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 the Our Lady of Mt. Lebanon Project (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 ~~strikethrough text~~ and additions are shown in <u>underlined text</u>. Such changes are presented by EIR section.

I. Executive Summary

Section I, Executive Summary, page I-17, add the following after Project Design Feature NOI-PDF-5:

> **<u>Project Design Feature NOI-PDF-6:</u>** <u>In the event of nighttime construction activities associated with the concrete mat foundation pour, notification will be provided to affected noise sensitive receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use within 200 feet of the Project Site. Notification will include the duration and hours of operation of the nighttime construction activities associated with the concrete mat foundation pour.</u>

Section I, Executive Summary, page I-18, add a header for Utilities and Service Systems—Water Supply and Infrastructure and Project Design Feature WAT-PDF-1 immediately above "10. Mitigation Measures":

f. Utilities and Service Systems—Water Supply and Infrastructure

Project Design Feature WAT-PDF-1: The Project design shall incorporate the following water conservation features to support water conservation, in addition to those measures required by the City's current codes and ordinances:

- High-Efficiency Toilets with a flush volume of 1.0 gallon per flush.
- Showerheads with a flow rate of 1.5 gallons per minute.
- High-efficiency Energy Star–rated residential and commercial clothes washers.
- High-efficiency Energy Star–rated residential dishwashers, should dishwashers be provided.
- Domestic Water Heating System located in close proximity of point(s) of use.
- Drip/Subsurface Irrigation (Micro-Irrigation).
- Proper Hydro-Zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Drought-Tolerant Plants.

Section I, Executive Summary, page I-18 to I-19, revise Mitigation Measure NOI-MM-1 as follows:

Mitigation Measure NOI-MM-1: Temporary and impermeable sound barriers shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. Documentation shall include a site plan showing the locations of the construction sound barriers, including their length and height, as required to provide the specified noise reduction, as well as a designated noise disturbance coordinator for responding to any complaints related to construction noise.

- Along the northern property line of the Project Site between the construction areas and the residential use across the alley (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the residential use (receptor location R1).
- Along the western property line of the Project Site between the construction areas and residential use at the west side of Holt Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.
- Along the southern property line of the Project Site between the construction areas and residential use on the south side of Burton Way (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R3.

II. Project Description

Section II, Project Description, page II-2, revise the second and third sentences of the last paragraph as follows:

> The Los Angeles County Metropolitan Transit Authority (Metro) provides ~~rapid bus service on Line 705, which runs from West Hollywood along La Cienega Boulevard and Vernon Avenue through Mid-City and South Los Angeles to Vernon. Metro also provides~~ local bus services on Line 105~~, which has the same route as Rapid Line 705~~.

Section II, Project Description, page II-26, revise the final two sentences of the first paragraph as follows:

> ~~The haul route from the Project Site is anticipated to include Burton Way, Robertson Boulevard, Wilshire Boulevard, La Cienega Boulevard, I-10, and South Vincent Avenue. Incoming haul trucks are anticipated to access the Project Site from South Vincent Avenue, I-10, Venice Boulevard, Cadillac Avenue, La Cienega Boulevard, Wilshire Boulevard, South San Vicente Boulevard, and Burton Way.~~ Construction delivery/haul trucks would travel on truck routes between the Project Site and the Santa Monica Freeway (I-10). Incoming haul trucks are anticipated to access the Project Site from I-10 (westbound) via Venice Boulevard, Cadillac Avenue, La Cienega Boulevard,

South San Vicente Boulevard, and Burton Way. Outgoing trucks would utilize Burton Way, Holt Avenue, 3rd Street, and La Cienega Boulevard to the I-10 on-ramps.

III. Environmental Setting

No corrections or additions have been made to this section of the Draft EIR.

IV.A. Air Quality

Section IV.A, Air Quality, page IV.A-51, revise the first sentence of the third paragraph as follows:

Metro local bus lines, ~~including local and rapid lines,~~ as well as LADOT's Commuter Express lines, run along La Cienega, San Vicente and Pico Boulevards.

Section IV.A, Air Quality, page IV.A-59, revise footnote a of Table IV.A-7 as follows:

[a] *The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix B (CalEEMod Output) to this Draft EIR.* ~~*The table reflects net emissions (i.e., Project emissions less existing emissions)*~~ *Project operational emissions conservatively do not include a credit for existing land uses.*

IV.B. Cultural Resources

No corrections or additions have been made to this section of the Draft EIR.

