

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

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This section of the Final Supplemental EIR provides changes to the Draft Supplemental EIR that have been made to revise, clarify, or correct the environmental impact analysis for Promenade 2035 (the Project). Such changes are a result of public and agency comments received in response to the Draft Supplemental EIR and/or additional information that has become available since publication of the Draft Supplemental EIR. The changes described in this section do not result in the Project creating any new or greater significant environmental impacts.

This section is divided into four parts: Section III.A, General Corrections and Revisions to the Draft Supplemental EIR; Section III.B, Corrections and Additions to Draft Supplemental EIR Sections and Appendices; Section III.C, Appendix G Checklist Questions Amendments and Updates; and Section III.D, Effect of Revisions, Clarifications, and Corrections.

A. General Corrections and Revisions to the Draft Supplemental EIR

The following proposed clarifications are made to the Draft Supplemental EIR to implement minor clerical corrections, clarify information in response to comments received, and to address additional information that has become available since publication of the Draft Supplemental EIR.

The “no roof” or “open roof” option described in the Draft Supplemental EIR for the Entertainment and Sports Center is more accurately described as a partial roof, as it includes an overhang extending over the seating areas of the Entertainment and Sports Center to provide shade, which would have additional benefits of providing some lighting and noise shielding. The partial roof would extend approximately 86 feet interior to the Entertainment and Sports Center from the exterior wall, as shown in Figure III-1 on page III-2. Therefore, the Final Supplemental EIR more accurately uses the term “partial roof” for this option, which applies throughout the Draft Supplemental EIR’s analysis of the “no roof” or “open roof” option. As a note, the Lighting Technical Report, provided in Appendix B, of the Draft Supplemental EIR, and the Noise Calculations: Methodology and Worksheets, provided in Appendix I, of the Draft Supplemental EIR, did account for the



Figure III-1

Conceptual Graphic of the Entertainment and Sports Center with Partial Roof

approximately 86-foot partial roof in the analysis provided therein and described as the “no roof” or “open roof” option as it was formerly referred to in the Draft Supplemental EIR.

B. Corrections and Additions to Draft Supplemental EIR Sections and Appendices

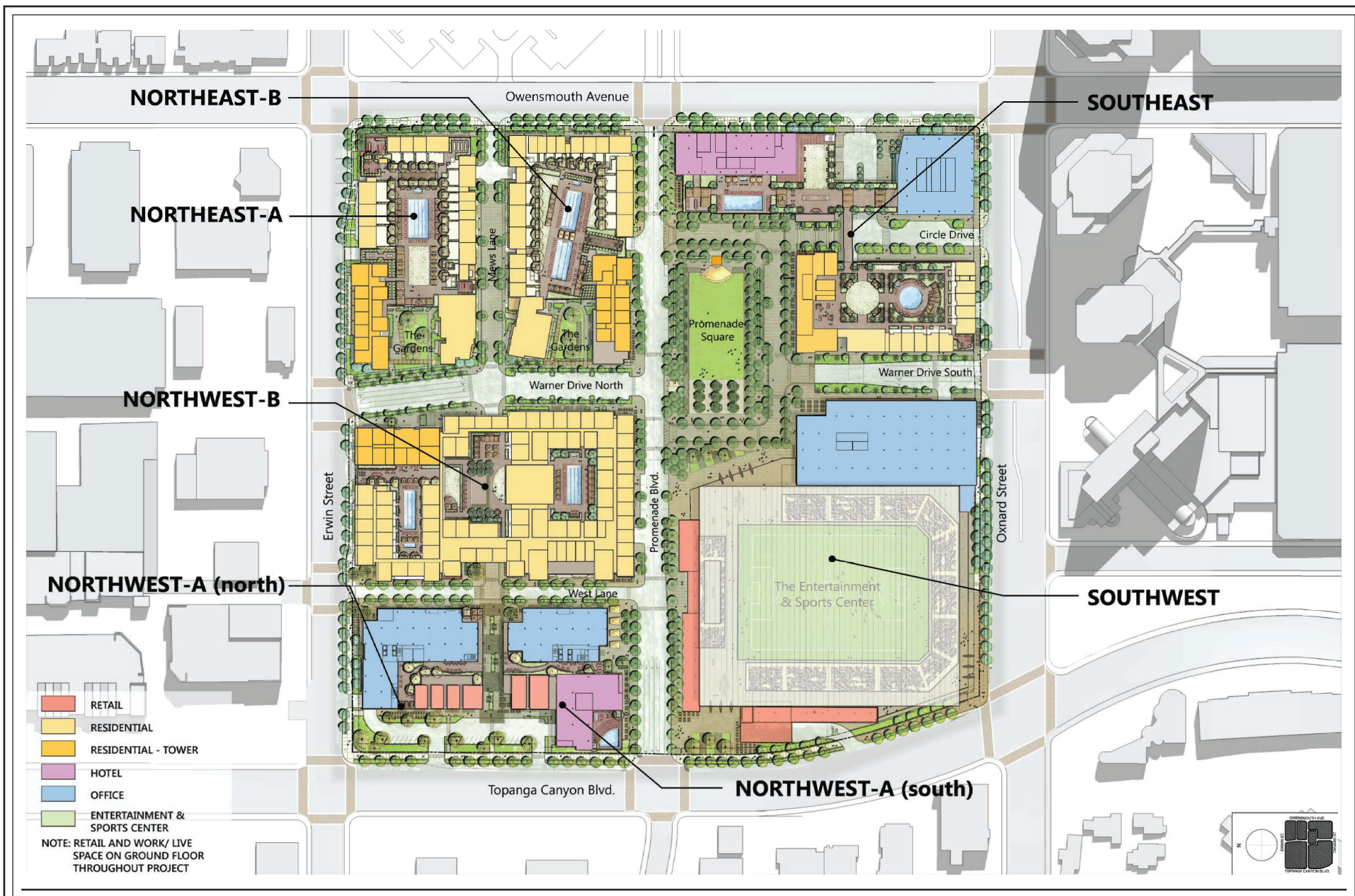
Additional changes have been made to the Draft Supplemental EIR as a result of public and agency comments received in response to the Draft Supplemental EIR and/or new information that has become available since publication of the Draft Supplemental EIR. Deletions are shown in ~~strike through text~~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

I. Executive Summary

The revisions, clarifications, or corrections for the Draft Supplemental EIR sections described in this section below also apply to the executive summary of the Draft Supplemental EIR.

