feet)	90	100 to 134	10 to 44
New Concourse Way (West Century Boulevard to New 98th Street)			
Median Width (feet)	10	10	--
Curb to Curb Width (feet)	70	80	10
Sidewalk/Parkway Width (feet)	10	15	5
Right-of-Way Width (feet)	90	110	20
Improvements to Existing Roadways			
West Arbor Vitae Street (Aviation Boulevard to South La Cienega Boulevard)			

[6] As analyzed in the certified Final Environmental Impact Report for the LAX Landside Access Modernization Program, the roof of the approved Idle Storage area could have been used as approximately 2,200 airport employee parking spaces if not required for rental car storage. This Addendum assumes 2,200 parking spaces will be used for Airport employee parking (and not rental car storage).

	PREVIOUSLY APPROVED[1]	MODIFICATIONS	DIFFERENCE
Median Width (feet)	10	10	--
Curb to Curb Width (feet)	80	80	--
Sidewalk/Parkway Width (feet)	10 and 12	25 (south side)	Varies
Right-of-Way Width (feet)	102	115	13
West Arbor Vitae Street Overcrossing (South La Cienega Boulevard to Los Angeles City Limits)			
Median Width (feet)	10	10	--
Curb to Curb Width (feet)	74	74	--
Sidewalk/Parkway Width (feet)	8	5 (south side); north side will be closed	Varies
Right-of-Way Width (feet)	90	90	--
South La Cienega Boulevard (West Century Boulevard to West Arbor Vitae Street)			
Median Width (feet)	10 to 21	10 to 21	--
Curb to Curb Width (feet)	80	94 to 99	14 to 19
Sidewalk/Parkway Width (feet)	12; 0 to 8	15; 0 to 7	3; 0 to -1
Right-of-Way Width (feet)	122	122	--
Project Dimensions for Streets			
West Arbor Vitae Street (Aviation Boulevard to South La Cienega Boulevard)			
Sidewalk Width (feet)[2]	10 to 25[3]	10 to 25[3]	--
Roadway Width (feet)	80	70	-10
Right-of-Way Width (feet)	105	115 to 118	10 to 13

NOTES:
-- – No Change
1 From the certified Final EIR for the LAX Landside Access Modernization Program.
2 Includes both sidewalk and tree well or parkway area.
3 Easements required.
SOURCES: Los Angeles World Airports, *Draft Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, September 2016; Ricondo & Associates, Inc., July 2022.

3.5 TRACTION POWER SUBSTATIONS AND ELECTRICAL INDUSTRIAL STATIONS

The approved Project was to include up to four TPSSs to provide power to the APM guideway and trains as well as LADWP electrical industrial stations to supply power at the APM MSF and the CONRAC. Under the Modifications, the number and location of these substations has been modified through the refinement process (see **Exhibit 7**).

- The certified Final EIR considered a CTA TPSS that was to be located adjacent to World Way, south of the 1961 Airport Traffic Control Tower (ATCT) and Clifton A. Moore Administration Building. Under the Modifications, a TPSS will be located in the CTA adjacent to World Way, west of the 1961 ATCT and Clifton A. Moore Administration Building. The entire area for the TPSS in the CTA will be up to approximately

26,600 square feet, including the TPSS and additional support equipment. Existing employee parking at this location will be relocated to the Park One parking lot, located north of the Administration Building.

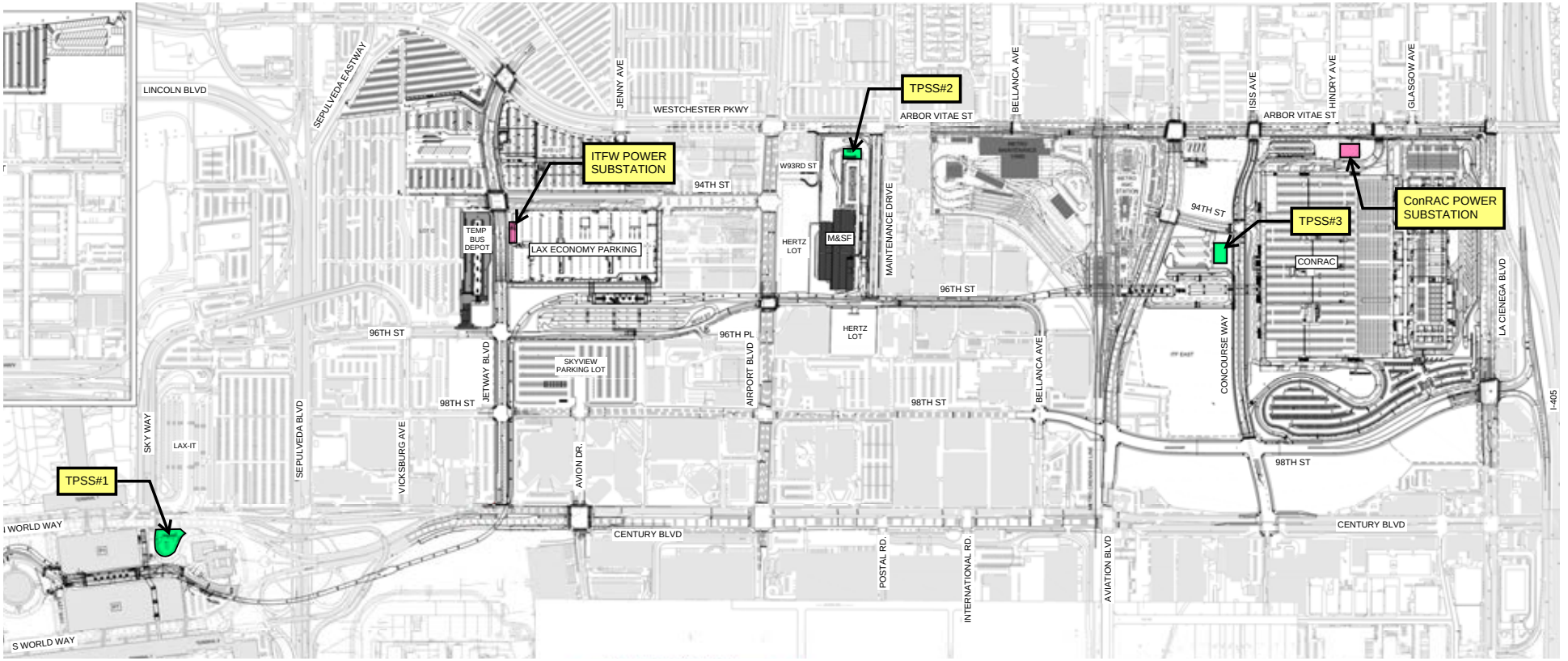
- The certified Final EIR considered an ITF West TPSS that was to be located directly west of the W. 96th Street / Airport Boulevard intersection, approximately 270 feet west of Airport Boulevard and 640 feet north of W. 98th Street. Under the Modifications, this TPSS will not be constructed.
- The certified Final EIR considered an ITF East / CONRAC TPSS that was to be located north of the APM guideway, between the ITF East APM station and the CONRAC APM Station. The facility was to be located approximately 380 feet east of Aviation Boulevard and approximately 860 feet south of W. Arbor Vitae Street. Under the Modifications, a TPSS will be constructed in a similar location. The entire area for the TPSS near the ITF East / CONRAC will be up to approximately 8,000 square feet, including the TPSS and additional support equipment.
- The certified Final EIR considered a TPSS that, if needed, could be located adjacent to the APM MSF. Under the Modifications, a TPSS will be constructed north of the APM MSF approximately 100 feet south of W. Arbor Vitae Street. The entire area for the TPSS near the APM MSF will be up to approximately 11,400 square feet, including the TPSS and additional support equipment.
- The certified Final EIR considered LADWP electrical industrial stations to supply power at the APM MSF and the CONRAC at undetermined locations. Under the Modifications, a CONRAC power substation will be located north of the CONRAC and directly southeast of the W. Arbor Vitae Street / Hindry Avenue intersection. A second electrical industrial station will be located on the western end of the ITF West (which is also the location of the LAX Economy Parking structure) directly east of Jetway Boulevard (referred to as "New 'A' Street" in the certified Final EIR) and approximately 600 feet north of W. 96th Street.

