
ADDENDUM TO THE CERTIFIED EIR

CASE NO. ENV-2015-888-EIR-ADD1

A. PROJECT BACKGROUND

Environmental Impact Report (EIR)

Pursuant to the California Environmental Quality Act (CEQA), an Environmental Impact Report was prepared for the NoHo West Project (Case No. ENV-2015-888-EIR, State Clearinghouse No. 2015041001) by the City of Los Angeles. The Draft EIR was distributed for public review on December 3, 2015 for a 76-day circulation period with the comment period expiring on February 12, 2016. The Final EIR was then distributed on June 28, 2016 and an Errata of minor corrections to the Final EIR was issued on August 23, 2016. The Advisory Agency certified the Final EIR on September 9, 2016 (“Certified EIR”) in conjunction with the Advisory Agency’s approval of the Vesting Tentative Tract Map for the Project. No appeal was filed and the approval became final on September 21, 2016. A Notice of Determination (NOD) was filed on September 23, 2016.

The Project analyzed in the Draft EIR (referred to here as the “Original Project”) included the demolition of the existing 90,000-square-foot office building at the corner of Laurel Canyon and Erwin Street and the 10,000-square-foot Macy’s annex building, as well as the removal of an approximately 20,000-square-foot portion of the existing Macy’s building. The existing main Macy’s building would be expanded and re-used for approximately 500,000 square feet of office uses. The Original Project also involved the development of the remainder of the Project Site with approximately 300,000 square feet of commercial uses, as follows: approximately 142,513 square feet of retail land uses, 48,687 square feet of restaurant land uses, 40,000 square feet of health club/gym, and 68,800 square feet of cinema uses (with 1,750 seats).

Partly in response to comments received on the Draft EIR, the Project Applicant requested that the City consider a revised project alternative, which was named “Alternative 4B” and included in Section 3, Additions and Corrections, of the Final EIR. Alternative 4B is a reduced project, which includes less office use, fewer residential units, and more retail and restaurant uses when compared to the Original Project.

Alternative 4B includes the demolition of the existing 90,000-square-foot office building at the corner of Laurel Canyon and Erwin Street, the 10,000-square-foot Macy’s annex building, a 13,000-square-foot portion of the Macy’s building, as well as the removal of an approximately 20,000-square-foot portion of the existing Macy’s building. Alternative 4B would re-use approximately 205,000 square feet of the main Macy’s building for office uses (on the second through fourth floors) and restaurant uses (on the second floor). The remainder of the main Macy’s building would be converted to 316 parking spaces in the basement (in approximately 150,000 square feet) and approximately 60,000 square feet of retail on the ground floor. In total, Alternative 4B would include the following commercial uses: 189,184 square feet of office uses; 208,171 square feet of retail uses; 66,645 square feet of restaurant uses; 40,000 square feet of health club/gym uses; and 68,000 square feet of cinema uses (with 1,750 seats). In addition to the commercial uses, the Project Site would also be developed with 658 residential units in two buildings.

Potential variations in the mix of uses for the commercial portion of Alternative 4B would include the replacement of up to 65,000 square feet of retail use on the ground floor of the Macy’s building with 65,000

square feet of office use, and the replacement of up to 40,000 square feet of health use in Building G with 40,000 square feet of office (collectively referred to as the “Office Variation”). These variations in the mix of uses within the commercial center would not significantly change any impacts and would not alter the design or building envelope.

A slightly reduced version of Alternative 4B, (the “Revised Project”) was approved by the City in connection with its decision to approve the Vesting Tentative Tract Map and certify the Final EIR on September 9, 2016. The Revised Project would eliminate several significant impacts and reduce all impacts compared to the Original Project, and would have substantially similar impacts compared to Alternative 4B. The Revised Project includes a total of 572,000 square feet of commercial uses as follows: 244,150 square feet of office uses; 188,000 square feet of retail uses; 57,850 square feet of restaurant uses; 32,000 square feet of health club/gym uses; and 50,000 square feet of cinema uses (with 1,250 seats). In addition to the commercial uses, the Project Site would also be developed with 642 residential units in two buildings totaling 701,542 square feet of floor area. As compared to Alternative 4B, the Revised Project has 16 less residential units, approximately 12,300 square feet less residential floor area, and the same amount of commercial floor area. Although the mix of commercial uses in the Revised Project is different from Alternative 4B, the mix of uses is within the range analyzed in the Final EIR under Alternative 4B or Alternative 4B/Office Variation.