II. Project Description

Volume 1, Section II, Project Description, page II-12, replace Figure II-4, with Revised Figure II-4 on page III-4.



Revised Figure II-4
Conceptual Site Plan

Volume 1, Section II, Project Description, page II-25, revise the last paragraph as follows:

In addition to the specific ~~discretionary actions~~ necessary actions listed above, other discretionary and ministerial permits and approvals may be or will be required, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and Caltrans approval.

IV.A. Aesthetics, Views, Light/Glare, and Shading

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, pages IV.A-37 and IV.A-38, revise Project Design Features A-1 through A-7, as follows:

Project Design Feature A-1: The Project ~~would~~ shall replace all protected trees at a ratio of 4:1.

Project Design Feature A-2: Temporary construction fencing ~~will~~ shall be placed along the periphery of the Project Site to screen construction activity from view at the street level.

Project Design Feature A-3: The Project Applicant ~~will~~ shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

Project Design Feature A-4: On-site utility connections that may be required to serve the Project ~~will~~ shall be installed underground, where feasible.

Project Design Feature A-5: Mechanical, electrical, and roof top equipment (including Heating, Ventilation, and Air Conditioning systems), as well as building appurtenances, ~~will~~ shall be integrated into the Project's architectural design or screened from view from public rights-of-way.

Project Design Feature A-6: Trash areas associated with the proposed buildings ~~will~~ shall be enclosed or otherwise screened from view from public rights-of-way.

Project Design Feature A-7: Glass used in building façades ~~will~~ shall be anti-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code

requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-136, revise Warner Center Plan Mitigation Measure AES-1, as follows:

Warner Center Plan Mitigation Measure AES-1: All open areas not used for buildings, driveways, parking areas, recreational facilities or walkways shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision-maker.

Volume 1, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, page IV.A-137, revise Warner Center Plan Mitigation Measure AES-12, as follows:

Warner Center Plan Mitigation Measure AES-12: All buildings, parking structures, and signage within Warner Center shall be prohibited from ~~the~~ using highly reflective building materials such as mirrored glass in exterior façades. Examples of commonly used non-reflective building materials include cement, plaster, concrete, metal, and non-mirrored glass, and would likely include additional materials as technology advances in the future.

IV.B. Air Quality

In response to Comment Nos. 15-7 and 15-8, included in Section II, Response to Comments, of this Final Supplemental EIR, the land use assumed for the Entertainment and Sports Center in the CalEEMod modeling runs was updated to reflect an “arena” rather than a “movie theater”. A movie theater had been used in the Draft Supplemental EIR as the closest land use to the Entertainment and Sports Center that used seating as the size metric, which is important since daily trip rates are calculated based on trips per seat. In addition, the “mid-rise residential” land use used for the residential units were updated to reflect the “high-rise residential” land use. The “mid-rise residential” had been used in the Draft Supplemental EIR because, as discussed in Section II, Project Description, of the Draft Supplemental EIR, residential buildings would range in height between seven stories to 28 stories, which includes both mid- and high-rise residential buildings, and because the selection of mid-rise versus high-rise residential land use within CalEEMod does not affect the emissions estimates associated with area, energy, mobile, and stationary sources. Finally, a portion of the “retail” land use was modified to a “grocery store” land use below; use of the retail trip generation factors for this land use had been used in the Draft

Supplemental EIR consistent with the methodology contained in the Warner Center Plan EIR. The revisions below reflect the updated CalEEMod outputs based on these updates.

Volume 1, Section IV.B, Air Quality, page IV.B-45, Table IV.B-7, Estimate of Maximum Regional Project Daily Operational Emissions—At Project Buildout (2033), revise the table as follows:

Revised Table IV.B-7
Estimate of Maximum Regional Project Daily Operational Emissions—At Project Buildout (2033)^a

Emission Source	Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project						
Area	64	4	121 <u>119</u>	<1	<1	<1
Energy (Natural Gas)	1	9	6	<1	1	1
Mobile	11	64 <u>65</u>	78 <u>79</u>	<1	26	7
Emergency Generators	<1	1	18	<1	<1	<1
Total Proposed Uses Emissions	76	79	224 <u>223</u>	<1	27	9
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	21	24	(326) <u>(327)</u>	(149)	(123)	(46)
Exceed Threshold?	Yes	Yes	No	No	No	No
<p>Numbers may not add up exactly due to rounding.</p> <p>^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix D (CalEEMod Output) of this Draft Supplemental EIR.</p> <p>Source: Eyestone Environmental, 2018.</p>						

Volume 1, Section IV.B, Air Quality, page IV.B-49, Table IV.B-9, Estimate of Maximum Regional Project Daily Concurrent Operation and Construction Emissions, revise the table as follows:

Revised Table IV.B-9
Estimate of Maximum Regional and Localized Project Daily Concurrent Operation and Construction Emissions^a
(pounds per day)

Emission Source	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
REGIONAL EMISSIONS						
Regional Emissions Without Mitigation						
Regional Operational Emissions	75	137	294 <u>290</u>	<1	61	18
Proposed Project (Construction of Southeast Area)	12	107	92	<1	33	12
Total Proposed Project Regional Overlap	87	244	383 <u>382</u>	1	94	30
SCAQMD Construction-Operational Thresholds	75	100	550	150	150	55
Exceed Threshold?	Yes	Yes	No	No	No	No
Regional Emissions With Mitigation						
Regional Operational Emissions	75	136	290 <u>289</u>	<1	61	18
Proposed Project (Construction of Southeast Area)	5	80	125	<1	20	7
Total Proposed Project Regional Overlap	80	216	415 <u>414</u>	1	81	25
SCAQMD Construction-Operational Thresholds	75	100	550	150	150	55
Exceed Threshold?	Yes	Yes	No	No	No	No
LOCALIZED EMISSIONS						
Localized Emissions Without Mitigation						
Localized Operational Emissions	N/A	14	446 <u>114</u>	N/A	1	1
Proposed Project (Construction of Southeast Area)	N/A	46	57	N/A	37	10
Total Proposed Project Localized Overlap	N/A	60	473 <u>171</u>	N/A	38	11
SCAQMD Localized Significance Thresholds ^b	N/A	114	1,537	N/A	35	8
Exceed Threshold?	N/A	No	No	N/A	Yes	Yes
Localized Emissions With Mitigation						
Localized Operational Emissions	N/A	13	445 <u>113</u>	N/A	1	1
Proposed Project (Construction of Southeast Area)	N/A	20	91	N/A	10	3
Total Proposed Project Localized Overlap	N/A	33	206 <u>204</u>	N/A	11	4
SCAQMD Localized Significance Thresholds ^b	N/A	114	1,537	N/A	35	8
Exceed Threshold?	N/A	No	No	N/A	No	No
<p>Numbers may not add up exactly due to rounding.</p> <p>^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix D (CalEEMod Output) of this Draft Supplemental EIR.</p> <p>^b Potential localized construction impacts were evaluated using SCAQMD's LSTs for Source Receptor Area 6. The closest sensitive receptor is comprised of residential uses approximately 50 meters (164 feet) northeast of the Project Site.</p> <p>Source: Eyestone Environmental, 2018.</p>						