All TPSSs and electrical industrial stations were considered as components of the approved Project in the certified Final EIR. Under the Modifications, these elements will be similar in size, area, and function to what was analyzed in the certified Final EIR, with the difference being that only three TPSSs will be constructed rather than the four TPSSs contemplated in the certified Final EIR. In total, the area of the TPSSs and support equipment will be up to approximately 46,000 square feet. Similar to what was analyzed in the certified Final EIR, typical equipment housed in and around the substations will include transformers, rectifiers, cabling, and switchgear; the TPSSs will have controlled access, security fencing, and various landscaping elements.

3.6 INTERMODAL TRANSPORTATION FACILITY EAST CONSTRUCTION SCHEDULE

The certified Final EIR considered construction of the ITF East during Phase 1 of construction that was to begin in approximately 2019 and conclude by end of approximately 2022. Facilities to be constructed in this timeframe were to include the public parking structure, the ITF East APM Station, adjacent APM TPSS, pick-up and drop-off curbs for private vehicles, limousines, taxis, and other commercial vehicles, up to 200 spaces for certain commercial vehicles to park or dwell while waiting for passengers, and internal circulation roadways.

Under the Modifications, construction of the ITF East parking structure will occur between 2025 and 2035.



NOTES:
APM - Automated People Mover
CONRAC - Consolidated Rental Car Facility
ITFW - Intermodal Transportation Facility West
LADWP - Los Angeles Department of Water and Power
M&SF - Maintenance and Storage Facility
TPSS - Traction Power Substation

LEGEND
- APM Traction Power Substation
- LADWP Power Substation

SOURCE: Los Angeles World Airports, July 2022; Ricondo & Associates, Inc., July 2022.

EXHIBIT 7

MODIFICATIONS - LOCATION OF POWER SUBSTATIONS

Macintosh HD - Data:Users:hdominguez:Desktop:LAX LAMP:Exhibit 7_Power Substations_v2.indd

4. REQUIRED FINDINGS FOR USE OF AN ADDENDUM

Public Resources Code Section 21166 and Section 15162 of the State CEQA Guidelines identifies 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 in the project which would 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 would 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 would have one or more significant effects not discussed in the previous EIR or Negative Declaration;

   (B) Significant effects previously examined would 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 of California (State) CEQA Guidelines, if none of the above conditions are met, BOAC may prepare an addendum to make minor technical changes to a previously certified EIR and to document as to 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 should also be included in the addendum, the findings on the project, or somewhere in the record. This explanation is included in Sections 6 and 8 of this Addendum.

5. CALIFORNIA ENVIRONMENTAL QUALITY ACT ANALYSIS

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 Modifications to impacts of the approved Project as previously approved and analyzed in the certified Final EIR and Addendum 1. For purposes of determining whether the Modifications trigger the need to prepare a subsequent EIR pursuant to State CEQA Guidelines Section 15162, this Addendum relies on the evaluation of the environmental topics / resource areas below and summarizes the responses to whether any of the criteria presented in Section 4 have been met. Section 6 contains the discussion/analysis relative to cumulative impacts. Justification for the appropriateness of an addendum is provided in Section 7. Finally, the conclusion associated with the analysis presented in this Addendum is provided in Section 8.

5.1 SUMMARY OF ENVIRONMENTAL TOPICS / RESOURCE AREAS THAT WOULD NOT BE AFFECTED BY THE MODIFICATIONS

The Notice of Preparation / Initial Study (NOP/IS) for the approved Project (refer to Appendix A of the LAX Landside Access Modernization Program Draft EIR) and the certified Final EIR determined that implementation of the approved Project will have no impact, a less than significant impact, or a less than significant impact after mitigation for a number of environmental topics / resource areas specified in Appendix G of the State CEQA Statute and Guidelines. The subsequent Addendum 1 to the approved Project was determined to be consistent with the analysis completed in the certified Final EIR. LAWA will incorporate all feasible mitigation measures identified for the Landside Access Modernization Program developed in the certified Final EIR into the Modifications.

Consistent with the approved Project, the Modifications will not have impacts related to agricultural and forestry resources, geology and soils, mineral resources, and recreation. Impacts of the Modifications will continue to be less than significant for aesthetics (shading, light and glare); biological resources; cultural resources (archaeological resources, paleontological resources, human remains); hazards and hazardous materials; hydrology, water quality, and groundwater; noise (road traffic noise, transit noise and vibration); population and housing; public services (fire protection, law enforcement); transportation and traffic (on-Airport traffic); and utilities and service systems. There were several environmental topics / resource areas that were found to have significant and unavoidable impacts in the certified Final EIR but will not be affected by the Modifications, including cultural resources (historic resources); public services (schools); and transportation and traffic (construction traffic). Since certification of the Final EIR, the list of CEQA environmental factors has been updated to include energy, tribal cultural resources, and wildfire.

Additionally, on January 3, 2019, the California Natural Resource Agency made effective new CEQA guidelines, including the new Section 15064.3 to the State CEQA Statute and Guidelines, which established vehicle miles traveled (VMT) as the most appropriate measure of traffic and transportation impacts, rather than level of service (LOS). Although certification of the Final EIR occurred prior to implementation of the State's VMT analysis requirements, the certified Final EIR included VMT analysis associated with passenger vehicle traffic, which concluded the approved Project will reduce VMT within the Project Area.

Determination: *No Changes or New Information Requiring Preparation of a Subsequent EIR*

Conclusion Regarding Applicability of State CEQA Guidelines Section 15162:

As indicated above, the Modifications will not result in any new or substantially increased impacts or changes in circumstances or information identified in the certified Final EIR for environmental topics / resource areas, including, but not limited to, aesthetics (shading, light and glare); agricultural and forestry resources; biological resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology, water quality, and groundwater; mineral resources; noise (road traffic, transit noise and vibration); population and housing; public services; recreation; transportation and traffic (on-Airport traffic, construction traffic); and utilities and service systems. Therefore, the impacts to these environmental topics / resource areas as a result of the Modifications will not trigger any of the conditions described in State CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR.

