Venice Place Project

Case Number: ENV-2016-4321-EIR
State Clearinghouse: 2016061033

Project Location: 1021, 1021 ½, 1023, 1023 ½, 1025, 1027, 1029 ½, 1031, 1033, 1047, 1049, and 1051 South Abbot Kinney Boulevard, 1011 Electric Avenue, Los Angeles, CA 90291

Community Plan Area: Venice

Council District: 11—Bonin

Project Description: The Project Site consists of multiple lots totaling 46,877 square feet (1.076 acres). The Project Site contains 11,672 square feet of existing on-site development, and a 60-space surface parking lot. Additionally, a 2,963 square feet existing outdoor landscaped area is located on-site. There is also a temporary vegetable garden, the Cook’s Garden, at 1033 Abbot Kinney Boulevard and a temporary private pop-up park at 1021½ Abbot Kinney Boulevard. The Applicant proposes to demolish a portion of the existing uses and the final development at the Project Site would be a 70,310 square-foot mixed use development, including 58,638 net new square feet of development, and 13,389 square feet of open space (10,426 square feet of net new open space). The Project would consist of a three-story building with a maximum height of 30 feet, a floor area ratio of 1.5:1, 175 parking spaces in a three-level underground garage and 56 bicycle spaces.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
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APPLICANT:
Wynkoop Properties, LLC

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# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td>Technical Corrections and Clarifications</td>
<td>4</td>
</tr>
<tr>
<td>Conclusion</td>
<td>7</td>
</tr>
</tbody>
</table>
1 INTRODUCTION

This Erratum includes clarifications and minor modifications to the Environmental Impact Report (EIR) for the Venice Place Project (Project). These modifications clarify and refine the EIR and provide supplemental information to the City decision-makers and the public. 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 (PRC) Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. CEQA Guidelines Section 15088.5 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.”
2 TECHNICAL CORRECTIONS AND CLARIFICATIONS

Text changes are noted as follows: deletions in **bold strikethrough** and additions in **bold underline**.

**Mixed Use Building vs. Apartment Hotel**

Based upon Department of City Planning’s review of the Project’s uses and entitlement requests, the Project would be defined as a Mixed Use Building with hotel uses, rather than an Apartment Hotel with hotel uses. Therefore, the Apartment Hotel term used within the EIR, within the list of discretionary actions of the project description and within the land use analysis, is replaced with the term hotel. The hotel use and mixed-use nature of the Project are otherwise correctly described and analyzed throughout the Draft EIR. Specifically, the air quality modeling, employment estimates, traffic study, utility demand and generation, and other estimates which quantify impacts from the Project, correctly identify the rates for each land use of the Project, including for the hotel use. As the change from Apartment Hotel to hotel merely clarifies the nomenclature used within the entitlement requests, no further changes to the analysis are needed.

### 2.1 PROJECT DESCRIPTION

Page 2-34 of Section 2. Project Description of the Draft EIR identifies the discretionary actions required for the Project. The Apartment Hotel term used within the list of discretionary actions is replaced with the term hotel:

1. Pursuant to LAMC Section 12.24-W,24, a Conditional Use to permit a **Apartment Hotel** hotel located within 500 feet of a Residential Zone;

2. Pursuant to LAMC Section 12.20-2, a Coastal Development Permit to permit a mixed-use project including **an Apartment Hotel** a hotel with 80 guest rooms and restaurant, four apartment dwelling units, retail, and office space;

3. Pursuant to LAMC Section LAMC 16.05-C,1(b), a Site Plan Review approval for a mixed-use project including **an Apartment Hotel** a hotel, retail, and office space that creates 50 or more guest rooms;

### 2.2 LAND USE AND PLANNING

On page 4.G-17 of Section 4.G. Land Use and Planning of the Draft EIR, the term “apartment hotel” is replaced with the term “hotel guest rooms” and removes the reference to the definition of apartment hotel.

The Project Site would include a mixed-use project with office, restaurant and retail uses, along with dwelling units and **hotel guest rooms** an apartment hotel. An apartment
hotel is classified as a residential building designed or used for both two or more
dwelling units and six or more guest rooms or suites of rooms.

2.3 LAND USE AND PLANNING

On page 4.G-20 of Section 4.G. Land Use and Planning of the Draft EIR, the term “apartment
hotel” is replaced with the term “hotel guest rooms”.

Consistent. While this is a Citywide goal, the Project would support this objective by
providing 4 housing dwelling units and hotel guest rooms an apartment hotel.