Volume 1, Section IV.B, Air Quality, page IV.B-50, add the following subheading and text after the last full paragraph and update numbering for the subsequent headings, as follows:

(3) Public Health Effects

On December 24, 2018, the California Supreme Court (Court) issued the *Sierra Club v. County of Fresno* (Friant Ranch) decision that concluded the EIR for Friant Ranch Project was deficient in its informational discussion of the human health impacts associated with the Project's significant and unavoidable impacts related to air quality. A supplemental discussion of the potential health effects related to the Project's significant and unavoidable criteria pollutant emissions is added as Appendix U, Public Health Impacts, to the Draft Supplemental EIR and is included in this Final Supplemental EIR. Appendix U provides additional details regarding the potential health effects from the Project's significant and unavoidable criteria pollutant emissions, relating the effects in the context of relevant science, and explains why it is not scientifically feasible at the time of drafting of the Supplemental EIR to quantitatively and reliably connect this individual Project's air quality impacts to likely human health consequences.

Volume 1, Section IV.B, Air Quality, pages IV.B-62 through IV.B-64, revise Warner Center Plan Mitigation Measure AQ-1, as follows:

Warner Center Plan Mitigation Measure AQ-1: The City shall require that all projects use soil binders on soils exposed for extended periods of time (more than two weeks) to reduce fugitive dust and the speed on unpaved haul roads within the Project Site shall be limited to 15 miles per hour. In addition, the City shall require that projects be required to include the following measures as applicable and feasible:

- i) Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
- ii) Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site.
- iii) Reroute construction trucks away from congested streets or sensitive receptor areas.
- iv) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity, including resolution of issues related to PM₁₀ generation.

- v) Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- vi) Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113.
- vii) Construct or build with materials that do not require painting.
- viii) Require the use of pre-painted construction materials.
- ix) Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).
- x) During project construction, all internal combustion engines/ construction, equipment operating on the project site shall meet the following:
 - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet or exceed the Tier 4 emission standards, ~~where available~~. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
 - Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy-duty construction equipment. More information on this program can be found at the following website: www.aqmd.gov/tao/Implementation/SOONProgram.htm.
- xi) Other measures as applicable on a project by project basis and as may be recommended by SCAQMD on their web site or elsewhere: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

IV.F. Hydrology, Surface Water Quality, and Groundwater

Volume 1, Section IV.F, Hydrology, Surface Water Quality, and Groundwater, pages IV.H-52 through IV.H-53, revise Warner Center Plan Mitigation Measure HYDRO-4, as follows:

Warner Center Plan Mitigation Measure HYDRO-4: For development in the WCRCCSP area the City shall require compliance with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and Standard Urban Stormwater Mitigation Plan (SUSMP) in accordance with the Los Angeles Municipal Storm Water permit. The SUSMP shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction Best Management Practices (BMPs) and other items as required by the permit. (SUSMP measures require review and approval of the Watermaster.)

IV.H Noise

Volume 2, Section IV.H, Noise, pages IV.H-17 and IV.H-22, beginning of last paragraph, revise follows:

The sound propagation test was performed using a controlled sound generation system (Sound Source) that included six loudspeakers placed at the southwest corner of the Project Site (future location of the Project Entertainment and Sports Center). The loudspeakers were connected to an electronic noise generator (pink noise), which produced a maximum sound level of 103 dBA measured at a distance of 50 feet from the face of the loudspeakers. Pink noise is a random noise source, which has equal sound levels in the audio octave band frequencies (from 63 Hz to 8 kHz). The use of pink noise as sound source is a standard engineering method to measure the outdoor sound attenuations due to distance, topography, meteorological and other existing natural components in the outdoor environment. The Sound Source sound outputs were recorded simultaneously at the reference distance of 50 feet from the loudspeakers (Reference Sound Level, S1) and at six neighboring residential properties (M1 through M6) within the community to the southwest. Figure IV.H-2 on page IV.H-23 shows the sound propagation test measurement locations.

Volume 2, Section IV.H, Noise, page IV.H-32, revise Project Design Feature H-5 as follows:

Project Design Feature H-5: If the roof of the Entertainment and Sports Center is ~~open~~ a partial roof, the temporary/touring amplified sound system would be designed, using a line-array speaker system, so as not to exceed a maximum noise level of 95 dBA (L_{eq-1hr}) at a distance of 130 feet from the amplified sound systems (main array and delay speakers).