B. SUBJECT OF THE ADDENDUM

Subsequent to the approval of the Revised Project in connection with the Vesting Tentative Tract Map, the City of Los Angeles Department of Transportation (LADOT) reanalyzed the feasibility of physical traffic improvements at two intersections impacted by the Project. The original analysis provided in the EIR concluded that the improvements for additional turn lanes were infeasible due to the removal of on-street parking spaces. However, after further investigation by LADOT, the proposed changes to the roadway configuration and subsequent loss of on-street parking were found to be feasible without creating any new or additional impacts. Therefore, modifications were made by LADOT to two traffic mitigation measures from the Certified EIR (Mitigation Measures M-3 and M-4), to add additional physical improvements to two intersections.

C. RATIONALE FOR ADDENDUM

The City is preparing this Addendum to assess the modifications of the traffic mitigation measures for the Project that have transpired since preparation and certification of the Environmental Impact Report.

Section 15164 of the CEQA Guidelines states:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Section 15162 of the CEQA Guidelines provides the criteria requiring preparation of a Subsequent EIR. Specifically, a Subsequent EIR is required when there are substantial changes to a project that involve 1) new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or 2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previously approved EIR; or 3) new information of substantial importance, which was not known and could not have been known with reasonable diligence at the time the previous EIR was certified, show additional or more severe significant effects, new feasible mitigation measures or alternatives are available but not adopted. Section 15163 of the CEQA Guidelines requires a Supplement to a certified EIR where one of the above conditions is met, but only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

As required in subsection (e) of Section 15164, substantial evidence supporting the City's decision not to prepare a Subsequent EIR or a Supplement pursuant to CEQA Guidelines Sections 15162 and 15163 is provided in Section D, Environmental Impact Analysis, below. The environmental analysis presented in Section D, below, evaluates the potential impacts of the revised mitigation measures for the Project. As demonstrated, the changes proposed are not substantial and would not result in any new significant environmental impacts. In fact, one intersection impact that was identified in the EIR as significant and unavoidable would now be reduced to less than significant (Intersection #11, Laurel Canyon Boulevard & Oxnard Street, during the AM peak hour).

Therefore, as described in further detail in Section D below, the analysis supports the determination that the proposed changes would not involve new significant environmental effects, or result in a substantial increase in the severity of previously identified significant effects which would call for, as provided in Section 15162 of the State CEQA Guidelines, the preparation of a Subsequent EIR. Therefore, the City has prepared this Addendum to the Certified EIR as the appropriate form of documentation to meet the statutory requirements of CEQA.

D. ENVIRONMENTAL IMPACT ANALYSIS

The EIR discussed impacts related to transportation/traffic in Section 4.M. of the Draft EIR and Section 3 of the Final EIR. The EIR found that the Revised Project would result in significant impacts at four intersections during the AM peak hour and six during the PM peak hour without mitigation. Mitigation Measures M-1 through M-7 for improvements to seven impacted intersections, and Mitigation Measure M-10 for the incorporation of Transportation Demand Management (TDM) strategies into the Project, were provided in the EIR to reduce the Project's intersection impacts during operation. The EIR disclosed that although Mitigation Measures M-1 through M-7 would reduce three AM intersection impacts and six PM intersection impacts to less than significant levels; one AM intersection impact at Laurel Canyon and Oxnard (Intersection #11) would remain significant, although it would be substantially lessened. The subject of this Addendum is Mitigation Measures M-3 and M-4. As provided in the Certified EIR, these measures are as follows:

- M-3** Laurel Canyon Boulevard & Oxnard Street (Intersection #11): Install a CCTV camera at this location in coordination with LADOT staff.
- M-4** Laurel Canyon Boulevard & Burbank Boulevard (Intersection #12): Install protected left-turn phasing in all four approaches at this intersection.

