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# ERRATA TO THE ENVIRONMENTAL IMPACT REPORT

## FOR THE OLYMPIC TOWER PROJECT

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This Errata has been prepared to make minor corrections to the Draft and Final Environmental Impact Report (EIR) (Case Number: ENV-2015-4558-EIR, State Clearinghouse Number: 2016061048) for the Olympic Tower Project. These EIR modifications clarify and refine the EIR and provide supplemental information to the City decision-makers and the public. The information provided herein does not represent significant new information as the term is defined by the California Environmental Quality Act (“CEQA”) beyond the analysis or conclusions presented in the Draft and Final EIR for the Project. 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 corrections provided to the EIR in this Errata do not represent significant new information that would deprive 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 that the Applicant has declined to adopt. The City has reviewed the information in these Errata and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.

The information added pursuant to this Errata does not disclose a new significant environmental impact that would result from the Project or from a new mitigation measure or substantial increase in the severity of an environmental impact, nor does the information in the Errata contain significant new information 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 that the Project 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 EIR. The revisions to Mitigation Measure L-1 include additional traffic improvement measures to reduce the Project's traffic impacts and do not eliminate measures or requirements. The revisions provide consistency between Mitigation Measure L-1 and LADOT requirements.

The City has reviewed the information in this Errata and has determined that the information does not change any of the basic findings or conclusions of the EIR, does not constitute "significant new information" pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.

#### **MODIFICATIONS TO MITIGATION MEASURE L-1**

This Errata revises Mitigation Measure L-1 that was included in the Draft Environmental Impact Report (EIR) and the Final EIR for the Olympic Tower Project. Mitigation Measure L-1 calls for preparation and implementation of a Transportation Demand Management (TDM) Plan to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation, in addition to implementation of traffic signal upgrades. The requirements of Mitigation Measure L-1 are substantially similar to the Transportation Improvement and Mitigation Program included in the Los Angeles Department of Transportation's (LADOT) Traffic Impact Assessment letter, dated June 12, 2017 (refer to item A on page 3).

To ensure consistency between Mitigation Measure L-1 and LADOT's TDM Program and Transportation Systems Management (TSM) Improvements for the Olympic Tower Project, Mitigation Measure L-1 on pages IV.L-91 through IV.L-94 in the Draft EIR and on pages V-11 through V-13 in the Final EIR has been revised as follows to more closely reflect LADOT's language in their Traffic Impact Assessment letter (deleted text shown in ~~striketrough~~; new text shown in underline):

- L-1: ~~Prior to issuance of a Certificate of Building Permit, the~~The Project Applicant shall prepare and provide to LADOT a preliminary Transportation Demand Management (TDM) Plan~~Program~~ to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation. The final TDM Program shall be required approved by LADOT prior to issuance of any Certificate of Occupancy. ~~This~~The preliminary TDM plan~~Program~~ ~~also~~ shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. ~~The final~~

~~TDM Plan shall be required prior to issuance of any Certificate of Occupancy.~~ LADOT shall determine and approve the specific contents of the TDM ~~Plan~~Program and traffic-reduction strategies, which could include the following, as examples:

- *On-Site Employee Transportation Coordinator.* An on-site Employee Transportation Coordinator (ETC) could be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project site. Transportation information should be maintained at the administrative offices of the buildings, or by directing inquiries to the building's web site as a portal.
- *TDM Website Information.* Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors and residents of available alternative transportation modes to access the project, other amenities in the area and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes.
- *TDM Promotional Material.* Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.
- *Transit Welcome Package.* All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding Transportation Fair on an annual basis. The TWP at a minimum could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and

biking maps), and convenient local services and restaurants within walking distance of the Project site.

- *Carpool Program for Employees.* Provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.
- *Public Transit Stop Enhancements.* Working in cooperation with the City and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the buildings. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.
- *Convenient Parking/Amenities for Bicycle Riders.* Provide locations at the Project site for convenient parking for bicycle commuters for working employees and visitors. The bicycle parking should be located within the buildings such that long-term and short-term parkers could be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. Provide shower facilities for employees who commute to work via bicycle.
- *Local Hiring Program.* To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions.
- *Flexible/Alternative Work Schedules.* Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.
- *Parking Cash-Out Program.* Require in all leases it executes as landlord for space within the project that tenants offer a parking cash-out program. Parking cash-out program means an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.
- *Unbundling and Lease of Parking Spaces for the Residential Land Use.* Offer options for buyers of the residential condominium dwelling units to purchase parking separately (i.e., unbundle parking from the unit price).

- Participation in a Transportation Management Organization (TMO), if one is established and the Project Site included. Project representatives would attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to Project tenants relative to the services provided by the TMO.
- Record a Covenant and Agreement to ensure that the TDM Program shall be maintained.

The following improvements shall be part of the TDM Program:

- Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a one-time fixed-fee of \$100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project Site area.
- The Project Applicant shall support existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking, rentals, shared vehicle rentals, transit information, etc. at the Project Site (subject to design feasibility).

#### Traffic Signal Upgrades Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the ~~project~~Project Site study area require an upgrade to the traffic signal equipment and hardware. Some of the traffic signals in the study area currently operate using a Type 170 traffic signal controller. Newer controllers (e.g., Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, LADOT can identify the causes of delay and implement instant signal timing remedies to improve the traffic flow of vehicles and buses. These traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvements shall be implemented by the Project Applicant:

- Install a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately \$40,000,

- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately \$40,000.

The Project Applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. All improvements and associated traffic signal work within the City must be guaranteed through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and completed prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the Project Applicant, provided that, in each case, the Project Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at [ladot.planprocessing@lacity.org](mailto:ladot.planprocessing@lacity.org) to arrange a predesign meeting to finalize the proposed design needed for the project. If a proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of LADOT upon demonstration that the substitute is environmentally equivalent or superior to the original.