

## IV. Corrections and Additions

### OVERVIEW

The corrections and additions included herein are set forth to update, clarify, or correct the Draft EIR based on comments received by the public during the review period for the Plaza at the Glen Draft EIR. In some cases, changes are made to the Draft EIR that do not directly correspond to a comment. These changes generally address consistency or other non-substantive issues and do not affect the overall analyses or conclusions included in the Draft EIR or minor project clarifications. Changes to the Draft EIR are listed by the corresponding Draft EIR Chapter and are specifically identified by the subsection (if applicable) and page number. Chapter 3, Responses to Comments, of this Final EIR includes the comments from which most of these corrections and additions were derived. Corrections and Additions to the Draft EIR are provided in underline or ~~strikeout~~ text as needed to indicate an addition or deletion, respectively.

CEQA Guidelines section 15088.5 requires:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice of its availability . . . "Significant new information" requiring recirculation include, for example, a disclosure showing that:
  - (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
  - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
  - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
  - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.
- (c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.
- (d) Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.
- (e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.

All of the public comments to the Draft EIR as well as the Corrections and Additions to the Draft EIR have been carefully reviewed to determine whether recirculation of the Draft EIR is required. All of the new information in Corrections and Additions to the Draft EIR and in the comments and in the responses to comments merely clarify or amplify or make insignificant modifications in an adequate Draft EIR. Therefore, the Draft EIR need not be recirculated prior to certification.

## CORRECTIONS AND ADDITIONS

### Global Clarification

The Draft EIR discusses the transit plaza and potential connections to Metro routes and the potential extension of the existing Van Nuys/Studio City DASH to the site. While the applicant would allow for such a connection to DASH, LADOT is facing a large deficit in the funding it uses to support DASH. Therefore the feasibility of extension of the DASH to the site is continuing to be investigated. The proposed transit service to the project site is still being developed. The applicant is in discussions with LADOT regarding transit to the site; Metro has indicated interest in routing the north-south Coldwater Canyon Route 167 (with access to Chatsworth and the Orange Line every 15 minutes) to/from the project site. Metro has also indicated flexibility in supplementing and altering locations of the Victory Boulevard Route 164 near the site.

Page I-5 (and IV.A-27), the following mitigation measure is added:

IV.A-5 The applicant shall work with the County of Los Angeles Department of Public Works Watershed Management Division and associated partnering agencies, including the Santa Monica Mountains Conservancy (SMMC), to develop potential alternatives for the proposed added amenities for the Greenway in the Transit Plaza and changes to the boundary along the Tujunga Wash Greenway. The applicant will:

- Identify optimum locations for proposed public bathroom facilities and SMMC office to minimize the changes to the live water creek.
- Develop a Transit Plaza landscape plan that incorporates where possible native vegetation and strives to maintain an equal replacement of Greenway landscape and hardscape, to create a gateway into the Tujunga Wash Project.
- Relocate existing Greenway entrance gates, benches, bike locks, rock features and plantings to locations approved by the County of Los Angeles DPW.
- Develop a landscape plan that integrates the native landscaping along the Tujunga Wash into the project. Planting in areas adjacent to the Wash shall comply with the County's Los Angeles River Master Plan Landscaping Guidelines and Plant Palettes.
- Develop a mitigation plan for the live water creek (on the east side of the Wash) and access to bike paths during construction to ensure potential impacts if any are minimized.
- Develop a pedestrian and bicycle plan that will incorporate improved cross walks and pedestrian/bicycle-only paths to eliminate the many existing hazardous conditions affecting pedestrians and bicyclists and their ability to connect to the Greenway.
- Continue to develop plans for the Transit Plaza to include a new bus way with direct connections to local bus lines MTA 164 and 167, bicycle storage, improved pedestrian connections to and from the Tujunga Wash, restroom facilities, accessible play structure for children, transit, food, and beverage kiosks, shade, benches, and other landscape furniture in a park like setting.

- Provide a complementary interface between the Plaza and the Tujunga Wash Greenway project by having building entrances and views face the Wash.
- Provide access to the walkway/bike path along the Tujunga Wash Greenway and provide appropriate screening of vehicles in the Transit Plaza.