2.4 LAND USE AND PLANNING

On age 4.G-31 of Section 4.G. Land Use and Planning of the Draft EIR, the reference to the
definition of apartment hotel is removed.

An apartment hotel is classified as a residential building (per LAMC Section 12.03.
Definitions).

2.5 TRANSPORTATION/TRAFFIC

Footnote 11 on page 4.K-13 of the Draft EIR is revised as follows:

11 Parking was removed from the Appendix G Thresholds, thus it is no longer a CEQA
issue. However, secondary issues related to loss of parking due to the Project are
discussed in this EIR for informational purposes.

The potential “secondary issues” created by parking that will result from people being redirected
to other parking areas is noted throughout the Draft EIR.

2.6 TRANSPORTATION/TRAFFIC

Modify TRANS-PDF-2, Transportation Demand Management Program (TDM) on page 4.K-31 of
the Draft EIR and page IV-15 of the Final EIR as follows to update the TDM measures with the
specific measures listed in the December 14, 2018 City of Los Angeles Department of
Transportation (LADOT) letter (Appendix K-2 of the Draft EIR), to remove the requirement to
provide an airport shuttle, and to include language related to monitoring for efficacy of the

TRANS-PDF-2 The Project Applicant shall submit to DOT a Transportation
Demand Management (TDM) Plan designed to reduce the total
net project trips during the peak commute periods. The “peak
trip goal” shall be 80 (driveway) P.M. peak hour trips generated
by the project as shown in Table 4 provided in Attachment “A”
of Appendix K-2 of the Draft EIR. The TDM Plan will prepare and
implement a TDM Program that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. As appropriate, these measures would be designed to provide incentives for use of transit and rideshare, to reduce the number of vehicle trips, and facilitate LADOT’s First and Las Mile Program. A full detailed description of the TDM Program shall be prepared by a licensed Traffic Engineer and submitted to DOT for review and approval, prior to the issuance of any certificate of occupancy by the Department of City Planning and LADOT. The TDM Program strategies shall include, but shall not be limited to, the following:

- Implementing vehicle trip reduction incentives and services;
- Providing on-site education on alternative transportation modes; implementation of an interactive, digital Transit Information Display;
- Implementing flexible/alternative work schedules and telecommuting programs;
- Implement enhanced pedestrian connections (e.g. improve sidewalks, widen crosswalks adjacent to the project, and pedestrian level lighting, etc.);
- Design the project to ensure a bicycle, pedestrian and transit friendly environment;
- Providing bicycle amenities such as bicycle racks and lockers for employees;
- Providing subsidized transit passes; Participation in the Metro Business Transit Access Pass (B-TAP) Program;
- Providing bicycles for patrons and employees to use;
- Providing airport shuttle for patrons;
- Providing on-site facilities to encourage use of alternative forms of transportation; and
- Providing a pick-up/drop-off area for taxis and shared-ride services;
- Provide parking as an option only (i.e. unbundle the parking);
• Coupled with the unbundled parking, provide on-site car share amenities;

• Provide rideshare program and support for project employees and tenants;

The project shall also provide a mitigation monitoring system to confirm that the project is achieving the trip reduction target as needed.

The Project traffic scoping and MOU creation process with LADOT defined a 15 percent reduction in hotel trips for project TDM efforts. That percentage value was defined based on the expected reduction in trips from LADOT experience in defining and enforcing previously-adopted TDM plans on projects, and is enforceable through monitoring requirements with LADOT. TRANS-PDF-2 contains an overview of the proposed TDM program, and a recommended start-up program is provided as part of the PDF. The proposed TDM program is specific and has been updated to include the specific measures reviewed and approved by LADOT. The final TDM will be set forth when the project design is final during Project permitting in order to ensure that the strategies will achieve the 15 percent traffic reduction goal. As such, the clarification and modification of the TDM Program features do not change the conclusion in the EIR that the TDM Program would result in at least a 15 percent reduction in hotel vehicle trips. This PDF was also updated with LADOT language for monitoring and enforcement, which allows for additional TDM features to be modified or added as needed to ensure compliance.
3 CONCLUSION

Based on the analysis presented above, the changes to the EIR set forth in this Erratum do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the Draft EIR. Specifically, the information included in this Erratum does not disclose any new significant impacts or a substantial increase in the severity of an impact already identified in the Draft EIR, nor does it 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 alternative or mitigation measure that the Applicant has declined to adopt. All of the information added in this Erratum merely clarifies, corrects, adds to, or makes insignificant modifications to information in the EIR. The City has reviewed the information in this Erratum 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.