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October 22, 2018

Weingart Center Association (O)(A)  
566 South San Pedro Street  
Los Angeles, CA 90013

Jim Ries (R)  
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Case No. ENV-2017-615-SCEA  
Site 1 Incidental Cases: CPC-2017-614-GPAJ-ZCJ-HD-SPR and VTT-74852  
Site 2 Incidental Cases: CPC-2017-589-GPAJ-ZCJ-HD-SPR and VTT-74864  
Site 1 Addresses: 554-562 South San Pedro Street and 555-561 South Crocker Street  
Site 2 Addresses: 600-628 South San Pedro Street, 611-615 South Crocker Street, and 518-522 East 6<sup>th</sup> Street  
Community Plan: Central City  
Council District: 14 - Huizar

**RE: ERRATA FOR ENV-2017-615-SCEA**

The City of Los Angeles (City) has prepared an Errata for the Sustainable Communities Environmental Assessment (SCEA) for the Weingart Projects to address minor corrections within the analysis of the proposed haul route and to clarify a requirement of an identified mitigation measure related to transportation and traffic. The Weingart Projects consists of the development of two project sites identified as Site 1 and Site 2 in the SCEA. Site 1 is proposed to be developed with 382 residential dwelling units, 2,250 square feet of commercial land uses, 25,493 square feet of philanthropic institution land uses, and 32 parking spaces. Of the 382 residential dwelling units, 378 units will be set aside as Restricted Affordable Units and four units designated as Manager Units. Site 2 is proposed to be developed with 303 residential dwelling units, 3,200 square feet of commercial land uses, 17,100 square feet of office land uses, and 212 parking spaces. Of the 303 residential dwelling units, 298 units will be set aside as Restricted Affordable Units and five units will be designated as Manager Units. No changes are proposed to the two Projects as part of this errata.

The original SCEA was released for public comment from September 13, 2018 to October 15, 2018. A joint public hearing held for the proposed Project at Site 1, Case No. CPC-2017-614-GPAJ-ZCJ-HD-SPR and VTT-74852, was held on October 10, 2018 before the Hearing Officer and Advisory Agency. Comments submitted regarding the SCEA have been included as part of the administrative record and addressed in the City's Response to Comments dated October 22, 2018.

**REGULATORY FRAMEWORK**

CEQA Guidelines Section 15088.5(a) provides guidelines that would require the Lead Agency to recirculate the environmental document when new information is added after public notice is given for availability for review. New information added is not considered "significant" unless the environmental document 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 that the project's proponents. CEQA Guideline Section 15088.5(b) and (e) provides additional guidelines which states that recirculation is not required where the new information added merely clarifies or amplifies or makes insignificant modifications in an adequate environmental document and provided that the decision to not recirculate is supported by substantial evidence in the administrative record.

During the public comment period of the SCEA, comments were submitted from the general public and are addressed in the City's Response to Comments dated October 22, 2018. As demonstrated by the analysis herein, the clarifications and revisions do not represent significant new information as defined in CEQA Guideline Section 15088.5(a) and merely clarifies existing information and further amplifies a previously identified mitigation measure. As such, the errata does not require recirculation, consistent with CEQA Guideline Section 15088.5(b).

## **ENVIRONMENTAL ANALYSIS**

The environmental analysis related to the clarification and revisions of the Errata are attached herein.

## **CONCLUSION**

The Department of City Planning has determined that clarifications to the haul route information and revision to the mitigation measure identified as Traffic-MM-1 is not significant new information as defined in CEQA Guideline Section 15088.5(a) and does not require the recirculation of the SCEA prior to its adoption pursuant to CEQA Guideline Section 15088.5(b).

VINCENT P. BERTONI, AICP  
Director of Planning



Jane J. Choi, AICP  
Senior City Planner  
JJC:MS

Attachment: Errata Environmental Analysis

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# WEINGART PROJECTS SCEA

## ERRATA

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### Haul Route

A portion of the description of the Project's preliminary haul route in the Sustainable Communities Environmental Analysis (SCEA) inadvertently identified East 6<sup>th</sup> Street in the vicinity of the Project Sites as having westbound traffic flow ability. However, in the vicinity of the Project Sites, East 6<sup>th</sup> Street is an eastbound one-way street. Thus, the portion of the Project's haul route that included "westbound" East 6<sup>th</sup> Street requires revision to allow haul trucks to access the ultimate regional routes to recycling/landfill facilities. As such, the last sentence of the first paragraph on page 2-99 in Section 2: Project Description and the last sentence of the first full paragraph on page 6-257 in Section 6: Sustainable Communities Environmental Analysis of the SCEA have been revised, respectively, as follows (new text shown in underline, deleted text shown in ~~strikethrough~~):

#### Section 2: Project Description

Direct local access to these freeways and the anticipated local haul route(s) from the Project Sites would consist of ~~westbound~~eastbound East 6<sup>th</sup> Street, northbound Crocker Street, and westbound 5<sup>th</sup> Street to State Route 110/I-110 Freeway, and/or East 6<sup>th</sup> Street, southbound Crocker Street, westbound 7<sup>th</sup> Street, and southbound South San Pedro Street to the I-10 Freeway, ~~and eastbound East 6<sup>th</sup> Street to State Route 110/I-10 Freeway~~.