5.2 SUMMARY OF ENVIRONMENTAL TOPICS / RESOURCE AREAS THAT WOULD BE AFFECTED BY THE MODIFICATIONS

5.2.1 AESTHETICS (VISUAL CHARACTER)

The aesthetics (visual character) analysis for the approved Project is detailed in Section 4.1 of the certified Final EIR.

5.2.1.1 ANALYSIS

Construction

Construction of the approved Project will result in temporary changes to the visual character of the approved Project site, as viewed from nearby vantage points on and off-Airport. Construction activities would include demolition, site clearing, grading, and building construction of each of the approved Project components. Typical construction equipment would include tractors, backhoes, scrapers, pavers, cranes, and pile drivers, and other construction equipment typical of projects of similar scope and scale. Consistent with the certified Final EIR, temporary construction screening, pedestrian canopies, and other appropriate buffer mechanisms, will be placed along the periphery of sensitive use areas and each of the designated construction staging areas to screen much of the construction activity. While construction of the approved Project will introduce new features, the existing area is highly urbanized with airport buildings, hotels, offices, surface parking, vacant lots, scattered residential, and light industrial uses. As such, construction of the approved Project will not conflict or contrast with visual character or quality of the area or result in the obstruction of a valued scenic vista to or from any designated scenic highway, corridor, or parkway; thus, visual impacts were determined to be less than significant.

The Modifications to the approved Project will not result in a significant change to construction related impacts identified in the certified Final EIR. The Modifications will occur on the former Manchester Square property previously identified for construction of the CONRAC and ITF East in an urbanized area. Consistent with the certified Final EIR, the site has been cleared of residential structures and a school. The Modifications reduce the physical footprint of the approved CONRAC, making it less visible to surrounding properties north of W. Arbor Vitae Street or along W. Century Boulevard. The Modifications include additional surface parking area along W. 98th Street, but these areas will not be visible from W. Century Boulevard, Aviation Boulevard, W. Arbor Vitae Street, or S. La Cienega Boulevard. The modifications to the approved CONRAC entrance and exits will not significantly differ from those approved in the certified Final EIR. There are no valuable scenic features nearby. Scenic vistas in the vicinity of the approved Project site include the Pacific Ocean to the west and the Santa Monica Mountains to the north; however, views of these vistas are not available from the Modifications site as the topography, the distance between the site and the vistas, and existing buildings obstruct viewsheds. While construction of the Modifications and the associated construction equipment will be visible in proximity of the Modifications site, it will be consistent

with the construction activity analyzed in the certified Final EIR. Therefore, impacts associated with the Modifications to aesthetics during construction will be less than significant.

Operations

The approved Project will involve the operation of an APM that will connect passengers with uses outside the CTA. Elements of the approved Project comprise an elevated APM guideway, APM stations, an APM MSF, APM TPSSs, ITFs, a CONRAC, roadway improvements, and other airport amenities, such as dining and concession services, baggage check facilities, and ticketing/information kiosks. The approved Project is within a developed urban environment comprised of a variety of architectural styles and building materials, vehicle and pedestrian activities, and ongoing construction activities; therefore, the approved Project site was determined not to contain valued aesthetic resources or vistas. Based on the existing environment as well as adherence to the LAX Design Guidelines, Century Boulevard Streetscape Plan, LAX Plan, LAX Specific Plan, Westchester-Playa del Rey Community Plan, and Mobility Plan 2035, the development of the approved Project components will not obstruct, interrupt, or diminish a valued focal or panoramic view from any designated scenic highway, corridor, or parkway. While the approved Project will not substantially contrast with the visual character of the surrounding area and its aesthetic image or cause an inconsistency with applicable design guidelines, the introduction of the APM guideway and pedestrian walkway in proximity to the Theme Building will detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting/contrasting with important aesthetic elements or the quality of the area (such as a theme, style, setbacks, density, massing, etc.) and, as such, impacts associated with the approved Project were determined to be significant.

As noted above, the Modifications site is a former residential area and previously contained a school, all of which have been removed consistent with the certified Final EIR. Operation of the Modifications will be consistent with the operations analyzed in the certified Final EIR. Based on the distance to visual resources and required adherence to LAX Design Guidelines, no impacts will occur to the Theme Building or the existing aesthetic quality of the area; thus, overall impacts to aesthetics from operation of the Modifications will be less than significant.

5.2.1.2 DETERMINATION

Determination: *No New Significant Environmental Effects or a Substantial Increase in the Severity of Previously Identified Significant Effects Requiring Preparation of a Subsequent EIR*

Conclusion Regarding Applicability of State CEQA Guidelines Section 15162:

The Modifications to the approved Project will not substantially increase the severity of previously identified aesthetic impacts, nor will they result in any new significant effects that were not previously identified in the certified Final EIR. Additionally, adherence to LAX Design Guidelines will minimize any potential impacts. Therefore, the impacts to aesthetics as a result of the Modifications to the approved Project will not trigger any of the conditions described in State CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR.

5.2.2 AIR QUALITY, HUMAN HEALTH RISK, AND GREENHOUSE GAS EMISSIONS

The air quality and human health risk analyses for the approved Project are detailed in Section 4.2 of the certified Final EIR; the greenhouse gas (GHG) emissions analysis for the approved Project is detailed in Section 4.5 of the certified Final EIR.

5.2.2.1 ANALYSIS

Construction

Maximum unmitigated daily construction-related emissions for the approved Project, analyzed at the regional level, were estimated to be lower than the South Coast Air Quality Management District (SCAQMD) CEQA construction emission thresholds for carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter with a diameter less than or equal to 2.5 micrometers ($PM_{2.5}$), and particulate matter with a diameter less than or equal to 10 micrometers (PM_{10}). However, peak construction emissions for nitrogen oxides (NO_X), and volatile organic compounds (VOCs) will exceed thresholds; the certified Final EIR determined that emissions of these pollutants will be significant, as shown in Table 4.2.1-7 of the certified Final EIR. As shown in Table 4.2.1-8 of the certified Final EIR, the peak unmitigated construction concentrations, measured in micrograms per cubic meter of air at the local level, were estimated to be lower than the SCAQMD CEQA ambient air quality standards for CO, 1-hour NO_2 California Ambient Air Quality Standards (CAAQS), annual NO_2, SO_2, and $PM_{2.5}$, but will exceed the 24-hour and annual PM_{10} thresholds, and 1-hour NO_2 National Ambient Air Quality Standards (NAAQS). Therefore, the localized construction impacts of the approved Project relative to NO_2 and PM_{10} emissions will be significant.

