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### III. CORRECTIONS AND ADDITIONS

The following corrections and additions to the Draft EIR are set forth to update the Draft EIR in response to the comments received during and after the 60-day public review period. Changes to the Draft EIR are identified by Section, followed by the page number and heading and or subheading.

#### Section V.B.1 Air Quality- Emissions

Page 117, under the subheading **Mitigation Measures**; AQ-5 shall be revised as follows:

“AQ-5 All materials transported off-site shall be securely covered to prevent excessive amounts of dust, to the extent necessary.”

Page 117, under the subheading **Mitigation Measures**; add the following mitigation measures after AQ-8:

“AQ-9 The contractor shall provide a contact person and phone number to be available during the construction phase of the Project to address and report back on neighbor and community concerns.”

“AQ-10 The contractor shall utilize electricity from power poles or electrical outlets rather than from temporary diesel generators to the extent feasible.”

#### Section V.C Biological Resources

Page 125, under the subheading **Mitigation Measures**, BR-1 shall be amended to include:

“...All new and remaining trees will be maintained in a manner consistent with Class A office projects in Century City.”

#### Section V.F Hazards and Hazardous Materials

Page 147, add the following mitigation measures after HHM-9:

“HHM-10 If the casing to Wolfskill 44 is located during construction activities, the Applicant shall immediately notify DOGGR and a vent cone and vent line shall be installed, if required.”

“HHM-11 If any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, the Applicant shall notify DOGGR’s district office to obtain information on the requirements for and approval to perform remedial operations.”

“HHM-12 Final building plans shall undergo DOGGR review prior to the start of construction.”

“HHM-13 During construction of the Project, if soil contamination is encountered, construction in that area shall stop, required health and safety procedures shall be implemented and any required investigation and/or remediation shall be conducted pursuant to all applicable laws and required regulatory oversight.”

“HHM-14 A licensed Lead-Based Paint Inspector shall be retained to confirm the absence of

lead-based paint and lead-based paint containing materials (LBPCM) within structures to be demolished on the Project site, consistent with the 1994 Federal Occupational Exposure to Asbestos Standards, Occupational Safety and Health Administration (OSHA), 29 CFR 1910.1001, 1926.1101, and 1915.1001. The Project Applicant shall be required to comply with all applicable State and Federal LBPCM policies and procedures for removal of any LBPCM's present on the site. Prior to the issuance of a demolition permit, the Applicant shall provide a letter to the Department of Building and Safety stating that all requirements provided above have been complied with."

**Page 148**, replace the first sentence with the following:

"With implementation of the recommended mitigation measures, the proposed Project would not result in a significant adverse impact with respect to lead, methane hazards and/or hazardous materials."

**Section V.H Land Use**

**Page 164**, the consistency analysis under Policy 2-2.2 shall be revised as follows:

**"Consistent.** The proposed Project is not located along but within walking distance of the designated transit corridors of Santa Monica and Wilshire Boulevards. The Project site is within a designated commercial area."

**Section V.K.3 Public Services- Schools**

**Page 203, Table V.K.3-1** shall be revised as follows:

**Table V.K.3-1  
Existing Student Enrollment**

School	Location	Student Enrollment	
		Total	Capacity
Westwood Elementary	2050 Selby Avenue	734	843
Emerson Middle School	1650 Selby Avenue	1,403	1,502
Webster Middle School	11330 West Graham Place	1,228	1,444
Hamilton High School	2955 South Robertson Boulevard	1,714	2,789

**Section V.M. Transportation/Traffic**

**Page 214, Figure T-1** has been corrected to show the correct placement of numerical indicators for the intersections of Santa Monica Boulevard (N.)/Beverly Glen Boulevard (intersection No. 6) and Santa Monica Boulevard (S.)/Beverly Glen Boulevard (intersection No. 7). The revised graphic depicts the correct placement of the numerical indicators as shown in the revised Figure T-1 on page 52, included herein.

**Page 215**, the second paragraph describing Beverly Glen Boulevard shall be revised as follows:

“Beverly Glen Boulevard is a north-south major highway extending from the San Fernando Valley, across the Santa Monica Mountains, and terminates at Pico Boulevard. It provides two lanes in each direction and left-turn channelization in the West Los Angeles area.”