Page I-21 (and IV.G-20), Mitigation Measure IV.G-3 is revised as follows:

*IV.G-3 The project applicant shall construct a series of swales and retention boxes on-site with a retention capacity of capturing, retaining, treating and conveying on-site flows to off-site receiving waters (i.e. Tujunga Wash).*

Page I-23 (and IV.I-26), the following new noise measure is added:

IV.I-10 Design of Parcels 3 and 4 shall include placement of loading docks and incorporation of other measures (such as loading dock doors) as necessary to reduce potential noise impacts below a level of significance.

On review of material submitted in pursuit of the Site Plan Review Application (April 2009) staff identified a potential issue with respect to compliance with Municipal Code Section 12.21-G and the amount of common open space that would be available to project residents. Therefore the following measure is added to ensure that the project complies with City Code and provides adequate recreational space for project residents. (See also changes to page IV.J-17 below.)

Page I-26 (and page IV.J-19), the following new mitigation measure is added after Mitigation Measure IV.J-17 as follows:

IV.J-18 The applicant shall comply with Municipal Code Section 12.21-G with respect to the provision of on-site common and private open space for the residential units or shall seek a variance.

Page I-28 (and IV.K-34), Mitigation Measure IV.K-8 is revised to include the following language:

*IV.K-8 The applicant would develop a Transportation Demand Management Program according to the following guidelines established by Ordinance No. 168,700:*

- **TDM ordinance (LAMC 12.26.J).** The project shall comply with the provisions of Ordinance No. 168,700 for trip reductions. The applicant shall record a covenant and agreement to monitor and to submit annual reports on the progress of the TDM plan to LADOT. Annual reports shall include a report on the van/bus ridership, and other transit-related measures. The data collection for reporting shall include but not be limited to the following information:
  - ✓ The number of participants that utilize alternative transportation, carpool, and non-peak hour travel.
  - ✓ The average vehicle occupancy and ridership of tenants.
  - ✓ Vehicle trip reduction from project site.
  - ✓ Vehicle miles travel (VMT) reduced from project site for office component.
- **TDM program.** Prior to the issuance of a building permit, a finalized TDM program, shall be reviewed and approved by the Department of

Transportation, and submitted to the Department of Building and Safety. The applicant shall record covenant that runs with the land, to provide and maintain in a state of good repair transportation demand and trip reduction measures. A range of TDM measures that shall be considered based on site characteristics include the following:

- ✓ Enrollment into Metro's B-TAP card program for onsite residents and employees
- ✓ Information brochures showing alternative travel mode and rideshare opportunities to residents, visitors and employees
- ✓ Building entrances oriented toward transit stops and pedestrian paths.
- ✓ Designate an onsite Transportation Coordinator as part of condominium association
- ✓ Debundled parking lease / or parking cash-out for the residential units, giving residents of the project options to opt-out of their parking and other tenants in the vicinity an option to lease (shared parking).
- ✓ Provide carpool sign-up board in common areas for residents travelling to the same locations for work, and for onsite employees of the office component
- ✓ Office tenants coordinate in operating a centralized on-site Employee Transportation Center staffed by an Employee Transportation Coordinator (ETC) that is responsible for all elements of employee travel including personal home-to-work trip planning, sale of transit fares, forming and sustaining vanpools, arranging parking, and supplying TDM information to all tenants and employees. The ETC shall facilitate the collection of data to be incorporated in the annual monitoring reports.
- ✓ Provide a Guaranteed Ride Home for employees that do not drive to work.
- ✓ Provide ride-matching information to employees at the time of hiring and quarterly through area ridesharing services.
- ✓ Encourage alternative employee work schedules to avoid peak hours (i.e., 7:00 to 10:00 AM and 3:00 to 6:00 PM) to the extent feasible.
- ✓ Provide new employees with orientation to alternative transportation opportunities upon being hired.
- ✓ Require payment for onsite parking with the exception of employee carpools, vanpools and shared-use vehicles. The fees shall be equal or exceed transit fares.
- ✓ Streetscape improvements to existing bus stops with shelters, transit information, benches, trash receptacles and shade providing street trees.
- Enforcement and monitoring of the TDM Program shall be overseen by TDM officer as part of a Transportation Management Organization (TMO) implemented through a cost recoverable account at the expense of the project applicant.