To reduce potential impacts associated with construction-related emissions, the certified Final EIR identified one Standard Control Measure (Mitigation Measure) LAX-AQ-1 – Construction-Related Air Quality Control Measures, and one project-specific Mitigation Measure, MM-AQ (LAMP)-1 – Preferential Use of Renewable Diesel Fuel. Although the inclusion of these measures will reduce the approved Project construction-related emissions, approved Project-related regional emissions of NO_X and VOCs will remain significant, as well as will peak annual concentrations of PM_{10}. However, the certified Final EIR determined that with mitigation, localized construction effects will be less than significant for NO_2 and 24-hour PM_{10}. Human health impacts (i.e., incremental cancer risks) associated with construction of the approved Project were found to be less than significant with the mitigation measures specified in Section 4.2.2 of the certified Final EIR.[7]

The Modifications will not result in a change to the maximum approved Project construction emissions. As shown in Table 1, the Modifications will result in the reduction of the approved CONRAC facilities by approximately 281,000 square feet with a reduced footprint of approximately 992,000 square feet. Additionally, the ITF East parking structure, with an approved footprint of 510,000 square feet and 8,300 parking spaces, will not be constructed as part of Phase 1 of the LAX Landside Access Modernization Program. These changes reduce the construction activities and associated air quality emissions identified in the certified Final EIR for Phase 1 of the LAX Landside Access Modernization Program. Thus, the Modifications will not exceed the unmitigated peak daily emissions, mitigated peak daily emission, or peak annual emissions identified in the certified Final EIR. Similarly, the Modifications will not increase the GHG emissions identified in the certified Final EIR or increase the incremental cancer risks and incremental chronic and acute non-cancer health hazards identified in the certified Final EIR.

Operations

Operationally, the approved Project will improve the local transportation system, eliminate most rental car shuttles, and result in more passengers and Airport-related employees accessing the Airport via transit. The primary sources of operational emissions are the vehicles traveling to and from the Airport, including those accessing the various approved Project elements. The operational air quality analysis included in the certified Final EIR compared

[7] Incremental chronic and acute *non-cancer* health hazards associated with construction of the approved Project were found to be less than significant even without implementation of Standard Control Measure (Mitigation Measure) LAX-AQ-1 – Construction-Related Air Quality Control Measures and Mitigation Measure MM-AQ (LAMP)-1 – Preferential Use of Renewable Diesel Fuel.

emissions from the 2024 With and Without the approved Project and 2035 With and Without the approved Project. As shown in Tables 4.2.1-10 and 4.2.1-11 of the certified Final EIR, implementation of the approved Project will decrease regional operational emissions for all criteria pollutants when compared to future conditions without the approved Project. Therefore, the approved Project's regional operational emissions in 2024 and 2035 will be less than significant when compared to future conditions without the approved Project.

Local effects from operational emissions were evaluated at nearby sensitive receptor locations that could be affected by the approved Project. Tables 4.2.1-14 and 4.2.1-15 of the certified Final EIR compare the incremental increase in peak concentrations in pollutants for the 2024 Future With Project scenario to the 2024 Future Without Project scenario, and the 2035 Future With Project scenario to the 2035 Future Without Project scenario, respectively. The approved Project-related incremental changes in pollutant concentrations for the 2024 Future With Project scenario will not exceed local operational-based thresholds and, therefore, the approved Project will not result in a significant impact; however, the approved Project-related incremental changes in pollutant concentrations for the 2035 Future With Project scenario will exceed local operational thresholds for annual PM_{10}. Therefore, the approved Project's operational annual concentrations of PM_{10} will result in a significant impact compared to future conditions without the approved Project.

The certified Final EIR identified two Standard Control Measures (Mitigation Measures), LAX-AQ-2 – Transportation-Related Air Quality Control Measures and LAX-AQ-3 – Operations-Related Air Quality Control Measure, and one project-specific Mitigation Measure, MM-GHG (LAMP)-1 – Incorporate Solar Energy into Landside Access Modernization Program Facilities, to address operational emissions associated with the approved Project. Although the inclusion of these measures will reduce operational-related emissions, localized annual PM_{10} impacts in 2035 will remain significant and unavoidable.

The Modifications will not change the operation of the approved CONRAC nor the operational emissions associated with the approved CONRAC. Delaying the construction of the ITF East parking structure is not anticipated to significantly change vehicle emissions, as passengers desiring to park there could park at the ITF West or other existing parking structures in the immediate vicinity. As such, the Modifications will have operational emissions consistent with the operational emissions identified in the certified Final EIR.

Additionally, the certified Final EIR identified that the approved Project will have a significant impact related to consistency with Greenhouse Gas Reduction Plans, specifically with the GHG reduction targets in California Assembly Bill 32, Executive Order S-3-05, Executive Order B-30-15, California Senate Bill 32, Green LA, and Climate LA, calling for a statewide reduction in GHG emissions to 1990 levels by 2020. The approved Project will result in an overall reduction in GHG emissions; however, they will not reduce GHG emissions associated with LAX to 1990 levels. The Modifications will not change the inconsistency, as it will not increase emissions associated with the approved Project. Notably, as detailed in Section 4.5 of the certified Final EIR, the GHG emissions associated with the approved Project and Project Modifications will result in a reduction of 21,003 and 54,295 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year in 2035 (compared to the 2035 Future Without Project scenario and 2015 Existing Conditions scenario, respectively). Therefore, no significant change in operational air quality, human health risk, or GHG emissions are anticipated from operation of the Modifications.

5.2.2.2 DETERMINATION

Determination: *No New Significant Environmental Effects or a Substantial Increase in the Severity of Previously Identified Significant Effects Requiring Preparation of a Subsequent EIR*

Conclusions Regarding Applicability of State CEQA Guidelines Section 15162:

The Modifications will not substantially increase the severity of previously identified air quality, human health risk impacts, or GHG emissions, nor will they result in any new significant effects that were not previously identified in the certified Final EIR. The mitigation measures previously adopted for the approved Project (LAX-AQ-1, LAX-AQ-2, LAX-AQ-3, MM-AQ [LAMP]-1, and MM-GHG [LAMP]-1) will be applied to the construction and operation of the Modifications, as applicable, in a manner consistent with those suggested in the certified Final EIR. No additional mitigation measures will be required for the Modifications. Therefore, the impacts to air quality, human health risk, and GHG emissions as a result of the Modifications will not trigger any of the conditions described in State CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR.

5.2.3 LAND USE AND PLANNING

The land use and planning analysis for the approved Project is detailed in Section 4.8 of the certified Final EIR.

5.2.3.1 ANALYSIS

As described in Section 3.2, upon transfer of the private property located at 915 W. Arbor Vitae Street, Inglewood, to LAWA, the current lease agreement with the existing tenant, Mariscos Restaurant, will be maintained. No changes to land use will occur as part of the Modifications. As such, consistent with the approved Project, the Modifications will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; and impacts will be less than significant.

5.2.3.2 DETERMINATION

Determination: *No New Significant Environmental Effects or a Substantial Increase in the Severity of Previously Identified Significant Effects Requiring Preparation of a Subsequent EIR*

Conclusion Regarding Applicability of State CEQA Guidelines Section 15162:

The Modifications to the approved Project will not substantially increase the severity of previously identified land use and planning impacts, nor will they result in any new significant effects that were not previously identified in the certified Final EIR. Therefore, the impacts to land use and planning as a result of the Modifications to the approved Project will not trigger any of the conditions described in State CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR.

5.2.4 NOISE (CONSTRUCTION TRAFFIC AND EQUIPMENT NOISE AND VIBRATION)

The noise (construction traffic and equipment noise and vibration) analysis for the approved Project is detailed in Section 4.9.3 of the certified Final EIR.

