

Section 2

Modifications and Updates to the Draft EIR

This section of this Final EIR contains modifications and updates to the Draft EIR based on minor corrections to formatting or grammar and on comments received from the public. No new or additional information has been added to the Draft EIR and no significant unmitigated impacts would occur. This section is organized into subsections that correspond to the section headings in the Draft EIR. Each subsection contains a list of the modifications (if any) that were made to the corresponding section. The Draft EIR section headings and corresponding subsection headings are as follows:

- Executive Summary
- Introduction
- Description of IRP Facilities Plan Components and EIR Alternatives
- Setting, Impacts, and Mitigation (including each environmental topic discussed in the Draft EIR)
- Other Environmental Considerations
- Persons and Organizations Contacted
- Preparers
- References
- Appendixes

2.1 Executive Summary

In addition to summarizing the activities that have occurred since the publication of the Draft EIR, the Executive Summary of the Draft EIR has been modified to address comments received on the Draft EIR. (The Executive Summary in this Final EIR is a separate summary that incorporates, where applicable, the modifications to the Draft EIR Executive Summary.) The modifications to the Executive Summary of the Draft EIR are:

- Section ES1.2.1, on page ES-2. Replace the second sentence of the third paragraph with the following:

“Certification refers to the process of: (1) completing the EIR in compliance with CEQA, (2) confirming that the Los Angeles City Council reviewed and considered the information in the EIR, and (3) affirming that the EIR reflects independent judgment and analysis by the City of Los Angeles (Section 15090 of CEQA Guidelines).”

- Section ES1.2.2, on page ES-2. Replace the last sentence of the first paragraph of this subsection with the following:

“Approval of each component will require findings (CEQA Guidelines, Section 15091), a possible Statement of Overriding Considerations (CEQA Guidelines, Section 15093), and a Mitigation Monitoring and Reporting Program (CEQA Guidelines, Section 15097).”
- Section ES1.7.1, on page ES-22. Replace the second sentence with the following:

“In accordance with CEQA Guidelines (Section 15126.6), this EIR has identified the Environmentally Superior Alternative (see ES1.9), which is Alternative 1, Hyperion Expansion to 500 mgd.”
- Section ES1.9, on page ES-24. Replace the last sentence with the following:

“On the basis of the analysis conducted in the EIR Alternative 1, Hyperion Expansion to 500 mgd is deemed to be the Environmentally Superior Alternative.”
- Section ES1.10, Table ES-1, on page ES-25. Replace the sixth bullet under the **Environmental Impacts** heading with the following:

“ATFs at the Griffith Park, Pecan Grove, Valley Heart, and/or Woodbridge Park shaft sites could result in permanent facilities that contrast with existing features and the valued aesthetic image at the respective recreational areas.”
- Section ES1.10, Table ES-1, on page ES-25. Replace the mitigation measure AES-MM-1, under the **Mitigation Measures** heading, with the following:

“AES-MM-1: Screen shaft sites in recreational and residential areas to minimize aesthetic incompatibility with nearby uses.”
- Section ES1.10, Table ES-1, on page ES-26. Add the following mitigation measures, under the **Mitigation Measures** heading, after mitigation measure AES-MM-6:

AES-MM-9: To further avoid potential conflicts with the existing equestrian trails at Pollywog Park during construction, the Valley Heart Shaft Site would be relocated to the west end of the site. Access to the relocated shaft site would occur from Keystone Street to minimize potential vehicle-equestrian conflicts. This measure also would minimize potential aesthetic impacts to nearby residences.

AES-MM-10: To further minimize potential visual and recreational resource impacts specific to the location of an ATF at the Valley Heart Shaft Site, the ATF shall be relocated to the west end of the Pollywog Park site. Access to the ATF would occur from Keystone Street.”
- Section ES1.10, Table ES-1, on page ES-28. Replace the second bullet under **Environmental Impacts** heading with the following:

“Operation associated with the ATF at Valley Heart and Woodbridge Park (GBIS) and the program-level components for all Proposed Alternatives would

permanently introduce structures that would include additional lighting that could affect adjacent light-sensitive areas.”

- Section ES1.10, Table ES-1, on page ES-28. Replace AES-MM-8 with the following:

“**AES-MM-8:** Minimize light intrusion during operation of the ATF at Valley Heart and Woodbridge Park, pumping stations, storage tanks, and URP_s located in residential areas. Direct lighting onto the structure, avoid outwardly direct spotlights, and shield lights.”
- Section ES1.10, Table ES-1, on page ES-28. Add after mitigation measure AES-MM-8 the following:

“**AES-MM-10.**”
- Section ES1.10, Table ES-1, on page ES-28. Replace the “None Required” in the second box under the **Mitigation Measure** heading with the following text and mitigation measure:

“To further minimize operational light and glare from the proposed improvements at Hyperion on the adjacent light-sensitive areas along the bluff in the City of El Segundo, the following mitigation has been added:

AES-MM-11: Prior to the operation of the proposed improvements at Hyperion, a Lighting Control Plan shall be required for each of the new facilities. The Lighting Control Plan would include, as applicable, but not limited to, measures that minimize light intrusion (such as installing the lowest illumination feasible, using soft yellow/orange/pink lighting elements, and low-pressure sodium elements), and directing lighting away from adjacent light-sensitive areas and/or adding elements to shield adjacent light-sensitive areas from spillover lighting (elements such as baffles, shades, and hoods that would direct lighting downward).”
- Section ES1.10, Table ES-1, on page ES-29. Add the following mitigation measure after AQ-MM-2:

“**AQ-MM-9:** The following measures shall be implemented at Hyperion, Tillman, or LAG, as applicable and feasible, to further reduce emissions during construction: Provide onsite lunch trucks/facilities to reduce offsite worker-vehicle trips; use zero-VOC or low-emitting architectural coatings on buildings; apply paint by hand instead of spray guns.”
- Section ES1.10, Table ES-1, on page ES-30. Add the following mitigation measure after AQ-MM-4:

“**AQ-MM-10:** To further reduce odors during demolition of existing facilities at Hyperion, the surfaces of the old equipment shall be rinsed with chemicals, such as sodium hypochlorite, hydrogen peroxide or other oxidants; and, if applicable to the process being used, odor suppressing foams shall be used to minimize release of odors.”

- Section ES1.10, Table ES-1, on page ES-33. Replace the first bullet, under the **Environmental Impacts** heading, with the following:

BIO-1 Designated Species: Nesting raptors and other native birds could be affected by construction activities at the Griffith Park, Riverside East, and Barham Shaft Sites, if present. Additionally, at the Barham Shaft Site, construction activities could affect Great aster, Brauton's milk-vetch, Nevin's barberry, and Parish's gooseberry, if present."
- Section ES1.10, Table ES-1, on page ES-33. Replace the mitigation measure BIO-MM-1, under the **Mitigation Measures** heading, with the following:

"BIO-MM-1: If habitat suitable for raptor nesting or other native bird species occurs on any Proposed Project site, a survey for active raptor nests will occur prior to construction. Restrict construction activities in the vicinity of an active raptor nest."
- Section ES1.10, Table ES-1, on page ES-35. Replace the fourth bullet, under the **Environmental Impacts** heading, with the following:

BIO-4 Tree Ordinances and Policies: Construction at LAG could affect coast live oak and California sycamore, construction at the Riverside East Shaft Site could affect coast live oak, California black walnuts, and California sycamores, and construction at the Barham Shaft Site could affect oak trees."
- Section ES1.10, Table ES-1, on page ES-35. Replace the mitigation measure BIO-MM-5, under the **Mitigation Measures** heading, with the following:

BIO-MM-5: Prior to construction, a qualified biologist will review the City of Los Angeles tree ordinances. The qualified biologist then will identify and quantify the protected trees that need to be removed at the Riverside East Shaft Site, Barham Shaft Site, and/or other component locations, as applicable. Any replacement requirements listed in the City of Los Angeles ordinance with regard to protected oak trees will be obeyed."
- Section ES1.10, Table ES-1, on page ES-39. Replace the second bullet of the first box, under the **Environmental Impacts** heading, with the following:

"LAG would have a low potential to encounter human remains."
- Section ES1.10, Table ES-1, on page ES-41. Replace the first bullet under mitigation measure GEO-MM-2 with the following:

"Require the tunnel contractor to limit surface settlement to 0.75-inch (19 mm) along the tunnel alignment as a performance standard, but establish a goal to limit surface settlement to 0.5-inch (12.7 mm) or less."
- Section ES1.10, Table ES-1, on page ES-44. Replace mitigation measure WQ-MM-1, under the **Mitigation Measures** heading with the following:

WQ-MM-1: Prior to installing advanced treatment facilities at Tillman and/or LAG, additional studies will be completed to determine if brine from

the advanced treatment process will be compatible with the treatment processes and to establish operating parameters for Tillman and/or LAG to ensure that brine will not cause water quality violations at the point of discharge from Hyperion and/or LAG, as applicable.”

- Section ES1.10, Table ES-1, on page ES-45. Replace mitigation measure WQ-MM-1 under the **Mitigation Measures** heading with the following:

“None Required”

- Section ES1.10, Table ES-1, on page ES-45. Delete the last bullet under the **Environmental Impacts** heading.

- Section ES1.10, Table ES-1, on page ES-46. Replace the first bullet under the **Environmental Impacts** heading with the following:

“LU-1 Plan Consistency: Construction of the facilities could result in temporary disruption to recreational uses and temporary delays or disruptions to coastal access. Operation of ATFs within open space or public facility designated areas would require a Conditional Use Permit (CUP). Therefore, with construction being temporary and the successful issuance of a CUP for operation, no land use plan inconsistencies are anticipated.”

- Section ES1.10, Table ES-1, on page ES-47. Replace the NV-MM-4 language with the following:

“Notify nearby (within 2,000 feet of construction shaft sites) residents of the construction schedule and post signs at the construction shaft sites that identify the duration of construction and provide call numbers for complaints and information.”

- Section ES1.10, Table ES-1, on page ES-53. Replace the fourth bullet with the following:

“ATFs for NEIS II and GBIS could result in permanent losses of recreational areas (Crystal Springs picnic area, Los Angeles Zoo parking lot, Pecan Grove picnic area, Weddington Park, Woodbridge Park, and equestrian access near Valley Heart).”

- Section ES1.10, Table ES-1, on page ES-53. Add the following mitigation measures after REC-MM-5:

“REC-MM-6: To further avoid potential conflicts with the existing equestrian trails at Pollywog Park during construction, the Valley Heart Shaft Site would be relocated to the west end of the site. Access to the relocated shaft site would occur from Keystone Street to minimize potential vehicle-equestrian conflicts. This measure also would minimize potential aesthetic impacts to nearby residences.

REC-MM-7: To further minimize potential visual and recreational resource impacts specific to the location of an ATF at the Valley Heart Shaft Site, the

ATF shall be relocated to the west end of the Pollywog Park site. Access to the ATF would occur from Keystone Street.

1. **REC-MM-8:** To further minimize impacts from the loss of equestrian-related recreational area at the Valley Heart Shaft Site from the placement of an ATF at this site, the following improvements to other equestrian resources in the same service area shall be implemented: 1. Place equestrian water stations along the Griffith Park trail system or at locations as approved by the Department of Recreation and Parks and/or, 2. Provide equestrian exercise improvements at Pollywog Park, as approved by the Department of Recreation and Parks.

These improvements would fully mitigate the loss of recreational area from the ATF, as determined by the Department of Recreation and Parks."

- Adjacent to the newly added REC-MM-8 in Section ES1.10, Table ES-1, under the **Impact after Mitigation** heading, add the following:

"Less Than Significant"

- Section ES1.10, Table ES-1, on page ES-53. Replace the first sentence under the **Impact after Mitigation** heading with the following:

"Less Than Significant for construction at the Observatory Annex (from TRA-MM-9), Zoo Drive at Sonora extended, and for construction and operation at Valley Heart (with REC-MM-6 through REC-MM-8), and program-level components."

- Section ES1.10, Table ES-1, on page ES-55. Add the following mitigation measure after TRA-MM-7:

"Specific to the Silver Lake project and the proposed Travel Town and Barham shaft sites, the following mitigation measure has been added to further reduce the potential for construction impacts on traffic:

TRA-MM-11: If the Travel Town and/or Barham shaft site is used for construction of the GBIS alignment and the nearby LADWP SLRC Storage Replacement Project were constructed concurrently, the construction work site Traffic Control Plan associated with the Travel Town Shaft Site, the Barham Shaft Site, and the SLRC Storage Replacement Project shall include the establishment of haul routes and restrictions to avoid potential adverse cumulative construction traffic impacts from concurrent construction of these related projects. Although LADOT does not consider construction traffic to be significant, LADOT shall review and revise all three of the traffic control plans, while considering the concurrent nature of construction of these related projects to avoid substantial adverse cumulative construction traffic impacts. As appropriate, LADOT shall apply measures and restrictions equally to GBIS and the SLRC Storage Replacement Project (if construction is concurrent), as applicable."

2.2 Section 1 – Introduction

- Section 1.2.1, on page 1-3. Replace the first paragraph and the bulleted items with the following:

“The CEQA Guidelines (Article 9, Section 15126.6) require an evaluation describing a range of reasonable alternatives, “which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Specific applicable elements of the CEQA Guidelines are:

- **Purpose.** The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. (Section 15126.6[b])
- **Selection of a Range of Reasonable Alternatives.** The EIR is required to include alternatives that feasibly could accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. (Section 15126.6[c])
- **Evaluation of Alternatives.** The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the Project as proposed. (Section 15126.6[d])
- **“No Project” Alternative.** A “No Project” Alternative also shall be evaluated along with its impact. If the environmentally superior alternative is the “No Project” Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Section 15126.6[e])
- **Rule of Reason.** The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. (Section 15126.6[f])”
- Section 1.4.2, on page 1-7. Add the following sentences after the first sentence of the third paragraph:

“LAG was built as a joint venture between the Cities of Los Angeles and Glendale. The operation of the plant is governed by a Joint Powers Agreement between the two cities.”

- Section 1.5.1, on page 1-12. Replace the fifth sentence of the last paragraph with the following:

“Approval of each component will require findings (CEQA Guidelines, Section 15091), a possible Statement of Overriding Considerations (CEQA Guidelines, Section 15093), and a Mitigation Monitoring and Reporting Program (CEQA Guidelines, Section 15097).”

- Section 1.5.3, on page 1-13. Add the following information to Table 1-3, under the State Agencies heading, after the California Department of Toxic Substances Control:

“California State Lands Commission Jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable rivers, sloughs, lakes, etc.”

- Section 1.5.3, on page 1-14. Add the following information to Table 1-3, under the Regional and Local Agencies:

“City of Glendale Approval of any capital improvement projects at LAG, per the Joint Powers Agreement between the Cities of Los Angeles and Glendale.”

2.3 Section 2 – Description of IRP Facilities Plan Components and EIR Alternatives

- Section 2.2, page 2-2. Replace the last sentence of the first paragraph with the following:

“A fifth alternative, the No Project Alternative, also is included in accordance with CEQA Guidelines (15126.6[e]).”

- Section 2.2.1.1, page 2-10. Replace the first complete sentence with the following:

“Similar to the existing egg-shaped digesters, each new egg-shaped digester would have a maximum diameter of 85 feet and would be no higher than the existing digesters.”

- Section 2.2.1.1, page 2-10. Replace the fourth sentence with the following:

“These new elevator structures would not extend above 110 feet above mean sea level.”

- Section 2.2.1.1, page 2-10. Under the *Truck-Loading Facility* heading, replace the second sentence with the following:

“The proposed truck-loading facility would be up to 110 feet above mean sea level and would be used in place of the existing truck-loading (the existing facility eventually would be demolished).”



- Section 2.2.1.2, page 2-13. Replace the last sentence of the first paragraph with the following:

“The new elevators would not exceed the height of 110 feet above mean sea level.”
- Section 2.2.1.9, on page 2-31. The following details associated with air treatment facilities (ATFs) have been duplicated from Section 3.2 – Aesthetics and added following the second sentence under the *Air Treatment Facilities* heading:

“Based on other ATFs being designed by the City of Los Angeles Department of Public Works, each ATF structure likely would include biotrickling filter vessels with recirculation and nutrient tanks, which would be contracted at grade and would be approximately 29 feet tall. In addition, the facilities would include carbon absorption units (each approximately 12 feet tall), odor control fans, foul air piping and dampers leading to stacks (approximately 25 feet tall), and a security wall around the facility (approximately 10 to 15 feet tall).”
- Section 2.2.1.10, on page 2-40. Replace the first sentence of the fourth paragraph with the following:

“The GBIS South Alignment would cross the Metropolitan Transportation Authority (MTA) Red Line, Los Angeles River, SR-134, SR-170, and an abandoned water gallery.”
- Section 2.2.1.10, on page 2-44. Replace the first sentence of the last paragraph with the following:

“The GBIS North Alignment would cross the MTA Red Line, Los Angeles River, SR-134, and SR-170.”

2.4 Section 3 – Setting, Impacts, and Mitigation

2.4.1 Section 3.1 Introduction

- Section 3.1.3.3, on page 3.1-5. The Related Projects section of the Draft EIR has been modified and reorganized to more effectively present the type of related projects considered. Replace Section 3.1.3.3 with the following:

“3.1.3.3 Related Projects

Using the same criterion for identifying related plans, the related projects listed below were identified for purposes of cumulative impact evaluations.

Los Angeles Department of Water and Power Projects:

Lower Reach River Supply Conduit Project. The Lower Reach River Supply Conduit (RSC) is a new potable water transmission pipeline proposed by LADWP. The project is intended to replace the existing Lower Reach RSC, a major pipeline that has provided over 50 years of continuous service, but is near its design life limits and has a leak history.

Approximately 7 miles long, the new pipeline will be constructed of welded steel pipe ranging in diameter from 48 to 96 inches and installed

using open trench, tunneling, and jacking methods. In a new alignment, the new Lower Reach RSC begins at the southwest end of the Headworks Spreading Grounds and ends at a connection to the existing Ivanhoe Reservoir inlet line. The alignment traverses the following streets: Forest Lawn Drive, Zoo Drive, Crystal Springs Drive, Riverside Drive, Glendale Boulevard, Rokeby Street, Rowena Avenue, West Silver Lake Drive, and Armstrong Avenue.

The proposed NEIS II alignment west of the Los Angeles River and the GBIS alignment south of the Los Angeles River closely follow the alignment the new Lower Reach RSC, but at a greater depth. The environmental document for this project was certified in January 2006. Construction of this project is planned to occur from 2008 to 2014.

Upper Reach River Supply Conduit Project. The Upper Reach River Supply Conduit (RSC) is a new potable water transmission pipeline proposed by LADWP. The project is intended to replace the existing Upper Reach RSC, a major pipeline that has provided over 50 years of continuous service, but is near its design life limits with restricted capacity due to air entrainment and low pressurization. Approximately 6 miles long, the new pipeline will be constructed of welded steel pipe approximately 78 inches in diameter and installed using open trench, tunneling, and jacking methods. In a new alignment, the new Upper Reach RSC is expected to begin near Vanowen Street and Morella Street in North Hollywood, and end at the southwest end of the Headworks Spreading Grounds.

Possible conflicts with the proposed GBIS alignment south of the Los Angeles River may occur along Forest Lawn Drive, although the GBIS will be at a greater depth. An environmental document is currently being prepared for this project. The construction schedule for the Upper Reach RSC project is under development but anticipated to occur from 2008 to 2012.

City Trunk Line South: Coldwater Canyon/Magnolia to Franklin Tunnel North Portal. The City Trunk Line South project (Units 4 and 5) consists of the construction of approximately 17,400 linear feet (about 3.3 miles) of new 54- and 60-inch welded steel potable water pipeline. It would connect the Magnolia Trunk Line to the north portal (terminus) of the Franklin Tunnel (the tunneled portion of the existing City Trunk Line water pipeline). The project would also include construction of appurtenant structures in public rights-of-way, such as flow control structures, meters, maintenance/access holes, valves, cabinets, and vaults, as necessary for the operation and maintenance of the pipeline. The proposed project would provide for improved water system conveyance and reliability.

The environmental document for this project was certified in November 2003. Construction of the City Trunk Line South (Units 4 and 5) is scheduled for November 2007 through September 2009. Possible conflicts with VSLIS routes may occur along Magnolia Boulevard between

Coldwater Canyon Avenue and Whitsett Avenue, and along Moorpark Street between Coldwater Canyon Avenue and Whitsett Avenue.