Page I-29 (and IV.L-5), Mitigation Measure IV.L-1 is revised as follows:

IV.L-1 Gauging of local sewers indicates that insufficient capacity to accept project wastewater is available in Fulton (west of the site), therefore project flows must either connect to the nearest sewer with capacity or shall add capacity to existing sewer lines. The applicant shall build sewers that connect to the closest line with available capacity or add capacity to existing sewers as determined by the Bureau

of Sanitation. In order to ensure that sufficient sewer capacity is available to serve ~~the proposed project and anticipated Add Area~~ development, as part of environmental review of proposed development, any future applicant(s) shall identify the dimensions and specifications of any sewer improvements as may be determined necessary by, and to the satisfaction of, the Wastewater Division of the Department of Public Works. Specific system requirements shall be incorporated into the project design, prior to issuance of any grading or building permits for the respective project.

Page I-31 (and page IV.L-14 to IV.L-15), Mitigation Measure IV.L-8 is revised as follows:

~~IV.L-8: LADWP has calculated the water use likely to have occurred under buildout of the site under the current zoning (232,632 224,851 gpd). Any net water demand (project use minus existing use) above the demand calculated under the existing zoning is considered "unplanned water supply." The project shall provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from the project and mitigation does not exceed the calculated demand under current zoning as approved by LADWP in their water supply assessment. LADWP's Water Supply Assessment states that they can provide water up to this amount for the project's demands. Any additional water demands for the project beyond this amount will be accommodated by implementing water conservation measures beyond those required by law and using recycled water for all existing and proposed irrigation needs and for proposed water fountains.~~

Page I-31 (and page IV.L-25), Mitigation measure IV.L-11 is revised as follows:

IV.L-11: The project applicant shall obtain LEED certification for the project including diligently pursuing multiple Energy Efficiency points under the LEED ND standard.

Page II-30, the following is added to item 7, Flood Control Permit:

In addition any new storm drains from the project site that connect to Tujunga Wash would require a construction permit from Los Angeles County Flood Control District.

Page II-30, add the following new item:

9. POTENTIAL VARIANCE from Open space requirements. While common project open space would be sufficient to meet project residential requirements, it would not be exclusive to the residential use, which may require a variance.

Page II-30, the following is added before the heading "D. PROJECT OBJECTIVES:"

Any modifications to State highway facilities will need a Caltrans Encroachment Permit (any improvements over \$1 million will require a Project Study report [PSR]).

Page IV.A-10, the following (second) sentence of the last paragraph is deleted:

~~To be conservative, this EIR considers impacts to be significant if shading occurs for more than two hours between the sensitive hours.~~

Page IV.A-11, The last sentence in paragraph 4 is revised as follows (new text is underlined):

*As office space is the highest density use within the project, the six- and seven-story buildings (with a maximum building height of 117 feet and architectural elements up to 125 feet) are located away from the edges of the site, and more towards the site's interior.*

Page IV.A-11, The last sentence in Paragraph 5 is revised as follows (new text is underlined):

*Higher density (seven-story, maximum height of 117 feet and architectural elements up to 125 feet) residential uses would be located in two buildings at, and north of, the primary project entrance.*

Page IV.G-12, the last paragraph, second sentence, the percentage of impervious surface on completion of the project is revised to be 91.5% not 85%.

*Once completed, the project site would be comprised of approximately ~~85%~~91.5% impervious surfaces.*

Page IV.I-30, the last sentence under the subheading OPERATIONAL PHASE NOISE IMPACTS is replaced with the following:

~~However, based on the above analysis, loading dock activity and truck noise would result in a significant and unavoidable impact for Parcels 3 and 4. Mitigation Measure IV.I-10 would reduce potential significant truck access noise on Add Area parcels 3 and 4.~~

Page IV.J-3, the following is added after the third paragraph, before the subheading "Add Area:"

After circulation of the Draft EIR the Fire Department (May 14, 2009) revised the fire flow requirement for the project to be 6,000 to 9,000 GPM from four to six fire hydrants.