5.2.4.1 ANALYSIS

Noise

Section 4.9.3 of the certified Final EIR addresses potential noise impacts associated with construction-related traffic and operation of construction equipment during development of the approved Project. As detailed in Section 4.9.3.5 of the certified Final EIR, the daily transportation of construction workers and the hauling of materials both on and off the approved Project site will cause increases in noise levels along study area roadways. However, construction-related trucks will be restricted to designated routes ensuring these vehicles utilize the nearby freeways

and major arterials to the maximum extent and minimize use of local roadways. Construction traffic noise will be less than significant because noise increases will be less than the 3 A-weighted decibel (dBA) one-hour equivalent sound level (L_{eq}[h]) threshold.[8] Construction equipment noise levels were also calculated for noise-sensitive receptor locations. As detailed in Section 4.9.3.5 of the certified Final EIR, construction of several components of the approved Project will result in increases in the ambient exterior noise levels at noise-sensitive land uses over the CEQA 5 dBA threshold, including the ITF West, the APM MSF, the ITF East, demolition of the remaining buildings in Manchester Square, the CONRAC and associated roadways, and several new roadway segments resulting in a significant impact.

The certified Final EIR identified one Standard Control Measure (Mitigation Measure), LAX-N-1 – Construction-Related Noise Control, and one approved Project-specific Mitigation Measure, MM-N (LAMP)-1 – Noise Curtains, to reduce construction-related noise impacts to nearby noise-sensitive receptors. Implementation of these measures will reduce impacts to a level that will be less than significant, and the approved Project's incremental contribution to significant construction equipment noise impacts will be less than cumulatively considerable.

Construction of the Modifications will not increase the number of construction hauling and employee trips. The certified Final EIR noise analysis utilized the highest Average Daily Trip (ADT) data during the construction period from the transportation and traffic analysis, which is not affected by the Modifications analyzed in this Addendum (see Section 5.2.5 of this Addendum and Table 4.9.3-6 of the certified Final EIR). Consistent with the certified Final EIR, construction-related trucks will be restricted to designated routes ensuring these vehicles utilize the nearby freeways and major arterials to the maximum extent and minimize use of local roadways. As a result of the reduction in building area for the CONRAC, elimination of the underpass under W. 98th Street, and delay of construction of the ITF East parking structure, no increase in construction-related traffic will result from the Modifications.

Vibration

Section 4.9.3 of the certified Final EIR also addresses potential vibration impacts from construction equipment during development of the approved Project. As detailed in Section 4.9.3.5 of the certified Final EIR, construction vibration is a localized event and is typically only perceptible to a receptor that is close to the vibration source. As shown in Table 4.9.3-8 of the certified Final EIR, construction of the approved Project will not exceed Federal Transit Authority significance thresholds. As such, the certified Final EIR concluded that construction equipment vibration impacts associated with the approved Project will be less than significant.

The Modifications will not change the type of construction equipment or location of major construction activities; thus, no change to the vibration levels identified in the certified Final EIR will result from the Modifications. As such, construction equipment vibration impacts associated with the Modifications will be less than significant.

5.2.4.2 DETERMINATION

Determination: *No New Significant Environmental Effects or a Substantial Increase in the Severity of Previously Identified Significant Effects Requiring Preparation of a Subsequent EIR*

[8] Equivalent Continuous Noise Level (L_{eq}): L_{eq} is the sound level, expressed in dBA, of a steady sound that has the same A-weighted sound energy as the time-varying sound over the averaging period. Unlike sound exposure level (SEL), L_{eq} is the average sound level for a specified time period (e.g., 24 hours, 8 hours, 1 hour). L_{eq} is calculated by integrating the sound energy from all noise events over a given time period and applying a factor for the number of events. L_{eq} can be expressed for any time interval; for example, the L_{eq} representing an averaged level over an 8-hour period would be expressed as L_{eq} (8).

Conclusion Regarding Applicability of State CEQA Guidelines Section 15162:

The Modifications will not substantially increase the severity of previously identified noise or vibration impacts, nor will they result in any new significant effects that were not previously identified in the certified Final EIR with incorporation of Standard Control Measure (Mitigation Measure) LAX-N-1 and Mitigation Measure MM-N (LAMP)-1. The incremental contribution to significant construction equipment noise impacts from the Modifications will be less than cumulatively considerable because construction activities will not exceed ambient exterior noise levels by 5 dBA at a noise-sensitive use. Therefore, the impacts from noise (construction traffic and equipment noise and vibration) as a result of the Modifications will not trigger any of the conditions described in State CEQA Guidelines Section 15162 requiring the preparation of a subsequent EIR.

5.2.5 TRANSPORTATION AND TRAFFIC (OFF-AIRPORT TRAFFIC)

The transportation and traffic (off-Airport traffic) -analysis for the approved Project is detailed in Section 4.12.2 of the certified Final EIR.

5.2.5.1 ANALYSIS

Section 4.12.2 of the certified Final EIR provides the analysis of the changes in traffic conditions that will result from the ground access system improvements as a part of the approved Project. The analysis identified potential traffic impacts to a traffic analysis study area[9] for traffic conditions in 2024 With and Without the approved Project, and in 2035 With and Without the approved Project. Impact significance was determined using significance thresholds (depending on jurisdiction of intersection and corridor location) specifying reductions in LOS of the With Project scenarios when compared to the Without Project scenarios. As shown in Table 4.12.2-18 of the certified Final EIR, under the 2024 Future With Project scenario, significant (and cumulatively considerable) impacts will occur at one intersection during the a.m. peak hour; at four intersections during the p.m. peak hour; at one intersection during both the a.m. and p.m. peak hour; and at two intersections during the mid-day peak hour. As shown in Table 4.12.2-20 of the certified Final EIR, under the 2035 Future With Project scenario, significant (and cumulatively considerable) impacts will occur at one intersection during the a.m. peak hour; at five intersections during the p.m. peak hour; at two intersections during both the a.m. and p.m. peak hour; and at four intersections during the mid-day peak hour.

The certified Final EIR identified Project-specific Mitigation Measures to address off-airport traffic impacts. Implementation of these approved Project-specific mitigation measures will fully mitigate all approved Project-related intersection impacts under the 2024 With Project scenario to less than significant levels. Incorporation of the mitigation measures in the 2035 Future With Project condition will result in seven intersections with less than significant impacts and one intersection (S. La Cienega Boulevard and W. Arbor Vitae Street) with a significant unavoidable impact, which will also be cumulatively considerable. The certified Final EIR concluded that no feasible further mitigation measures within LAWA's control are available to reduce this impact to a less than significant level. Additionally, under the 2035 With Project conditions, one freeway segment, the I-405 at S. La Cienega Boulevard (northbound), will be significantly impacted and will also be a cumulatively considerable impact. The certified Final EIR identified a measure for LAWA to make a fair-share contribution for cumulative State

[9] The traffic analysis study area from the certified Final EIR includes the Airport and an immediate surrounding area of approximately 75 square miles, with 183 intersections selected for analysis.

highway/freeway impacts. However, implementation of the fair-share contribution to I-405 mobility improvements will not fully mitigate the significant impact; impacts to this freeway segment will be significant and unavoidable.