Implementation of Mitigation Measure M-3 was found to partially mitigate the Project's impacts at intersection #11, although the impacts were found to be significant and unavoidable during the AM peak hour for the Revised Project. Mitigation Measure M-4 was found to fully mitigate the Project's impacts at intersection #12 during the AM and PM peak hours.

As discussed in the EIR at pages 4.M-51 and -52, a set of geometric physical improvements were also identified for these two intersections, but such improvements were deemed to be infeasible by the Los Angeles Department of Transportation (LADOT) because implementation of the physical improvements would require the removal of on-street parking. The identified physical improvements were as follows:

Intersection #11 (Laurel Canyon Boulevard & Oxnard Street)

- Restripe the northbound approach of Laurel Canyon Boulevard to provide a second left-turn lane, restripe the eastbound approach to provide an exclusive right-turn lane, and to modify the existing traffic signal to include a northbound left-turn phase and an eastbound right-turn overlap phase (would fully mitigate the impact at this intersection but was deemed infeasible by LADOT as it would require the removal of 21 on-street parking spaces in the vicinity of the intersection), Draft EIR pages 4.M-51 and -52.

Intersection #12 (Laurel Canyon Boulevard & Burbank Boulevard)

- Restripe the southbound approach to provide an exclusive right-turn lane and modify the existing traffic signal to include an eastbound left-turn phase and a southbound right-turn overlap phase (would fully mitigate the impact at this intersection but was deemed infeasible by LADOT as it

would require the removal of 15 on-street parking spaces in the vicinity of the intersection), Draft EIR page 4.M-52.

Subsequent to the certification of the EIR, LADOT re-evaluated the traffic study included in the EIR to consider the aforementioned physical improvements and determined that the improvements are feasible (see Appendix A to this Addendum, which contains LADOT's letter dated December 5, 2016) and continue to support LADOT's previous conclusions about the project's impacts. The added physical improvements in Mitigation Measure M-3 would reduce the previously-identified significant and unavoidable impact in the EIR at Laurel Canyon Boulevard and Oxnard Street (Intersection #11) to a less than significant level. Impacts would also be lessened with the added physical improvements in Mitigation Measure M-4, although the impact level would remain the same as identified in the EIR, as less than significant, at Laurel Canyon Boulevard and Burbank Boulevard (Intersection #12). The identified changes to these Mitigation Measures would also not create any new or previously unidentified impacts. Therefore, these improvements have been incorporated into Mitigation Measures M-3 and M-4, which now read as follows:

- M-3** Laurel Canyon Boulevard & Oxnard Street (Intersection #11): Install a CCTV camera at this location in coordination with LADOT staff. Restripe the northbound approach of Laurel Canyon Boulevard to provide a second left-turn lane, restripe the eastbound approach to provide an exclusive right-turn lane, and to modify the existing traffic signal to include a northbound left-turn phase and an eastbound right-turn overlap phase.
- M-4** Laurel Canyon Boulevard & Burbank Boulevard (Intersection #12): Install protected left-turn phasing in all four approaches at this intersection. Restripe the southbound approach to provide an exclusive right-turn lane and modify the existing traffic signal to include an eastbound left-turn phase and a southbound right-turn overlap phase.

As stated on pages 4.M-51 and -52 of the Draft EIR, and in the LADOT letter attached as Appendix A to this Addendum, implementation of these physical improvements would fully mitigate the Project's impacts at Intersections #11 and #12, respectively.

Implementation of revised Mitigation Measures M-3 and M-4, as provided above, would not cause any other impacts related to transportation or traffic. Project impacts during construction would not change, as the size of the Project, construction schedule, and number of construction trips would remain the same, and restriping the existing roadways would not cause new significant noise or other construction-phase impacts. The removal of on-street parking spaces along the two intersections would also not result in any new impacts, as parking for adjacent businesses is provided within existing surface parking lots and the removal of a portion of on-street parking spaces along these intersections is not expected to result in significant changes to traffic or circulation. In addition, there would be no new impacts with respect to intersection level of service or emergency access, as implementation of revised Mitigation Measures M-3 and M-4 would actually improve the traffic conditions at Intersections #11 and #12. Therefore, there would be better circulation through these intersections and emergency access would be improved

With the implementation of additional mitigation measures M-3 and M-4, the Project impacts would be reduced compared to those analyzed in the Certified EIR. As such, none of the conditions as described under CEQA Guidelines Sections 15162 and 15163 requiring a subsequent or supplemental EIR have occurred under the proposed modified Project. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects would occur as a result of the proposed modified Project. Furthermore, there are no other additional known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the certified Final EIR. Accordingly, the preparation of this Addendum to the Final EIR is appropriate and in full compliance with the requirements of CEQA.