**Page 215**, the sixth paragraph describing Motor Avenue shall be revised as follows:

“Motor Avenue is designated a collector street from Pico Boulevard to Manning Avenue, and a Secondary Highway south of Manning Avenue. Between Pico Boulevard and Monte Mar Drive, this variable width roadway has two lanes in the northbound direction, and in the southbound direction, one lane for most of this distance; thereafter, it has one lane in each direction to Manning Avenue.”

**[REVISED FIGURE T-1 TRAFFIC STUDY INTERSECTIONS]**

Page 221-223, Table V.M-3 shall be revised as follows:

**Table V.M-3**  
**Existing (2001) Conditions**  
**Critical Movement Analysis (CMA) and Level of Service (LOS) Summary**

<u>Intersection</u>		<u>Peak Hour</u>	<u>CMA</u>	<u>LOS</u>
1.	Sunset Blvd. & Beverly Glen Blvd. (E)	AM PM	0.894 1.023	D F
2.	Sunset Blvd. & Beverly Glen Blvd. (W)	AM PM	1.189 1.062	F F
3.	Wilshire Blvd. & Beverly Glen Blvd.	AM PM	0.868 0.884	D D
4.	Santa Monica Blvd. (N) & Overland Ave.	AM PM	0.861 0.814	D D
5.	Santa Monica Blvd. (S) & Overland Ave.	AM PM	0.478 0.428	A A
6.	Santa Monica Blvd. (N) & Beverly Glen Blvd.	AM PM	0.849 0.823	D D
7.	Santa Monica Blvd. (S) & Beverly Glen Blvd.	AM PM	0.849 0.884	D D
8.	Santa Monica Blvd. (S) & Century Park West	AM PM	0.325 0.397	A A
9.	Santa Monica Blvd. (N) & Club View Dr.	AM PM	0.613 0.707	B C
10.	Santa Monica Blvd. (N) & Ave. of the Stars	AM PM	0.825 0.755	D C
11.	Santa Monica Blvd. (S) & Ave. of the Stars	AM PM	0.506 0.544	A A
12.	Santa Monica Blvd. (N) & Century Park East	AM PM	0.759 0.666	C B
13.	Santa Monica Blvd. (S) & Century Park East	AM PM	0.771 0.648	C B
14.	Santa Monica Blvd. (N) & Wilshire Blvd.	AM PM	1.107 0.953	F E
15.	Santa Monica Blvd. (S) & Wilshire Blvd.	AM PM	1.195 1.011	F F

**Table V.M-3 (Cont.)**  
**Existing (2001) Conditions**  
**Critical Movement Analysis (CMA) and Level of Service (LOS) Summary**

<b>Intersection</b>		<b>Peak Hour</b>	<b>CMA</b>	<b>LOS</b>
15.	Santa Monica Blvd. (S) & Wilshire Blvd.	AM	1.195	F
		PM	1.011	F
16.	Constellation Blvd. & Century Park West	AM	0.265	A
		PM	0.260	A
17.	Constellation Blvd. & Ave. of the Stars	AM	0.646	B
		PM	0.537	A
18.	Constellation Blvd. & Century Park East	AM	0.381	A
		PM	0.590	A
19.	Olympic Blvd. & Overland Ave.	AM	1.176	F
		PM	1.141	F
20.	Olympic Blvd. & Beverly Glen Blvd.	AM	0.820	D
		PM	0.851	D
21.	Olympic Blvd. & Century Park West	AM	0.917	E
		PM	0.966	E
22.	Olympic Blvd. WB Ramps & Ave. of the Stars	AM	0.461	A
		PM	0.415	A
23.	Olympic Blvd. EB Ramps & Ave. of the Stars	AM	0.379	A
		PM	0.348	A
24.	Olympic Blvd. & Century Park East	AM	0.749	C
		PM	0.792	C
25.	Olympic Blvd. & Spalding Dr.	AM	0.983	E
		PM	0.865	D
26.	Galaxy Wy. & Ave. of the Stars	AM	0.381	A
		PM	0.427	A
27.	Empyrean Wy. & Ave. of the Stars	AM	0.477	A
		PM	0.419	A
28.	Pico Blvd. & Overland Ave.	AM	0.894	D
		PM	1.234	F
29.	Pico Blvd. & Patricia Ave.	AM	0.729	C
		PM	0.712	C
30.	Pico Blvd. & Beverly Glen Blvd.	AM	0.779	C
		PM	0.635	B