As part of the Modifications, the following modifications will be made to the modified CONRAC entrance and exit:

- **Modified W. 98th Street CONRAC Entrance Driveway Location.** The westbound entrance to the CONRAC from W. 98th Street will be relocated further west, near Concourse Way, via a dedicated west-bound lane to new Rental Car Way. Eastbound traffic will enter the CONRAC via a right turn off of Concourse Way. The modified CONRAC entrance driveway will be located further from S. La Cienega Boulevard and the southbound ramps to the I-405. This increased distance will allow westbound drivers in either lane to merge to the curbside lane to enter the modified CONRAC. At the intersection of S. La Cienega Boulevard and W. 98th Street with the southbound ramps off of the I-405, drivers could use the two northbound left-turn lanes from S. La Cienega Boulevard and the two westbound through lanes from the I-405 off ramps to travel to the modified CONRAC entrance.
- **New Employee Exit Driveway onto W. 98th Street.** CONRAC employees exiting the CONRAC Employee Parking Lot will exit via a right-turn only employee exit onto W. 98th Street.
- **Modified W. Arbor Vitae Street Exit Driveway Location**. The CONRAC exit for customers and LAWA employees will remain at the northwest corner of the CONRAC but will empty onto a four-lane exit driveway collector street that will parallel W. Arbor Vitae Street for approximately 800 feet. The exit driveway to W. Arbor Vitae Street will be shifted approximately 300 feet to the east compared to the approved CONRAC. Similar to the approved CONRAC, a signalized intersection at the exit driveway and W. Arbor Vitae Street will allow employees to make right or left turns onto W. Arbor Vitae Street. No northbound or through movements from the exit driveway to north of W. Arbor Vitae Street will be allowed.

A traffic analysis was conducted to determine whether these changes will affect operations on W. 98th Street. The PM (evening) peak period for employee exits was determined to be from 4 p.m. to 5 p.m. on Mondays, when approximately 370 employees will exit the CONRAC. Additionally, approximately 300 employees will exit during the MD (midday) peak hour from 10 a.m. to 12 noon on Mondays. The traffic analysis determined that several design features will need to be incorporated to maintain an acceptable LOS (LOS D or better) at W. 98th Street and Concourse Way. These features include:

- Add second eastbound left turn lane from W. 98th Street to Concourse Way
- Change northbound/southbound phasing from protected to protected/permissive
- Add right turn overlap signal phasing for eastbound and northbound directions

Table 4 summarizes the number of employees that will exit the CONRAC Employee Parking Lot during the MD and PM peak hours. As shown in Table 4, the intersection operations at the unsignalized southbound right-turn-only exit onto W. 98th Street will be LOS D during the MD peak hour and LOS C during the PM peak hour.

TABLE 4 DELAY ANALYSIS FOR CONRAC EMPLOYEE PARKING LOT EXIT ONTO WEST 98TH STREET

INTERSECTION	PEAK PERIOD	MODIFICATIONS		
		VOLUME (SOUTHBOUND) (RIGHT)	DELAY (SECONDS)	LEVEL OF SERVICE
West 98th Street and Employee Exit	MD	130	29.1	D
West 98th Street and Employee Exit	PM	211	24.1	C

SOURCE: Kimley-Horn and Associates, Inc., *LAWA ConRAC – ConRAC Entrance Driveway Analysis Memorandum*, February 14, 2020.

A new employee exit driveway onto W. 98th Street will add traffic to westbound W. 98th Street approaching Concourse Way. An analysis of the delay and queues at the intersection of W. 98th Street and Concourse Way was conducted to determine whether the additional westbound volumes will impact the intersection. As shown in **Table 5** and **Table 6**, even with traffic volumes grown from 2035 to 2040, the addition of the CONRAC Employee Parking Lot exit at W. 98th Street, and design features implemented at the intersection of W. 98th Street and Concourse Way, the modified intersection will operate at an acceptable LOS and with peak hour queues that could be accommodated by available storage length. These modifications will not change any of the traffic impacts previously assessed and identified in the certified Final EIR. Additionally, the lane configuration and traffic volumes at the modified CONRAC exit driveway will be similar to that analyzed in the certified Final EIR.

TABLE 5 DELAY ANALYSIS AT WEST 98TH STREET AND CONCOURSE WAY (WITH EMPLOYEE DRIVEWAY)

	INTERSECTION	PEAK PERIOD	MODIFICATIONS	
			2040 TRAFFIC VOLUMES	
			DELAY (SECONDS)	LEVEL OF SERVICE
206	West 98th Street and Concourse Way	MD	49.0	D
206	West 98th Street and Concourse Way	PM	48.2	D

SOURCE: Kimley-Horn and Associates, Inc., *LAWA ConRAC – ConRAC Entrance Driveway Analysis Memorandum*, February 14, 2020.

TABLE 6 QUEUE ANALYSIS AT WEST 98TH STREET AND CONCOURSE WAY (WITH EMPLOYEE DRIVEWAY)

	INTERSECTION	PEAK PERIOD	MODIFICATIONS		
			2040 TRAFFIC VOLUMES (NORTHBOUND) (95TH PERCENTILE QUEUE)		
			LEFT	THROUGH	RIGHT
206	West 98th Street and Concourse Way	MD	173	254	65
206	West 98th Street and Concourse Way	PM	180	102	61

SOURCE: Kimley-Horn and Associates, Inc., *LAWA ConRAC – ConRAC Entrance Driveway Analysis Memorandum*, February 14, 2020.

5.2.5.2 DETERMINATION

Determination: *No New Significant Environmental Effects or a Substantial Increase in the Severity of Previously Identified Significant Effects Preparation of a Subsequent EIR*

Conclusions Regarding Applicability of State CEQA Guidelines Section 15162:

The Modifications will not substantially increase the severity of previously identified off-Airport traffic impacts, nor will they result in any new significant effects that were not previously identified in the certified Final EIR. The mitigation measures previously adopted for the approved Project (MM-ST [LAMP]-6 through MM-ST [LAMP]-18) will be applied to the Modifications, as applicable, in a manner consistent with those suggested in the certified Final EIR. No additional mitigation measures will be required for the Modifications. Therefore, the impacts to transportation and traffic (off-Airport traffic) as a result of the Modifications will not trigger any of the conditions described in State CEQA Guidelines Section 15162 requiring preparation of a subsequent EIR.

5.3 SUMMARY OF NEWLY INTRODUCED ENVIRONMENTAL FACTORS

Subsequent to the preparation of the 2015 Initial Study and 2017 certified Final EIR, the State CEQA Guidelines have been amended to include three additional environmental resource categories for consideration. An evaluation of the Modifications effects on those environmental topics / resource areas is presented in this section.

5.3.1 ENERGY

Construction of the Modifications will consume energy in the form of electricity and combustible fuels for transportation and use of construction equipment and materials, through employee commutes, and temporary lighting. Fuels associated with construction equipment and transportation are widely available. Per the certified Final EIR, construction of the approved Project was estimated to result in consumption of 2,400 gallons of gasoline and approximately 19,000 gallons of diesel during peak construction, which respectively represent 0.002 percent of the average weekly production of gasoline and 0.02 percent of the average weekly production of diesel fuel in Southern California. Construction of the Modifications will not exceed peak year construction related equipment use or vehicle traffic identified in the certified Final EIR when considered with previously analyzed construction activity associated with the LAX Landside Access Modernization Program. The LADWP has forecast utility demand and concluded that excess capacity exists over the planning horizon through the year 2040.[10] Consistent with the approved Project, the Modifications will be required to meet new energy consumption standards prescribed for new structures in California Title 24 Building Energy Efficiency Standards and LAWA's Sustainable Design and Construction Policy. The Modifications will not result in an increase in electricity use beyond the excess capacity identified by LADWP.