Volume 2, Section IV.H, Noise, page IV.H-54, add paragraph after first full paragraph and revise second full paragraph, as follows:

As presented in Appendix M, Traffic, of the Draft Supplemental EIR, the Project would require off-site parking during sold-out events at the Entertainment and Sports Center, particularly during the peak month of December. The off-site parking may be located directly across the Project Site to the north (office parking structure), south (office parking structure) or east (existing surface parking lot). Pedestrians could walk to/from the Entertainment and Sports Center via the crosswalks at Topanga Canyon Boulevard/Erwin Street, Warner Drive/Erwin Street, and Owensmouth Avenue/Erwin Street (to the north parking); via the crosswalks at Topanga Canyon Boulevard/Oxnard Street and Warner Drive/Oxnard Street (to the south parking); and via the crosswalks at Owensmouth Avenue/Oxnard Street and Owensmouth/Promenade (to the east parking). All these pedestrian walk-paths are adjacent to the existing commercial/office areas, with the exception of along Owensmouth Avenue (north of Erwin Street), where there are existing residential uses along the east side of Owensmouth Avenue (represented by receptor R1). Therefore, the pedestrians would not be walking through the residential neighborhood when commuting to/from the off-site parking locations. The nearest noise sensitive uses to the aforementioned pedestrian walking paths would be the residential use located along the east side of Owensmouth Avenue (represented by receptor R1), the existing Marriott Hotel on the south side of Oxnard Street (represented by receptor R2) and the residential use located at the southwest corner of Oxnard Street and Rolling Road (represented by receptor R3). Noise levels associated with pedestrians (i.e., people talking) are estimated to be approximately 43.7 dBA, 52.9 dBA, and 42.0 dBA at the off-site sensitive receptors R1, R2, and R3, respectively. As such, noise impacts associated with pedestrians walking to/from the Entertainment and Sports Center would be less than significant.

(iv) Parking Facilities

The Project would include parking structures within each of the development areas, including: a six-level above grade parking structure at

Northeast-A and Northeast-B; two levels of subterranean parking as well as a valet area (surface parking lot along Topanga Canyon Boulevard) in Northwest-A; a six-level above grade parking structure as well as two levels of subterranean parking at Northwest-B, three levels of above grade parking at Southwest; and a four-level above grade parking structure with a maximum of five levels of subterranean parking at Southeast. The above grade parking structures at Northeast-A, Northeast-B, and Northwest-B would be located at the center of the building structures (with retail and residential uses wrapping the parking structure) with a roof level deck above, which would completely shield the noise to the exterior. The above grade parking structures in the Southwest and Southeast areas would also each be wrapped on three sides by office, residential, retail or hotel uses; the only side of each structure which would not be wrapped would be facing the interior of the Project site (not the exterior public streets) and would include non-porous screening material from view. Noise levels within the subterranean parking levels would be contained within the parking structure, as the subterranean parking levels would be fully enclosed on all sides. Furthermore, noise associated with the Project's subterranean and above grade parking garages would be less than the noise currently generated by the existing unenclosed surface parking lots within the perimeter of the Project Site. Table IV.H-24 on page IV.H-56 presents the estimated noise levels from the new parking ~~structure, facilities, which include~~ all of the Project's parking garages and the surface parking lot along Topanga Canyon Boulevard, at the off-site receptor locations. As indicated in Table IV.H-24, the estimated noise levels from the Project parking structures are estimated to range from 26.6 dBA (L_{eq}) at receptor location R3 to 41.0 dBA (L_{eq}) at receptor location R2. The estimated noise levels at all off-site receptor locations would be below the existing ambient noise levels and the significance threshold of 5 dBA (L_{eq}) above ambient noise levels. Therefore, noise impacts from parking operations would be less than significant.

Volume 2, Section IV.H, Noise, pages IV.H-56 and IV.H-57, beginning of last paragraph, revise as follows:

Table IV.H-26 on page IV.H-58 provides a summary of the roadway noise impacts when there are events at the Entertainment and Sports Center. The calculated traffic levels were conservatively calculated with the receptors facing (i.e., direct line-of-sight) the roadways and did not account for the presence of any physical sound barriers or intervening structures. As shown in Table IV.H-26, the Project would result in a maximum increase of 0.8 dBA CNEL in traffic-related noise levels along Oxnard Street (between Topanga Canyon Boulevard and Owensmouth Avenue) during the weekday and 1.0 dBA CNEL during the weekend. The estimated noise increase due to

Project-related traffic would be below the 3 dBA CNEL significance threshold. The traffic noise impacts associated with events at the Entertainment and Sports Center were evaluated based on the potential increase in traffic during the post-event hour (i.e., traffic leaving one hour after the event during a late night period). The estimated traffic noise increase during the post-event hour would be below the 5 dBA significance threshold (hourly L_{eq}) at all analyzed roadway segments, with the exception Oxnard Street between Topanga Canyon Boulevard and Owensmouth Avenue; this roadway segment includes no off-site residential uses. The estimated traffic noise levels along Oxnard Street during the post-event hour would exceed the significance threshold by 0.1 dBA during the weekend. Therefore, off-site traffic noise impacts associated with future plus Project conditions would be significant at this location. However, as analyzed below, the traffic noise impacts along Oxnard Avenue (between Topanga Canyon Boulevard and Owensmouth Avenue) would be reduced to a less than significant level with implementation of updated Project Design Feature K-6.

Volume 2, Section IV.H, Noise, page IV.H-66, revise second full paragraph as follows:

As shown in Table IV.H-28 on page IV.H-67, when compared with existing conditions, the Project would result in a maximum increase of 2.1 dBA CNEL in traffic-related noise levels along Topanga Canyon Boulevard (between Oxnard Street and Burbank Boulevard) during the weekday and 2.0 dBA CNEL during the weekend. The estimated noise increase due to Project-related traffic would be below the 3 dBA CNEL significance threshold. The estimated traffic noise increase during the post-event hour would be below the 5 dBA significance threshold (hourly L_{eq}) at all analyzed roadway segments, with the exception Oxnard Street roadway segment between Topanga Canyon Boulevard and Owensmouth Avenue. The estimated noise increase along Oxnard Street during the post-event hour would exceed the significance threshold by up to 0.3 dBA L_{eq} . Therefore, off-site traffic noise impacts based on the existing conditions would be significant. However, as analyzed below, the traffic noise impacts along Oxnard Avenue (between Topanga Canyon Boulevard and Owensmouth Avenue) would be reduced to a less than significant level with implementation of updated Project Design Feature K-6.

Volume 2, Section IV.H, Noise, page IV.H-75, revise second full paragraph as follows:

As discussed above, the Project's operational noise impacts from on-site stationary sources would be less than significant. ~~However, traffic~~ Traffic-related-noise impacts associated with vehicles departing during nighttime special events would be significant. However, as analyzed below, the traffic-related noise impacts along Oxnard Avenue (between Topanga Canyon Boulevard and Owensmouth Avenue) would be reduced to a less than significant level with implementation of updated Project Design Feature K-6.