Silver Lake Reservoir Complex Storage Replacement Project. The Silver Lake Reservoir Complex Storage Replacement Project is a water project proposed by LADWP to remove Silver Lake and Ivanhoe Reservoirs from direct service to the LADWP water distribution system. Water storage currently provided by the Silver Lake Reservoir Complex (SLRC) would be replaced by a 110-million-gallon (MG), buried storage reservoir at the former site of the Headworks Spreading Grounds (Headworks site). The new storage reservoir would be accompanied by water conveyance facilities and a 4-megawatt hydroelectric power generating facility at the Headworks site to capture energy from the water pressure coming into the reservoir. A regulating station at the SLRC and a new bypass pipeline around the reservoir complex would convey water delivery flow to existing service areas, and Silver Lake and Ivanhoe Reservoirs would cease to be operated as storage facilities for drinking water.

The environmental document for this project was certified in April 2006. Construction of the project would be in the vicinity of the Travel Town Shaft Site (associated with the GBIS South Alignment) and is scheduled to begin in 2007 with various construction activities occurring until 2013. As with the trunk line projects above, coordination between LADWP and LADPW would occur. Without proper design considerations and coordination, the building of any structures adjacent to the Headworks site, or tunneling adjacent to or under the property, may cause adverse geotechnical or structural impacts to the Headworks Reservoir, hydroelectric power generating facility, or their appurtenances. However, with the coordination between LADWP and LADPW, as described above, and specific mitigation measures as described in Section 3.9 of the Draft EIR, potential for significant geotechnical or structural impacts are not anticipated.

Hansen Area Water Recycling Project. The Hansen Area Water Recycling Project is a reclaimed/recycled water pipeline in Sun Valley, Pacoima, and Lakeview Terrace proposed by LADWP. The recycled water pipeline would provide water for irrigation of the Angeles National Golf Course and the Hansen Dam Recreation area.

Sepulveda Basin Water Recycling Project. The Sepulveda Basin Water Recycling Project is a 2.5-mile recycled water pipeline in the Sepulveda Flood Control Basin proposed by LADWP. The new pipeline would supply recycled water produced at Tillman to existing users that currently use potable water for irrigation, thereby improving the reliability of the drinking water supply. The environmental document for this project was certified in April 2004. The proposed recycled water pipeline would be constructed in Woodley Avenue and Burbank Boulevard (to be constructed in 2007) in the basin.

Other Water Recycling Projects. LADWP is involved continuously in planning and implementing recycled water projects to distribute recycled water to industrial and irrigation users for nonpotable use. These recycled water projects are located throughout the City but are concentrated in and around existing water reclamation plants. Other projects include:

- South Valley Water Reclamation Project
- East San Fernando Valley Water Reclamation Project
- Harbor Water Recycling Project
- Central City – Elysian Park Water Reclamation Project

To avoid the potential for cumulative impacts to result from implementing the Recommended Alternative in combination with planned LADWP projects and to ensure the successful construction of wastewater collection system projects (such as the recommended NEIS II, GBIS and VSLIS) and potable water projects (such as the River Supply Conduit Improvements – Lower and Upper Reaches, City Trunk Line South Projects, Silver Lake Reservoir Complex Storage Replacement Projects, etc), close coordination between the LADPW and LADWP is essential. LADPW and LADWP will continue to coordinate to ensure that all geological impacts, structural impacts, requirements of the State of California Department of Water Resources–Division of Safety of Dams, and all other design and construction activities are addressed, and that adequate time for proper review is provided for all proposed and planned projects.

Other Related Projects:

Terminal Island Renewable Energy Project. The Terminal Island Renewable Energy Project is a demonstration project that would test the concept of convertibility of biosolids into clean and renewable energy. This project would use biosolids produced from the Terminal Island Treatment Plant and Hyperion for deep well injection, its subsequent biodegradation, followed by the extraction of the resultant biological gases and conversion to energy. This project is currently in the preliminary planning phase.

Rio de Los Angeles State Park. The Rio de Los Angeles State Park is proposed for the Taylor Yard complex west of San Fernando Road between I-5 and SR 2. The State Park could have traditional passive park uses such as restored habitat areas, multipurpose trails, special event areas, nature center, gardens, picnic areas, and other compatible uses. Interpretive and educational programs could be developed on both parcels focusing on the natural history of the site and on the nearby Los Angeles River. An EIR (SCH No. 2004091126) was prepared to assess the potential impacts of the proposed project.

Los Angeles State Historic Park. The proposed Los Angeles State Historic Park is proposed for the Cornfield project site, which is a 32-acre parcel situated between North Broadway and North Spring Street north of Chinatown at the foot of the North Broadway Bridge near the Los Angeles

River. The proposed park could include administrative offices, maintenance shop; storage for vehicles, equipment, and materials; visitors center; facilities for interpretive program support, artifact conservation, visitor services, and volunteer support; indoor and outdoor gathering and educational spaces that may include plazas and interpretive exhibits; possible concessions; multiple-use trails; limited parking; information signage; and recreational and open-space elements such as outdoor lighting, picnic tables, shade structures, gardens, and natural habitat areas. A Final EIR (SCH No. 2003031096) was prepared to assess the potential impacts of the proposed project.

Los Angeles River Revitalization Master Plan. The Los Angeles River Revitalization Master Plan (LARRMP) is a 20-year planning effort for the enhancement of public awareness of the Los Angeles River, greening, implementing water quality improvements, creating open space, parks, and trails along the Los Angeles River. Other goals of the project include economic revitalization of the communities adjacent to the Los Angeles River and developing a new governance structure to ensure flood protection and maintenance of the Los Angeles River.

Currently, a joint program-level EIR/EIS (SCH No. 2006041050) is being prepared to assess the environmental impacts of this plan as it is being developed. In addition to the greening of the entire river channel, the plan has defined five opportunity areas along the 32-mile stretch of the Los Angeles River. These opportunity areas represent various goals and objectives of the plan. Five opportunity areas are singled out for more detailed planning and demonstration of what can be accomplished. The plan also envisions creation of more open space, parks, and trails.

Integrated Regional Water Management Plan. Organized under the goals of the State of California Proposition 50 Chapter 8, the Integrated Regional Water Management Plan (IRWMP) is a multi-agency and broad-based watershed effort led by the Los Angeles County Flood Control District to identify water resource issues and needs, and strategies for solving them. The watersheds included in this plan are the Los Angeles and San Gabriel Rivers, Santa Monica Bay, and the Dominguez Channel. The IRWMP is expected to be completed by January 2007. These watersheds are further divided into the Upper Los Angeles River, the Upper San Gabriel River, the Rio Hondo, the Lower San Gabriel River, the Lower Los Angeles River, North Santa Monica Bay, and South Bay. The goal of the plan is to identify and prioritize projects in the region that could be eligible for future funding and implementation. Projects could include various elements, such as water supply reliability, stormwater capture treatment and re-use, parks and recreation, habitat, and water recycling. Many of the goals identified in the IRWMP are consistent with the goals of the IRP.

Total Maximum Daily Load (TMDL) Implementation Plans. A TMDL is the amount of pollutants that a particular water body can absorb and still achieve designated beneficial uses. The Los Angeles Regional Water

Quality Control Board and the Environmental Protection Agency have a court-ordered timetable to issue TMDLs, and the regulated community must respond with TMDL Implementation Plans to achieve compliance. Implementation plans have been prepared to meet bacteria standards for Santa Monica Bay using an iterative approach that determines the effectiveness of various solutions over time. Other TMDLs are in the process of being developed, and more are expected to be issued over the next several years. Each of these will have an associated implementation plan. The IRP was developed with the understanding that these regulations would be promulgated over the next several years. Some of the project components of the IRP may be triggered by these regulations.”

2.4.2 Section 3.2 – Aesthetics

- Section 3.2.2.2, on page 3.2-68. Replace the first sentence under the *Valley Heart Site* heading with the following:

“The Valley Heart site located in a lot southwest of the Valley Heart Drive and Morningside Drive intersection, would host a shaft site as well as an ATF for the North Alignment.”

- Section 3.2.4.1, page 3.2-110. Replace the first sentence with the following:

“The proposed 12 new egg-shaped digesters would not be higher than the existing digesters. In addition, the new elevators would not exceed the height of the handrails of the new digesters (i.e., 110 feet above msl).”

- Section 3.2.4.1, page 3.2-110. Replace the sixth sentence with the following:

“With the existing landscape plan, as defined under the MOU, the new digesters (including mixing towers and elevators) and the truck-loading facility would be screened effectively by the 120-foot landscaping (Figure 3.2-18).”

- Section 3.2.4.1, page 3.2-115. Replace the second and third sentences in the first paragraph under the *Operation* heading with the following:

“The proposed 12 new egg-shaped digesters would not exceed the height of the existing digesters. Additionally, the truck-loading facility would be limited in height to 110 feet above msl. With the existing landscape plan, as defined under the MOU, the new egg-shaped digesters and truck-loading facility would be screened effectively by the 120-foot landscaping (Figure 3.2-18).”

- Section 3.2.4.1, on page 3.2-140. Replace the first sentence under the *Valley Heart Shaft Site* heading with the following:

“Located north and east of the proposed Valley Heart Shaft Site are single-family residences; west of the proposed shaft site is an open field/park; south of the site is a recreational trail, the Ventura Freeway, and the Los Angeles River.”

- Section 3.2.4.1, on page 3.2-140. Replace the third and fourth sentence under the *Valley Heart Shaft Site* heading with the following:

“The construction would be visible to the surrounding land uses, including the residences, the recreational trail, and the adjacent open field/park. During the entire length of construction, the shaft site barriers would contrast with the open space and recreational character of the park and recreational trail and would obstruct the open space views from the recreational uses and the adjacent residences.”
- Section 3.2.4.1, on page 3.2-141. Revise the *Valley Heart Drop Structure* heading and text under the *Drop Structures* heading and move under *Air Treatment Facilities* heading as the second paragraph, following *Observatory Annex Air Treatment Facility* heading:

“*Valley Heart Air Treatment Facility*: Construction of the proposed ATF would occur at the same location and during the same time frame as the Valley Heart Shaft Site and would be similar to those discussed under the Woodbridge Park ATF.”
- Section 3.2.4.1, on page 3.2-143. Insert the following heading and text as the second paragraph, following *Observatory Annex Air Treatment Facility* heading:

“*Valley Heart Air Treatment Facility*: Because of its location within an open space/park and proximity to residential uses, operation impacts of the proposed ATF would be similar to those discussed under the Woodbridge Park ATF.”
- Section 3.2.4.4, on page 3.2-154. Replace the third sentence of the third paragraph with the following sentence:

“Additionally, short-term construction at shaft sites (e.g., Griffith Park, Los Angeles Zoo, Pecan Grove, Observatory Annex, Travel Town, Woodbridge Park, and Riverside West and East), at diversion structures (e.g., Chevy Chase Drive, NOS at Los Angeles River, and Woodbridge Park), at drop structures (e.g., Chevy Chase Drive, NOS at Los Angeles River, and Weddington Park), at ATFs (e.g., Griffith Park, Los Angeles Zoo, Pecan Grove, Observatory Annex, Valley Heart, and Woodbridge Park), and at maintenance hole structures located in recreational areas would be visible to park users and individuals using the recreational paths adjacent to each proposed shaft site, even with the 20-foot-tall construction barriers.”
- Section 3.2.4.4, page 3.2-155. Replace the third sentence of the fourth paragraph with the following:

“Operation of the process upgrades at Hyperion includes features that would not exceed the height of the existing digesters and would limit the digester elevator and truck-loading facility to 110 feet above msl.”
- Section 3.2.4.4, on page 3.2-156. Replace the third complete sentence of the top paragraph with the following sentence:

“However, operation of other ATFs (e.g., Griffith Park, Los Angeles Zoo, Pecan Grove, Observatory Annex, Valley Heart, and Woodbridge Park) would be located in recreational areas.”

- Section 3.2.4.4, on page 3.2-156. Replace the sixth complete sentence of the top paragraph with the following sentence:

“The Griffith Park, Pecan Grove, Valley Heart, and Woodbridge Park sites are areas of open recreational space; therefore, the ATFs significantly would affect the aesthetic image of the surrounding recreational facilities.”

- Section 3.2.4.4, on page 3.2-157. Add the following mitigation measures after mitigation measure AES-MM-6:

“AES-MM-9

To further avoid potential conflicts with the existing equestrian trails at Pollywog Park during construction, the Valley Heart Shaft Site would be relocated to the west end of the site. Access to the relocated shaft site would occur from Keystone Street to minimize potential vehicle-equestrian conflicts. This measure also would minimize potential aesthetic impacts to nearby residences.

AES-MM-10

To further minimize potential visual and recreational resource impacts specific to the location of an ATF at the Valley Heart Shaft Site, the ATF shall be relocated to the west end of the Pollywog Park site. Access to the ATF would occur from Keystone Street.”

- Section 3.2.4.4, on page 3.2-157. Replace the text under the *Impacts after Mitigation* heading with the following:

“Implementation of Mitigation Measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 would reduce potentially significant impacts to less than significant.”

- Section 3.2.4.4, page 3.2-158. Replace the second sentence with the following:

“However, the new digesters would not exceed the height of the existing digesters, which are similar in manner and appearance to the existing plant features. Additionally, the truck-loading facility would be limited in height to 110 feet above msl.”

- Section 3.2.4.4, on page 3.2-161. Replace the fourth sentence of the second complete paragraph with the following sentence:

“Additionally, operation of ATFs (e.g., Griffith Park, Los Angeles Zoo, Pecan Grove, Observatory Annex, Valley Heart, and Woodbridge Park) would be located in recreational areas.”

- Section 3.2.4.4, on page 3.2-161. Replace the fourth sentence of the third complete paragraph with the following sentence:

“The Valley Heart and Woodbridge Park ATFs would be located across from residences and could result in intrusive lighting, which could be considered significant.”
- Section 3.2.4.4, on page 3.2-162 Replace the text under the *Mitigation* heading with the following:

“To reduce lighting impacts during the construction phase and potential significant impacts that could occur to adjacent light-sensitive uses during the operation phase, AES-MM-10 and the following measures shall be implemented to mitigate impacts.”
- Section 3.2.4.4, on page 3.2-162. Replace the first sentence under mitigation AES-MM-7 with the following:

“Construction sites in residential areas shall be screened from view to minimize light intrusion at the boundary of the adjacent light-sensitive areas.”
- Section 3.2.4.4, on page 3.2-162. Replace mitigation AES-MM-8 with the following:

“Operation of the ATF at Valley Heart and Woodbridge Park and other aboveground program-level structures, such as pumping stations, storage tanks and URPs, located in residential areas will include measures to minimize light intrusion. These measures could include directing lighting downward onto the structure, avoiding use of outwardly directed spotlights, and using a shield on lights to isolate the illuminated area.”
- Section 3.2.4.4, on page 3.2-162. Add the following text and mitigation measure after AES-MM-8:

“To further minimize operational light and glare from the proposed improvements at Hyperion on the adjacent light-sensitive areas along the bluff in the City of El Segundo, the following mitigation has been added:

AES-MM-11

Prior to the operation of the proposed improvements at Hyperion, a Lighting Control Plan shall be required for each of the new facilities. The Lighting Control Plan would include, as applicable, but not limited to, measures that minimize light intrusion (such as installing the lowest illumination feasible, using soft yellow/orange/pink lighting elements, and low-pressure sodium elements), and directing lighting away from adjacent light-sensitive areas and/or adding elements to shield adjacent light-sensitive areas from spillover lighting (elements such as baffles, shades, and hoods that would direct lighting downward).”
- Section 3.2.4.4, on page 3.2-162. Replace the text under the *Impacts after Mitigation* heading with the following:

“Implementation of Mitigation Measures AES-MM-7, AES-MM-8, and AES-MM-10 would reduce potentially significant impacts to less than significant, while AES-MM-11 would further minimize operational impacts of proposed improvements at Hyperion.”

- Section 3.2.4.4, on page 3.2-163. Replace the third paragraph with the following:

“As with Alternative 1, operational impacts associated with the Griffith Park, Pecan Grove, Valley Heart, and Woodbridge Park ATFs would significantly affect the aesthetic image of the surrounding recreational uses by introducing a contrasting element.”

- Section 3.24.4, on page 3.2-163. Replace the text under the *Mitigation* heading with the following:

“The mitigation measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 under Alternative 2 would be the same as under Alternative 1.”

- Section 3.2.4.4, on page 3.2-163. Replace the text under the *Impacts after Mitigation* heading with the following:

“Comparable to Alternative 1, implementation of Mitigation Measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 would reduce potentially significant impacts to less than significant.”

- Section 3.2.4.4, page 3.2-164. Replace the second sentence of the first full paragraph with the following:

“However, the new digesters would not exceed the height of the existing digesters, which are similar in manner and appearance to the existing plant features. Additionally, the truck-loading facility would be limited in height to 110 feet above msl.”

- Section 3.2.4.4, on page 3.2-166. Replace the first sentence of the third complete paragraph with the following:

“As with Alternative 1, operations associated with the permanent aboveground structures associated with NEIS II and GBIS (the ATFs at Valley Heart and Woodbridge Park) and several of the program-level components (such as storage tanks and URPs), depending on the specific locations of these structures, have the potential to add new lighting sources.”

- Section 3.2.4.4, on page 3.2-166. Replace the text under the *Mitigation* heading with the following:

“As described above under Alternative 1, measures AES-MM-7, AES-MM-8, and AES-MM-10 will be implemented to mitigate impacts. In addition, AES-MM-11 will be implemented to further minimize operational light and glare at Hyperion.”

- Section 3.2.4.4, on page 3.2-166. Replace the text under the *Impacts after Mitigation* heading with the following:

"Implementation of Mitigation Measures AES-MM-7, AES-MM-8, and AES-MM-10 would reduce potentially significant impacts to less than significant, while AES-MM-11 would further minimize operational impacts proposed improvements at Hyperion."

- Section 3.2.4.4, on page 3.2-167. Replace the third paragraph with the following:

"As with Alternative 1, operational impacts associated with the Griffith Park, Pecan Grove, Valley Heart, and Woodbridge Park ATFs significantly could affect the aesthetic image of the surrounding recreational uses by introducing a contrasting element."
- Section 3.24.4, on page 3.2-167. Replace the text under the *Mitigation* heading with the following:

"The mitigation measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 under Alternative 3 would be the same as under Alternative 1."
- Section 3.2.4.4, on page 3.2-167. Replace the text under the *Impacts after Mitigation* heading with the following:

"Comparable to Alternative 1, implementation of Mitigation Measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 would reduce potentially significant impacts to less than significant."
- Section 3.2.4.4, page 3.2-168. Replace the second sentence of the first full paragraph with the following:

"However, the new digesters would not exceed the height of the existing digesters, which are similar in manner and appearance to the existing plant features. Additionally, the truck-loading facility would be limited in height to 110 feet above msl."
- Section 3.2.4.4, on page 3.2-170. Replace the first sentence of the first paragraph with the following:

"As with Alternative 1, operations associated with the permanent aboveground structures associated with NEIS II and GBIS (the ATFs at Valley Heart and Woodbridge Park) and several of the program-level components (such as storage tanks and URPs), depending on the specific locations of these structures, would have the potential to add more or new lighting sources."
- Section 3.2.4.4, on page 3.2-170. Replace the text under the *Mitigation* heading with the following:

"As described above under Alternative 1, measures AES-MM-7, AES-MM-8, and AES-MM-10 will be implemented to mitigate the impacts. In addition, AES-MM-11 will be implemented to further minimize operational light and glare at Hyperion."

