

**ERRATA TO THE FINAL EIR
8150 SUNSET BOULEVARD MIXED USE PROJECT**

**CASE NUMBER: ENV-2013-2552-EIR
STATE CLEARINGHOUSE NUMBER: 2013091044**

Prepared by:

ESA PCR
June 2016

On behalf of:

The City of Los Angeles
Department of City Planning
Environmental Analysis Section

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A. INTRODUCTION

This Errata has been prepared to clarify and supplement relevant information and analysis provided in the Final Environmental Impact Report,¹ (“Final EIR”) for the 8150 Sunset Boulevard Mixed Use Project (“Project”). The information provided herein does not represent significant new information that would affect the analysis or conclusions presented in the Draft EIR. CEQA requires recirculation of a Draft EIR only when “significant new information” is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states: “New information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. ‘Significant new information’ requiring recirculation includes, for example, a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

The information added to the Final EIR in this Errata does not contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect environmental effects of the Project or a feasible way to mitigate or avoid such an effect that the Applicant has declined to adopt. Additionally, information provided in this Errata does not present a feasible Project alternative or mitigation measure considerably different from others previously analyzed in the Draft EIR. All of the information added to the Final EIR pursuant to this Errata merely clarifies, corrects, adds to, or makes insignificant modifications to information in the Draft EIR. The City has reviewed the information in this Errata and has determined that it does not change any of the basic findings or conclusions of the Final EIR,

¹ Case Number: ENV-2013-2552-EIR, State Clearinghouse Number: 2013091044.

does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the Draft EIR.

This Errata, combined with the Draft EIR and Final EIR, including technical appendices and reports thereof, comprise the Final EIR.

B. ERRATA

The following modifications to the text contained in the Draft EIR and Final EIR comprise this Errata (no changes to RP-DEIR text are necessary), which includes clarifications and corrections to these documents based on information received since circulation of the Draft EIR and RP-DEIR and publication of the Final EIR, specifically with regard to implementation of mitigation measures to address operational Project-related impacts to local intersection capacity.

1. ERRATA TO THE DRAFT EIR

The Draft EIR indicated on pages 4.J-64 and 4.J-66 in Section 4.J, Transportation and Circulation, that with the incorporation of Mitigation Measure TR-1, which would require the installation of a traffic signal at the Fountain Avenue/Havenhurst Drive intersection, Project impacts to local intersections would be reduced to a less than significant level. As further discussed therein, while the signal would improve the operations of the intersection, implementation of the mitigation measure is under the jurisdiction of the City of West Hollywood, and therefore if the City of West Hollywood were to determine that it does not wish to install a new traffic signal at this location, the Project’s potential impact would remain significant and unavoidable and would also contribute to a significant cumulative impact at this intersection. There are other areas of the Draft EIR, however, where repeating this information would provide further clarification. In addition, the discussion of the signalized intersection mitigation in one instance mistakenly identified the Los Angeles Department of Transportation, instead of the City of West Hollywood, as the enforcement agency. The limited changes made by this Errata to address these issues are specifically described below.

EXECUTIVE SUMMARY

1. Draft EIR Page ES-3. Modify text in the last paragraph under Subheading E, Significant and Unavoidable Environmental Impacts, as follows:

Significant unavoidable impacts could occur as a result of Project impacts, cumulative impacts, and as a secondary effect from the implementation of a mitigation measure. Based on the analysis contained in Chapter 4, *Environmental Impact Analysis*, and Chapter 6, *Other CEQA Considerations*, the Project would result in significant historical resources impacts, significant construction noise and vibration impacts, and significant construction-related traffic impacts. In addition, although implementation of proposed mitigation measures would reduce all operational traffic impacts to less than significant levels, the intersection of Fountain Avenue and Havenhurst Drive is within the City of West Hollywood, and in the event the City elects not to implement Mitigation Measure TR-1, impacts to this intersection would remain significant and unavoidable.

6.0 OTHER CEQA CONSIDERATIONS

1. Draft EIR Page 6-2. Modify text in the first full paragraph on the page as follows:

Transportation and Circulation: As analyzed in Section 4.J, *Transportation and Circulation*, of this Draft EIR, the results of the evaluation of potential construction-related traffic impacts of the Project, including demolition, excavation, and construction activities, indicate that significant construction-related traffic impacts are not generally anticipated, although temporary significant impacts could occur along Sunset Boulevard between the Project Site (Crescent Heights Boulevard) and the US-101 Freeway during off-peak periods (9:00 A.M. to 4:00 P.M.) during the four-month shoring and excavation phase. In general, however, the proposed haul route would aid in minimizing impacts to the surrounding surface street network by providing a direct route between the Project Site and the US-101 Freeway and avoiding more heavily congested arterials such as Hollywood Boulevard and Santa Monica Boulevard. Further, all construction-related vehicles would stage or park on the Project Site or at a remote location to be identified prior to the initiation of any construction activities, eliminating potential impacts to area traffic flow caused by large vehicles parked along roadways or numerous construction worker vehicles using available public parking. Finally, it should be noted that the Project would be required to prepare a detailed worksite construction traffic control plan for review and approval by the City. This plan would identify any potential lane closures or other items affecting roadway operations in the Project area, and would minimize disruption to normal traffic flows resulting from the construction activities. However, although construction-related traffic impacts would be temporary in nature, they could remain significant and unavoidable, during the midday (off-peak) hours only, for the duration of the shoring and excavation phase of Project construction. In addition, although implementation of proposed mitigation measures would reduce all operational traffic impacts to less than significant levels, the intersection of Fountain Avenue and Havenhurst Drive is within the City of West Hollywood, and in the event the City elects not to implement Mitigation Measure TR-1, impacts to this intersection would remain significant and unavoidable. Please refer to 4.J, *Transportation and Circulation*, of this Draft EIR for further discussion of this topic.

2. ERRATA TO THE FINAL EIR

4.0 MITIGATION MONITORING PROGRAM

1. Final EIR Page 4-18. Modify text under the Mitigation Measures subheading as follows:

Mitigation Measure TR-1: The applicant shall install a new traffic signal at Fountain Avenue /Havenhurst Drive. The new signal shall be a simple, two-phase signal (one for Fountain Avenue traffic and one for Havenhurst Drive traffic). The signal shall be fully actuated so as to minimize disruption to Fountain Avenue through traffic flows, but provide a “green” indication for both northbound and southbound Havenhurst Drive when traffic on one or both of those approaches begins to exhibit unacceptable delays due to high volumes and/or limited gaps in Fountain Avenue traffic, particularly during the A.M. and P.M. peak traffic periods.

Enforcement Agency: ~~Los Angeles Department of Transportation; Los Angeles Department of Building and Safety~~ City of West Hollywood

Monitoring Agency: Los Angeles Department of Transportation; City of West Hollywood

Monitoring Phase: Prior to occupancy

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted by project contractor