IV.C. Greenhouse Gas Emissions

Section IV.C, Greenhouse Gas Emissions, page IV.C-55, revise the consistency analysis for "By 2019, adjust performance measures used to select and design transportation facilities" as follows:

No Conflict. The Project would not involve construction of transportation facilities. However, the Project Site is located within ~~0.25 mile of the Metro Rapid stop at the La Cienega Boulevard and 3rd Street intersection~~ a Transit Priority Area, as defined by City Zoning Information File No. 2452, as well as a SCAG-designated HQTA. The Project benefits from ~~these bus stops by encouraging use of~~ its location near mass transit resulting in a reduction of Project-related vehicle trips to and from the Project Site.

Section IV.C, Greenhouse Gas Emissions, page IV.C-60, revise the fourth sentence of the second full paragraph as follows:

> Specifically, Metro local bus lines, ~~including local and rapid lines,~~ as well as Los Angeles Department of Transportation's (LADOT's) Commuter Express lines, run along La Cienega, San Vicente and Pico Boulevards.

IV.D. Energy

No corrections or additions have been made to this section of the Draft EIR.

IV.E. Hazards and Hazardous Materials

Section IV.E, Hazards and Hazardous Materials, page IV.E-12, revise the fifth sentence of the second paragraph and its accompanying footnote as follows:

> In accordance with these legal requirements, dewatering, treatment, and disposal of groundwater encountered during construction activities would be conducted in accordance with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, pursuant to adopted Order No. ~~R4-2013-0095,~~ R4-2018-0125, or any other appropriate WDR permit identified by the LARWQCB.[6]
>
> [6] *Los Angeles Regional Water Quality Control Board, Order No. ~~R4-2013-0095~~ R4-2018-0125, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, ~~June 6, 2013~~ adopted September 13, 2018.*

IV.F. Land Use

Section IV.F, Land Use, page IV.F-18, revise the third sentence of the last paragraph as follows:

> In particular, public transit options within close proximity to the Project Site include: a bus stop approximately 720 feet from the Project Site at the intersection of Third Street and La Cienega Boulevard, which provides service on ~~Metro Rapid Line 705, and~~ Metro lines 105, 16, 316, 17, and 218; a bus stop approximately 450 feet from the Project Site at the intersection of Third Street and San Vicente Boulevard, which includes service for Metro lines 30 and 330; a bus stop approximately 250 feet from the Project Site at the intersection of Third Street and Holt Avenue which provides service on

LADOT's DASH Fairfax; and a bus stop approximately 1,500 feet from the Project Site on Gracie Allan Drive, approximately half-way between South Sherbourne Drive and South George Burns Road, with free local bus service on the City of West Hollywood's Cityline.

Section IV.F, Land Use, page IV.F-19, revise the third sentence of the last paragraph as follows:

In particular, public transit options within close proximity to the Project Site include: a bus stop approximately 720 feet from the Project Site at the intersection of Third Street and La Cienega Boulevard, which provides service on ~~Metro Rapid Line 705, and~~ Metro lines 105, 16, 316, 17, and 218; a bus stop approximately 450 feet from the Project Site at the intersection of Third Street and San Vicente Boulevard, which includes service for Metro lines 30 and 330; a bus stop approximately 250 feet from the Project Site at the intersection of Third Street and Holt Avenue which provides service on LADOT's DASH Fairfax; and a bus stop approximately 1,500 feet from the Project Site on Gracie Allan Drive, approximately half-way between South Sherbourne Drive and South George Burns Road, with free local bus service on the City of West Hollywood's Cityline.

IV.G. Noise

Section IV.G, Noise, page IV.G-31, add the following after Project Design Feature NOI-PDF-5:

Project Design Feature NOI-PDF-6: In the event of nighttime construction activities associated with the concrete mat foundation pour, notification will be provided to affected noise sensitive receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use within 200 feet of the Project Site. Notification will include the duration and hours of operation of the nighttime construction activities associated with the concrete mat foundation pour.