Page IV.J-17, the first three rows of Table IV.J-6 are revised as follows:

Open Space Requirement	Quantity	Requirement (SF/Unit)	Total Required
DU with <3 habitable rooms	102 DU	<del>400</del> <u>125</u> SF/DU	<del>40,200</del> <u>12,750</u> SF
DU with 3 habitable rooms	48 DU	<del>425</del> <u>175</u> SF/DU	<del>6,000</del> <u>8,400</u> SF
Total			<del>46,200</del> <u>21,150</u> SF

Page IV.J-17, the first paragraph under Table IV.J-6, the first sentence is deleted.

~~Thus, the proposed project would exceed the Section 12.21 requirement for the provision of usable open space. According to Section 12.21 of the LAMC, common~~

*open space must constitute at least 50 percent of the total required usable open space requirement. The project would also exceed this requirement. Additionally, per Section 12.21, a minimum of approximately 25 percent of the common open space must be planted with ground cover, shrubs, and trees. This requirement would be fulfilled under the proposed project.*

Page IV.J-17, the first paragraph under Table IV.J-6, and the first paragraph on page IV.J-19 the following sentence is added to the end of both paragraphs:

*While common project open space would be sufficient to meet project residential requirements, it would not be exclusive to the residential use, which may require a variance.*

Page IV.K-5. The fourth sentence under Public Transit is replaced with the following text:

*MTA Route 163/363 operates from West Hills to North Hollywood via Sherman Way and Hollywood Way. Metro Route 163 operates from West Hills to Sun Valley via Sherman Way and Route 363 from West Hills to North Hollywood Station via Sherman Way, Lankershim Boulevard. (Line 163 was restructured in June 2008 and no longer operates along Hollywood Way. There was no change in the route of Line 363.)*

Page IV.K-29, Table 20. For Ethel Avenue South of Victory Boulevard under “Future With Project,” the third column heading should be “Total” not “Ambient.”

Page IV.L-1, the following (underlined text) is added to the end of the second to last paragraph:

*The sewer infrastructure that serves the project site consists of an 8-inch sewer main located in Victory Boulevard. The 8-inch sewer in Victory Boulevard is at an average depth of 15 feet below existing grade and flows westerly. A dedicated public 8-inch sewer main extends northerly from Victory Boulevard into the project site. The wastewater from the line in Victory flows in to a 10-inch line in Ethel Avenue, that flows in to a 15-inch line in Chandler Boulevard that flows in to two lines (18-inches and 12 inches) in Fulton Avenue before discharging to a 57-inch line in Moorpark Street. Capacity is unavailable in the Fulton Avenue line and therefore project flows must either connect to the nearest sewer with capacity or shall add capacity to existing sewer lines. The applicant will be required to work with the Bureau of Sanitation to determine the location and length of new sewers or added capacity of existing sewers (see Mitigation Measure IV.L-1).*

Page IV.L-2. The first two sentences of the first paragraph are replaced with the following:

*In its existing condition, the wastewater generated in the Add Area flows into 10-inch public sewer mains located in Morse Avenue, Hamlin Street, and Coldwater Canyon Avenue, and the eight-inch public main located in Victory Boulevard. The combined flow continues to flow south in Coldwater Canyon Avenue and ultimately heads east as a part of the City of Los Angeles public sewer network. In the Add Area wastewater flows in to a 10-inch line on Hamlin Street and the 8-inch line on Victory Boulevard. From there wastewater flows in to a 12 inch line on Erwin Street and then in to two lines (21 inches and 24 inches) on Whitsett Avenue before discharging into a 30-inch sewer also on Whitsett Avenue. According to the Bureau of Sanitation, capacity is currently available*

(Memorandum May 5, 2009) in the sewer lines adjacent to the Add Area. However, when and if individual projects proceed, further confirmation of available capacity will be required (see Mitigation Measure IV.L-1). As shown in **Table IV.L-2**, the existing Add Area is calculated to produce 16,993 GPD.