- Section 3.2.4.4, on page 3.2-170. Replace the text under the *Impacts after Mitigation* heading with the following:

“Implementation of Mitigation Measures AES-MM-7, AES-MM-8, and AES-MM-10 would reduce potentially significant impacts to less than significant, while AES-MM-11 would further minimize operational impacts proposed improvements at Hyperion.”
- Section 3.2.4.4, on page 3.2-170. Replace the first sentence of the last paragraph with the following:

“As with Alternative 1, operational impacts associated with the Griffith Park, Pecan Grove, Valley Heart, and Woodbridge Park ATFs would significantly affect the aesthetic image of the surrounding recreational uses by introducing a contrasting element.”
- Section 3.2.4.4, on page 3.2-171. Replace the text under the *Mitigation* heading with the following:

“The mitigation measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 under Alternative 4 would be the same as under Alternative 1.”
- Section 3.2.4.4, on page 3.2-171. Replace the text under the *Impacts after Mitigation* heading with the following:

“Comparable to Alternative 1, implementation of Mitigation Measures AES-MM-1 through AES-MM-6 and AES-MM-9 and AES-MM-10 would reduce potentially significant impacts to less than significant.”
- Section 3.2.4.4, page 3.2-172. Replace the second sentence of the first paragraph with the following:

“However, the new digesters would not exceed the height of the existing digesters, which are similar in manner and appearance to the existing plant features. Additionally, the truck-loading facility would be limited in height to 110 feet above msl.”
- Section 3.2.4.4, on page 3.2-174. Replace the first sentence of the first complete paragraph with the following:

“As with Alternative 1, operations associated with the permanent aboveground structures associated with NEIS II and GBIS (the ATFs at Valley Heart and Woodbridge Park) and several of the program-level components (such as storage tanks and URPs), depending on the specific locations of these structures, have the potential to add more or new lighting sources.”
- Section 3.2.4.4, on page 3.2-174. Replace the text under the *Mitigation* heading with the following:

“As described above under Alternative 1, measures AES-MM-7, AES-MM-8, and AES-MM-10 will be implemented to mitigate impacts. In addition,

AES-MM-11 will be implemented to further minimize operational light and glare at Hyperion.”

- Section 3.2.4.4, on page 3.2-174. Replace the text under the *Impacts after Mitigation* heading with the following:

“Implementation of Mitigation Measures AES-MM-7, AES-MM-8, and AES-MM-10 would reduce potentially significant impacts to less than significant, while AES-MM-11 would further minimize operational impacts proposed improvements at Hyperion.”

2.4.3 Section 3.3 – Agriculture

There are no modifications and updates to this section of the Draft EIR.

2.4.4 Section 3.4 – Air Quality

- Section 3.4.2.5, on page 3.4-43. Replace Figure 3.4-9 with the revised Figure 3.4-9 at the end of this section of the Final EIR.
- Section 3.4.2.5, on page 3.4-45. Add the following bullet under Johnny Carson Park:

“■ Residences near Pollywog Park”
- Section 3.4.2.5, on page 3.4-45. Replace the second sentence of the second paragraph under the *Odors* heading with the following:

“As shown in Figure 3.4-9, the GBIS vicinity had some odor complaints (i.e., in the City of Burbank) located near and to the north of the Valley Heart Shaft Site.”
- Section 3.4.2.5, on page 3.4-45. Replace the third (and last paragraph) under the *Odors* heading with the following:

“The proposed ATFs associated with each of the GBIS alignments could be constructed at sites near areas of previous odor complaints.”
- Section 3.4.2.5, on page 3.4-47. Replace Figure 3.4-10 with the revised Figure 3.4-10 at the end of this section of the Final EIR.
- Section 3.4.3.2, on page 3.4-115. Replace the last sentence of the page with the following:

“The nearest sensitive receptor to this site is less than 10 meters away and likely would experience objectionable odors.”
- Section 3.4.3.3, on page 3.4-133. Add the following mitigation measure after AQ-MM-2:

“AQ-MM-9

The following measures shall be implemented at Hyperion, Tillman or LAG, as applicable and feasible, to further reduce emissions during construction:

- Provide onsite lunch trucks/facilities to reduce offsite worker-vehicle trips
 - Use zero-VOC or low-emitting architectural coatings on buildings
 - Apply paint by hand instead of spray guns”
- Section 3.4.3.3, on page 3.4-136. Add the following mitigation measure after AQ-MM-4:
- “AQ-MM-10
- To further reduce odors during demolition of existing facilities at Hyperion, the surfaces of the old equipment shall be rinsed with chemicals, such as sodium hypochlorite, hydrogen peroxide, or other oxidants; and, if applicable to the process being used, odor suppressing foams shall be used to minimize release of odors.”
- Section 3.4.3.3, on page 3.4-143. Replace the text under the *Mitigation* heading with the following:
- “Measures AQ-MM-1, AQ-MM-2, and AQ-MM-9, as described under Alternative 1, will be implemented to reduce PM₁₀ and NO_x emissions.”
- Section 3.4.3.3, on page 3.4-143. Add the following after the third sentence under the *Impacts after Mitigation* heading:
- “Implementation of mitigation measure AQ-MM-9 would further reduce emissions.”
- Section 3.4.3.3, on page 3.4-146. Replace the first paragraph under the *Mitigation* heading with the following:
- “Implementation of mitigation measures AQ-MM-3, AQ-MM-4, and AQ-MM-10, as described under Alternative 1, will reduce odor impacts during Project construction.”
- Section 3.4.3.3, on page 3.4-151. Replace the text under the *Mitigation* heading with the following:
- “Measures AQ-MM-1, AQ-MM-2, and AQ-MM-9, as described under Alternative 1, will be implemented to reduce PM₁₀ and NO_x emissions.”
- Section 3.4.3.3, on page 3.4-151. Add the following after the third sentence under the *Impacts after Mitigation* heading:
- “Implementation of mitigation measure AQ-MM-9 would further reduce emissions.”
- Section 3.4.3.3, on page 3.4-154. Replace the first paragraph under the *Mitigation* heading at the top of the page (under Impact AQ-3) with the following:
- “Implementation of mitigation measures AQ-MM-3, AQ-MM-4, and AQ-MM-10, as described under Alternative 1, will reduce odor impacts during Project construction.”

- Section 3.4.3.3, on page 3.4-157. Replace the text under the **Mitigation** heading with the following:

“Measures AQ-MM-1, AQ-MM-2, and AQ-MM-9, as described under Alternative 1, will be implemented to reduce PM₁₀ and NO_x emissions.”
- Section 3.4.3.3, on page 3.4-157. Add the following after the fourth sentence under the **Impacts after Mitigation** heading:

“Implementation of mitigation measure AQ-MM-9 would further reduce emissions.”
- Section 3.4.3.3, on page 3.4-159. Replace the first paragraph under the **Mitigation** heading with the following:

“Implementation of mitigation measures AQ-MM-3, AQ-MM-4, and AQ-MM-10, as described under Alternative 1, will reduce odor impacts during Project construction.”

2.4.5 Section 3.5 – Biological Resources

- Section 3.5.3.3, on page 3.5-34. Replace the first paragraph with the following:

“The non-native landscaped vegetation on the shaft sites, except for one, consists of ornamental species, and none of the trees have removal restrictions under local tree ordinances or policies. The exceptions are the Riverside East Shaft Site area, which supports a dense grove of trees that includes native coast live oaks, California black walnuts, and California sycamores; and the Barham Shaft Site, which has some oak trees. In the event native trees onsite cannot be preserved or avoided, impacts to trees would occur in conflict with local ordinance and policy.”
- Section 3.5.3.3, on page 3.5-43. Replace the second paragraph under BIO-MM-2 with the following:

“In the event a regionally important plant population is identified, mitigation would be required. Mitigation for special-status plants is determined through coordination and negotiation between appropriate resource agencies and the Proposed Project proponent, and appropriate mitigation is developed on a case-by-case basis. Mitigation could include avoidance of the plants to the greatest extent possible (which includes total avoidance), relocation of specimens with monitoring/collection of seeds, or purchase of offsite habitat areas containing the observed special-status plant species. Establishment of mitigation ratio (area of affected site versus area of mitigation site), timing of mitigation, performance standards for determining success, monitoring and reporting requirements, and remediation activities will be documented in a Mitigation Plan developed and implemented in coordination with the appropriate resources agency.”
- Section 3.5.3.3, on page 3.5-46. Replace the first three sentences under Primary Impacts with the following:

"Potential primary impacts to trees governed by a local tree ordinance or policies would occur at LAG, the Riverside East Shaft Site (GBIS North Alignment), and the Barham Shaft Site (GBIS South Alignment). Coast live oak and California sycamore were planted or retained during development of LAG and are still present. The Riverside East Shaft Site supports a dense grove of trees that contains native coast live oaks, California black walnuts, and California sycamores. Some oak trees are present at the Barham Shaft Site."

- Section 3.5.3.3, on page 3.5-47. Replace BIO-MM-5 with the following:

"BIO-MM-5

Prior to construction, a qualified biologist will review the City of Los Angeles tree ordinances. The qualified biologist will then identify and quantify the protected trees that need to be removed at the Riverside East Shaft Site, Barham Shaft Site, and/or other component locations, as applicable. Any replacement requirements listed in the City of Los Angeles ordinance with regard to protected oak trees will be obeyed."

- Section 3.5.3.3, on page 3.5-49. Replace the second sentence under Primary Impacts with the following:

"Construction of Alternative 2 could result in impacts to trees governed by a local tree ordinance or policies at LAG, the Riverside East Shaft Site area (GBIS North Alignment), and/or the Barham Shaft Site (GBIS South Alignment)."

- Section 3.5.3.3, on page 3.5-51. Replace the second sentence under Primary Impacts with the following:

"Construction of Alternative 3 could result in impacts to trees governed by a local tree ordinance or policies at LAG, the Riverside East Shaft Site area (GBIS North Alignment), and/or the Barham Shaft Site (GBIS South Alignment)."

- Section 3.5.3.3, on page 3.5-53. Replace the second sentence under Primary Impacts with the following:

"Construction of Alternative 4 could result in impacts to trees governed by a local tree ordinance or policies at LAG, the Riverside East Shaft Site area (GBIS North Alignment), and/or the Barham Shaft Site (GBIS South Alignment)."

2.4.6 Section 3.6 – Coastal Resources

- Section 3.6.3.1, on page 3.6-5. Add the following paragraph before the **Local** heading:

"The Public Resources Code (PRC), Division 6, gives the California State Lands Commission (CSLC) jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable rivers, sloughs, lakes, etc. The CSLC has certain residual and review authority for tide and submerged lands legislatively granted in trust to local jurisdictions (PRC

Sections 6301 and 6306). All tide and submerged lands, granted or ungranted, as well as navigable rivers, sloughs, etc., are impressed with the common law Public Trust.”

2.4.7 Section 3.7 – Cultural Resources

There are no modifications and updates to this section of the Draft EIR.

2.4.8 Section 3.8 – Environmental Justice

There are no modifications and updates to this section of the Draft EIR.

2.4.9 Section 3.9 – Geology and Soils

- Section 3.9.2.1, on page 3.9-10. Replace the Benedict Canyon Fault information with the following:

The Benedict Canyon fault strikes northeast across the Santa Monica Mountains from the area of Sepulveda Boulevard at Sunset Boulevard, where it is exposed in Cretaceous-age sandstone, to the foothills along the north flank of the Santa Monica Mountains east of Universal Studios. The fault varies from being very sharp and well defined where it clearly offsets Miocene sedimentary and volcanic units, to more broad and diffuse where it trends through the Jurassic-age Santa Monica slate.

The mapped trace of the Benedict Canyon fault extends northward from the Santa Monica Mountains into the southeastern San Fernando Valley. The Los Angeles Department of Water and Power (1991) identified groundwater barriers from groundwater well data that are interpreted by many as evidence of the fault in the subsurface. Weber et al (1980) mapped a sharp photo lineament south of the Los Angeles River close to a sharp gravity gradient. They correlated this structure to the Benedict Canyon bedrock fault of Hoots (1931); the structure has left separation where it crosses the Santa Monica Mountains and has its north side down farther east along the northern base of the range. At the eastern end of the Santa Monica Mountains, where the Los Angeles River turns to the south, the bottom of the alluvial basin appears to be displaced relatively downward 170 m on the north side, near where faceted spurs have been identified on the flanks of the range. However, Weber et al. (1980) were unable to find evidence that this fault displaces Quaternary deposits; the faceted spurs could be caused by fluvial erosion and not fault displacement. The fault is mapped by Jennings (1994) as a Pre-Quaternary (older than 1.6 million years) fault or a fault without recognized Quaternary displacement and is, therefore, considered inactive.

- Section 3.9.3.3, on page 3.9-53. Replace the first sentence of the first bullet under mitigation measure GEO-MM-2 with the following:

“Require the tunnel contractor to limit surface settlement to 0.75-inch (19 mm) along the tunnel alignment as a performance standard, but establish a goal to limit surface settlement to 0.5-inch (12.7 mm) or less.”

2.4.10 Section 3.10 – Hazards and Hazardous Materials

- Section 3.10.3.2, on page 3.10-21. Add the following to the end of the second paragraph under the *NEIS II West Alignment* heading:

“One of the primary differences between the NEIS II West and East Alignments is that the NEIS II West Alignment would go through sedimentary rock that contains less water and is not within the Superfund area. Subsequently, concerns about contaminated groundwater potentially would be lessened.”
- Section 3.10.3.2, on page 3.10-22. Delete the second and third sentences under the heading *NEIS II East Alignment*.

2.4.11 Section 3.11 – Hydrology and Water Quality

- Table 3.11-5, on page 3.11-13. Replace the table with the following:

Table 3.11-5. Impairments for the Los Angeles River WMA <i>Integrated Resources Plan EIR</i>	
303(d)-Listed Waters/Reaches	Impairments
Aliso Canyon Wash	Selenium
Arroyo Seco Rch 1 (d/s Devil's Gate Dam)	coliform, nutrients (algae), trash
Arroyo Seco Rch 2 (W. Holly Ave. to Devil's Gate)	coliform, nutrients (algae), trash
Bell Creek	coliform
Burbank Western Channel	algae, ammonia, cadmium, odors, scum/foam-unnatural, trash
Compton Creek	coliform, copper, lead, pH
Dry Canyon Creek	coliform, selenium, total
Echo Park Lake	algae, ammonia, copper, eutrophic, lead, odors, PCBs (tissue), pH
Lake Calabasas	ammonia, DDT (tissue), eutrophic, low DO/organic enrichment, odors, pH
Lincoln Park Lake	ammonia, eutrophic, lead, low DO/organic enrichment, odors
Los Angeles River Estuary (Queensway Bay)	chlordane (sediment), DDT (sediment), lead (sediment), PCBs (sediment), zinc (sediment)
Los Angeles River Reach 1 (upstream of Carson Street to estuary)	aluminum, total, ammonia, cadmium, dissolved, coliform, copper, dissolved, lead, nutrients (algae), pH, scum/foam-unnatural, zinc, dissolved
Los Angeles River Reach 2 (Figueroa St. to upstream of Carson St.)	ammonia, coliform, lead, nutrients (algae), odors, oil, scum/foam-unnatural
Los Angeles River Reach 3 (Riverside Dr. to Figueroa St.)	ammonia, nutrients (algae), odors, scum/foam-unnatural

Table 3.11-5. Impairments for the Los Angeles River WMA Integrated Resources Plan EIR	
303(d)-Listed Waters/Reaches	Impairments
Los Angeles River Reach 4 (Sepulveda Dam to Riverside Dr.)	ammonia, coliform, lead, nutrients (algae), odors, scum/foam-unnatural
Los Angeles River Reach 5 (within Sepulveda Basin)	ammonia, nutrients (algae), odors, oil, scum/foam-unnatural
Los Angeles River Reach 6 (upstream of Sepulveda Basin)	coliform, dichloroethylene/1,1-DCE, tetrachloroethylene/PCE, trichloroethylene/TCE
McCoy Canyon Creek	coliform, nitrate (NO_3), nitrate as nitrogen, selenium, total
Monrovia Cyn Creek	lead
Peck Rd Lake	chlordane (tissue), DDT (tissue), lead, low DO/organic enrichment, odors
Rio Hondo Reach 1 (Santa Ana Fwy to Los Angeles River)	coliform, copper, lead, pH, trash, zinc
Rio Hondo Reach 2 (Whittier Narrows Flood Control Basin to Spreading Grounds)	coliform
Tujunga Wash (downstream of Hansen Dam to Los Angeles River)	ammonia, coliform, copper, odors, scum/foam-unnatural, trash
Verdugo Wash Reach 1 (Los Angeles River to Verdugo Rd)	algae, coliform, trash
Verdugo Wash Reach 2 (above Verdugo Road)	algae, coliform, trash
Source: CalEPA, Los Angeles Regional Board; 2005c	

- Section 3.11.3.3, on page 3.11-85. Replace WQ-MM-1 with the following:

“WQ-MM-1

Prior to installing advanced treatment facilities at Tillman and/or LAG, additional studies will be completed to determine if brine from the advanced treatment process will be compatible with the treatment processes and to establish operating parameters for Tillman and/or LAG to ensure that brine will not cause water quality violations at the point of discharge from Hyperion and/or LAG, as applicable.”

2.4.12 Section 3.12 – Land Use

- Section 3.12.2.2, on page 3.12-4. Replace the first and second sentences under the *Adjacent Land Use* heading with the following sentences:

“The Air National Guard, 261st Combat Communications Squadron is immediately north of Tillman. The Metro Orange Line and adjacent parallel City bikeway is immediately north of the National Guard. Farther north are Victory Boulevard and residential uses, primarily single-family dwellings.”

Section 2
Modifications and Updates to the Draft EIR

- Section 3.12.2.1, on page 3.12-7. Replace Figure 3.12-2 with the revised Figure 3.12-2 at the end of this section of the Final EIR.
- Section 3.12.2.2, on page 3.12-14. Replace the third sentence of the second paragraph with the following:

“North of the Los Angeles River, the Valley Heart and Riverside East and West shaft sites are surrounded by residential uses (Figure 3.12-5).”
- Section 3.12.2.2, Table 3.12-5, on page 3.12-17. Replace the text in the tenth box under the **Shaft Site and Pertinent Structures** heading with the following:

“Valley Heart Shaft Site”

2.4.13 Section 3.13 – Noise and Vibration

- Section 3.13.2.4, on page 3.13-20. Replace No. 2 of Table 3.13-7 with the following information under each of the noted headings:

No.	Name	Date	Duration	Start Time	Daytime	Night	CNEL (dBA)
2	Division St. ^a	7/1/99	1 hour	2:00 p.m.	61	-	64 ^b

- Section 3.13.3.2, on page 3.13-52. Replace the last sentence of the third paragraph with the following:

“However, incremental increases of 5 decibels or more are anticipated at Receptors 2 and 3.”
- Section 3.13.3.2, on page 3.13-53. Replace line items 3 and 4 of Table 3.13-14 with the following information under each of the noted headings:

Noise Receptor	Distance from Receptor to Construction Activity	Maximum Construction Noise Level at Receptor (dBA) ^a	Existing Ambient at Receptor ^b	New Ambient at Receptor ^c	Increase	Significance Threshold	Impact?
3. 731 Pine Street, City of El Segundo	2,650 feet to Truck-Loading Facility 1,100 feet to Emergency Storage Area 850 feet to Proposed Clarifiers	69	61	70	9	≥5 dBA	Yes
4. 737 Maple Avenue, City of El Segundo	2,140 feet to Truck-Loading Facility 1,040 feet to Emergency Storage Area 700 feet to Proposed Clarifiers	71	62	71	9	≥5 dBA	Yes

- Section 3.13.3.2, on page 3.13-57. Replace line item 3 of Table 3.13-17 with the following information under each of the noted headings:

Noise Receptor	Distance from Receptor to Construction Activity	Maximum Construction Noise Level at Receptor (dBA) ^b	Existing Ambient at Receptor ^c	New Ambient at Receptor ^d	Increase	Significance Threshold	Impact?
3. Woodley Ave. Park (southwest)	1,380 feet to Primary Clarifier 1,175 feet to Aeration Basin 1,190 feet to Secondary Clarifier 890 feet to Filtration and Advanced Treatment Installation	65	62	67	5	≥5 dBA	Yes

- Section 3.13.3.2, on page 3.13-62. Replace the heading of Table 3.13-21 with “Tillman Process Upgrades Construction Noise Impact with Mufflers ^{a**}” and line item 5 of the table with the following information under each of the noted headings:

Noise Receptor	Distance from Receptor to Construction Activity	Maximum Construction Noise Level at Receptor (dBA) ^b	Existing Ambient at Receptor ^c	New Ambient at Receptor ^d	Increase	Significance Threshold	Impact?
5. Cricket Field	500 feet from the Filtration and Advanced Treatment Installation	63	59	64	5	≥5 dBA	Yes

- Section 3.13.3.2, on page 3.13-62. Replace the last sentence of the second paragraph with the following:

“As shown, ambient noise levels would increase incrementally by 5 decibels at Receptor 4.”