Section IV.G, Noise, page IV.G-47, revise Mitigation Measure NOI-MM-1 as follows:

Mitigation Measure NOI-MM-1: Temporary and impermeable sound barriers shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. Documentation shall include a site plan

showing the locations of the construction sound barriers, including their length and height, as required to provide the specified noise reduction, as well as a designated noise disturbance coordinator for responding to any complaints related to construction noise.

- Along the northern property line of the Project Site between the construction areas and the residential use across the alley (receptor location R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of the residential use (receptor location R1).
- Along the western property line of the Project Site between the construction areas and residential use at the west side of Holt Avenue (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R2.
- Along the southern property line of the Project Site between the construction areas and residential use on the south side of Burton Way (receptor location R3). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R3.

Section IV.G, Noise, page IV.G-49, replace Table IV.G-21 with Revised Table IV.G-21 on page III-8:

Revised Table IV.G-21
Construction Noise Impacts With Mitigation Measures

Off-Site Receptor Location	Minimum Noise Reduction Provided by Mitigation Measures[b] (dBA)	Estimated Construction Noise Levels by Construction Phases (L_{eq} (dBA))						Existing Daytime Ambient Noise Levels (L_{eq} (dBA))	Significant Criteria (L_{eq} (dBA))[a]	Maximum Noise Exceedance Above the Criteria (L_{eq} (dBA))	Significant Impact With Mitigation?
		Demo/ Deconstruction of Cathedral	Grading	Mat Foundation	Foundation/ Concrete	Building Construction	Paving/ Landscape				
R1	15	~~30~~ 70.2	~~70.2~~ 72.3	~~72.3~~ 66.2	~~66.2~~ 70.4	70.4	~~70.4~~ 67.7	~~67.7~~ 61.5	66.5	5.8[c]	**Yes**
R2	15	65.0	~~65.0~~ 68.6	~~68.6~~ 63.1	~~63.1~~ 65.8	~~65.8~~ 65.6	~~65.6~~ 66.6	~~66.6~~ 61.0	66.0	2.6[c]	**Yes**
R3	7	~~175~~ 64.6	~~64.6~~ 68.8	~~68.8~~ 63.8	~~63.8~~ 66.1	66.1	~~66.1~~ 60.6	~~60.6~~ 64.8	69.8	0.0	No
R4	0	~~535~~ 52.0	~~52.0~~ 56.8	~~56.8~~ 51.8	~~51.8~~ 54.1	~~54.1~~ 54.3	~~54.3~~ 48.1	~~48.1~~ 60.3	65.3	0.0	No

[a] *Significance criteria are equivalent to the measured daytime ambient noise levels (see Table IV.G-8 on page IV.G-23) plus 5 dBA, per the L.A. CEQA Thresholds Guide for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels exceed those significance criteria, a construction-related noise impact is identified.*

[b] *Noise reduction provided by temporary noise barrier along the Project boundaries.*

[c] *Noise barriers would not be effective in reducing the onsite construction noise at the upper levels of receptors R1 and R2. Therefore, onsite construction noise impacts would remain significant and unavoidable. On-site construction noise levels shown for R1 and R2 are for the ground level of the building only*

Source: AES, 2020. See Appendix O to this Draft EIR.

Section IV.G, Noise, page IV.G-41, revise the third through fifth full sentences as follows:

> The noise modeling conservatively assumed that both loading areas would be operating concurrently to analyze the highest potential levels of noise that could occur and did not account for the existing use of this area of the Project Site for loading/unloading activities in connection with operation of the church. In reality, ~~both loading areas would be used infrequently, and it is unlikely that both loading areas would be used simultaneously~~ neither loading area would be used on a regular basis, and the simultaneous use of both loading areas would rarely occur. Nonetheless, this Draft EIR discloses the most conservative noise scenario to inform the public and decision makers, and regardless, the noise from the operation of only one loading area would still result in a significant impact at receptor location R1.