Appendix A

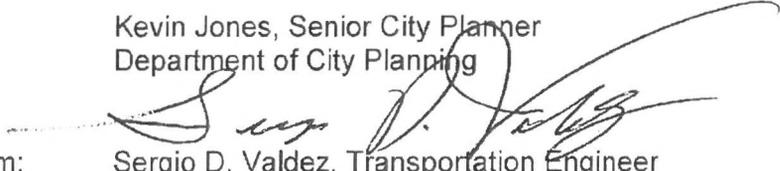
LADOT Letter – 12/5/16

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6150 Laurel Canyon Blvd.
DOT Case No. SFV 15-42827

Date: December 5, 2016

To: Kevin Jones, Senior City Planner
Department of City Planning

From: 
Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRAFFIC STUDY ASSESSMENT FOR THE REVISED PROPOSED
NOHOWEST MIXED-USE PROJECT (ENV-2015-888-EIR)**

The Department of Transportation (DOT) has reevaluated the traffic study prepared by The Mobility Group, dated January 18, 2016, for the proposed mixed-use development project located at the southeast corner of Laurel Canyon Boulevard and Erwin Street in the North Hollywood - Valley Village community plan area of the City of Los Angeles.

The mitigation measures in our Traffic Assessment Letter of April 4, 2016 are being revised for two intersections to include physical mitigation measures at the intersection in addition to Closed Circuit Television. These two intersections are Laurel Canyon Boulevard and Oxnard Street, and Laurel Canyon Boulevard and Burbank Street.

The mitigation measures are as follow:

- Laurel Canyon Boulevard & Oxnard Street (Intersection #11)

DOT has determined, in consultation with the Council Office, that the original mitigation proposed for this location should be implemented along with the installation of a closed circuit television (CCTV) camera and roadway system loops at this location. The CCTV will enhance the effectiveness of the traffic signal system in the area of the Project, specifically along Laurel Canyon Boulevard. The combination of CCTV and the original mitigation measure proposed for this location, which consisted of installing double northbound left turn lanes on Laurel Canyon Boulevard and installing an eastbound right-turn lane on Oxnard Street, will fully mitigate the significant impact at this intersection.

- Laurel Canyon Boulevard & Burbank Boulevard (Intersection #12)

DOT has determined, in consultation with the Council Office, that the original mitigation proposed for this location should be implemented along with the installation of a closed circuit television (CCTV) camera and roadway system loops at this location. The CCTV will enhance the effectiveness of the traffic signal system in the area of the Project, specifically along Laurel Canyon Boulevard. The combination of CCTV and the original mitigation measure proposed for this location, which consisted of restriping the southbound approach

to provide an exclusive right-turn lane on Laurel Canyon Boulevard, will fully mitigate the significant impact at this intersection

Implementation of Improvements and Mitigation Measures

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications (including roadway system loops) and bus stop and parking meter relocations associated with the proposed transportation improvements described above. All transportation improvements and any associated traffic signal work within the City of Los Angeles must be **guaranteed** through BOE's 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 applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8685, to arrange a pre-design meeting to finalize the proposed design needed for the project.

If a proposed transportation mitigation measure does not receive the required approval, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

All other conditions and recommendations of our April 4, 2016 letter remain in effect.

If you have any questions, please contact me at (818) 374-4699.

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c: Courtney Hamilton, Second Council District
Brian Gallagher, DOT East Valley District
John Varghese, Signal Design
Tim Conger, Geometric Design
Edmond Yew, BOE Land Development Group
Ali Nahass, BOE Valley District
Matthew Simons, The Mobility Group