- Section 3.13.3.2, on page 3.13-63. Replace the heading of Table 3.13-23 with “Tillman Wastewater Storage Construction Noise Impact with Mufflers ^{a**}” and line item 4 of the table with the following information under each of the noted headings:

Noise Receptor	Distance from Receptor to Construction Activity	Maximum Construction Noise Level at Receptor (dBA) ^b	Existing Ambient at Receptor ^c	New Ambient at Receptor ^d	Increase	Significance Threshold	Impact?
4. Woodley Ave. Park (south)	1,195 feet from Storage Tank	62	59	64	5	≥5 dBA	Yes

Section 2
Modifications and Updates to the Draft EIR

- Section 3.13.3.2, on page 3.13-66. Replace the heading of Table 3.13-27 with the following:

“LAG: Operational Storage Construction Noise Impact with Mufflers ^{a**}”

- Section 3.13.3.2, on page 3.13-67. Replace the Pecan Grove line in Table 3.13-28 with the following information under each of the noted headings:

Site	Loudest Phase	Ambient Noise Level at Construction Site	Construction Noise Level at Construction Site	Distance from Construction Site where Construction Noise Levels would Increase by 5 dBA or More (feet)
Pecan Grove	Tunneling	63	85	387

As a note, the last column in the table indicated the distance at which noise generated at the construction site would be attenuated to 5dBA over existing noise levels.

- Section 3.13.3.2, on page 3.13-89. Revise the text under the **Construction Noise** heading of Table 3.16-36, for IRP Component NEIS II West Alignment, with the following:

“Construction would cause ambient noise levels to increase incrementally by more than 5 decibels at 21 sensitive receptor locations.”

- Section 3.13.3.2, on page 3.13-89. Revise the text under the **Construction Noise** heading of Table 3.16-36, for IRP Component NEIS II East Alignment, with the following:

“Construction would cause ambient noise levels to increase incrementally by more than 5 decibels at 47 sensitive receptor locations.”

- Section 3.13.3.2, on page 3.13-89. Revise the text under the **Construction Noise** heading of Table 3.16-36, for IRP Component GBIS South Alignment, with the following:

“Construction would cause ambient noise levels to increase incrementally by more than 5 decibels at 116 sensitive receptor locations.”

- Section 3.13.3.2, on page 3.13-89. Revise the text under the **Construction Noise** heading of Table 3.16-36, for IRP Component GBIS North Alignment, with the following:

“Construction would cause ambient noise levels to increase incrementally by more than 5 decibels at 230 sensitive receptor locations.”

- Section 3.13.3.2, on page 3.13-93. Replace the language under NV-MM-4 with the following:

“All residential units located within 2,000 feet of construction shaft sites will be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet also will be posted at the construction shaft site. All notices and the signs will indicate the dates and duration of

construction activities, and will provide a telephone number where residents can inquire about the construction process and register complaints. All notices will be posted at least 10 days prior to the start of shaft site construction.”

2.4.14 Section 3.14 – Population and Housing

There are no modifications and updates to this section of the Draft EIR.

2.4.15 Section 3.15 – Public Services

There are no modifications and updates to this section of the Draft EIR.

2.4.16 Section 3.16 – Recreation

- Section 3.16.1.3, on page 3.16-20. Replace line item 21 of Table 3.16-5 with the following information under each of the noted headings:

Map No.	Name	Type of Facility	Size (acres or yards)	Location	Regulatory Agency	Nearest Shaft/Diversion /Drop Structure/ ATF	Distance to Nearest GBIS Structure (miles)
21	Pickwick Recreation Center	Rec. Center	N/A	1001 Riverside Drive, Burbank	Private agency	Valley Heart	0.4

- Section 3.16.1.3, on page 3.16-21. Add to the bottom of Table 3.16-5 the following information under each of the noted headings:

Map No.	Name	Type of Facility	Size (acres or yards)	Location	Regulatory Agency	Nearest Shaft/Diversion /Drop Structure/ ATF	Distance to Nearest GBIS Structure (miles)
35	Pollywog Park	Equestrian Trail	N/A	North of SR-134, west of Mariposa Street	City of Los Angeles	Valley Heart	0.0

- Section 3.16.1.3, on page 3.16-23. Replace Figure 3.16-5 with the revised Figure 3.16-5 at the end of this section of the Final EIR.
- Section 3.16.2.2, on page 3.16-30. Replace the last complete sentence with the following:

“Recreational uses at the Valley Heart Shaft Site include an open space area and an equestrian trail that connects to the equestrian trail along the Los Angeles River.”

- Section 3.16.2.2, on page 3.16-31. Replace the fourth and fifth sentences under the first full paragraph, under **Operation**, with the following:

“Operation of an ATF at Valley Heart Shaft Site potentially would limit open space recreational uses at the site.”

- Section 3.16.2.2, Table 3.16-6, on page 3.16-35. Under GBIS North Alignment, replace the last sentence under **Component Impact - Recreational Facilities** heading, with the following:

“Operation of an ATF at Woodbridge Park and/or Valley Heart shaft sites would result in the permanent loss of recreational land.”

- Section 3.16.2.3, on page 3.16-40. Add the following mitigation measures:

REC-MM-6: To further avoid potential conflicts with the existing equestrian trails at Pollywog Park during construction, the Valley Heart Shaft Site would be relocated to the west end of the site. Access to the relocated shaft site would occur from Keystone Street to minimize potential vehicle-equestrian conflicts. This measure also would minimize potential aesthetic impacts to nearby residences.

REC-MM-7: To further minimize potential visual and recreational resource impacts specific to the location of an ATF at the Valley Heart Shaft Site, the ATF shall be relocated to the west end of the Pollywog Park site. Access to the ATF would occur from Keystone Street.

REC-MM-8: To further minimize impacts from the loss of equestrian-related recreational area at the Valley Heart Shaft Site from the placement of an ATF at this site, the following improvements to other equestrian resources in the same service area shall be implemented:

1. Place equestrian water stations along the Griffith Park trail system or at locations as approved by the Department of Recreation and Parks and/or,
2. Provide equestrian exercise improvements at Pollywog Park, as approved by the Department of Recreation and Parks.

These improvements are expected to mitigate the loss of recreational area from the ATF to a less than significant level.”

- Section 3.16.2.3, on page 3.16-41. Replace the second complete paragraph, following the second set of bulleted items, with the following:

“Following implementation of REC-MM-2, REC-MM-3, and REC-MM-5 through REC-MM-8, impacts caused by the shaft site and ATF (placement and operation) at the Valley Heart Shaft Site to the equestrian trail access would be less than significant under Alternative 1.”

- Section 3.16.2.3, on page 3.16-44. Replace the text under the **Mitigation** heading with the following:

“Mitigation measures REC-MM-1, REC-MM-2, REC-MM-5, and REC-MM-6 for construction under Alternative 2 are the same as under Alternative 1.”

- Section 3.16.2.3, on page 3.16-44. Replace the text under the *Operations* heading with the following:

“Mitigation measures REC-MM-3, REC-MM-4, REC-MM-7, and REC-MM-8 for operations under Alternative 2 are the same as under Alternative 1.”
- Section 3.16.2.3, on page 3.16-45. Replace the first complete paragraph, following the bulleted items, with the following:

“Following implementation of REC-MM-2, REC-MM-3, and REC-MM-5 through REC-MM-8, impacts caused by the shaft site and ATF (placement and operation) at the Valley Heart Shaft Site to the equestrian trail access would be less than significant under Alternative 2.”
- Section 3.16.2.3, on page 3.16-47. Replace the text under the *Mitigation* heading with the following:

“Mitigation measures REC-MM-1, REC-MM-2, REC-MM-5, and REC-MM-6 for construction under Alternative 3 are the same as under Alternative 1.

Mitigation measures REC-MM-3, REC-MM-4, REC-MM-7, and REC-MM-8 for operations under Alternative 3 are the same as under Alternative 1.”
- Section 3.16.2.3, on page 3.16-48. Replace the second complete paragraph, following the second set of bulleted items, with the following:

“Following implementation of REC-MM-2, REC-MM-3, and REC-MM-5 through REC-MM-8, impacts caused by the shaft site and ATF (placement and operation) at the Valley Heart Shaft Site to the equestrian trail access would be less than significant under Alternative 3.”
- Section 3.16.2.3, on page 3.16-50. Replace the text under the *Mitigation* heading with the following:

“Mitigation measures REC-MM-1, REC-MM-2, REC-MM-5, and REC-MM-6 for construction under Alternative 4 are the same as under Alternative 1.

Mitigation measures REC-MM-3, REC-MM-4, REC-MM-7, and REC-MM-8 for operations under Alternative 4 are the same as under Alternative 1.”
- Section 3.16.2.3, on page 3.16-51. Replace the first complete paragraph, following the bulleted items, with the following:

“Following implementation of REC-MM-2, REC-MM-3, and REC-MM-5 through REC-MM-8, impacts caused by the shaft site and ATF (placement and operation) at the Valley Heart Shaft Site to the equestrian trail access would be less than significant under Alternative 4.”

2.4.17 Section 3.17 – Transportation and Traffic

Section 3.17.2.2, on page 3.17-7. Replace Figure 3.17-2 with the revised Figure 3.17-2 at the end of this section of the Final EIR.

Section 2
Modifications and Updates to the Draft EIR

- Section 3.17.2.2, on page 3.17-9. Replace Table 3.17-1 with the following:

Table 3.17-1. Existing Surface Street Characteristics in the Vicinity of NEIS II and GBIS Integrated Resources Plan EIR											
Segment	From	To	City	Functional Classification	Lanes		Median Type	Bike Facility	Parking		Speed Limit
					NB/EB	SB/WB			NB/EB	SB/WB	
San Fernando Road	Division St	Cazador St	LA	M	2	2	DY		PA	PA	40
	Cazador St	Hallet Av	LA	M	2	2	DY		NSAT	PA	40
	Hallet Av	Fletcher Dr	LA	M	2	2	2LT		NSAT	NSAT	40
	Fletcher Dr	Rosslyn St	LA	M	2	2	2LT		NSAT	NSAT	35*
	Rosslyn St	Glendale Bl	GL	M	2	2	2LT		2hr 9a-6p	2hr 9a-6p	35
	Glendale Bl	Central Av	GL	M	2	2	DY		2hr 9a-6p	2hr 9a-6p	25
	Central Av	Los Feliz	GL	M	2	2	2LT		2hr 9a-6p	2hr 9a-6p	35
	Los Feliz Bl	Palmer Av	GL	M	2	2	2LT		2hr 9a-6p	2hr 9a-6p	35
	Palmer Av	Chevy Chase Dr	GL	M	2	2	2LT		2hr 9a-6p	PA	35
	Chevy Chase Dr	Pacific Av	GL	M	2	2	2LT		2hr 9a-6p	2hr 9a-6p	35
	Pacific Av	Los Angeles	GL	M	2	2	2LT		2hr 9a-6p	PA	35
	Los Angeles	Riverdale Dr	GL	M	2	2	2LT		NSAT/PA	NSAT	35
	Riverdale Dr	Elk Av	GL	M	2	2	2LT		PA	NSAT	35
	Elk Av	Harvard St	GL	M	2	2	2LT		NSAT	NSAT	35
	Harvard St	Broadway / Brazil St	GL	M	2	2	2LT		PA	NSAT	35
	Broadway / Brazil St	California Av	GL	M	2	2	2LT		PA	NSAT	35
	California Av	Doran St	GL	M	2	2	2LT		PA	NSAT	35
	Doran St	Grange St	GL	M	2	2	DY		NSAT	NSAT	35
	Grange St	Highland	GL	M	2	2	2LT		PA	NSAT	35

**Table 3.17-1. Existing Surface Street Characteristics in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR**

Segment	From	To	City	Functional Classification	Lanes		Median Type	Bike Facility	Parking		Speed Limit
					NB/EB	SB/WB			NB/EB	SB/WB	
San Fernando Rd West	Doran St	Cutter St	LA	L	1	1	SDY		PA	PA	25*
	Cutter St	Broadway / Brazil St	LA	L	1	1	SDY		NSAT	PA	25*
	Broadway / Brazil St	Electronics Pl	LA	L	1	1	SDY		PA (Offstreet)	NSAT/PA	25*
	Electronics Pl	Colorado Bl	LA	L	1	1	SDY		PA (Offstreet)	NSAT	25*
	Colorado Bl	Goodwin Av	LA	L	1	1	SDY		PA (Offstreet)	PA	25*
Fletcher Dr	San Fernando Rd	Casitas Av	LA	S	2	2	DY	Planned	NSAT	NSAT	30
	Casitas Av	Larga Av	LA	S	2	2	DY	Class II	PA	2hr 8a-6p	30
	Larga Av	Ripple St	LA	S	2	2	DY	Bikeway	PA	PA	35
	Ripple St	Golden State Fwy	LA	S	2	2	DY	this segment	NSAT	NSAT	35
	Golden State Fwy	Riverside Dr	LA	S	2	2	DY		1hr 8a-6p	NSAT	35
Riverside Dr	Fletcher Dr	Glendale Bl	LA	M	2	2	2LT		NSAT	PA	35
	Glendale Bl	I-5 SB Ramps	LA	M	2	2	2LT		NSAT	NP 10p-6a	35
	I-5 SB Ramps	Los Feliz Bl	LA	M	2	2	2LT		PA / NP 10:30p-5a	NP 10:30p-5a / PA	35
Crystal Springs Dr	Los Feliz Bl	Griffith Park Dr	LA	L**	2	n/a	n/a	Class III	NSAT	n/a	25
	Griffith Park Dr	Zoo Dr	LA	L**	1	1	SDY	Class III	NSAT	NSAT	25
Griffith Park Dr [a]	Crystal Spr Dr (N)	Crystal Springs Dr (S)	LA	L**	n/a	2	n/a	Class III	n/a	NSAT	25
	Crystal Spr Dr (S)	Los Feliz Bl	LA	L**	n/a	2	n/a	Class III	n/a	NSAT	25
Casitas Av	Fletcher Dr	Northern Terminus	LA	L	1	1	UD		NP 8a-6p	PA	25*
Seneca Av	Glendale Bl	Los Feliz Bl	LA	L	1	1	UD		NSAT	PA	25

Section 2
Modifications and Updates to the Draft EIR

**Table 3.17-1. Existing Surface Street Characteristics in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR**

Segment	From	To	City	Functional Classification	Lanes		Median Type	Bike Facility	Parking		Speed Limit
					NB/EB	SB/WB			NB/EB	SB/WB	
Alger St	Chevy Chase Dr	Goodwin Av	LA	L	1	1	UD		PA	PA	25*
Brazil St	San Fernando Rd	Western Terminus	LA	L	1	1	UD		NSAT	NSAT	25*
Zoo Dr	Crystal Springs Dr	Riverside Dr	LA	L	1	1	DY	Class III	NP Sunset to Sunrise	NSAT	25
	Riverside Dr	Griffith Park Dr	LA	L	1	1	DY	Class III	NP Sunset to Sunrise	NP Sunset to Sunrise	25
	Griffith Park Dr	Forest Lawn Dr	LA	L	1	1	2LT	Class III	NSAT	NSAT	25
Forest Lawn Drive	Zoo Dr	Memorial Rd	LA	M	2	2	2DY	Class I	NSAT	NSAT	45
	Memorial Rd	WB Gate 7/8	LA	M	2	2	2DY	Class I	NSAT / NP 2a-4a	PA	45
	WB Gate 7/8	Barham Bl	LA	M	2	2	2LT	Class I	2hr 8a-6p	2hr 8a-6p / NP 2a-4a	45
Barham Bl	Forest Lawn Dr	Warner Bros Gate 1	LA	M	3	3	RM		NSAT	NSAT	35
	Warner Bros Gate 1	Olive Av	LA	M	3	3	2DY		NSAT	NSAT	35
Valley Spring Lane	Eastern Terminus	Foreman Av	LA	L	1	1	UD		PA	PA	25*
	Forman Av	Toluca Estates Dr	LA	L	1	1	UD		PA	NSAT	25*
	Toluca Estates Dr	Cahuenga Bl	LA	L	1	1	UD		2hr 8a-6p / PA	2hr 8a-6p / NSAT	25*
	Cahuenga Bl	Lankershim Bl	LA	L	1	1	UD		PA	PA	25*
	Lankershim Bl	Satsuma Av	LA	L	1	1	UD		2hr 8a-6p, permit	2hr 8a-6p, permit	25*
Valley Spring	Terminus (SR-170)	Bakman Av	LA	L	1	1	UD		PA	PA	25*

**Table 3.17-1. Existing Surface Street Characteristics in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR**

Segment	From	To	City	Functional Classification	Lanes		Median Type	Bike Facility	Parking		Speed Limit
					NB/EB	SB/WB			NB/EB	SB/WB	
Valleyheart Drive	Mariposa St	Beachwood Av	BUR	L	1	1	UD		PA/2hr M-Sat, 8a-6p	2hr M-Sat, 8a-6p / PA	25*
	Beachwood Av	Morningside Dr	BUR	L	1	1	UD		PA/2hr M-Sat, 8a-6p	PA	25*
Riverside Dr	Zoo Dr	Sonora Av	LA	M	2	2	DY		NSAT	NSAT	35
Victory Bl	Sonora Av	Justin Av	GL	M	2	2	2LT		PA	PA	35
Sonora Av	Victory Bl	Garden St	GL	C	1	2	DY		NPAT	PA	35
	Garden St	Flower St	GL	C	2	2	DY		PA	PA	35
Reese Pl	Morningside Dr	Riverside Dr	BUR	L	1	1	UD		PA	PA	25*
Riverside Dr	Reese Pl	Parish Pl	BUR	M	1	1	2LT		PA	PA	30
	Parish Pl	Keystone St	BUR	M	1	1	2LT		2hr 8a-6p	PA	30
	Keystone St	Buena Vista St	BUR	M	2	2	2LT		NSAT	NSAT	30
	Buena Vista St	Bob Hope Dr	BUR	M	2	2	DY		NP 11p-6a / NSAT	NP 11p-6a	30
	Bob Hope Dr	Fairview St	BUR	M	2	2	2LT		2hr 8a-6p	PA / 2hr 8a-6p M-F	30
	Fairview St	WB Gate 5/6	BUR	M	2	2	2LT		PA	2hr 8a-6p M-F / NP 3a-5a	30
	WB Gate 5/6	Olive Av	BUR	M	2	2	DY		10min / Loading	NP 3a-5a	30
	Olive Av	Hollywood Wy	BUR	M	2	2	DY		30min 8a-6p	PA	30
	Hollywood Wy	Screenland Dr	BUR	M	2	2	2LT		NSAT	NSAT	30



Section 2

Modifications and Updates to the Draft EIR

**Table 3.17-1. Existing Surface Street Characteristics in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR**

Segment	From	To	City	Functional Classification	Lanes		Median Type	Bike Facility	Parking		Speed Limit
					NB/EB	SB/WB			NB/EB	SB/WB	
Riverside Dr	Screenland Dr	Kenwood St	BUR	M	2	2	DY		2hr 8a-6p	10min 8a-6p / 1hr 8a-6p	30
	Kenwood St	Maple St	BUR	M	2	2	DY		2hr 8a-6p	1hr 8a-6p	30
	Maple St	Pass Av	BUR	M	2	2	DY		1hr 8a-6p / 10min 8a-6p	1hr 8a-6p	30
	Pass Av	Alameda Av	BUR	M	2	2	2LT		2hr 8a-6p	PA	30
	Alameda Av	Rose St	BUR	M	2	2	2LT		PA / NSAT	NSAT	30
	Rose St	Valley St	BUR	M	2	2	2LT		2hr 8a-6p	2hr 8a-6p	30
	Valley St	Clybourn Av	BUR	M	2	2	2LT	Planned	2hr 8a-6p	PA	30
	Clybourn Av	Mariota Av	LA	M	2	2	2LT	Class II	2hr 8a-6p	PA	35
	Mariota Av	Foreman Av	LA	M	2	2	2LT	Bikeway	2hr 8a-6p	2hr 8a-p	35
	Foreman Av	Sancola Av	LA	M	2	2	2LT	in City	PA / 2hr 8a-6p	2hr 8a-6p	35
	Sancola Av	Ledge Av	LA	M	2	2	2LT	of Los Angeles	PA / 2hr 8a-6p	PA	35
	Ledge Av	Strohm Av	LA	M	2	2	2LT	Angeles	PA	PA	35
	Strohm Av	Cahuenga Bl	LA	M	2	2	2LT		1hr 8a-6p	PA	35
Moorpark Wy	Ledge Av	Strohm Av	LA	S	1	1	DY		PA	PA	35
Moorpark St	Strohm Av	Cahuenga Bl	LA	S	1	1	2LT		PA	PA	35
	Cahuenga Bl	Lankershim Bl	LA	S	1	1	SDY		PA	PA	35
	Lankershim Bl	Vineland Av	LA	S	1	1	2LT		PA / NP 7a-10p	PA	35