Operation of the Modifications will not differ from those analyzed in the certified Final EIR. The reduction in the CONRAC building footprint and delaying the construction of the ITF East parking structure will reduce energy requirements compared to the approved Project. Operation of the Modifications will not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. The certified Final EIR found that the approved Project will reduce energy use at LAX. Construction and operation of the Modifications will adhere to all state and local requirements identified in the certified Final EIR and will not result in an increase in capacity at LAX. Therefore, any potential impacts will be less than significant.

[10] Los Angeles Department of Water and Power, *2016 Power Integrated Resource Plan*, January 13, 2017.

5.3.2 TRIBAL CULTURAL RESOURCES

The Modifications will not result in an impact to historic or archaeological resources. Additionally, the Modifications site is within a fully developed area that has no known tribal cultural value.

The Modifications will occur on the former Manchester Square property previously identified for construction of the CONRAC and ITF East in an urbanized area. Consistent with the certified Final EIR, the site has been cleared of residential structures and a school. The Modifications are not anticipated to impact any archaeological or paleontological resource as defined in State CEQA Guidelines Section 15064.5, any unique geologic feature, or disturb any human remains. Additionally, the certified Final EIR also includes LAWA Standard Control Measures, LAX-AR-1, Conformance with LAWA's Archaeological Treatment Plan; LAX-AR-2, Archaeological Resources Construction Personnel Briefing; LAX-PR-1, Conformance with LAWA's Paleontological Management Treatment Plan; and LAX-PR-2, Paleontological Resources Construction Personnel. Adherence to these standard control measures will mitigate any effects to underground resources in the event of any unanticipated discoveries. Therefore, any potential impacts to tribal cultural resources will be less than significant.

5.3.3 WILDFIRE

LAX is not located within the vicinity of any wildland areas or other areas susceptible to wildfires and the Modifications site is not located within any identified wildfire hazard areas according to the City of Los Angeles General Plan Safety Element, Exhibit D (Selected Wildfire Hazard Areas), or per the California Department of Forestry and Fire Protection data.[11,12] Therefore, no impacts will occur.

5.3.4 VEHICLE MILES TRAVELED

The certified Final EIR included analysis of VMT associated with on-road off-site vehicles, including employee trips and construction hauling to and from off-site locations. However, VMT impacts were not calculated for on-site construction vehicles. Construction of the Modifications will result in a minor and temporary increase in VMT for construction vehicles. The construction activity associated with the Modifications will not exceed peak levels identified in the certified Final EIR. The certified Final EIR analysis estimated a peak daily employee level associated with the LAX Landside Access Modernization Program of 840 employees in January 2020, as described in Section 4.12.3.4.2 of the Draft EIR. The Modifications will not change the number of employees associated with the approved Project; thus, neither VMT nor number of employee trips will differ from the peak daily employee trips analyzed in the certified Final EIR. Additionally, once operational, the approved Project will result in a reduction in VMT.

[11] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Maps – Local Responsibility Area Map*, September 2011.

[12] California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Maps – State Responsibility Area Map*, November 2007.

6. CUMULATIVE IMPACTS

As described in Section 5, the Modifications to the approved Project will not result in any new significant or more severe impacts related to aesthetics (shading, light and glare); agriculture and forestry resources; biological resources; cultural resources (archaeological resources, paleontological resources, human remains); geology and soils; hazards and hazardous materials; hydrology, water quality, and groundwater; noise (road traffic, transit noise and vibration); population and housing; public services (fire protection, law enforcement); recreation; transportation and traffic (on-Airport traffic); and utilities and service systems.

Additionally, there were several environmental topics / resource areas that were found to have significant and unavoidable impacts in the certified Final EIR but will not be affected by the Modifications, including cultural resources (historic resources); public services (schools); and transportation and traffic (construction traffic).

In the certified Final EIR, it was determined that the approved Project will result in unmitigable cumulatively considerable impacts for aesthetics (visual character); air quality, human health risk, and GHG emissions; noise (construction traffic and equipment noise and vibration); and transportation and traffic (off-Airport traffic) before mitigation. Since certification of the Final EIR, LAWA has the LAX Airfield Terminal and Modernization Project, which includes north airfield modifications, a new Concourse 0, a new Terminal 9, and modifications to the Airport roadway system. The certified Final EIR included consideration of the north airfield modifications and Concourse 0. The Modifications will not change the cumulative impact conclusions of the certified Final EIR. The analyses below provide additional information related to cumulative impacts in addition to the cumulative analysis provided in Section 5.

6.1 AESTHETICS (VISUAL CHARACTER)

The certified Final EIR determined that construction of the approved Project will result in a less than significant cumulative impact related to (1) the removal of one or more features that contribute to the valued aesthetic character or image of the neighborhood, community, or localized area such as demolition of structures or removal of street trees, a stand of trees, or other landscape features that contribute positively to the valued visual image of a community; or (2) the obstruction, interruption, or diminishment of a valued focal or panoramic view from any designated scenic highway, corridor, or parkway. However, the approved Project, in combination with cumulative projects, will result in a significant cumulative impact related to the introduction of features within the CTA that will detract from the existing valued aesthetic quality of the Theme Building by conflicting/contrasting with important aesthetic elements or the quality of the area (including theme, style, setbacks, density, and massing) or cause an inconsistency with applicable design guidelines. Therefore, the approved Project's contribution to the impact will be cumulatively considerable. Mitigation identified in the certified Final EIR will reduce the visual impact of the APM guideway to the Theme Building, although impacts will remain significant. However, as there are no other feasible measures available to reduce impacts to visual character, further Project-related impacts to visual character will be significant and unavoidable. Based on the distance of the Modifications to the Theme Building and adherence to LAX Design Guidelines, no impacts will occur to the Theme Building or the existing aesthetic quality of the area; thus, impacts to aesthetics from the Modifications will be less then significant. The Modifications will not result in a change to cumulative impacts identified as part of the certified Final EIR.

6.2 AIR QUALITY, HUMAN HEALTH, AND GREENHOUSE GAS EMISSIONS

The certified Final EIR determined that construction of the approved Project will be cumulatively considerable for VOC, NO_X, and PM_{10}. Additionally, operational contributions to air quality impacts will be cumulatively considerable for all analyzed criteria air pollutants except SO_2. Analysis provided in the additional analysis of the Terminal 4 Headhouse showed that the addition of emissions from the project modifications for the Terminal 4 Headhouse will not change any significance determination presented in the certified Final EIR regarding regional or local operations emissions. As noted in Section 5.2.2, the Modifications will not result in a change to the maximum approved Project construction emissions and will not change the operation of the approved CONRAC nor the operational emissions associated with the approved CONRAC. Therefore, cumulative air quality impacts identified in the certified Final EIR will remain unchanged. As discussed in Section 4.2.1.6.3 of the certified Final EIR, project-related cumulative impacts are based on the regional significance of a project's emissions. Approved Project-related significance did not change relative to regional emissions; therefore, the approved Project's cumulative impacts, including those attributable to the Modifications, will not differ from those presented in the certified Final EIR.