Volume 2, Section IV.H, Noise, page IV.H-87, add the following text after the first full paragraph and revise subsequent footnote numbers as follows:

As analyzed above, Project-related traffic would result in significant impacts, during the post-event hour (nighttime hour), along the roadway segment of Oxnard Street between Topanga Canyon Boulevard and Owensmouth Avenue, for sold-out (15,000 seat) events under the following conditions:

1. "Future Plus Project" with Entertainment and Sports Center, (see Table IV.H-26 on page IV.H-58)
2. "Existing Plus Project" with Entertainment and Sports Center, (see Table IV.H-28 on page IV.H-67)
3. "Cumulative" with Entertainment and Sports Center, (Table IV.H-31 on page IV.H-83)

Therefore, additional noise analysis, provided in Appendix I, to the Draft Supplemental EIR, was performed to determine whether the additional traffic operational measures for the Event Management Plan proposed under Project Design Feature K-6 (updated Project Design Feature K-6) would reduce the off-site traffic operational noise impacts for sold-out (15,000 seat) events ending during the nighttime. The additional traffic noise impacts analysis was performed based on the updated traffic volumes provided in the Traffic Technical Memo prepared by Gibson Transportation Consulting, Inc., and included in Appendix M to the Draft Supplemental EIR.⁴⁵

⁴⁵ Gibson Transportation Consulting, Inc., Additional Late-Night Operational Measures for the Event Management Plan, Project Design Feature K-6 for the Promenade 2035 DSEIR, December 2018, included in Appendix M to the Draft Supplemental EIR.

The estimated traffic noise levels (during the post-event nighttime hour) along the roadway segment of Oxnard Street (between Topanga

Canyon Boulevard and Owensmouth Avenue) under the “Future Plus Project”, “Existing Plus Project,” and the “Cumulative” conditions with the updated Project Design Feature K-6 are evaluated in detail in Appendix I to the Draft Supplemental EIR and shown in Table IV.H-33 on page IV.H-91a. As indicated in Table IV.H-33, the estimated noise levels with the updated Project Design Feature K-6 would be lowered as compared to the conditions “Without EMP” and the maximum noise increase would be below the applicable 5 dBA significance threshold. Therefore, noise impacts associated with the off-site traffic, for a sold-out (15,000 seat) event would be reduced to a less than significant level, with implementation of the updated Project Design Feature K-6. In addition, there would not be any new significant noise impacts from the redistributed traffic volumes associated with the updated Project Design Feature K-6. The measures in updated Project Design Feature K-6 include delaying access to the Warner Drive South & Oxnard Street driveway to exiting vehicles by approximately 15 minutes after the end of the event (or another period to be identified in consultation with LADOT) using internal traffic control (traffic control officers, staff, signage, and/or barriers); utilization of additional wayfinding signage and changeable message signs to direct exiting traffic to preferred routes; and utilization of traffic control officers to reconfigure driveway/ intersection lanes to facilitate outbound event operations.

Volume 2, Section IV.H, Noise, page IV.H-87, revise the last paragraph as follows:

(3) Summary of Cumulative Operational Noise Impacts

~~As discussed above, with the exception of traffic noise along a portion of Oxnard Avenue (which contains no off-site residential uses) associated with vehicles departing during a nighttime weekday and weekend event, with implementation of the updated Project Design Feature K-6 cumulative operational noise impacts from on-site and off-site sources would be less than significant.~~

Volume 2, Section IV.H, Noise, page IV.H-91a, add Table IV.H-33 as shown on page III-17:

Table IV.H-33
Roadway Traffic Noise Impacts—Oxnard Street (between Topanga Canyon Boulevard and Owensmouth Avenue)

Roadway Segment	Calculated Traffic Noise Levels (Nighttime). ^a <u>L_{eq} dBA</u> <u>No Project/Plus Project</u>				<u>Increase in Noise Levels due to Project, L_{eq}</u> <u>dBA</u>				<u>Significant</u> <u>Impact?</u> ^b	
	<u>Weekday</u>		<u>Weekend</u>		<u>Weekday</u>		<u>Weekend</u>			
	<u>Without</u> <u>EMP</u>	<u>With</u> <u>Updated</u> <u>EMP</u>	<u>Without</u> <u>EMP</u>	<u>With</u> <u>Updated</u> <u>EMP</u>	<u>Without</u> <u>EMP</u>	<u>With</u> <u>Updated</u> <u>EMP</u>	<u>Without</u> <u>EMP</u>	<u>With</u> <u>Updated</u> <u>EMP</u>	<u>Without</u> <u>EMP</u>	<u>With</u> <u>Updated</u> <u>Project</u> <u>Design</u> <u>Feature</u> <u>K-6</u>
<u>Future Plus Project Conditions</u>										
<u>Oxnard Street</u> – <u>Between Topanga Canyon Blvd. and</u> <u>Owensmouth Ave.</u>	<u>61.7/66.4</u>	<u>61.7/66.0</u>	<u>62.1/67.2</u>	<u>62.1/66.5</u>	<u>4.7</u>	<u>4.3</u>	<u>5.1</u>	<u>4.4</u>	<u>Yes</u>	<u>No</u>
<u>Existing Plus Project Conditions</u>										
<u>Oxnard Street</u> – <u>Between Topanga Canyon Blvd. and</u> <u>Owensmouth Ave.</u>	<u>61.3/66.3</u>	<u>61.3/65.9</u>	<u>61.8/67.1</u>	<u>61.8/66.4</u>	<u>5.0</u>	<u>4.6</u>	<u>5.3</u>	<u>4.6</u>	<u>Yes</u>	<u>No</u>
<u>Cumulative Conditions</u>										
<u>Oxnard Street</u> – <u>Between Topanga Canyon Blvd. and</u> <u>Owensmouth Ave.</u>	<u>61.3/66.6</u>	<u>61.3/66.2</u>	<u>61.8/67.4</u>	<u>61.8/66.7</u>	<u>5.3</u>	<u>4.9</u>	<u>5.6</u>	<u>4.9</u>	<u>Yes</u>	<u>No</u>
^a <u>Detailed calculation worksheets are included in Appendix I.4.</u>										
^b <u>If the estimated noise levels exceed the nighttime L_{eq} by 5 dBA or exceed the CNEL by 3 dBA (if the noise level falls within the normally or clearly unacceptable land use category) or by 5 dBA (if the noise levels falls within the acceptable land use category), a significant noise impact is identified.</u>										
<u>Source: AES, 2018.</u>										

Volume 2, Section IV.H, Noise, page IV.H-96, revise the first full paragraph as follows:

c. Operational Noise

Project-level and cumulative impacts with regard to on-site sources of operational noise would be less than significant. ~~However, as indicated above,~~ Project traffic noise impacts associated with departing special events traffic for sold-out events on weekend evenings would be significant, and cumulative traffic noise impacts would be significant for sold-out events during the weekday and weekend post-event hours. However, as analyzed above, the traffic Project-level and cumulative noise impacts along Oxnard Avenue (between Topanga Canyon Boulevard and Owensmouth Avenue) would be reduced to less than significant with implementation of the updated Project Design Feature K-6.

