
III. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

The following corrections and additions are set forth to update the Tower of Wooden Pallets Apartments Project Draft Environmental Impact Report (Draft EIR) in response to the comments received during and after the public review period, as well as City staff directed changes. Changes to the Draft EIR are listed by chapter and page number.

I. SUMMARY

Page I-4, third paragraph, fourth sentence is changed to read:

The residential building would provide a mix of unit types that would include 31 ~~three~~ **one**-bedroom units, 62 ~~four or more~~ **two**-bedroom units and the five smaller units designated as “Affordable Disabled.”

Page I-5, fifth paragraph, second sentence is changed to read:

The most notable change would be the removal of the existing on-site vegetation, debris and the Tower of Wooden Pallets and the construction of one large multi-family structure with three stories above a ~~partial subterranean~~ **an at-grade** parking level.

Page I-21, first paragraph, sixth sentence is changed to read:

In addition, the ~~Teichman Family Torah Center~~ **Emek Hebrew Academy**- is located approximately 100 ~~100~~ **10** feet from the proposed project;

Page I-29, second paragraph, third sentence is changed to read:

The proposed development includes an **at-grade** ~~partial subterranean~~ parking garage with 185 parking spaces.

II. ENVIRONMENTAL SETTING

Page II-1, fourth paragraph, first sentence is changed to read:

~~Magnolia Boulevard serves as the primary access routes to the site. Magnolia Boulevard and N. Sepulveda Boulevard are major arterials, According to the Van Nuys/North Sherman Oaks Community Plan Generalized Circulation Plan, Magnolia Boulevard is a local street and N. Sepulveda Boulevard is a Major Highway.~~ **Additionally, the Ventura Freeway (US 101), and the San Diego Freeway (US 405) are in the immediate vicinity of the site.**

III. PROJECT DESCRIPTION

Page III-1, third paragraph, third sentence is changed to read:

The 98 units would be located in a 45-foot tall structure with three residential levels situated above an **at-grade** ~~a partial-subterranean~~ parking garage.

Page III-1, third paragraph, fifth sentence is changed to read:

The residential building would provide a mix of unit types that would include 31 **one** ~~three~~ bedroom units, 62 ~~four or more~~ **two** bedroom units and the five smaller units designated “affordable disabled.”

IV. ENVIRONMENTAL IMPACT ANALYSIS

B. VISUAL RESOURCES

Page IV.B-15, first paragraph, second sentence is changed to read:

The project would change the levels of ambient lighting emanating from the site with construction of a four-story (three residential levels and one **at-grade** ~~partial-subterranean~~ parking level) building.

F. HAZARDS AND HAZARDOUS MATERIALS

Page IV.F-5, Mitigation Measure No. 3 is changed to read:

All site demolition shall be monitored by a mold remediation specialist, who shall have the authority to stop demolition activities if evidence of the presence of mold is detected. If such evidence is detected, the mold remediation specialist shall conduct a survey to determine the nature and the extent of the mold. ~~Prior to issuance of building/demolition permits, a survey shall be conducted to determine presence of mold in the Tower of Wooden Pallets. Should a hazardous mold condition exist on the property, then the project applicant shall be required to remediate the condition in accordance with recommendations of the survey report.~~

G. HYDROLOGY AND WATER QUALITY

Page IV.G-2, third paragraph, first sentence is changed to read:

The proposed residential development will consist of a four-story structure that would include 98 units in three residential levels situated above a ~~partial-subterranean~~ **an at-grade** parking level.

H. NOISE

Page IV.H-6, first paragraph, third sentence is changed to read:

The existing ~~Teichman Family Torah Center~~ **Emek Hebrew Academy** is located immediately adjacent (approximately 10 feet) to the project site with the driveway entrance located at the terminus of Magnolia Boulevard, approximately 100 feet west of the proposed project site.

Page IV.H-11, second paragraph, fifth sentence is changed to read:

In addition, the ~~Teichman Family Torah Center~~ **Emek Hebrew Academy** is located approximately ~~100~~ 10 feet from the proposed project; construction activities would generate noise levels of up to 83 dBA Leq at these residential units during ground excavation and grading.

J. PUBLIC SERVICES AND UTILITIES

Page IV.J-5, footnote number 3 is changed to read:

³Telephone conversation with Sergeant John Amendola, Community Relations Department, City of Los Angeles Police Department, March 11, ~~2003~~ **2004**.

Page IV.J-7, third paragraph, first sentence is changed to read:

The Los Angeles Fire Code states that the maximum response distance from an engine company **or a truck company** to a residential neighborhood should be 1.5 miles. ~~and the maximum response distance from a truck company to a residential neighborhood should be 2.0 miles.~~

Page IV.J-11, fourth paragraph is changed to read:

The following mitigation measures would further reduce the project's less than significant impacts to fire protection services:

1. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.
2. The following recommendations of the Fire Department relative to fire safety shall be incorporated into building plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit.
 - During demolition, the Fire Department access will remain clear and unobstructed.

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- The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
 - Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designed fire lane to the main entrance, or exit of individual units.
 - The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - Adequate public and private fire hydrants shall be required.
 - Sprinkler systems, and fire extinguishers shall be required
 - Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - **The Fire Department will require additional vehicular access where buildings exceed 28 feet in height.**
 - **Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.**
 - **Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.**
 - **Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.**
 - **No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along a path of travel. Exception: Dwelling unit travel distance shall be computed to front of door of unit.**

- No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- Submit plot plans for Fire Department approval of access and fire hydrants.

K. TRANSPORTATION AND TRAFFIC

Page IV.K-7, Table IV.K-3 is changed to read:

**Table IV.K-3
Critical Movement Analysis Summary Existing (2003) Conditions**

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1	Sepulveda Blvd. and Burbank Blvd.	0.848	D	0.826	D
2	Sepulveda Blvd. and Magnolia Blvd.	0.640 0.980	B E	0.665 1.122	B F
3	Sepulveda Blvd. and SR 101 NB off-ramp	0.722	C	0.464	A
4	Sepulveda Blvd. and SR 101 SB on-ramp	0.547	A	0.498	A
5	Sepulveda Blvd. and Ventura Blvd.	0.893	D	0.918	E

Page IV.K-17, fourth paragraph, second and third sentences are changed to read:

The proposed development includes a ~~partial-subterranean~~ **an at-grade** parking garage with 185 parking spaces. The project's ~~partial-subterranean~~ **at-grade** parking garage is anticipated to meet, and may slightly exceed, the demand for parking generated by the proposed project.