As noted in Section 4.5 of the certified Final EIR and in the additional analysis of the Terminal 4 Headhouse, construction emissions were amortized over the lifetime of the approved Project, which is assumed to be 30 years. The total carbon dioxide equivalent (CO_2e) amortized over the life of the approved Project improvements is equal to 1,407 $MTCO_2e$ per year. The Modifications will not increase construction emissions associated with the approved Project. As the approved Project, including future related development and mitigated emissions, will result in a net reduction of GHG emissions of 21,003 $MTCO_2e$ and 54,295 $MTCO_2e$ per year in 2035 (compared to the 2035 Future Without Project scenario and 2015 Existing Conditions scenario, respectively), the Modifications will not result in a cumulative GHG impact.

The certified Final EIR identified that the approved Project will have a significant impact related to consistency with Greenhouse Gas Reduction Plans, specifically with the GHG reduction targets in California Assembly Bill 32, Executive Order S-3-05, Executive Order B-30-15, California State Bill 32, Green LA, and Climate LA, calling for a statewide reduction in GHG emissions to 1990 levels by 2020. Emissions associated with operations of the approved Project will result in an overall reduction in GHG emissions, however, they will not reduce GHG emissions associated with LAX to 1990 levels. The Modifications will not change the inconsistency, as it will not increase emissions associated with the approved Project. Notably, the GHG emissions associated with the approved Project will result in a reduction of approximately 12,295 $MTCO_2e$ per year in 2024 and 34,291 $MTCO_2e$ per year in 2035.

The mitigation measures recommended in the certified Final EIR will be applied to the construction and operation of the Modifications in a manner consistent with those suggested in the certified Final EIR.

6.3 LAND USE AND PLANNING

As discussed in Section 4.8.5 of the certified Final EIR, the approved Project will be consistent and not conflict with applicable land use plans, policies, and regulations. Therefore, approved Project's impacts related to conflicts with applicable land use plans, policies, or regulations will be less than significant.

As shown in Chapter 3, Overview of Project Setting, of the certified Final EIR, there are other ongoing and planned Airport and non-Airport projects within the immediate vicinity of the approved Project. These projects represent further improvement in the Airport operations and further development of the surrounding area. However, these projects would not create fundamental conflicts with applicable land use plans, policies, and regulations.

On-Airport projects include improvements to runways, new and improved terminals, new concourses, and development of the Northside area. LAWA reviews all on-Airport projects against the LAX Plan and the LAX Specific Plan, as well as the LAX Northside Design Guidelines and Standards. Non-LAWA projects would be designed to be consistent with applicable land use plans, policies, and regulations, although in certain instances, amendments to the various plans may be proposed to ensure consistency. Therefore, the approved Project, in combination with the ongoing and future projects at LAX and the vicinity of the Airport will result in a less than significant cumulative impact related to land use and planning because there would be no cumulative conflicts with applicable land use plans, policies, and regulations.

6.4 NOISE (CONSTRUCTION TRAFFIC AND EQUIPMENT NOISE AND VIBRATION)

As discussed in Section 4.9.3.6 of the certified Final EIR, cumulative noise impacts associated with the approved Project will be limited to the areas in proximity of the Metro Crenshaw/LAX Transit Corridor and Metro Airport Metro Connector Station. The Modifications are located to the east of these cumulatively considerable projects. Additionally, the Modifications will result in similar levels of construction noise in comparison to the approved Project. The existing high ambient noise environment, distance from noise sensitive receptors, and adherence to measures stipulated in the certified Final EIR will further reduce the likelihood that the Modifications will result in cumulative construction noise impacts (see Section 4.9.3.8 of the certified Final EIR). Implementation of mitigation measures will reduce construction equipment noise to a level that will be less than significant, and the approved Project's incremental contribution to significant construction equipment noise impacts will be less than cumulatively considerable. Implementation of Standard Control Measure (Mitigation Measure) LAX-N-1 and Mitigation Measure MM-N (LAMP)-1 will reduce significant approved Project-related construction equipment noise impacts to a level that will be less than significant. Thus, the approved Project's incremental contribution to significant construction equipment noise impacts will be less than cumulatively considerable, as construction activities will not exceed ambient exterior noise levels by 5 dBA at a noise-sensitive use.

6.5 TRANSPORTATION AND TRAFFIC (OFF-AIRPORT TRAFFIC)

The off-Airport traffic analysis included in the certified Final EIR identified one intersection for the 2035 With Project condition as having a significant and unavoidable impact which will also be cumulatively considerable. Analysis found that there are no feasible further mitigation measures within LAWA's control to reduce this impact to a less than significant level. None of the Modifications will affect the significance determinations in the certified Final EIR; there will be no additional significant intersection impacts beyond those reported in the certified Final EIR. None of the Modifications will substantially affect the cumulative traffic impacts that are addressed in the certified Final EIR.

6.6 ANALYSIS OF THE CHANGE IN THE PROJECT

The Modifications do not represent a substantial change to the approved LAX Landside Access Modernization Program, and, based on the discussions above, implementation of the Modifications will not substantially affect the analysis or conclusions regarding cumulative impacts that are addressed in the certified Final EIR.

7. ASSESSMENT OF CHANGES IN IMPACTS

Section 15164 of the State CEQA Statute and Guidelines identifies the circumstances that require the preparation of an addendum to a previously certified EIR or adopted negative declaration. The State CEQA Statute and Guidelines state, "The 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 Statute and 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 Modifications analyzed in this Addendum do not constitute substantial changes to the overall approved LAX Landside Access Modernization Program that will 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 LAX Landside Access Modernization Program, including the Modifications, is undertaken, which will result in a new significant environmental impact or a substantial increase in the severity of previously identified significant effects. There have been no changes in City of Los Angeles regulations related to the Airport property or changes in the federal or state rules related to Airport operations.

(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 reasonably been known at the time the previous EIR was certified, that shows that the LAX Landside Access Modernization Program, including the Modifications, will result in a new significant environmental impact or a substantial increase in the severity of previously identified significant

effects. No mitigation measures previously found infeasible will now be feasible. Further, all mitigation measures and Project Design Features identified in the certified Final EIR's Mitigation Monitoring and Reporting Program 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 will substantially reduce the significant impacts identified in the certified Final EIR. Previously identified mitigation measures and Project Design Features contained in the certified Final EIR's Mitigation Monitoring and Reporting Program remain applicable.

8. CONCLUSION

Based on this analysis and the information contained in this Addendum, the design, layout, and implementation of the Modifications will not result in a new significant impact or substantial increase in the severity of previously identified impacts in the certified Final EIR. There are no substantial changes to the circumstances under which the LAX Landside Access Modernization Program will be undertaken, and no new information of substantial importance which was not known and could not have been known when the certified Final EIR was certified has been identified. Therefore, substantial evidence, including the analysis and information contained in this Addendum, supports the conclusion that none of the conditions described in State CEQA Statute and Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred as a result of the Modifications.