

III. Revisions, Clarifications, and Corrections to the Draft EIR

III. Revisions, Clarifications, and Corrections to the Draft EIR

This section of the Final EIR provides changes to the Draft EIR that have been made to revise, clarify, or correct the environmental impact analysis for Angels Landing (the Project). Such changes are a result of public and agency comments received in response to the Draft EIR and/or additional information that has become available since publication of the Draft EIR. The changes described in this section do not result in the Project creating any new or increased significant environmental impacts.

This section is divided into two parts: Section III.A, Corrections and Additions to Draft EIR Sections and Appendices; and Section III.B, Effect of Corrections and Revisions.

A. Corrections and Additions to Draft EIR Sections and Appendices

Additional changes have been made to the Draft EIR as a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. Deletions are shown in ~~striketrough text~~ and additions are shown in underlined text. Such changes are presented by EIR section.

I. Executive Summary

Volume 1, Section I, Executive Summary, Subsection 9, Project Design Features, beginning on page I-13, revise Project Design Feature TR-PDF-1 as follows:

Project Design Feature TR-PDF-1: A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the

nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification to adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker and equipment parking on adjacent streets.
- Temporary pedestrian and bicycle traffic controls during all construction activities adjacent to Olive Street, 4th Street, and Hill Street to ensure pedestrian, bicycle and motor vehicle traffic safety on public rights-of-way.
- Provide traffic and sidewalk controls during construction activities adjacent to Angels Flight to ensure pedestrian safety on public rights-of-way and continued public access to Angels Flight rail operations.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities, including but not limited to associated truck deliveries and haul trips, to reduce the effect on traffic flow on surrounding arterial streets during peak commute hours.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Coordination of Project construction activities with Angels Flight so as not to substantially impact Angels Flight Operations.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop indicators per the California Vehicle Code.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing

sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

IV.J. Transportation

Volume 2, Section IV.J, Transportation, Subsection 3.c., Project Design Features, pages IV.J-26 through IV.J-27, revise Project Design Feature TR-PDF-1 as follows:

Project Design Feature TR-PDF-1: A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan will formalize how construction would be carried out and identify specific actions that will be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification to adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker and equipment parking on adjacent streets.
- Temporary pedestrian and bicycle traffic controls during all construction activities adjacent to Olive Street, 4th Street, and Hill Street to ensure pedestrian, bicycle and motor vehicle traffic safety on public rights-of-way.
- Provide traffic and sidewalk controls during construction activities adjacent to Angels Flight to ensure pedestrian safety on public rights-of-way and continued public access to Angels Flight rail operations.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).

- Scheduling of construction activities, including but not limited to associated truck deliveries and haul trips, to reduce the effect on traffic flow on surrounding arterial streets during peak commute hours.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Coordination of Project construction activities with Angels Flight so as not to substantially impact Angels Flight Operations.
- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop indicators per the California Vehicle Code.
- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

B. Effect of Corrections and Revisions

CEQA Guidelines Section 15088.5 requires that an EIR which has been made available for public review, but not yet certified, be recirculated whenever significant new information has been added to the EIR. The entire document need not be circulated if revisions are limited to specific portions of the document.

The relevant portions of CEQA Guidelines Section 15088.5 read as follows:

- (a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. 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 include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
 - (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)*
- (b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this section clarifies, amplifies, or refines information in the Draft EIR but does not make any changes that would meet the definition of "significant new information" as defined above. The information added to the Draft EIR does not change the Draft EIR in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. As provided by the discussion below, the revisions, clarifications, and corrections to the Draft EIR would not result in new significant impacts or increase any impact already identified in the Draft EIR.

(1) Executive Summary

With respect to the additions and corrections to Section I, Executive Summary, the revisions involve strengthening the requirements of Project Design Feature TR-PDF-1 (Construction Management Plan) to provide additional safety measures for LAUSD school

children during Project construction. These additional requirements would not result in any new environmental impacts.

(2) Transportation

With respect to the additions and corrections to Section IV.J, Transportation, the revisions involve strengthening the requirements of Project Design Feature TR-PDF-1 (Construction Management Plan) to provide additional safety measures for school children during Project construction. These additional requirements would not result in any new environmental impacts.

(3) Conclusions

Based on the supplemental analysis presented above, the revisions, clarifications, and corrections to the Draft EIR would not result in any new significant impacts or a substantial increase in an impact already identified in the Draft EIR or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. The revisions to the Draft EIR clarify, amplify, or refine the information in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation of the Draft EIR is not required.