Table 3.17-1. Existing Surface Street Characteristics in the Vicinity of NEIS II and GBIS <i>Integrated Resources Plan EIR</i>											
Segment	From	To	City	Functional Classification	Lanes		Median Type	Bike Facility	Parking		Speed Limit
					NB/EB	SB/WB			NB/EB	SB/WB	
Moorpark St	Vineland Av	101 NB Ramps	LA	S	2	2	SDY		PA	NSAT / PA	35
	101 NB Ramps	Bakman Av	LA	S	2	2	SDY		PA	PA	35

Notes:

[a] Griffith Park Dr one-way SB meets w/Crystal Springs Dr one-way NB and then splits into one-way streets again

Lanes: # = Number of lanes

Speed Limit: miles per hour

*indicates an assumed speed limit

Parking:

- PA = Parking Allowed
- NSAT = No Stopping Anytime
- NP = No Parking
- NS = No Stopping

Functional Classification:

- M = Major
- S = Secondary
- C = Collector
- L = Local
- L** = Internal Park Road

Median Type:

- DY = Double Yellow Centerline
- SDY = Single Dashed Yellow Centerline
- RM = Raised Median
- 1W = One Way
- 2LT = Double Left Turn Median
- UD = Undivided Lane
- 2DY = Two Double Yellow Centerlines

LA = Los Angeles
GL = Glendale
BUR = Burbank

Section 2
Modifications and Updates to the Draft EIR

- Section 3.17.2.2, on page 3.17-16. Replace Table 3.17-3 with the following:

Table 3.17-3. Existing Volumes in the Vicinity of NEIS II and GBIS Integrated Resources Plan EIR						
Location	From	To	Direction			
			NB/EB		SB/WB	
			a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	1,270	1,795	1,763	1,204
Riverside Dr	Fletcher Dr	Glendale Bl	378	649	1,376	1,209
Riverside Dr	Glendale Bl	Hyperion Av	534	658	969	1,011
Cry Spr/Gr Pk	N/O Los Feliz Bl		102	206	133	179
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	659	1,080	712	680
Griffith Park Dr s/o Crystal Springs Picnic Grounds			533	347	448	575
Casitas Av	Carillon St	Fletcher Dr	15	29	47	31
Casitas Av	Silver Lake Bl	Tyburn St	88	98	47	42
Seneca Av	Glendale Bl	Appleton St	37	47	25	56
Alger St	Chevy Chase Dr	Bemis St	67	94	127	164
San Fernando Rd W	Vine St	Riverside Dr	166	199	329	309
San Fernando Rd W	Brazil St	Electronics Pl	224	269	162	240
San Fernando Road	Broadway/Brazil Street	Wilson Av	949	1,449	1,195	1,181
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	591	1,245	1,277	653
Forest Lawn Dr s/w of Memorial Dr			592	1,226	1,230	585
Forest Lawn Dr	E/O Barham Bl		92	259	1,136	1,177
Valley Spring Ln	Forman Av	Woodbridge St	36	39	36	39
Valley Spring Ln	Denny Av	Lankershim Bl	60	32	69	65
Riverside Dr	Sonora Av	Zoo Dr	1,126	956	814	628
Riverside Dr	Bob Hope Dr	Gaylord Dr	458	509	628	557
Kenwood St	Oak St	Heffron Dr	10	17	6	15
Riverside Dr	Sancola Av	Forman Av	1,154	844	855	1,572
Riverside Dr w/o Lankershim Bl			1,011	626	1,048	1,539
Moorpark St w/o Lankershim Bl			741	652	659	1,080
Chevy Chase Dr	Alger St	Laclede Av	161	192	287	310
Doran St	UPRR tracks	San Fernando Rd W	131	264	235	172

CH:CDM

**Table 3.17-3. Existing Volumes in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR**

Location	From	To	Direction					
			NB/EB		SB/WB			
			a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr		
Colorado Bl at I-5 Ramps (Edenhurst)			302	286	51	82		
Vineland Av n/o US-101 SB Ramps			1,079	1,254	1,479	1,282		
US-101 SB On-Ramp and Off-Ramp at Vineland Av			675	478	291	351		
Vineland Av	Riverside Dr	Moorpark St	1,225	1,347	1,311	1,221		
101 SB On-Ramp		at Regal PI	N/A	N/A	754	725		
Cahuenga Bl W	At 101 SB On-Ramp		2,305	452	1,464	1,190		
101 EB On-Ramp	South of Fruitland Dr		N/A	N/A	377	363		
Ventura Bl	East of Vineland Av		2,451	1,439	2,320	2,083		
<p>Note: The 2004 Congestion Management Program for Los Angeles County contains subregional growth factors for use in projecting future traffic conditions. In the vicinity of NEIS II and GBIS, this factor is 0.82 percent per year. This rate was applied to counts conducted in years prior to 2005.</p> <p>Direction:</p> <ul style="list-style-type: none"> NB northbound SB southbound EB eastbound WB westbound 								

Section 2
Modifications and Updates to the Draft EIR

- Section 3.17.2.2, on page 3.17-19. Replace Table 3.17-5 with the following:

Table 3.17-5. Existing Street Segment Levels of Service in the Vicinity of NEIS II and GBIS Integrated Resources Plan EIR															
Location	From	To	Roadway Classif.	No. of Lanes NB/EB	NB/EB Capacity (VPHPL)	No. of Lanes SB/WB	SB/WB Capacity (VPHPL)	Direction							
								NB/EB				SB/WB			
								a.m. Pk Hr		p.m. Pk Hr		a.m. Pk Hr			
								V/C	LOS	V/C	LOS	V/C	LOS		
NEIS II															
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	S**	2	1,712	2	1,712	0.742	C	1.048	F	1.030	F	0.703	C
Riverside Dr	Fletcher Dr	Glendale Bl	M	2	1,712	2	1,712	0.221	A	0.379	A	0.804	D	0.706	C
Riverside Dr	Glendale Bl	Hyperion Av	M	2	1,712	2	1,712	0.312	A	0.384	A	0.566	A	0.591	A
Cry Spr/Gr Pk	N/O Los Feliz Bl		S	2	1,284	2	1,284	0.079	A	0.160	A	0.104	A	0.140	A
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	S**	2	1,712	2	1,712	0.385	A	0.631	B	0.416	A	0.397	A
Griffith Park Dr s/o Crystal Springs Picnic Grounds			S**	2	1,712	2	1,712	0.311	A	0.311	A	0.203	A	0.262	A
Casitas Av	Carillon St	Fletcher Dr	L	1	550	1	550	0.027	A	0.053	A	0.085	A	0.056	A
Casitas Av	Silver Lake Bl	Tyburn St	L	1	550	1	550	0.160	A	0.178	A	0.085	A	0.076	A
Seneca Av	Glendale Bl	Appleton St	L	1	550	1	550	0.067	A	0.085	A	0.045	A	0.102	A
Alger St	Chevy Chase Dr	Bemis St	L	1	550	1	550	0.122	A	0.171	A	0.231	A	0.298	A
San Fernando Rd W	Vine St	Riverside Dr	L	1	550	1	550	0.302	A	0.362	A	0.598	A	0.562	A
San Fernando Rd W	Brazil St	Electronics Pl	L	1	550	1	550	0.407	A	0.488	A	0.295	A	0.436	A
San Fernando Rd	Broadway/Brazil St	Wilson Av	M	2	1,600	2	1,600	0.593	A	0.905	E	0.747	C	0.738	C

Table 3.17-5. Existing Street Segment Levels of Service in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR

Location	From	To	Roadway Classif.	No. of Lanes NB/EB	NB/EB Capacity (VPHPL)	No. of Lanes SB/WB	SB/WB Capacity (VPHPL)	Direction							
								NB/EB				SB/WB			
								a.m. Pk Hr		p.m. Pk Hr		a.m. Pk Hr			
								V/C	LOS	V/C	LOS	V/C	LOS		
Chevy Chase Dr	Alger St	Laclede Av	S	2	1,284	2	1,284	0.125	A	0.150	A	0.224	A	0.241	A
Doran St	UPRR tracks	San Fernando Rd W	L	1	550	1	550	0.238	A	0.480	A	0.427	A	0.313	A
Colorado Bl at I-5 Ramps (Edenhurst)			S	1	642	1	642	0.470	A	0.445	A	0.079	A	0.128	A
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	M	2	1,712	2	1,712	0.345	A	0.727	C	0.746	C	0.381	A
Forest Lawn Dr s/w of Memorial Dr			M	2	1,712	2	1,712	0.346	A	0.346	A	0.716	C	0.718	C
Forest Lawn Dr	E/O Barham Bl		M	2	1,712	2	1,712	0.054	A	0.151	A	0.663	B	0.688	B
Valley Spring Ln	Forman Av	Woodbridge St	L	1	550	1	550	0.065	A	0.071	A	0.065	A	0.071	A
Valley Spring Ln	Denny Av	Lankershim Bl	L	1	550	1	550	0.109	A	0.058	A	0.125	A	0.118	A
Riverside Dr	Sonora Av	Zoo Dr	M	2	1,712	2	1,712	0.658	B	0.558	A	0.475	A	0.367	A
Riverside Dr	Bob Hope Dr	Gaylord Dr	M	2	1,712	2	1,712	0.286	A	0.318	A	0.393	A	0.348	A
Kenwood St	Oak St	Heffron Dr	L	1	550	1	550	0.018	A	0.031	A	0.011	A	0.027	A
Riverside Dr	Sancola Av	Forman Av	M	2	1,712	2	1,712	0.674	B	0.493	A	0.499	A	0.918	E
Riverside Dr w/o Lankershim Bl			M	2	1,712	2	1,712	0.591	A	0.591	A	0.366	A	0.612	B
Moorpark St w/o Lankershim Bl			S	2	1,284	2	1,284	0.577	A	0.577	A	0.508	A	0.513	A
Vineland Av n/o US-101 SB Ramps			M	2	1,712	2	1,712	0.630	B	0.732	C	0.864	D	0.749	C
US-101 SB On-Ramps and Off-Ramps at Vineland Av			R	2	1,800	2	1,800	0.375	A	0.266	A	0.162	A	0.195	A
Vineland Av	Riverside Dr	Moorpark St	M	2	1,712	2	1,712	0.716	C	0.787	C	0.766	C	0.713	C

Section 2

Modifications and Updates to the Draft EIR

Table 3.17-5. Existing Street Segment Levels of Service in the Vicinity of NEIS II and GBIS Integrated Resources Plan EIR															
Location	From	To	Roadway Classif.	No. of Lanes NB/EB	NB/EB Capacity (VPHPL)	No. of Lanes SB/WB	SB/WB Capacity (VPHPL)	Direction							
								NB/EB				SB/WB			
								a.m. Pk Hr		p.m. Pk Hr		a.m. Pk Hr	p.m. Pk Hr		
								V/C	LOS	V/C	LOS	V/C	LOS		
101 SB On-Ramp	at Regal Pl	R	R	2	1,800	3	2,700	N/A	N/A	N/A	N/A	0.279	A	0.269	A
Cahuenga Bl W	At 101 SB On-Ramp	M	M	3	2,568	2	1,712	0.898	D	0.176	A	0.855	D	0.695	B
101 EB On-Ramp	South of Fruitland Dr	R	R	1	900	2	1,800	N/A	N/A	N/A	N/A	0.209	A	0.202	A
Ventura Bl	East of Vineland Av	M	M	2	1,712	2	1,712	0.954	E	0.560	A	0.904	E	0.811	D

* Annual ambient growth rate was applied to traffic counts conducted in years prior to 2005.
** Secondary roadway operates with Major Class II roadway characteristics.

- Section 3.17.3.2, on page 3.17-45. Replace the last sentence of the second paragraph with the following:

“As shown, adverse impacts during the construction period could occur on up to eight analyzed streets, with lane closures or additional traffic during construction of NEIS II West Alignment:”
- Section 3.17.3.2, on page 3.17-45. Add the following bullet between the Griffith Park Dr and Doran Street bullets:

“■ San Fernando Road between Broadway/Brazil Street and Wilson Avenue (only if Brazil Street site were used as a shaft site)”

Section 2
Modifications and Updates to the Draft EIR

- Section 3.17.3.2, on page 3.17-47. Replace Table 3.17-17 with the following:

Table 3.17-17. Future Cumulative Base (No Project) Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Integrated Resources Plan EIR															
Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB			SB/WB				
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	LOS		
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	1,343	1,898	1,864	1,273	0.784	C	1.109	F	1.089	F	0.744	C
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	400	686	1,455	1,278	0.234	A	0.401	A	0.850	D	0.746	C
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	565	696	1,025	1,069	0.330	A	0.407	A	0.599	A	0.624	B
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	108	217	141	190	0.084	A	0.169	A	0.110	A	0.148	A
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	697	1,142	753	719	0.407	A	0.667	B	0.440	A	0.420	A
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	564	367	474	608	0.329	A	0.214	A	0.277	A	0.355	A
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	16	31	50	33	0.029	A	0.056	A	0.091	A	0.060	A
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	93	104	50	44	0.169	A	0.189	A	0.091	A	0.080	A
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	39	50	26	59	0.071	A	0.091	A	0.047	A	0.107	A
Alger St	Chevy Chase Dr	Bemis St	NEIS II-E	71	99	134	173	0.129	A	0.180	A	0.244	A	0.315	A
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	176	210	348	327	0.320	A	0.382	A	0.633	B	0.595	A
San Fernando Rd W	Brazil St	Electronics Pl	NEIS II-E	237	362	171	253	0.431	A	0.658	B	0.311	A	0.460	A
San Fernando Rd	Broadway/Brazil St	Wilson Av	NEIS II-W/E GBIS-S/B	1,024	1,563	1,290	1,274	0.640	A	0.977	E	0.806	D	0.796	C
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	174	207	310	335	0.136	A	0.161	A	0.241	A	0.261	A
Doran St	UPRR tracks	San Fernando Rd W	NEIS II-W/E	141	285	254	186	0.256	A	0.518	A	0.462	A	0.338	A
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II-W/E	326	325	55	88	0.508	A	0.506	A	0.086	A	0.137	A

CH:CDM

**Table 3.17-17. Future Cumulative Base (No Project) Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS
Integrated Resources Plan EIR**

Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB				SB/WB			
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	635	1,337	1,371	701	0.371	A	0.781	C	0.801	D	0.409	A
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	636	1,316	1,321	628	0.371	A	0.769	C	0.772	C	0.367	A
Forest Lawn Dr	E/O Barham Bl		GBIS – S	226	391	1,237	1,280	0.132	A	0.229	A	0.723	C	0.747	C
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	39	42	39	42	0.071	A	0.076	A	0.071	A	0.076	A
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	64	34	74	70	0.116	A	0.062	A	0.135	A	0.127	A
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	1,209	1,026	874	675	0.706	C	0.599	A	0.511	A	0.394	A
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	492	547	631	598	0.308	A	0.342	A	0.421	A	0.374	A
Kenwood St	Oak St	Heffron Dr	GBIS – N	11	18	6	16	0.020	A	0.033	A	0.011	A	0.029	A
Riverside Dr	Sancola Av	Forman Av	GBIS – N	1,239	906	918	1,688	0.724	C	0.529	A	0.536	A	0.986	E
Riverside Dr w/o Lankershim Bl			GBIS – N	1,147	719	1,163	1,679	0.670	B	0.420	A	0.679	B	0.981	E
Moorpark St w/o Lankershim Bl			GBIS – N	828	727	718	1,168	0.645	B	0.567	A	0.559	A	0.909	E
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	1,180	1,361	1,609	1,391	0.689	B	0.795	C	0.940	E	0.812	D
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	732	518	319	382	0.407	A	0.288	A	0.177	A	0.212	A
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	1,315	1,446	1,408	1,311	0.768	C	0.845	D	0.822	D	0.766	C
101 SB On-Ramp	at Regal PI		GBIS – S/N	0	0	827	795	N/A	N/A	N/A	N/A	0.306	A	0.294	A
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	2,603	598	1,589	1,294	1.013	F	0.233	A	0.928	E	0.756	C
101 EB On-Ramp	South of Fruitland Dr		GBIS – S/N	0	0	405	389	N/A	N/A	N/A	N/A	0.225	A	0.216	A
Ventura Bl	East of Vineland Av		GBIS – S/N	2,759	1,658	2,508	2,252	1.074	F	0.646	B	0.977	E	0.877	D

Note: NEIS II construction period scheduled to end in 2012; GBIS construction scheduled to end in 2014.

Section 2

Modifications and Updates to the Draft EIR

- Section 3.17.3.2, on page 3.17-49. Replace Table 3.17-18a with the following:

Table 3.17-18a. Construction-Period Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Terminating in Vicinity of Los Angeles Zoo Integrated Resources Plan EIR															
Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB				SB/WB			
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	LOS	V/C	LOS	V/C	LOS
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	1,370	1,925	1,891	1,300	1.600	F	2.249	F	2.209	F	1.519	F
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	427	713	1,482	1,305	0.499	A	0.833	D	1.731	F	1.525	F
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	592	723	1,052	1,096	0.692	B	0.845	D	1.229	F	1.280	F
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	151	260	184	233	0.234	A	0.404	A	0.286	A	0.362	A
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	740	1,185	796	762	0.864	D	1.384	F	0.929	E	0.890	D
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	607	410	517	651	0.709	C	0.478	A	0.603	B	0.760	C
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	41	56	75	58	N/A	F	N/A	F	N/A	F	N/A	F
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	118	129	75	69	N/A	F	N/A	F	N/A	F	N/A	F
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	64	75	51	84	N/A	F	N/A	F	N/A	F	N/A	F
Alger St	Chevy Chase Dr	Bemis St	NEIS II-E	96	124	159	198	N/A	F	N/A	F	N/A	F	N/A	F
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	201	235	373	352	N/A	F	N/A	F	N/A	F	N/A	F
San Fernando Rd W	Brazil St	Electronics Pl	NEIS II-E	262	387	196	278	N/A	F	N/A	F	N/A	F	N/A	F
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	188	221	324	349	0.293	A	0.344	A	0.505	A	0.544	A
Doran St	UPRR tracks	San Fernando Rd W	NEIS II-W/E	149	293	262	194	N/A	F	N/A	F	N/A	F	N/A	F
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II-W/E	334	333	63	96	1.040	F	1.036	F	0.196	A	0.299	A

**Table 3.17-18a. Construction-Period Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Terminating in Vicinity of Los Angeles Zoo
Integrated Resources Plan EIR**

Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB				SB/WB			
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	672	1,374	1,408	738	0.784	C	1.605	F	1.644	F	0.862	D
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	673	1,353	1,358	665	0.786	C	1.580	F	1.586	F	0.776	C
Forest Lawn Dr	E/O Barham Bl		GBIS – S	262	428	1,274	1,316	0.306	A	0.500	A	1.488	F	1.537	F
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	63	66	63	66	N/A	F	N/A	F	N/A	F	N/A	F
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	88	58	98	94	N/A	F	N/A	F	N/A	F	N/A	F
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	1,233	1,050	898	699	1.440	F	1.227	F	1.049	F	0.817	D
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	529	584	668	635	0.661	B	0.729	C	0.444	A	0.397	A
Kenwood St	Oak St	Heffron Dr	GBIS – N	11	18	6	16	0.020	A	0.033	A	0.011	A	0.029	A
Riverside Dr	Sancola Av	Forman Av	GBIS – N	1,263	930	942	1,712	1.475	F	1.086	F	1.100	F	2.000	F
Riverside Dr w/o Lankershim Bl			GBIS – N	1,171	743	1,187	1,703	1.368	F	0.868	D	1.387	F	1.990	F
Moorpark St w/o Lankershim Bl			GBIS – N	852	751	742	1,192	1.328	F	1.171	F	1.156	F	1.856	F
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	921	1,059	1,247	1,081	1.076	F	1.237	F	1.457	F	1.263	F
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	581	418	343	406	0.645	B	0.464	A	0.381	A	0.451	A
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	1,339	1,470	1,432	1,335	1.565	F	1.718	F	1.673	F	1.560	F
101 SB On-Ramp	at Regal Pl		GBIS – S/N	0	0	866	840	N/A	N/A	N/A	N/A	0.321	A	0.311	A
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	2,744	762	1,782	1,460	1.603	F	0.445	A	1.041	F	0.853	D

Section 2
Modifications and Updates to the Draft EIR

Table 3.17-18a. Construction-Period Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Terminating in Vicinity of Los Angeles Zoo <i>Integrated Resources Plan EIR</i>															
Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB				SB/WB			
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	LOS	V/C	LOS	V/C	LOS
101 EB On-Ramp	South of Fruitland Dr	GBIS – S/N	GBIS – S/N	0	0	443	435	N/A	N/A	N/A	N/A	0.246	A	0.242	A
Ventura Bl	East of Vineland Av	GBIS – S/N	GBIS – S/N	2,900	1,822	2,701	2,418	1.129	F	0.709	C	1.052	F	0.942	E

Note: NEIS II construction period scheduled to end in 2012; GBIS construction scheduled to end in 2014.