IV.I Population, Housing, and Employment

Volume 2, Section IV.I, Population, Housing, and Employment, page IV.I-25 and a portion of page IV.I-30, revise the last three paragraphs as follows:

The Warner Center Plan projects that by 2035, there will be a population of 58,608 persons, 26,048 housing units, and 89,118 jobs within the Warner Center Plan area. The Project would add approximately 3,714 people, up to 1,432 units of housing, and approximately 3,048 jobs within the proposed land uses. ~~Eight-Sixteen~~ of the 29 related projects are located within the Warner Center Plan area. In total, these ~~eight-16~~ projects would generate approximately ~~7,151-20,522~~ people, up to ~~7,785-7,913~~ housing units, and approximately 16,125 jobs in addition to the Project's expected growth discussed above. As such, the Project and related projects cumulative impacts on population, housing, and employment would be well within the contemplated dwelling unit and floor area growth proposed in the Warner Center Plan. Furthermore, per the Warner Center Plan, if a project is proposed prior to January 1, 2036, that would exceed the aforementioned proposed dwelling units and floor area, the Director of City Planning may initiate a review of the project, including any necessary environmental analysis. The detailed review may include a restudy of the portion of the Warner Center Plan that exceeds the proposed dwelling units and floor area.

As shown in Table IV.I-7, the Project's residential uses would generate a population of 3,714. Twenty-two (22) of the 29 related projects contain residential land uses which, in total, generate a population of ~~22,303~~ 22,378.

Based on forecasts in the 2016–2040 RTP/SCS, the total Project population plus the related projects population represents approximately 0.59 percent of the 2033 population in the City of Los Angeles. The cumulative population impact accounts for ~~5.61~~ 5.63 percent of the 2016–2033 population growth forecast in the City of Los Angeles. Therefore, the cumulative population growth would not represent a considerable percentage of the estimated population growth in the City of Los Angeles and, as such, its cumulative population impact would be less than significant.

The Project's residential uses would generate a total of 1,432 households, as shown in Table IV.I-7. In total, the residential land uses of the related projects would generate ~~8,600~~ 8,629 households. Based on forecasts in the 2016–2040 RTP/SCS, the Project's cumulative households (i.e., Project households plus related projects households) account for approximately 0.63 percent of 2033 households in the City of Los Angeles. The cumulative households impact accounts for ~~4.53~~ 4.54 percent of the 2016–2033 household growth forecast in the City of Los Angeles. Therefore, the cumulative household growth would not represent a considerable percentage of the estimated household growth in the City of Los Angeles, and, as such, its cumulative household impact would be less than significant.

Volume 2, Section IV.I, Population, Housing, and Employment, page IV.I-28, Table IV.I-6, Related Projects, revise Related Project 29 data, revise Related Total data, and revise Related + Project Total data as follows:

No.	Project	Description ^{a,b,c}	Size	Population	Housing	Jobs/sf	Employment
29	Burbank and DeSoto 20931–20971 Burbank Blvd.	Apartments	4,000 <u>1,029</u> du	2,594	4,000 <u>1,029</u>	—	—
		Hotel	222 rm	—	—	0.00113	163
		Commercial	1,400,000 gsf	—	—	0.00271	3,794
Related Total				22,303 <u>22,378</u>	8,600 <u>8,629</u>		16,477
Project Total				3,714	1,432		3,048
Related + Project Total				26,017 <u>26,092</u>	10,032 <u>10,061</u>		19,525

Volume 2, Section IV.I, Population, Housing, and Employment, page IV.I-30, Table IV.I-7, Cumulative Population, Housing, and Employment Impacts, revise rows 5 and 6 as follows:

	Population (people)	Housing (units)	Employment (jobs)
Related Projects Impact for City of Los Angeles	22,303 <u>22,378</u>	8,600 <u>8,629</u>	16,477
Cumulative (Project + Related Projects) Impact for the City of Los Angeles	26,017 <u>26,092</u>	10,032 <u>10,061</u>	19,525

Volume 2, Section IV.I, Population, Housing, and Employment, page IV.I-30, Table IV.I-7, Cumulative Population, Housing, and Employment Impacts, revise row 17, as follows:

	Population (people)	Housing (units)	Employment (jobs)
Cumulative (Project + Related Projects) Share of Impact in the City of Los Angeles, 2016–2033	5.64 <u>5.63</u> %	4.53 <u>4.54</u> %	6.80%

IV.J.1 Public Services—Police Protection

Volume 2, Section IV.J.1, Public Services—Police Protection, page IV.J.1-10, revise Project Design Feature J.1-1 as follows:

Project Design Feature J.1-1: Security personnel shall be on duty at the Entertainment and Sports Center during all hours of operation and before and after events, with the exact time period to be determined with LAPD in a Security Plan based on the size and type of event. During such time, the security personnel shall patrol the property to identify and minimize unusual disturbances, and ~~to assist and report to~~ coordinate with the proper authorities any loitering, trespassing or any other criminal activities in the general vicinity of the property.

Volume 2, Section IV.J.1, Public Services—Police Protection, pages IV.J.1-11 and IV.J.1-12, revise Project Design Features J.1-6 and J.1-7 as follows:

Project Design Feature J.1-6: In order to maintain high levels of safety for employees, patrons, residents and visitors during Project operation, on-site security consisting of personnel and equipment would be provided for the entire Project Site,

including for the Project's open space areas, such as Promenade Square. On-site security presence would be implemented based on the anticipated day-to-day levels of activity and would be increased during peak shopping days. During each shift, security personnel would be assigned to foot patrol, bike patrol and golf cart/vehicle patrol, in order to cover the common areas of the site. Duties of the security personnel would include, but not be limited to, the following:

- Assisting with patron access and monitoring entrances and exits,
- Managing and monitoring fire/life/safety systems,
- Patrolling the perimeter of the property,
- Controlling and monitoring activities in the parking facilities; and
- Controlling and monitoring activities in spaces open to the public.