**Table V.M-3 (Cont.)**  
**Existing (2001) Conditions**  
**Critical Movement Analysis (CMA) and Level of Service (LOS) Summary**

<u>Intersection</u>		<u>Peak Hour</u>	<u>CMA</u>	<u>LOS</u>
31.	Pico Blvd. & Motor Ave.	AM	0.934	E
		PM	0.983	E
32.	Pico Blvd. & Ave. of the Stars	AM	0.837	D
		PM	0.967	E
33.	Pico Blvd. & Century Park East	AM	0.732	C
		PM	0.616	B
34.	Manning Ave. & Motor Ave.	AM	0.877	D
		PM	0.843	D
35.	Santa Monica Blvd. & 405 Fwy. SB Ramps/Beloit Ave.	AM	0.768	C
		PM	0.658	B
36.	Santa Monica Blvd. & 405 Fwy. NB Ramps/Cotner Ave.	AM	0.830	D
		PM	0.814	D
37.	405 Fwy. SB Off-Ramp/ Tennessee Ave. & Sawtelle Blvd.	AM	0.537	A
		PM	0.803	D
38.	405 Fwy. NB On Ramp/ Tennessee Ave. & Cotner Ave.	AM	0.932	E
		PM	1.072	F

Page 235, under the subheading **Constellation Place**, omit the third bullet point as it is no longer valid.

Page 239, the second bullet point under the fifth paragraph shall be revised as follows:

- “• San Diego (I-405) Freeway north of Venice Boulevard: 10 vehicles northbound and -18 vehicles southbound in the AM peak hour; -68 vehicles northbound and -22 vehicles southbound in the PM peak hour.”

Page 242-244, Table V.M-13 shall be revised as follows:

**Revised Table V.M-13 (Page 1)**



**Revised Table V.M-13 (Page 2)**

**Revised Table V.M-13 (Page 3)**

Page 245, Mitigation Measure T-1 shall be revised as follows:

**“T-1** The Project shall implement a Transportation Demand Management (TDM) program as set forth in Appendix 18 and in compliance with all TDM/trip reduction ordinances of the City of Los Angeles. The TDM program shall be designed and operated to encourage ridesharing, transit usage and bicycle usage among Project employees, with the goal of achieving Project vehicular trip generations of 996 trips or less during the AM peak hour and 1,119 trips less during the PM peak hour. Among the services and amenities expected to be included in the TDM program are designated carpool and vanpool parking spaces; bicycle parking, clothes lockers and related facilities; centralized ridesharing and public transit information; on-site sale of transit passes; and participation in the Century City Transportation Management Organization that is to be developed by the Constellation Place project. The Program includes financial penalties for non-compliance and the ability to implement additional or other measures as necessary should it be determined that the Project has not attained the above trip generation targets. As a part of this program, the applicant agrees to both a reasonable fee payment to cover the cost of staff review of the annual traffic monitoring reports, and the noticing to neighborhood groups and the Council Office regarding the submission and availability of the monitoring reports. See Appendix 18 and LADOT Letter dated July 11, 2002 in Appendix 13. The final TDM program, including a monitoring procedure, will be refined in consultation with LADOT.

Page 245, add the following mitigation measures after mitigation measure T-3:

- “T-4** All hauling activities shall incorporate any or all of the following measures, or other measures as determined by the Department of Building and Safety:
- (a) Hauling trucks shall be directed to use commercial streets and highways, and, to the extent feasible, minimize the use of residential streets;
  - (b) Haul routes shall be established in coordination with the Department of Building and Safety to minimize congestion to public streets and highways;
  - (c) Where necessary, flagmen with communication devices, shall be used to coordinate hauling activities, in particular, ingress and egress on public streets; and
  - (d) The location of construction staging areas shall be situated and operated in a manner which will minimize direct interference with and impact upon residential streets and schools, to the extent feasible.”
- “T-5** Prior to commencement of Project construction, the Project contractor shall inform the LAUSD Transportation Branch at (323) 277-4400, LAUSD Transportation Branch, of those activities so that LAUSD can inform any nearby school(s). The Project contractor shall also maintain ongoing communication with the administrator of Overland Elementary School.”
- “T-6** All construction crews will be notified of school locations and will be instructed to stop when school bus red lights are flashing.”
- “T-7** Project applicant shall provide funding to assist surrounding residential

neighborhoods in implementing a Neighborhood Traffic Management Plan (NTMP) to minimize intrusion by non-residential traffic.”