- Section 3.17.3.2, on page 3.17-51. Replace Table 3.17-18b with the following:

Table 3.17-18b. Construction-Period Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Terminating at Brazil Street Integrated Resources Plan EIR															
Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB			SB/WB				
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr		
				V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	1,370	1,925	1,891	1,300	1.600	F	2.249	F	2.209	F	1.519	F
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	427	713	1,482	1,305	0.499	A	0.833	D	1.731	F	1.525	F
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	592	723	1,052	1,096	0.692	B	0.845	D	1.229	F	1.280	F
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	140	249	173	222	0.218	A	0.388	A	0.269	A	0.346	A
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	729	1,174	785	751	0.851	D	1.371	F	0.917	E	0.877	D
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	596	399	506	640	0.696	B	0.466	A	0.591	A	0.748	C
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	41	56	75	58	N/A	F	N/A	F	N/A	F	N/A	F
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	118	129	75	69	N/A	F	N/A	F	N/A	F	N/A	F
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	64	75	51	84	N/A	F	N/A	F	N/A	F	N/A	F
Alger St	Chevy Chase Dr	Bemis St	NEIS II-E	96	124	159	198	N/A	F	N/A	F	N/A	F	N/A	F
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	201	235	373	352	N/A	F	N/A	F	N/A	F	N/A	F
San Fernando Rd W	Brazil St	Electronics Pl	NEIS II-E	262	387	196	278	N/A	F	N/A	F	N/A	F	N/A	F
San Fernando Rd	Broadway/Brazil St	Wilson Av	NEIS II-W/E GBIS-S/N	1,060	1,599	1,326	1,310	0.662	B	0.999	E	0.829	D	0.819	D
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	188	221	324	349	0.293	A	0.344	A	0.505	A	0.544	A

Section 2

Modifications and Updates to the Draft EIR

**Table 3.17-18b. Construction-Period Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Terminating at Brazil Street
Integrated Resources Plan EIR**

Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB				SB/WB			
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Doran St	UPRR tracks	San Fernando Rd W	NEIS II-W/E	155	299	268	200	N/A	F	N/A	F	N/A	F	N/A	F
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II-W/E	338	337	67	100	1.054	F	1.049	F	0.209	A	0.312	A
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	672	1,374	1,408	738	0.784	C	1.605	F	1.644	F	0.862	D
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	673	1,353	1,358	665	0.786	C	1.580	F	1.586	F	0.776	C
Forest Lawn Dr	E/O Barham Bl		GBIS – S	262	428	1,274	1,316	0.306	A	0.500	A	1.488	F	1.537	F
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	63	66	63	66	N/A	F	N/A	F	N/A	F	N/A	F
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	88	58	98	94	N/A	F	N/A	F	N/A	F	N/A	F
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	1,233	1,050	898	699	1.440	F	1.227	F	1.049	F	0.817	D
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	529	584	668	635	0.661	B	0.729	C	0.444	A	0.397	A
Kenwood St	Oak St	Heffron Dr	GBIS – N	11	18	6	16	0.020	A	0.033	A	0.011	A	0.029	A
Riverside Dr	Sancola Av	Forman Av	GBIS – N	1,263	930	942	1,712	1.475	F	1.086	F	1.100	F	2.000	F
Riverside Dr w/o Lankershim Bl			GBIS – N	1,171	743	1,187	1,703	1.368	F	0.868	D	1.387	F	1.990	F
Moorpark St w/o Lankershim Bl			GBIS – N	852	751	742	1,192	1.328	F	1.171	F	1.156	F	1.856	F
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	921	1,059	1,247	1,081	1.076	F	1.237	F	1.457	F	1.263	F
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	581	418	343	406	0.645	B	0.464	A	0.381	A	0.451	A
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	1,339	1,470	1,432	1,335	1.565	F	1.718	F	1.673	F	1.560	F
101 SB On-Ramp	at Regal Pl		GBIS – S/N	0	0	866	840	N/A	N/A	N/A	N/A	0.321	A	0.311	A



Table 3.17-18b. Construction-Period Operating Conditions (2012/2014) in the Vicinity of NEIS II and GBIS Terminating at Brazil Street <i>Integrated Resources Plan EIR</i>															
Location	From	To	Component/ Alignment	Volume				Operating Conditions							
				NB/EB		SB/WB		NB/EB			SB/WB				
				a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	V/C	LOS	V/C	LOS	
								F		F			V/C	LOS	
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	2,744	762	1,782	1,460	1.603	F	0.445	A	1.041	F	0.853	D
101 EB On-Ramp	South of Fruitland Dr		GBIS – S/N	0	0	443	435	N/A	N/A	N/A	N/A	0.246	A	0.242	A
Ventura Bl	East of Vineland Av		GBIS – S/N	2,900	1,822	2,701	2,418	1.129	F	0.709	C	1.052	F	0.942	E

Note: NEIS II construction period scheduled to end in 2012; GBIS construction scheduled to end in 2014.



Section 2

Modifications and Updates to the Draft EIR

- Section 3.17.3.2, on page 3.17-53. Replace Table 3.17-19a with the following:

Table 3.17-19a. Project-Related Changes in V/C and LOS in the Vicinity of NEIS II and GBIS Terminating in Vicinity of Los Angeles Zoo – During Construction (2012/2014) Integrated Resources Plan EIR													
Location	From	To	Component/Alignment	No. of Lanes		Difference in V/C During Construction							
						NB/EB				SB/WB			
						a.m. Pk Hr		p.m. Pk Hr		a.m. Pk Hr		p.m. Pk Hr	
NB/EB	SB/WB	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	1	1	0.816	YES	1.140	YES	1.120	YES	0.775	YES
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	1	1	0.265	NO	0.432	YES	0.881	YES	0.778	YES
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	1	1	0.362	NO	0.438	YES	0.630	YES	0.656	YES
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	1	1	0.150	NO	0.235	NO	0.176	NO	0.214	NO
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	1	1	0.457	YES	0.717	YES	0.489	YES	0.470	YES
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	1	1	0.379	YES	0.264	NO	0.327	NO	0.405	YES
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Alger St	Chevy Chase Dr	Bernis St	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
San Fernando Rd W	Brazil St	Electronics PI	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	1	1	0.157	NO	0.183	NO	0.263	NO	0.283	NO
Doran St	UPRR tracks	San Fernando Rd W	NEIS II-W/E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II – W/E	0.5	0.5	0.533	YES	0.531	YES	0.111	NO	0.162	NO
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	1	1	0.414	YES	0.824	YES	0.843	YES	0.452	YES

**Table 3.17-19a. Project-Related Changes in V/C and LOS in the Vicinity of NEIS II and GBIS Terminating in Vicinity of Los Angeles Zoo – During Construction (2012/2014)
Integrated Resources Plan EIR**

Location	From	To	Component/ Alignment	No. of Lanes		Difference in V/C During Construction							
						NB/EB				SB/WB			
				NB/EB	SB/WB	a.m. Pk Hr		p.m. Pk Hr		a.m. Pk Hr		p.m. Pk Hr	
Location	From	To	Component/ Alignment			V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	1	1	0.414	YES	0.811	YES	0.814	YES	0.409	YES
Forest Lawn Dr	E/O Barham Bl		GBIS – S	1	1	0.174	NO	0.271	NO	0.765	YES	0.790	YES
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	1	1	0.734	YES	0.627	YES	0.539	YES	0.422	YES
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	1	2	0.353	NO	0.388	NO	0.023	NO	0.023	NO
Kenwood St	Oak St	Heffron Dr	GBIS – N	1	1	0.000	NO	0.000	NO	0.000	NO	0.000	NO
Riverside Dr	Sancola Av	Forman Av	GBIS – N	1	1	0.752	YES	0.557	YES	0.564	YES	1.014	YES
Riverside Dr w/o Lankershim Bl			GBIS – N	1	1	0.698	YES	0.448	YES	0.707	YES	1.009	YES
Moorpark St w/o Lankershim Bl			GBIS – N	1	1	0.683	YES	0.604	YES	0.597	YES	0.947	YES
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	1	1	0.387	YES	0.442	YES	0.517	YES	0.451	YES
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	1	1	0.239	NO	0.177	NO	0.204	NO	0.239	NO
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	1	1	0.797	YES	0.873	YES	0.851	YES	0.794	YES
101 SB On-Ramp	at Regal PI		GBIS – S/N	N/A	3	N/A	N/A	N/A	N/A	0.014	NO	0.017	NO
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	2	2	0.589	YES	0.212	NO	0.113	YES	0.097	YES
101 EB On-Ramp	South of Fruitland Dr		GBIS – S/N	N/A	2	N/A	N/A	N/A	N/A	0.021	NO	0.025	NO
Ventura Bl	East of Vineland Av		GBIS – S/N	3	3	0.055	YES	0.064	NO	0.075	YES	0.065	YES

Note: NEIS II construction period scheduled to end in 2012; GBIS construction scheduled to end in 2014.

Section 2
Modifications and Updates to the Draft EIR

- Section 3.17.3.2. Add the following Table 3.17-19a(1) to follow Table 3.17-19a:

Table 3.17-19a(1). Project-Related Changes in Volumes in the Vicinity of NEIS II and GBIS Terminating in Vicinity of Los Angeles Zoo – During Construction (2012/2014) <i>Integrated Resources Plan Final EIR</i>						
Location	From	To	Component/ Alignment	Difference in Volume During Construction		
				NB/EB		SB/WB
				a.m.	p.m.	a.m.
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	27	27	27
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	27	27	27
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	27	27	27
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	43	43	43
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	43	43	43
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	43	43	43
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	25	25	25
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	25	25	25
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	25	25	25
Alger St	Chevy Chase Dr	Bemis St	NEIS II-E	25	25	25
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	25	25	25
San Fernando Rd W	Brazil St	Electronics Pl	NEIS II-E	25	25	25
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	14	14	14
Doran St	UPRR tracks	San Fernando Rd W	NEIS II-W/E	14	14	14
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II – W/E	8	8	8
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	37	37	37
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	37	37	37
Forest Lawn Dr	E/O Barham Bl		GBIS – S	36	37	37
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	24	24	24
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	24	24	24
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	24	24	24
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	37	37	37
Kenwood St	Oak St	Heffron Dr	GBIS – N	0	0	0
Riverside Dr	Sancola Av	Forman Av	GBIS – N	24	24	24
Riverside Dr w/o Lankershim Bl			GBIS – N	24	24	24
Moorpark St w/o Lankershim Bl			GBIS – N	24	24	24
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	-259	-302	-362
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	-151	-100	24
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	24	24	24
101 SB On-Ramp	at Regal Pl		GBIS – S/N	0	0	39
						45



**Table 3.17-19a(1). Project-Related Changes in Volumes in the Vicinity of NEIS II and GBIS
Terminating in Vicinity of Los Angeles Zoo – During Construction (2012/2014)
Integrated Resources Plan Final EIR**

Location	From	To	Component/ Alignment	Difference in Volume During Construction			
				NB/EB		SB/WB	
				a.m.	p.m.	a.m.	p.m.
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	141	164	193	166
101 EB On-Ramp	South of Fruitland Dr		GBIS – S/N	0	0	38	46
Ventura Bl	East of Vineland Av		GBIS – S/N	141	164	193	166

Section 2

Modifications and Updates to the Draft EIR

- Section 3.17.3.2, on page 3.17-55. Replace Table 3.17-19b with the following:

Table 3.17-19b. Project-Related Changes in V/C and LOS in the Vicinity of NEIS II and GBIS Terminating at Brazil Street – During Construction (2012/2014) Integrated Resources Plan EIR													
Location	From	To	Component/ Alignment	No. of Lanes		Difference in V/C During Construction							
						NB/EB			SB/WB				
				NB/EB	SB/WB	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	V/C	Impact	V/C	Impact
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	1	1	0.816	YES	1.140	YES	1.120	YES	0.775	YES
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	1	1	0.265	NO	0.432	YES	0.881	YES	0.778	YES
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	1	1	0.362	NO	0.438	YES	0.630	YES	0.656	YES
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	1	1	0.134	NO	0.219	NO	0.159	NO	0.198	NO
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	1	1	0.444	YES	0.704	YES	0.477	YES	0.457	YES
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	1	1	0.367	YES	0.252	NO	0.314	NO	0.392	YES
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Alger St	Chevy Chase Dr	Bemis St	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
San Fernando Rd W	Brazil St	Electronics Pl	NEIS II-E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
San Fernando Rd	Broadway/Br azil St	Wilson Av	NEIS II/W/E GBIS-S/N	2	2	0.022	NO	0.022	YES	0.023	NO	0.023	NO
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	1	1	0.157	NO	0.183	NO	0.263	NO	0.283	NO
Doran St	UPRR tracks	San Fernando	NEIS II-W/E	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES

**Table 3.17-19b. Project-Related Changes in V/C and LOS in the Vicinity of NEIS II and GBIS
Terminating at Brazil Street – During Construction (2012/2014)**
Integrated Resources Plan EIR

Location	From	To	Component/ Alignment	No. of Lanes		Difference in V/C During Construction							
						NB/EB				SB/WB			
						a.m.	Pk Hr	p.m.	Pk Hr	a.m.	Pk Hr	p.m.	Pk Hr
Location	From	To	Component/ Alignment	NB/EB	SB/WB	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact
		Rd W											
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II – W/E	0.5	0.5	0.546	YES	0.544	YES	0.014	NO	0.175	NO
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	1	1	0.414	YES	0.824	YES	0.843	YES	0.452	YES
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	1	1	0.414	YES	0.811	YES	0.814	YES	0.409	YES
Forest Lawn Dr	E/O Barham Bl		GBIS – S	1	1	0.174	NO	0.271	NO	0.765	YES	0.790	YES
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	0	0	N/A	YES	N/A	YES	N/A	YES	N/A	YES
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	1	1	0.734	YES	0.627	YES	0.539	YES	0.422	YES
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	1	2	0.353	NO	0.388	NO	0.023	NO	0.023	NO
Kenwood St	Oak St	Heffron Dr	GBIS – N	1	1	0.000	NO	0.000	NO	0.000	NO	0.000	NO
Riverside Dr	Sancola Av	Forman Av	GBIS – N	1	1	0.752	YES	0.557	YES	0.564	YES	1.014	YES
Riverside Dr w/o Lankershim Bl			GBIS – N	1	1	0.698	YES	0.448	YES	0.707	YES	1.009	YES
Moorpark St w/o Lankershim Bl			GBIS – N	1	1	0.683	YES	0.604	YES	0.597	YES	0.947	YES
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	1	1	0.387	YES	0.442	YES	0.517	YES	0.451	YES
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	1	1	0.239	NO	0.177	NO	0.204	NO	0.239	NO
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	1	1	0.797	YES	0.873	YES	0.851	YES	0.794	YES
101 SB On-Ramp	at Regal Pl		GBIS – S/N	N/A	3	N/A	N/A	N/A	N/A	0.014	NO	0.017	NO
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	2	2	0.589	YES	0.212	NO	0.113	YES	0.097	YES



Section 2
Modifications and Updates to the Draft EIR

Table 3.17-19b. Project-Related Changes in V/C and LOS in the Vicinity of NEIS II and GBIS Terminating at Brazil Street – During Construction (2012/2014) Integrated Resources Plan EIR													
Location	From	To	Component/ Alignment	No. of Lanes		Difference in V/C During Construction							
						NB/EB				SB/WB			
						a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr	a.m. Pk Hr	p.m. Pk Hr
NB/EB	SB/WB	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact	V/C	Impact
101 EB On-Ramp	South of Fruitland Dr	GBIS – S/N	N/A	2	N/A	N/A	N/A	N/A	0.021	NO	0.025	NO	
Ventura Bl	East of Vineland Av	GBIS – S/N	3	3	0.055	YES	0.064	NO	0.075	YES	0.065	YES	

Note: NEIS II construction period scheduled to end in 2012; GBIS construction scheduled to end in 2014.

- Section 3.17.3.2. Add the following Table 3.17-19b(1) to follow Table 3.17-19b:

Table 3.17-19b(1). Project-Related Changes in Volumes in the Vicinity of NEIS II and GBIS Terminating at Brazil Street – During Construction (2012/2014)
Integrated Resources Plan Final EIR

Location	From	To	Component/ Alignment	Difference in Volume during construction			
				NB/EB		SB/WB	
				a.m.	p.m.	a.m.	p.m.
Fletcher Dr	Ripple St	SR-2 EB On-Ramp	NEIS II-W	27	27	27	27
Riverside Dr	Fletcher Dr	Glendale Bl	NEIS II-W	27	27	27	27
Riverside Dr	Glendale Bl	Hyperion Av	NEIS II-W	27	27	27	27
Cry Spr/Gr Park Dr	N/O Los Feliz Bl		NEIS II-W	32	32	32	32
Crystal Springs Dr	Los Feliz Bl	I-5 NB Off-Ramp	NEIS II-W	32	32	32	32
Griffith Park Dr s/o Crystal Springs Picnic Grounds			NEIS II-W	32	32	32	32
Casitas Av	Carillon St	Fletcher Dr	NEIS II-E	25	25	25	25
Casitas Av	Silver Lake Bl	Tyburn St	NEIS II-E	25	25	25	25
Seneca Av	Glendale Bl	Appleton St	NEIS II-E	25	25	25	25
Alger St	Chevy Chase Dr	Bemis St	NEIS II-E	25	25	25	25
San Fernando Rd W	Vine St	Riverside Dr	NEIS II-E	25	25	25	25
San Fernando Rd W	Brazil St	Electronics Pl	NEIS II-E	25	25	25	25
San Fernando Rd	Broadway/Brazil St	Wilson Av	NEIS II/W/E GBIS-S/N	36	36	36	36
Chevy Chase Dr	Alger St	Laclede Av	NEIS II-W/E	14	14	14	14
Doran St	UPRR tracks	San Fernando Rd W	NEIS II-W/E	14	14	14	14
Colorado Bl at I-5 Ramps (Edenhurst)			NEIS II – W/E	12	12	12	12
Forest Lawn Dr	Greenwood Wy	Mt Sinai Dr	GBIS – S	37	37	37	37
Forest Lawn Dr s/w of Memorial Dr			GBIS – S	37	37	37	37
Forest Lawn Dr	E/O Barham Bl		GBIS – S	36	37	37	36
Valley Spring Ln	Forman Av	Woodbridge St	GBIS – S	24	24	24	24
Valley Spring Ln	Denny Av	Lankershim Bl	GBIS – S	24	24	24	24
Riverside Dr	Sonora Av	Zoo Dr	GBIS – N	24	24	24	24
Riverside Dr	Bob Hope Dr	Gaylord Dr	GBIS – N	37	37	37	37
Kenwood St	Oak St	Heffron Dr	GBIS – N	0	0	0	0
Riverside Dr	Sancola Av	Forman Av	GBIS – N	24	24	24	24
Riverside Dr w/o Lankershim Bl			GBIS – N	24	24	24	24
Moorpark St w/o Lankershim Bl			GBIS – N	24	24	24	24
Vineland Av n/o US-101 SB Ramps			GBIS – S/N	-259	-302	-362	-310
US-101 SB On-Ramps and Off-Ramps at Vineland Av			GBIS – S/N	-151	-100	24	24
Vineland Av	Riverside Dr	Moorpark St	GBIS – S/N	24	24	24	24