Project Design Feature J.1-7: Security Programs and Equipment: An enhanced security program would be implemented for the entire Project Site, including for the Project's open space areas, such as Promenade Square. Security system features to be installed on-site as part of this enhanced security program include industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas. Closed-circuit television (CCTV) would be installed at locations consistent with industry standards. These locations would include all exit points, play areas, family rest areas, food courts, loading docks, and parking areas/structures. CCTV access would be available to the local police station via secure internet with future consideration of wireless secure transmission. Additionally, license plate recognition (LPR) cameras would be located strategically throughout the property.

Volume 2, Section IV.J.1, Public Services—Police Protection, page IV.J.1-15, second full paragraph, revise as follows:

As shown in Table IV.J.1-1 on page IV.J.1-7, approximately 110 crimes were reported in the Topanga Area for 2017, which equates to a crime rate of approximately 0.6 crime per 1,000 residents or 0.0006 crime per capita. Based on the assumption that the annual crime rate would remain constant at 0.0006 crime per capita, the Project could potentially generate approximately 13 new crimes per year.¹⁹ This would increase the annual number of crimes reported in the Topanga Area from 110 to 123 reported

crimes per year, an increase of 12 percent.²⁰ It should be noted that the Project's estimated service population likely overestimates the increase in crime, and is therefore conservative, as it assumes daily sold-out events (i.e., a sold out event every day of the year) of 15,000 seats in the Entertainment and Sports Center.

Volume 2, Section IV.J.1, Public Services—Police Protection, page IV.J.1-27, revise Warner Center Plan Mitigation Measure PS-16 as follows:

Warner Center Plan Mitigation Measure PS-16: The City shall require that applicants consult with the LAPD Crime Prevention Unit regarding crime prevention features appropriate for the design of the project and subsequently, shall submit plot plans for review and comment. The plans shall incorporate design guidelines relative to security and semi-public and private spaces which may include but not be limited to access control to buildings, secured parking facilities, wall/fences with key systems, well-illuminated public and semi-public and private spaces, which may include access control to buildings, secured parking facilities, walls/fences with key systems, well-illuminated public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provisions of security guard patrol if needed. These measures shall be approved by the LAPD prior to the issuance of building permits.

IV.J.2 Public Services—Fire Protection

Volume 2, Section IV.J.2, Public Services—Fire Protection, page IV.J.2-18, last paragraph, revised as follows:

Based on the heights of the proposed towers, pursuant to LAMC Section 57.4705.4, the Project would be required to provide a rooftop emergency helicopter landing facility for those buildings that are over 75 feet in height, unless certain life safety features, as specified by the LAFD, are provided. In addition, the Project would implement applicable Los Angeles Building Code and Los Angeles Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc., including as identified by LAFD in their letter to the Department of City Planning, provided in Appendix L of this Draft Supplemental EIR, as well as Project Design Features J.2-1 and J.2-2, as provided ~~above~~ in Section IV.J.1, Police Protection, of this Draft Supplemental EIR. Compliance with

applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit.

Volume 2, Section IV.J.1, Public Services—Fire Protection, page IV.J.2-24, delete Warner Center Plan Mitigation Measure PS-1, as follows:

~~**Warner Center Plan Mitigation Measure PS-1:** The City shall ensure that adequate fire protection service levels are maintained through the addition of personnel and facilities as necessary to meet anticipated demand, and, where appropriate, through project-specific on-site features that reduce the demand for such personnel and facilities.~~

IV.K Traffic, Access, and Parking

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-10 and IV.K-12, beginning of last paragraph, revise and add Figure IV.K-1a as shown on page III-25, as follows:

Public transit service within the Study Area is currently provided by Metro, LADOT Transit Commuter Express (CE), the Santa Clarita Transit Line, the Antelope Valley Transit Authority, the Ventura County Transportation Commission, and Los Angeles County Topanga Beach Bus, as illustrated in, Figure IV.K-1a on page IV.K.12a. The following list presents a brief description of the 16 bus lines providing service in the vicinity of the Project Site:

- TRANSIT STATION
- — METRO ORANGE LINE
- WARNER CENTER CIRCULATOR (METRO 601)
- METRO LOCAL SERVICE
- METRO RAPID SERVICE
- MUNICIPAL TRANSIT OPERATORS
- — LADOT COMMUTER EXPRESS
- CE SANTA CLARITA TRANSIT
- SC ANTELOPE VALLEY TRANSIT AUTHORITY
- AV