Page IV.L-10, footnote 10 at the bottom of the page is revised as follows:

Formal Water Supply Assessment (WSA) approved May 5, 2009 (see Appendix H for the text of the WSA; appendices to the WSA are on file and available for review at City planning, 200 N. Spring, Suite 750); the WSA indicates a total potable water demand of 224,851 gallons per day and the ability of the LADWP to meet the demand for normal, single dry and multiple dry years. pending as of preparation of this document; however Tom Erb, Director of Water Resources, LADWP, E-Mail Communication, February 23, 2009 indicates a calculated project water demand of 433,476 gpd and an “allowed water demand” of 232,632 gpd plus an existing water demand of 58,996 gpd resulting in required conservation of 141,848 gpd. The calculated water demand presented in the Draft EIR is higher than calculated by LADWP in the WSA and therefore represents a conservative estimate; however Mitigation Measure IV.L.8 would commit the project to consuming no more than a net increase of ~~232,632~~ 224,851 gpd.

Page V-1. The last sentence of the first paragraph is revised as follows:

As discussed therein, project-level significant unavoidable impact that would occur are related to aesthetics, air quality, ~~and~~ noise and traffic.

Page V-1, Second paragraph, third sentence under the heading AIR QUALITY is revised as follows:

For both the proposed project and the Add Area, the net regional operational emissions would exceed the SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>2.5</sub> and PM<sub>10</sub> and operational emissions.

Page V-2, first paragraph, second sentence is revised as follows:

However, ~~Truck~~ access associated with the proposed project and development of Add Area Parcels 3 and 4 ~~could~~ ~~would~~ result in a significant ~~unavoidable~~ noise impact. Mitigation Measures IV.1-6 through IV.1-9 ~~10~~ would control and reduce operational noise levels, below a level of significance.

Page V-2, second paragraph, second sentence is replaced as follows:

In addition, the project would contribute to a potentially significant and unavoidable impact to ambient noise levels during construction. ~~Construction-related ambient noise level increases would be approximately 14.2 and 17.5 dBA at the multi-family residences along Lexington Avenue and Orange Drive, respectively, these noise levels would exceed the five dBA significance threshold. The highest project-related construction noise levels with implementation of mitigation measures IV.I-1 through IV.I-5 would increase at the single-family residences along Kittridge Street and Morse Avenue by 9.1 and 6.7 dBA L<sub>eq</sub>, respectively. Construction-related noise levels would exceed the 5-dBA significance threshold at nearby sensitive receptors for storied construction for both~~



*the project and Add Area. As such, the proposed project and Add Area would result in a significant and unavoidable noise impact during the construction phase of the proposed project.*

Page V-2, second paragraph last sentence is revised as follows:

*As such, the proposed project and Add Area would result in . . .*

Page V-7, the paragraph addressing Wastewater under the subheading "UTILITIES" is revised as follows:

*Mitigation Measure IV.L-1 involves construction of new sewers (in consultation with the City of Los Angeles Bureau of Sanitation) during the design phase and is procedural. However, should any sewer upsizing/improvements be required, any Such improvements may would involve minor trenching and grading with associated short-term air quality and noise effects, none of which would be sufficient to create a new significant impact, or to compound a previously analyzed impact such that a less than significant impact would exceed established thresholds of significance. Construction traffic impacts associated with new sewers would similarly be anticipated to be less than significant because all such construction would occur in the public right-of-way during off-peak hours.*

Page VI-28, last sentence, is revised as follows:

*No market ~~or gym~~ would be developed under this alternative.*

Page VI-50, fourth column, last row, operational noise impacts for Alternative 2 should be:

**Less, Comparable** *Less than Significant with Mitigation.*

Appendices. Reference to the project's Water Supply Assessment is added to the front of Appendix H (with a note that the WSA appendices are on file and available for review at the Department of City Planning, 200 N. Spring Street, room 750) and the WSA (see the end of this document) is added to the end of Appendix H.