Table 3.17-19b(1). Project-Related Changes in Volumes in the Vicinity of NEIS II and GBIS Terminating at Brazil Street – During Construction (2012/2014) Integrated Resources Plan Final EIR							
Location	From	To	Component/ Alignment	Difference in Volume during construction			
				NB/EB		SB/WB	
				a.m.	p.m.	a.m.	p.m.
101 SB On-Ramp	at Regal PI		GBIS – S/N	0	0	39	45
Cahuenga Bl W	at 101 SB On-Ramp		GBIS – S/N	141	164	193	166
101 EB On-Ramp	South of Fruitland Dr		GBIS – S/N	0	0	38	46
Ventura Bl	East of Vineland Av		GBIS – S/N	141	164	193	166

- Section 3.17.3.2, on page 3.17-60. Replace the last sentence of the first paragraph with the following:

“As shown, adverse impacts could occur on up to nine analyzed streets, with lane closures or additional traffic during construction of the NEIS II East Alignment.”
- Section 3.17.3.2, on page 3.17-60. Add the following bullet between the San Fernando Road West between Brazil Street and Electronics Place and Doran Street bullets:

“■ San Fernando Road between Broadway/Brazil Street and Wilson Avenue (only if Brazil Street site were used as a shaft site)”
- Section 3.17.3.2, on page 3.17-64. Replace the last sentence of the last paragraph with the following:

“As shown, adverse impacts during the construction period could occur on up to 10 analyzed streets due to lane closures at specific locations, additional traffic or anticipated traffic shifts (at the last two locations listed below) during construction of GBIS South Alignment.”
- Section 3.17.3.2, on page 3.17-65. Add the following bullet at the top of the page after the Ventura Boulevard bullet:

“■ San Fernando Road between Broadway/Brazil Street and Wilson Avenue (only if Brazil Street site were used as a shaft site)”
- Section 3.17.3.2, on page 3.17-67. Replace Table 3.17-22 with the following:

Table 3.17-22. Estimated Construction Trips – GBIS North Alignment
Integrated Resources Plan EIR

Phase No.	Phase of Construction [1]	Location	Daily Worker Trips (A)	Daily Truck Trips (B)	Daily Total * Construction Trips (A+B)	Construction Trips*			
						a.m. Peak Hour		p.m. Peak Hour	
						In	Out	In	Out
1	Woodbridge Park or Caltrans Maintenance Yard Shaft Site	Moorpark St b/w Elmer Av and SR-170	40	20	84	24	0	0	24
2	Primary Tunnel Support System		150	114	401	50	50	50	50
3	Tunnel Lining		150	66	295	40	40	40	40
1	Riverside East Shaft Site	East side of Riverside n/o SR-134	40	20	84	24	0	0	24
2	Primary Tunnel Support System		150	114	401	50	50	50	50
3	Tunnel Lining		150	66	295	40	40	40	40
1	Riverside West Shaft Site	SE of Riverside Dr and Bob Hope Dr	40	20	84	24	0	0	24
2	Primary Tunnel Support System		150	114	401	50	50	50	50
3	Tunnel Lining		150	66	295	40	40	40	40
1	Valley Heart Shaft Site	At the terminus of Valley Heart Dr and Reese Pl	40	20	84	24	0	0	24
2	Primary Tunnel Support System		150	114	401	50	50	50	50
3	Tunnel Lining		150	66	295	40	40	40	40
1	Los Angeles Zoo or Brazil Street Shaft Site	Los Angeles Zoo Lot s/o Zoo Dr or Observatory Annex or Pecan Grove or Brazil Street	40	20	84	24	0	0	24
2	Primary Tunnel Support System		150	114	401	50	50	50	50
3	Tunnel Lining		150	66	295	40	40	40	40
**	NOS at Valley Heart Div. Struct.	Valley Heart Dr at Reese Pl	30	4	39	16	0	0	16
**	VORS near Weddington Park or Acama and Vineland Div. Struct.	At Vineland Av and Acama St near US-101	30	4	39	16	0	0	16
**	NOS at Woodbridge nr Colfax Diversion Structure	Woodbridge St and Colfax Av	30	4	39	16	0	0	16
**	EVRS near Vineland Diversion	Camarillo St, Riverside Dr, Strohm Av,	30	4	39	16	0	0	16

Section 2

Modifications and Updates to the Draft EIR

**Table 3.17-22. Estimated Construction Trips – GBIS North Alignment
Integrated Resources Plan EIR**

Phase No.	Phase of Construction [1]	Location	Daily Worker Trips (A)	Daily Truck Trips (B)	Daily Total * Construction Trips (A+B)	Construction Trips*			
						a.m. Peak Hour		p.m. Peak Hour	
						In	Out	In	Out
	Structure	and Valley Spring Ln							
**	NOS at Valley Heart Drop Struct.	Valley Heart Dr at Reese Pl	20	8	38	12	0	0	12
**	Drop Structure near Vineland at Riverside or Moorpark Acama and Vineland Drop Struct.	At Vineland Av and Riverside/Moorpark US-101	20	8	38	12	0	0	12
**	Maintenance Hole 1	Victory Bl n/o I-134 Fwy and Zoo Dr	20	8	38	12	0	0	12
**	Maintenance Hole 2	N/O Los Angeles River near Los Angeles Equest. Ctr	20	8	38	12	0	0	12
**	Maintenance Hole 3	West of Valley Heart Shaft Site	20	8	38	12	0	0	12
**	Maintenance Hole 4	Riverside Dr b/w Bob Hope and Gaylord	20	8	38	12	0	0	12
**	Maintenance Hole 6	Riverside Dr b/w Sancola Av and Forman Av	20	8	38	12	0	0	12
**	Maintenance Hole 7	Riverside Dr w/o Lankershim Bl	20	8	38	12	0	0	12
**	Maintenance Hole 7 (Alternate)	Moorpark St w/o Lankershim Bl	20	8	38	12	0	0	12
**	Woodbridge Park ATF	Moorpark St b/w Elmer Av and SR-170	50	10	72	27	0	0	27
**	Los Angeles Zoo or Brazil Street Shaft ATF	Los Angeles Zoo Lot s/o Zoo Dr or Brazil Street	50	10	72	27	0	0	27

Notes:

* Includes both worker and truck trips. Truck trips have been converted to Passenger Car Equivalent (PCE) trips using a PCE factor of 2.2 to 1. Thus 1 truck trip is assumed to be equivalent to 2.2 passenger car trips.

** Construction to occur concurrently with Phases 1, 2, or 3 of the shaft site construction.

[1] Phased construction to occur sequentially, not concurrently.

[2] Maximum of three shaft sites under construction concurrently.

- Section 3.17.3.2, on page 3.17-69. Replace the third sentence of the third paragraph with the following:

“As shown, adverse impacts during the construction period could occur on 9 of the 13 streets from lane closures at specific locations or anticipated traffic shifts (at the last two locations listed below) during construction of the GBIS North Alignment.”
- Section 3.17.3.2, on page 3.17-69. Add the following the last bullet (Ventura Boulevard bullet):

“■ San Fernando Road between Broadway/Brazil Street and Wilson Avenue (only if Brazil Street site were used as a shaft site)”
- Section 3.17.3.2, on page 3.17-69. Delete the second bullet (Kenwood Street between Oak Street and Heffron Drive).
- Section 3.17.3.2, on page 3.17-70. Replace the last sentence of the last paragraph with the following:

“Adverse parking impacts could occur at seven locations during construction of the GBIS North Alignment.”
- Section 3.17.3.2, on page 3.17-71. Delete the first bullet (Kenwood Street between Oak Street and Heffron Drive).
- Section 3.17.3.2, on page 3.17-76. Replace the second sentence under the **Traffic V/C Increases** heading of Table 3.17-23, for Component NEIS II West Alignment, with the following:

“Potentially Adverse Impacts on up to eight street segments during construction”
- Section 3.17.3.2, on page 3.17-77. Replace the second sentence under the **Traffic V/C Increases** heading of Table 3.17-23, for Component NEIS II East Alignment, with the following:

“Potentially Adverse Impacts on up to nine street segments during construction”
- Section 3.17.3.2, on page 3.17-77. Replace the second sentence under the **Traffic V/C Increases** heading of Table 3.17-23, for Component GBIS South Alignment, with the following:

“Potentially Adverse Impacts on up to 10 street segments during construction”
- Section 3.17.3.2, on page 3.17-77. Replace the second sentence under the **Parking** heading of Table 3.17-23, for Component GBIS North Alignment, with the following:

“Potentially Adverse Impacts on seven street segments, and one drop structure site”



- Section 3.17.3.4, on page 3.17-91. Add the following to the end of the third paragraph:

“As it relates to construction of other projects in the vicinity of Project components (i.e., LADWP SLRC Storage Replacement Project, which is in the vicinity of the proposed Travel Town and Barham shaft sites), depending on which Project Alternative is approved, its corresponding components, and timing of the projects, short-term adverse traffic impacts could occur; however, with mitigation measures addressed in this section, significant cumulative adverse construction impacts are not anticipated. Specific to the Silver Lake project and the proposed Travel Town and Barham shaft sites, the following mitigation measure has been added to further reduce the potential for construction impacts on traffic:

TRA-MM-11

If the Travel Town and/or Barham shaft site is used for construction of the GBIS alignment, and the nearby LADWP SLRC Storage Replacement Project were constructed concurrently, the construction work site Traffic Control Plan associated with the Travel Town Shaft Site, the Barham Shaft Site, and the SLRC Storage Replacement Project shall include the establishment of haul routes and restrictions to avoid potential adverse impacts of cumulative construction traffic from concurrent construction of these related projects. Although LADOT does not consider construction traffic to be significant, LADOT shall review and revise all three of the traffic control plans, while considering the concurrent nature of construction of these related projects, to avoid substantial adverse cumulative construction traffic impacts. As appropriate, LADOT shall apply measures and restrictions equally to GBIS and the SLRC Storage Replacement Project (if construction is concurrent).”

2.4.18 Section 3.18 – Utilities

There are no modifications and updates to this section of the Draft EIR.

2.5 Section 4 – Other Environmental Considerations

- Section 4.4, on page 4-7. Replace the first sentence of the second paragraph with the following:

“Although the Project Alternatives would require numerous resources (raw materials, nonrenewable resources, labor, energy, and money) to construct and operate, the Project does not represent an unjustifiable substantial irreversible commitment of resources.”

- Section 4.5, on page 4-7. Add the following after the first sentence:

“Evaluation of the Proposed Project Alternatives focused on potentially significant environmental effects (based on significance thresholds); therefore, the Environmentally Superior Alternative also is based on potentially significant environmental effects and does not take into account potential

benefits. As such, the Environmentally Superior Alternative is the alternative with the lowest degree of significant environmental effects.”

2.6 Section 5 – Persons and Organizations Contacted

There are no modifications and updates to this section of the Draft EIR.

2.7 Section 6 – Preparers

There are no modifications and updates to this section of the Draft EIR.

2.8 Appendixes

- Appendix A, Leadership Projects and Public Meetings, replace Table A-1 with the following:

Table A-1. City of Los Angeles Integrated Resources Plan Leadership Project Worksheet					
Project ID No.	Leadership Project Descriptions			Policy Change	Study/ Pilot Scale Project
		Demonstration Scale Project	Full Scale Project		
1	Individual Metering of Apartments				
1A	Conduct study and develop policy that requires developers to implement for all new apartment buildings	X			
1B	Existing Apartment Retrofit Pilot Project (one 10-unit building)		X		
2	Low flow fixture and appliances				
2A	Ongoing research and investigation				
3	Smart Irrigation				
3A	City-owned Properties Implementation				X
3B	Commercial Site (s) Implementation				X
3C	Develop incentive program for various users	X			
3D	Develop policy requiring implementation for large development and public facilities	X			
3E	Freeway/Road Medians Demonstration			X	
3F	Park Site (s) Implementation				X
3G	Residential Sites (50 homes) Implementation				X
3H	Residential Sites (all single-family) Implementation				X
4	Waterless Urinals				
4A	Waterless urinal study				
5	Green Streets				
5A	A Study on Current Technology, Implementation Challenges, and Demonstration Locations		X		
5B	Demonstration project for residential street greening.			X	
5C	Demonstration project for thoroughfare greening.			X	
6	Dry Weather Runoff				
6A	Concept Design Report for Diversion of DWUR to Sewer Upstream of Tillman.		X		
6B	Concept Design Report for Urban Runoff Plant (URP).		X		
6C	Constructed Wetlands Demonstration project adjacent to the Los Angeles River.			X	
6D	Constructed Wetlands demonstration project for a vacant lot.			X	
6E	Planning of dry weather URP		X		
6F	Pilot one URP			X	
6G	Design/Construct Ballona Creek URP				X
6H	Design/Construct Browns Creek URP				X
6I	Design/Construct Caballero Canyon URP				X
6J	Design/Construct Compton Creek URP				X
6K	Design/Construct Limkiln Canyon URP				X
6L	Design/Construct Pacoima Wash URP				X
6M	Design/Construct Bull Creek URP				X
6N	Design/Construct Wilbur Wash URP				X
7	New Parks/Open Space with Stormwater Capture & Percolation				
7A	Abandoned Alley Demonstration Project (greening & recharge) Planning		X		
7B	Abandoned Alley Demonstration Project (greening & recharge)			X	
7C	Abandoned Alley Full-Scale Implementation (greening and recharge)				X
7D	Parks/Open Space Demonstration Project (greening & recharge) Planning		X		
7E	Parks/Open Space Demonstration Project (greening & recharge)			X	
7F	Parks/Open Space Full-Scale Implementation				X
7G	Powerline Easement Demonstration Project(s) in Sun Valley Watershed (greening & recharge)			X	
7H	Vacant lot in the East Valley Demonstration Planning		X		
7I	Vacant lot in the East Valley Demonstration.			X	
7J	Vacant lots in the East Valley Full-Scale Implementation				X
8	New Parks/Open Space with Stormwater Capture, Storage & Reuse				
8A	A Study on Current Technology, Implementation Challenges, and Demonstration Location(s)		X		
8B	Abandoned Alley Demonstration Project (greening & reuse) Planning		X		
8C	Abandoned Alley Greening Demonstration Project (greening & reuse)			X	
8D	Los Angeles River Greening Demonstration Project (greening & reuse)			X	
8E	Powerline easement demonstration project(s) (greening & reuse)			X	
9	Pavement Reduction				
9A	Develop policy encouraging the use of landscaping (especially with native plants)	X			
9B	Develop policy reducing the area on private properties that can be paved (i.e., change/support landscape ordinance)	X			
10	Porous Pavement				
10A	Conduct Study on Current Technology, Implementation Challenges, Demonstration Location, Investigation of Current Paving Ordinances		X		
10B	Develop policy requiring porous pavements in all new public facilities and large developments (greater than 5 acres)	X			
10C	Residential Streets Demonstration Project			X	
10D	Sidewalks, Parking lots, Alleys and Playgrounds Demonstration Project			X	

Table A-1. City of Los Angeles Integrated Resources Plan Leadership Project Worksheet					
Project ID No.	Leadership Project Descriptions			Policy Change	Study/Pilot Scale Project
				Demonstration Scale Project	Full Scale Project
10E	Sidewalks, Repair Program - Integrate porous pavements			X	
11 Runoff Monitoring					
11A	Flow data under dry and wet weather conditions in the Los Angeles River, major tributaries, and sub-watersheds.			X	
11B	Water quality data for dry and wet weather flow in the Los Angeles River, major tributaries, and sub-watersheds.			X	
12 Stormwater Capture and Percolation					
12A	Non-urban regional replenishment study and planning			X	
12B	Full-scale implementation non-urban regional replenishment				X
13 Stormwater Capture, Use and/or Percolation					
13A	Commercial or Government site planning			X	
13B	Commercial site(s) Demonstration				X
13C	Develop policy to encourage meeting SUSMP regulations through beneficial use, rather than treat/discharge		X	X	
13D	Government Sites Demonstration				X
13E	Government Sites Full-Scale Implementation at government sites.				X
13F	Residential Block (or "micro" watershed) (50 homes) Demonstration				X
13G	School Sites Demonstration project and/or monitoring at existing installations (i.e., Broadous).				X
13H	School Sites Full-scale implementation				X
13I	Santa Monica Bay Beaches Bacteria TMDL			X	X
14 Biosolids					
14A	TIRE Demonstration Project				X
14B	TIRE Full-Scale Project				X
15 Grey Water Systems					
15A	A Study of Current Technology, Implementation Challenges, and Demonstration Location			X	
15B	Commercial site demonstration				X
15C	Government building demonstration				X
15D	Residential site (block level) demonstration				X
15E	WERF studies/projects			X	
16 Wastewater Treatment and Conveyance					
16A	A Study on Brine Disposal			X	
16B	Advanced Treatment feasibility study and pilot testing at Tillman LAGWRP, and/or TITP.			X	
16C	Glendale-Burbank Interceptor Sewer (GBIS)				X
16D	HTP Digesters (4 total)				X
16E	LAGWRP 10-Million-Gallon Storage Tank with Real Time Control				X
16F	New Odor Scrubber Technology Pilot Testing at Tillman.			X	
16G	Pharmaceuticals/Endocrine Disrupter Destruction Study – Look for benefits of using oxidation addition (ozone/peroxide) and UV/natural sunlight.			X	
16H	TWRP 60-Million-Gallon Storage Tank with Real Time Control				X
16I	TWRP MF/RO Phase 1				X
16J	TWRP MF/RO Phase 2				X
16K	TWRP MF/RO Phase 3				X
16L	TWRP Secondary Treatment Phase 2				X
16M	TWRP Secondary Treatment Phase 3				X
16N	TWRP UV Phase 1				X
16 Wastewater Treatment and Conveyance (continued)					
16O	TWRP UV Phase 2				X
16P	TWRP UV Phase 3				X
16Q	Ultra Violet (UV) Disinfection Pilot Testing at Tillman, LAGWRP, and/or TITP.			X	
16R	Wet Weather Wastewater Storage at Tillman VS. VSLIS Concept Report.			X	

Notes:

1. Project selection and timing are subject to available funding and Council approval
2. Estimated level of effort included in Recommended Draft Alternatives (see Section 6 of *IRP Facilities Plan, Volume 4: Alternatives Development and Analysis [City of Los Angeles et al., 2004]*)