IV.H.1 Public Services—Fire Protection

Section IV.H.1 Public Services—Fire Protection, page IV.H.1-16, insert the following after the second full paragraph:

> In light of the above, the following data on response times for the fire stations serving the Project Site is provided for informational purposes only. For the January 2021 to June 2021 period, at Fire Station 58, the operational response time for EMS calls was seven minutes one second and six minutes 41 seconds for non-EMS calls;[18A] for Fire Station 61, the operational response time for EMS calls was seven minutes six seconds and six minutes 45 seconds for non-EMS calls;[18B] for Fire Station 68, the operational response time for EMS calls was six minutes 42 seconds and six minutes 14 seconds for non-EMS calls;[18C] for Fire Station 92, the operational response time for EMS calls was seven minutes 40 seconds and six minutes 40 seconds for non-EMS calls;[18D] and for Fire Station 43, the operational response time for EMS calls was six minutes 40 seconds and six minutes 35 seconds for non-EMS calls.[18E] During the same period, Citywide operational response times for EMS calls were six minutes 50 seconds and six minutes 26 seconds for non-EMS calls.[18F]

[18A] *LAFD, Station 58 Response Metrics January–June 2021, www.lafd.org/fsla/stations-map?station=58&year=2021, accessed July 16, 2021.*

[18B] *LAFD, Station 58 Response Metrics January–June 2021, www.lafd.org/fsla/stations-map?station=58&year=2021, accessed July 16, 2021.*

[18c] *LAFD, Station 58 Response Metrics January–June 2021, www.lafd.org/fsla/stations-map?station=58&year=2021, accessed July 16, 2021.*

[18D] *LAFD, Station 58 Response Metrics January–June 2021, www.lafd.org/fsla/stations-map?station=58&year=2021, accessed July 16, 2021.*

[18E] *LAFD, Station 58 Response Metrics January–June 2021, www.lafd.org/fsla/stations-map?station=58&year=2021, accessed July 16, 2021.*

[18F] *LAFD, Station 58 Response Metrics January–June 2021, www.lafd.org/fsla/stations-map?station=58&year=2021, accessed July 16, 2021.*

IV.H.2 Public Services—Police Protection

No corrections or additions have been made to this section of the Draft EIR.

IV.H.4 Public Services—Libraries

No corrections or additions have been made to this section of the Draft EIR.

IV.I. Transportation

Section IV.I, Transportation, page IV.I-16, delete the third bullet point:

- ~~Metro Rapid 705 – Route 705 is a rapid line that travels from West Hollywood to Vernon via La Cienega Boulevard and Vernon Avenue.~~

IV.J. Tribal Cultural Resources

No corrections or additions have been made to this section of the Draft EIR.

IV.K.1 Utilities and Service Systems—Water Supply and Infrastructure

No corrections or additions have been made to this section of the Draft EIR.

IV.K.2 Utilities and Service Systems—Energy Infrastructure

No corrections or additions have been made to this section of the Draft EIR.

V. Alternatives

No corrections or additions have been made to this section of the Draft EIR.

VI. Other CEQA Considerations

No corrections or additions have been made to this section of the Draft EIR.

Appendix N—Land Use and Planning Section Tables

Appendix N, Land Use and Planning Section Tables, page 26, revise the fourth through fifth sentences of the consistency analysis for "Increase person and goods movement and travel choices within the transportation system" as follows:

> In particular, Metro provides ~~rapid bus service on Line 705, which runs from West Hollywood along La Cienega Boulevard and Vernon Avenue through Mid-City and South Los Angeles to Vernon. Metro also provides~~ local bus services on Line 105~~, which has the same route as Rapid Line 705~~.

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.

Specifically, the revisions above include clarification of the Project's haul route, its proximity to bus lines, and minor additions and corrections to the regulatory setting and analyses in response to comments received on the Draft EIR. This section also includes the addition of Project Design Feature NOI-PDF-6 and revisions to Mitigation Measure NOI-MM-1 in response to comments received on the Draft EIR. These additions and corrections would not result in new significant impacts or increase the impacts of the Project. These revisions would also not constitute feasible mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the project, but the Applicant declines to adopt it.

Therefore, the additions and corrections contained in this section and the information contained in Section II, Responses to Comments, of this Final EIR, clarify, amplify, or make insignificant changes to the Draft EIR. In addition, Section II, Responses to Comments, of this Final EIR, fully considers and responds to comments stating that the Project would have significant impacts not disclosed in the Draft EIR and demonstrates that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation

measures, or new or more severe significant impacts than were discussed in the Draft EIR. Rather, the additions and corrections to the Draft EIR address typographical errors, provide minor revisions, and augment the analysis of the Draft EIR and would not result in new significant impacts or an increase in any impact already identified in the Draft EIR. Thus, none of the conditions in CEQA Guidelines Section 15088.5 are met and recirculation of the Draft EIR is not required.