#### Section 6: Sustainable Communities Environmental Analysis

Direct local access to these freeways and the anticipated local haul route(s) from the Project Sites would consist of ~~westbound~~eastbound East 6<sup>th</sup> Street, northbound Crocker Street, and westbound 5<sup>th</sup> Street to State Route 110/I-110 Freeway, and/or East 6<sup>th</sup> Street, southbound Crocker Street, westbound 7<sup>th</sup> Street, and southbound South San Pedro Street to the I-10 Freeway, ~~and eastbound East 6<sup>th</sup> Street to State Route 110/I-10 Freeway~~.

The preliminary haul route described in the SCEA assumes use of only those local roadways in close proximity to the Project Sites that provide the most direct access to the regional routes to recycling/landfill facilities. The revisions to the Project's preliminary haul route outlined above do not change the assumptions made in the SCEA that the Project's haul trips would use local roadways in the vicinity of the Project Site. The revisions to the preliminary haul route would not result in changes to construction traffic impacts described in the SCEA, because the number of haul trips would not increase, haul trips would continue to occur outside of peak-hour traffic periods, and the hauling phases for Sites 1 and 2 would not increase and would be temporary. Thus, the revision to preliminary haul route do not constitute significant new information as defined in CEQA Guidelines subsection 15088.5, because the revisions do not substantially affect the Project's overall haul route and do not present a new or increased significant impact not already identified in the SCEA.

## Construction Noise

The analysis of off-site construction-related noise impacts associated with haul truck activities in Section 6: Sustainable Communities Environmental Analysis on page 6-168 of the SCEA assumes 12 haul trips per hour per workday during the demolition and grading phases. However, the text of the analysis inadvertently omitted the words “per hour.” As such, the first and eighth sentences of the first full paragraph on page 6-168 of the SCEA has been revised (respectively) as follows (new text shown in underline):

With regard to off-site construction-related noise impacts, peak noise sources would result from haul truck activity during demolition and grading activities, which would require up to approximately 12 haul trips per hour per workday to export excavated soils and demolished materials from the Project Sites to a regional landfill.

Considering that the Project would generate up to approximately 12 haul trips per hour per workday, and that the noise impact of these haul trips would be acoustically equivalent to approximately 228 automobile trips per work day, the Project would not cause an equivalent doubling or tripling of traffic levels that would be associated with either a 3 dBA or 5 dBA noise increase, respectively.

This revision is consistent with the analysis and discussion pertaining to construction related trips on page 6-255 of the SCEA under Section 16. Transportation/Traffic and does not constitute significant new information as defined in CEQA Guidelines subsection 15088.5, because the revision simply clarifies assumptions already made in the construction noise analysis (i.e., 12 haul trips per hour per workday) and does not present a new or increased significant impact not already identified in the SCEA.

## Construction Traffic

On October 10, 2018, a comment letter was received from Metro regarding the Project’s potential impacts on existing bus stops and bus routes. The comment letter identifies a bus stop located on the south side of East 6<sup>th</sup> Street, adjacent to Site 2’s northerly frontage along 6<sup>th</sup> Street. The SCEA identifies and discusses the proximity of Site 2 to the bus stop in the appropriate sections and determines that existing regulatory measures or mitigation measures would reduce impacts to a less than significant level. However, for purposes of clarifying an existing requirement regarding temporary relocation of a Metro bus stop during the Project’s construction phase, the mitigation measure, Traffic-MM-1, has been revised as follows (new text underline):

TRAFFIC-MM-1: Construction Staging and Traffic Management Plan

Prior to issuance of a demolition permit, in coordination with LADOT and the Department of Building and Safety, the Project Applicant shall prepare a detailed Construction Staging and Traffic Management Plan (CSTMP), including street closure

information, detour plans, haul routes, and staging plans. The CSTMP shall outline how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The CSTMP shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and shall include the following elements as appropriate:

- Coordinate with Metro regarding temporary relocation of the bus stop located on East 6<sup>th</sup> Street adjacent to Site 2 and other construction activities that could affect Metro service in the vicinity of the Project Sites;
- Provide for temporary traffic control during all construction activities within public rights-of-way to improve traffic flow on public roadways (e.g., flagmen);
- Schedule of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Reroute construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibit construction-related vehicles from parking on surrounding public streets;
- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers in compliance with LAMC Section 62.45;
- Accommodate all equipment on-site; and
- Prepare a haul truck route program for the Project that specifies the routes to and from the Project Sites.

Temporary relocation of the existing bus stop from a far-side location (i.e., on eastbound East 6<sup>th</sup> Street, east of South San Pedro Street in this instance) to a near-side location (i.e., west of South San Pedro Street) during the duration of Site 2 construction activities - an approximately 19 to 20 month duration - is not expected to result in any significant traffic impact. As shown on Table 6-65 on page 6-215 of the SCEA, the intersection of East 6<sup>th</sup> Street at South San Pedro Street is forecast to operate at level of service A during both the weekday AM and PM peak hours in all existing and future year 2025 conditions. In addition, these existing transit bus trips are already included in the baseline traffic counts and corresponding analyses. While some intermittent stoppages in the eastbound, exterior through travel lane may occur during bus patron boardings and alightings, the intersection operations would not be degraded to a point that would constitute a change in level of service. Although temporary bus stop relocation further east of the existing bus stop is unlikely, those potential impacts would be the same as/similar to

the current bus stop, as motorists traveling in the eastbound, exterior through travel lane presently experience similar intermittent delays during bus patron boardings and alightings.

Thus, the revision to Mitigation Measure TRAFFIC-MM-1 does not constitute significant new information as defined in CEQA Guidelines subsection 15088.5, because the revision simply clarifies an existing requirement and does not present a new or increased significant impact not already identified in the SCEA.