Revised Figures

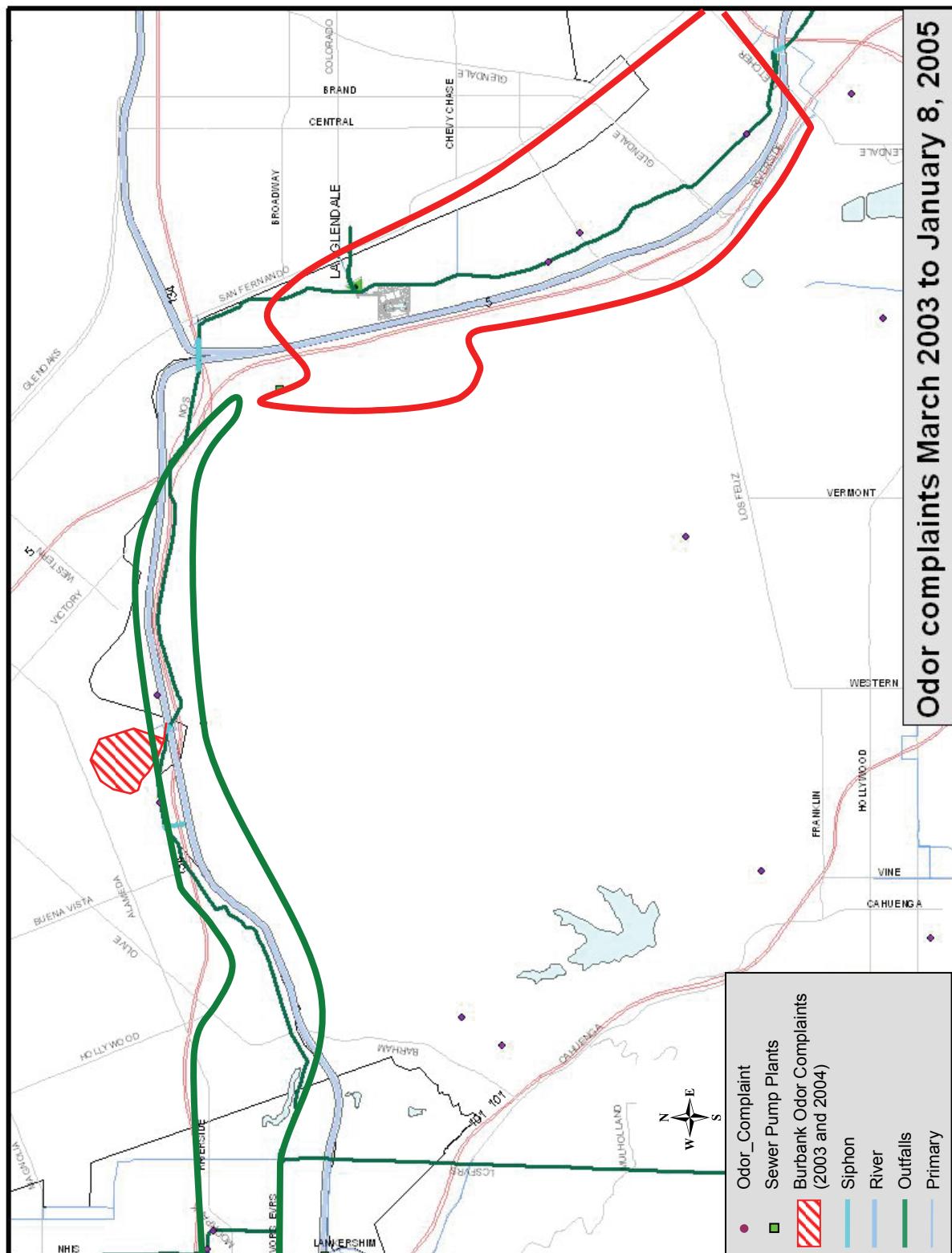
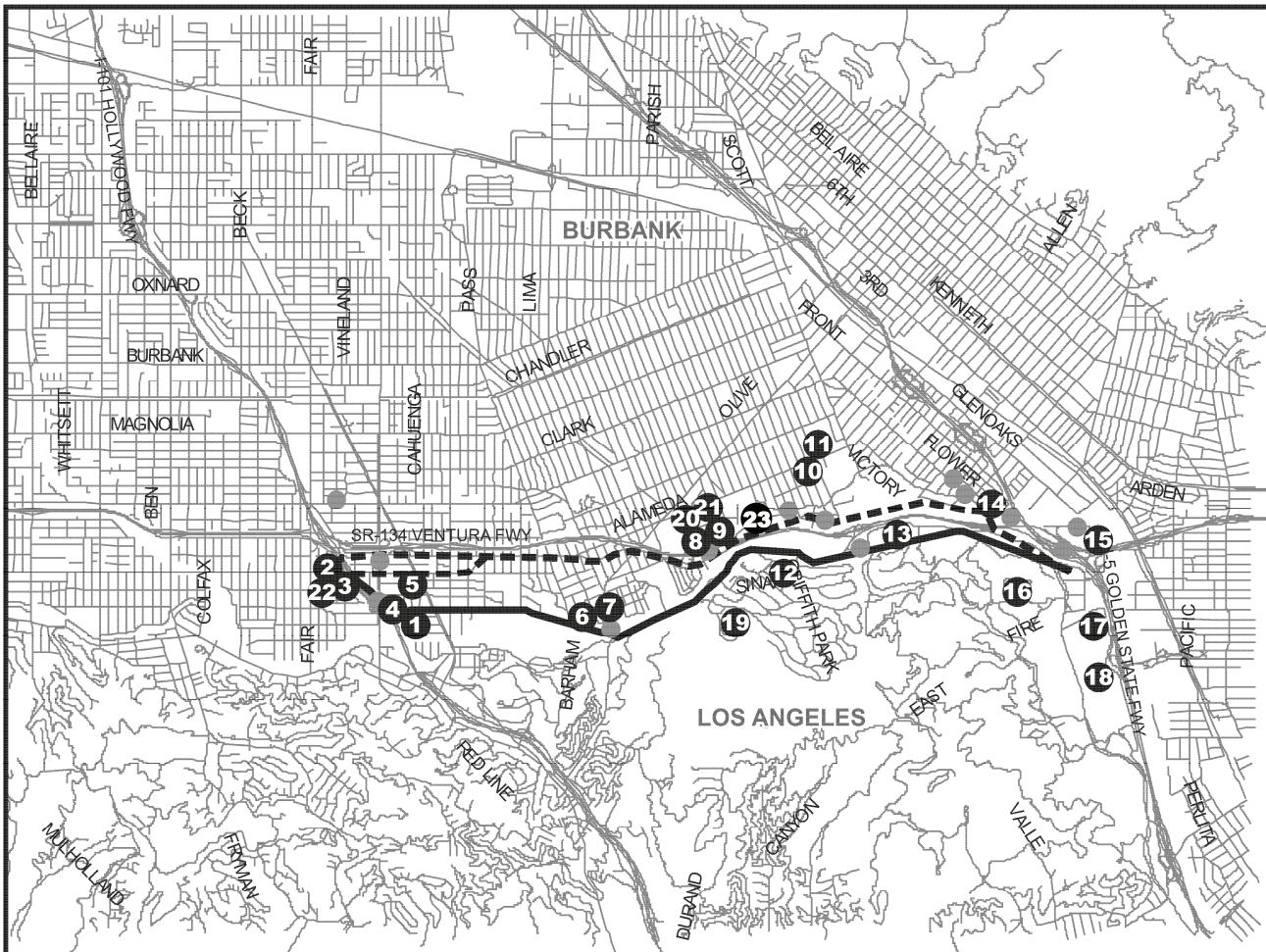


Figure 3.4-9
Locations of Odor Complaints near NEIS II and GBIS



LEGEND:

- GBIS Shaft Sites/Diversion/Drop Structures
- # Sensitive Receptor Location



GBIS South Alignment
GBIS North Alignment

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Weddington Park 2. Residences on Elmer Street 3. Woodbridge Park 4. Rio Vista School (4243 Satsuma Avenue) 5. Saint Charles Catholic School
(10850 Moorpark Street) 6. Lakeside Country Club 7. Residences on Hood Avenue 8. Johnny Carson Park 9. Providence High School 10. Mountain View Park 11. Residences on Griffith Park Drive | <ol style="list-style-type: none"> 12. Mt. Sinai Memorial Park 13. Travel Town Museum 14. Residences on Garden Street 15. Soccer Fields 16. LA Zoo 17. Museum of the American West 18. Harding and Wilson Municipal Golf Course 19. Forest Lawn Memorial Park 20. Residences West of Providence St. Joseph's Medical Center 21. Providence St. Joseph's Medical Center 22. Oakwood Elementary School 23. Residences Near Pollywog Park |
|---|--|

SOURCE: City of Los Angeles & TAHA



Figure 3.4-10
Sensitive Receptor Locations near GBIS Accessory Structures

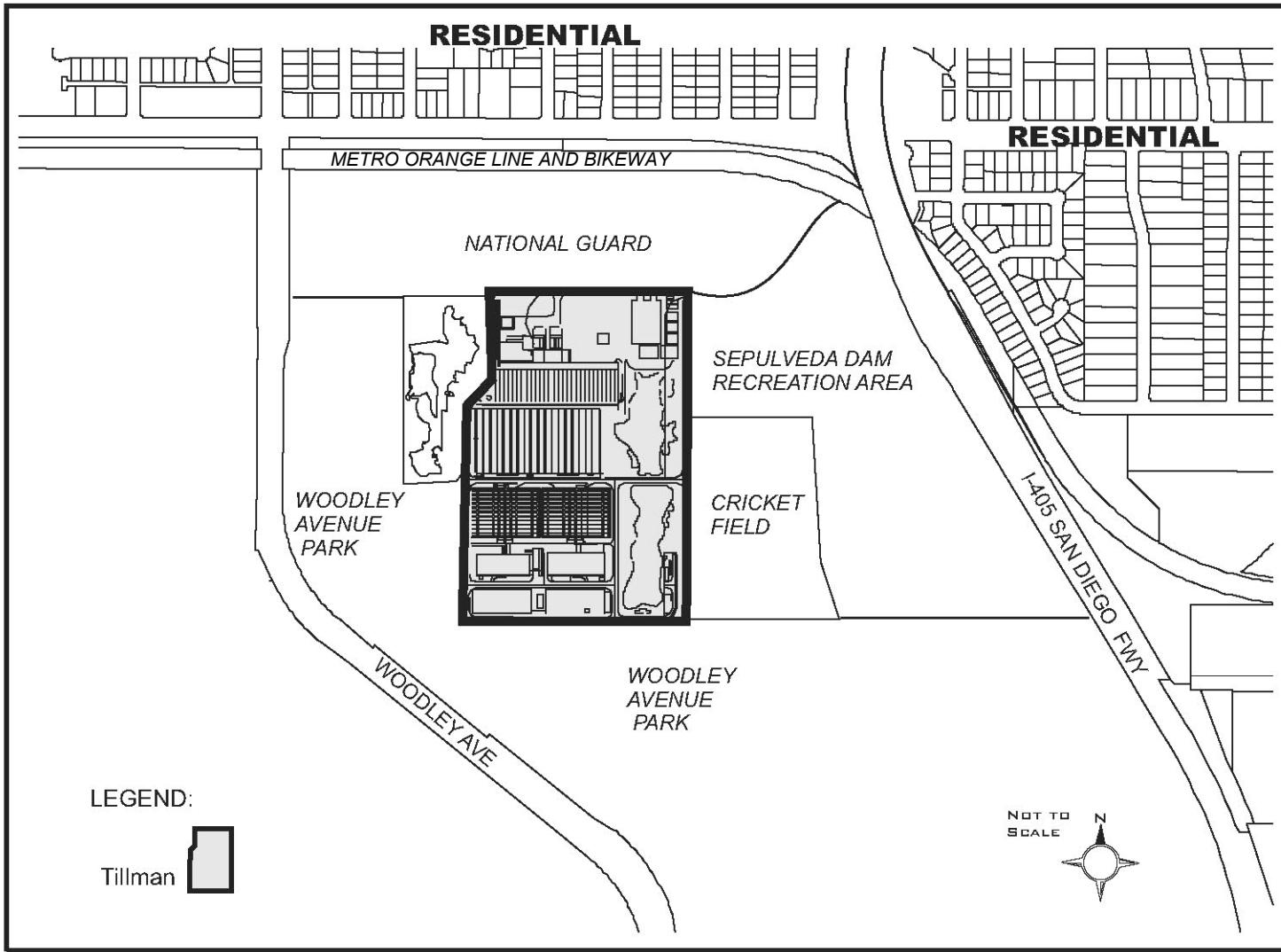
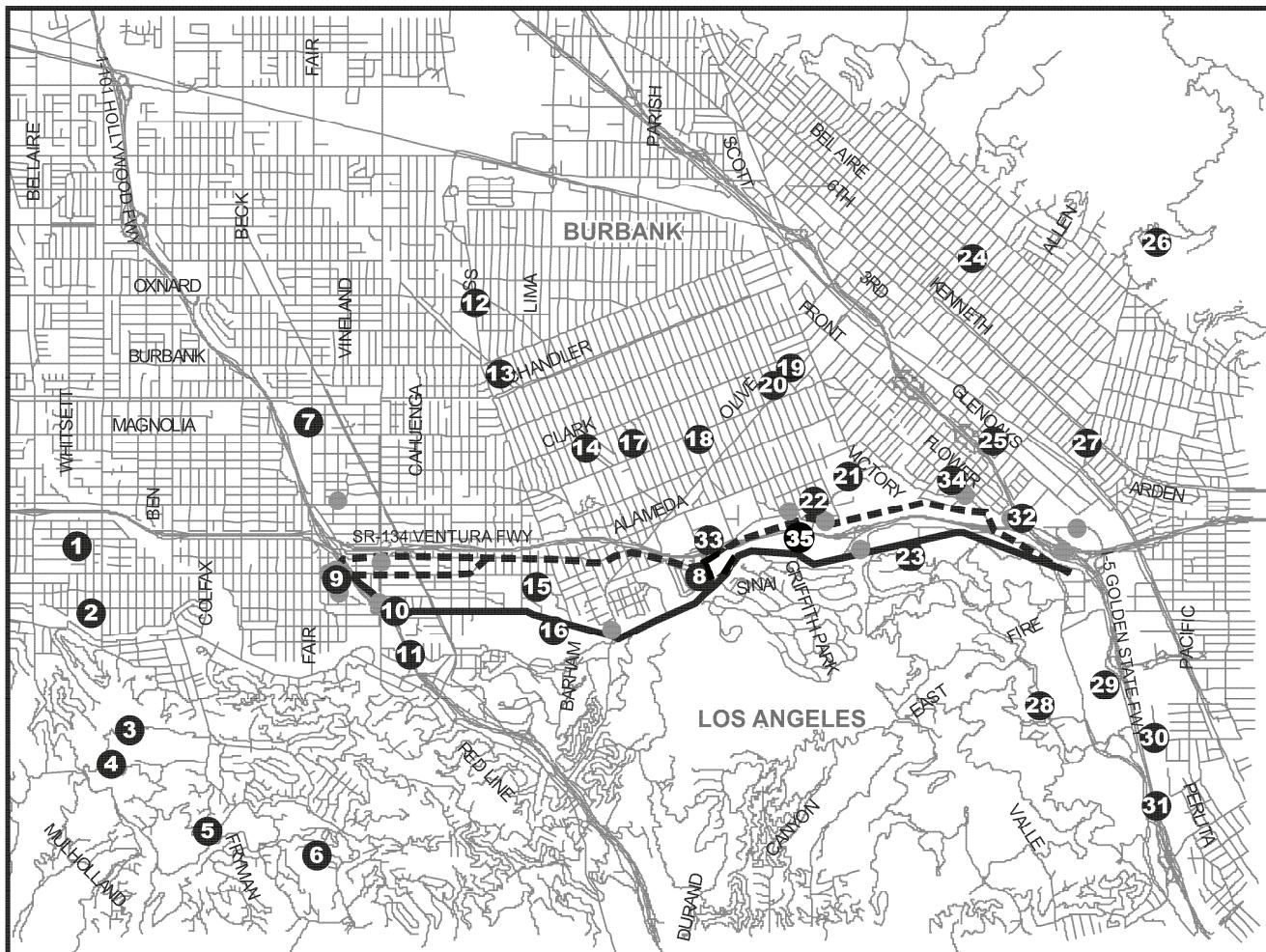


Figure 3.12-2
Existing and Adjacent Land Uses at Tillman

CH:CDM

Source:
City of Los Angeles and TAHA

Integrated Resources Plan
Environmental Impact Report



LEGEND:

- GBIS Shaft Sites/Diversion/Drop Structures
- # Recreational Resource



GBIS South Alignment
GBIS North Alignment

- | | | |
|---|--|--|
| 1. Studio City Recreation Center | 14. Whitnall Highway Park, South | 27. Pelanconi Park |
| 2. Studio City Golf Course | 15. Toluca Lake | 28. Wilson Municipal Golf Course |
| 3. Wilacre Park | 16. Lakeside Country Club | 29. Harding Municipal Golf Course |
| 4. Coldwater Canyon Park | 17. Verdugo Park & Recreation Center | 30. North Atwater Park |
| 5. Fryman Canyon Park | 18. Lincoln Park | 31. Los Feliz Municipal Golf Course |
| 6. Laurel Canyon Park | 19. George Izay Park & Recreation Center | 32. Pecan Grove Picnic Grounds |
| 7. North Hollywood Park & Recreation Center | 20. George Izay Senior Citizen Center | 33. Johnny Carson Park
(Riverside West Shaft Site) |
| 8. LA River | 21. Pickwick Recreation Center | 34. Bette Davis Picnic Area
(Riverside East Shaft Site) |
| 9. Woodbridge Park | 22. Mountain View Park | 35. Pollywog (Valley Heart Shaft Site) |
| 10. Weddington Park, North | 23. Griffith Park | |
| 11. Weddington Park, South | 24. Miller Park | |
| 12. Valley Park | 25. Griffith Manor Park | |
| 13. Whitnall Highway Park, North | 26. Brand Park | |

SOURCE: City of Los Angeles & TAHA



Figure 3.16-5
Recreational Resources Near GBIS

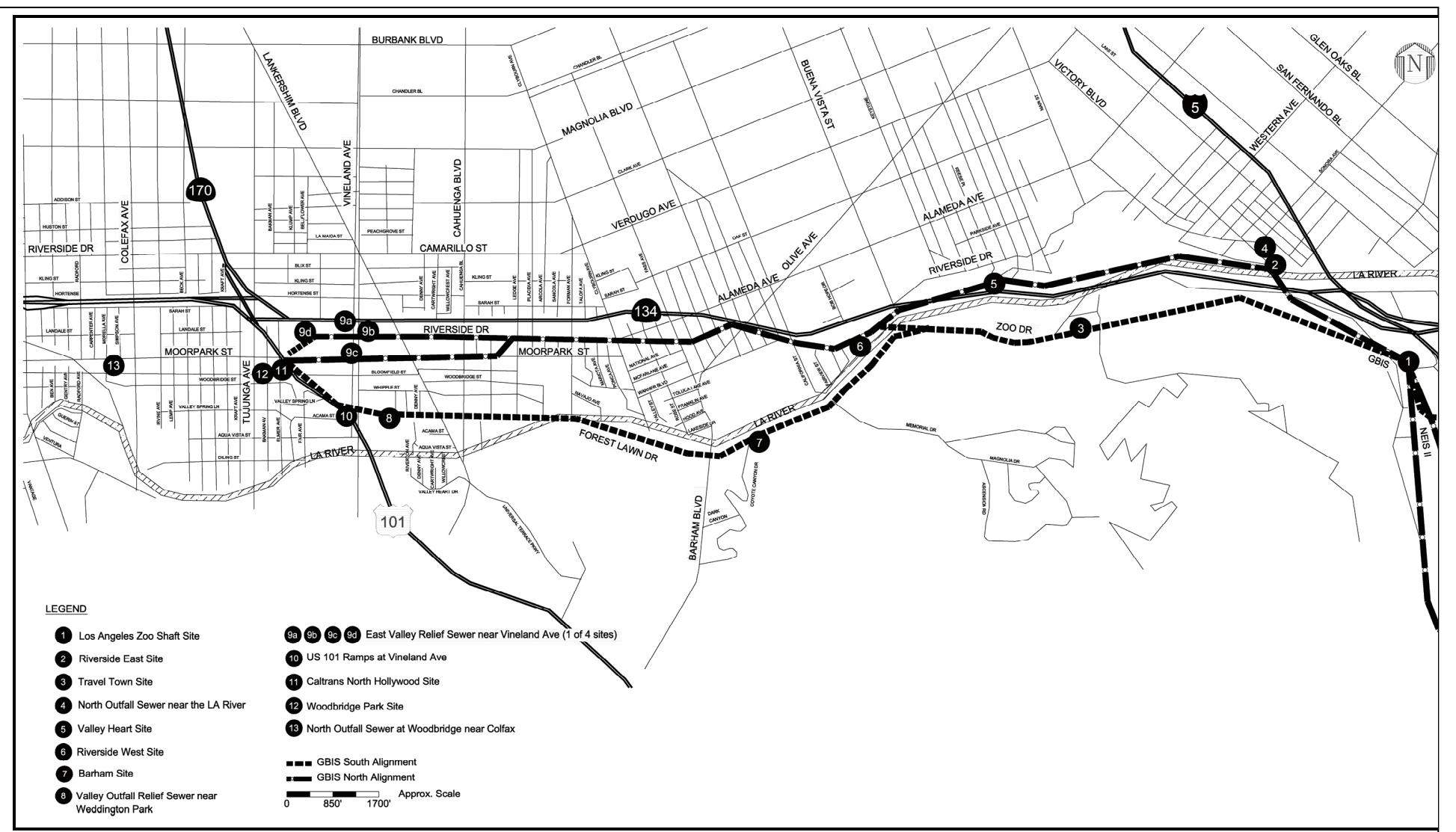


Figure 3.17-2
Potential Alignment of GBIS

Integrated Resources Plan
Environmental Impact Report

Source:
Kaku Associates

CH:CDM