**Page 246, under the subheading Significant Project Impacts After Mitigation,** the second and third sentences of the third paragraph shall be revised as follows:

“Nevertheless, the Project voluntarily agrees to provide funding to assist surrounding residential neighborhoods in implementing a Neighborhood Traffic Management Plan (NTMP) to minimize intrusion by non-residential traffic. In addition to administering the funds, LADOT will be responsible for developing and implementing the NTMP in consultation with the appropriate residential neighborhood groups and associations and council office”

#### **Section V.N.1 Utilities and Service System - Wastewater**

**Page 249, under the subheading Mitigation Measures,** the second sentence shall be replaced and the mitigation measure shall be included as follows:

“However, due to the Bureau of Engineering’s concern regarding cumulative sewer impacts, the following mitigation measure is incorporated to further reduce less than significant impacts:

- U-26 Prior to issuance of a building permit, the Applicant shall prepare a study to reconfirm the capacity of the existing and future sanitary sewers potential sewer impacts of the proposed Project, unless otherwise approved or confirmed by the City of Los Angeles Bureau of Engineering.”

#### **Corrections and Additions to Appendix 18**

The following corrections and additions to Appendix 18 of the Draft EIR are set forth to update the Traffic Impact Study and its appendices in response to the comments received during and after the 60-day public review period. Changes to Appendix 18 are identified by Section, followed by page number and heading and/or subheading.

#### **Project Description**

**Page 3:** Figure 1 shall be revised with the Revised Figure 1 provided in Appendix 2 to this FEIR. The only changes to the map are the correct placement of the dots denoting the intersections of Santa Monica Boulevard (N.)/Beverly Glen Boulevard and Santa Monica Boulevard (S.)/Beverly Glen Boulevard.

#### **Environmental Setting**

**Page 9, under the Beverly Glen Boulevard description,** revise the second sentence as follows:

It provides two lanes in each direction and left-turn channelization in the West Los Angeles area.

**Page 10, under the Motor Avenue description,** revise the second sentence as follows:

Between Pico Boulevard and Monte Mar Drive, this variable width roadway has two lanes in the northbound direction, and in the southbound direction, one lane for most of this distance; thereafter, it

has one lane in each direction to Manning Avenue.

**Future Traffic Conditions**

**Pages 45, under the subheading Constellation Place,** omit the third bullet point as it is no longer valid.

**Pages 52-54:** Table 9 shall be revised with the Revised Table 9 provided in Appendix 2 to this FEIR. Changes to the table are due to corrections to the traffic lanes and/or signal operations for intersection nos. 14, 15, 18, 24, 29, 30, 33, 34 and 37.

**Project Mitigation**

**Page 60, on the 12th line,** change “three” to “five”.

**Appendix B to the Traffic Impact Study**

**Figure B-1, 3rd, 4th, 5th, 6th, 7th and 8th Pages:** These pages shall be revised with the Revised Figure B-1, 3rd, 4th, 5th, 6th, 7th and 8th pages, dated 10/30/02, provided in Appendix 2 to this FEIR. Changes to these pages are due to corrections to the traffic lanes and/or signal operations for intersection nos. 14, 15, 18, 24, 29, 30, 33, 34, and 37.

**Appendix F to the Traffic Impact Study**

**CMA Worksheets for Intersection Nos. 14, 15, 18, 24, 29, 30, 33, 34 and 37:** These worksheets shall be revised with the CMA worksheets, dated 10/30/02, provided in Appendix 2 to this FEIR. Changes to these worksheets are due to corrections to the traffic lanes and/or signal operations for intersections nos. 14, 15, 18, 24, 29, 30, 33, 34 and 37.