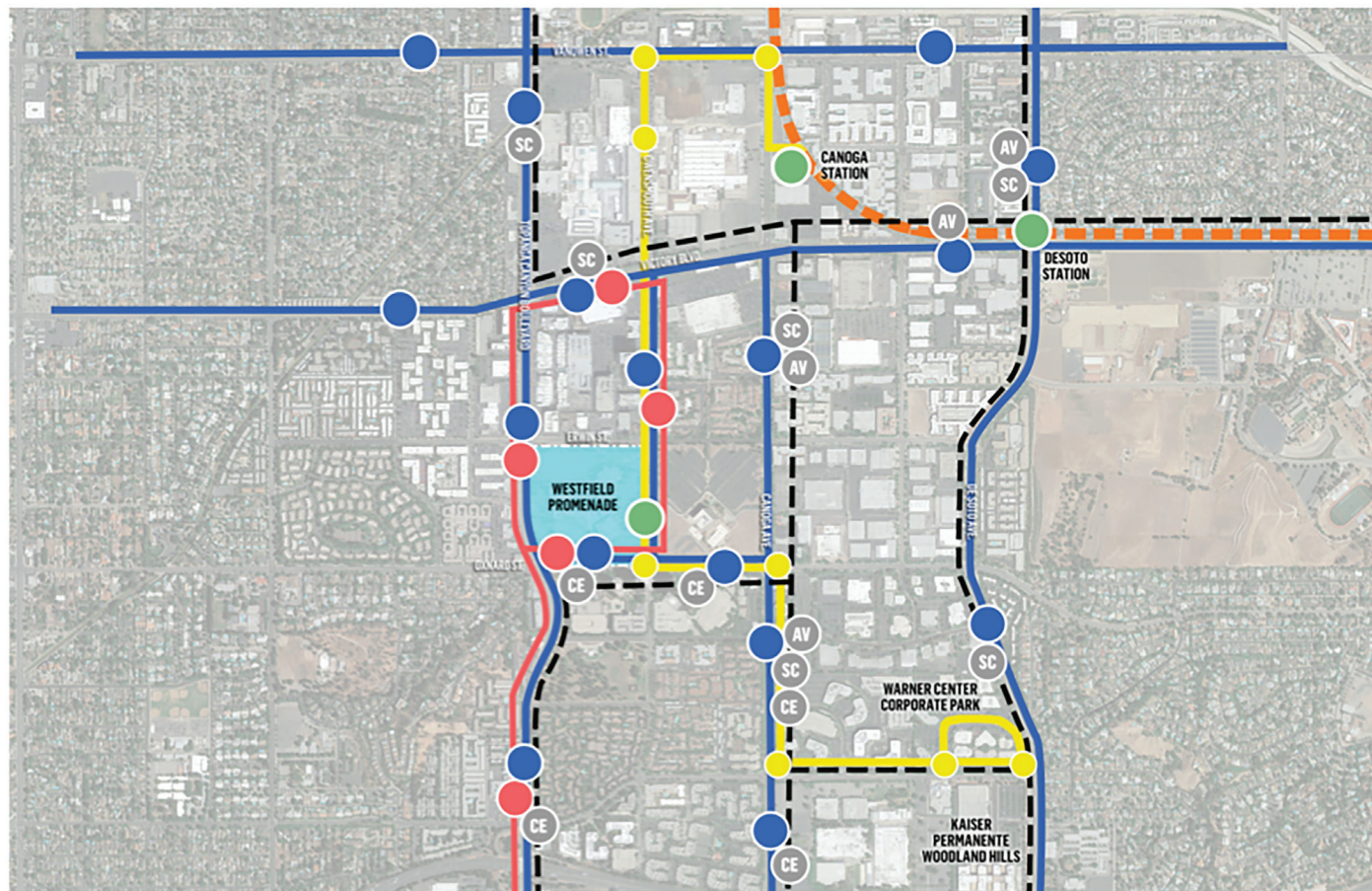


Figure IV.K-1a
Existing Transit Facilities

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-62 and IV.K-63, revise as follows:

a. Project Design Features

As discussed above, LADOT requires the Applicant to construct those Warner Center Plan mitigation measures located directly adjacent to the Project Site as well as dedicate right-of-way required by the Warner Center Plan. Since the Applicant is required to implement these Warner Center Plan measures with Project construction, these are assumed to be project design features for the purposes of this analysis. The Project Site-adjacent roadway improvements and right-of-way dedications which will be implemented by the Applicant, by Project phase, and as required by Section 7.7, Street Improvements and Dedications, of the Warner Center Plan, include:

~~Site Adjacent Warner Center Plan-identified transportation improvement measures:~~

- ~~• Intersection No. 17, Owensmouth Avenue & Erwin Street: Construction of a dedicated eastbound right turn lane in combination with the dedication of right of way to facilitate the future construction of an additional eastbound left turn lane. Implementation of this improvement would occur with construction of the Northeast Area (anticipated Phase 1).~~
- ~~• Intersection No. 20, Topanga Canyon Boulevard & Calvert Street/Promenade Boulevard: A new traffic signal will be installed at this intersection. Implementation of this improvement would occur with the anticipated Phase 2 (Northwest).~~

~~Right-of-way dedication required by Warner Center Plan:~~

- Intersection No. 24, Topanga Canyon Boulevard & Oxnard Street: Dedication of right-of-way required along Oxnard Street to facilitate the future construction of Warner Center Plan mitigation. Implementation of this improvement would occur with construction of the Southwest Area (anticipated Phase 3).
- Owensmouth Avenue frontage: A combination of required and voluntary right-of-way dedication between Erwin Street and Oxnard Street to facilitate the future construction of Warner Center Plan mitigation. Implementation of this improvement would occur with construction of the Northeast Area (anticipated Phase 1) north of

Promenade Boulevard and Southeast Area (anticipated Phase 4) south of Promenade Boulevard.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-63, revise Project Design Feature K-2, as follows:

Project Design Feature K-2: Intersection No. 20, Topanga Canyon Boulevard & Calvert Street/Promenade Boulevard: A new traffic signal shall be installed at this intersection. Implementation of this improvement would occur with construction of the Northwest Area (anticipated Phase 2). This intersection will be reconfigured to facilitate all vehicular movement for all approaches in conjunction with the required signalization. The east leg of this intersection effectively serves as a driveway into the Project Site. Implementation of this project design feature would occur with construction of the Northwest Area (anticipated Phase 2).

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-64 and IV.K-65, revise Project Design Feature K-6, as follows:

Project Design Feature K-6: Operational Event Management Plan: An Event Management Plan (EMP) will be implemented as part of operation of the ESC. The EMP is intended to be an evolving document subject to modification over time in coordination and consultation with LADOT and Caltrans, in order to respond to changes in traffic patterns and mobility/parking technologies that may alter the travel to and attendance of events at the ESC.

On-site measures are proposed to include: providing access along all four street frontages of the Project Site; the addition of a northbound lane on the Topanga Canyon Boulevard across the site frontage (resulting in a total of four northbound lanes); a dedicated entry speed ramp into the subterranean ESC parking garage on Topanga Canyon Boulevard between Oxnard Street and Promenade Boulevard; multiple above ground and subterranean parking facilities across the Project Site that will be managed by a single parking operator; subterranean parking that is designed to be connected and operated as a single facility; and centrally located pick-up/drop-off and bus zones. Also included as part of the on-site measures will be a guest communications system that will provide the location of the purchased parking space to visitors with the advance purchase of an event ticket; identification of preferred traffic routes to the assigned parking facility prior to the event, at the time of ticket

purchase and on the parking ticket; traffic announcements and updates made in the ESC and to guest cell phones at the end of the event; and coordination of traffic information and ridesharing services.

Off-site measures are proposed to include: identification of specific routing to distribute event traffic away from already congested locations along with the use/installation of changeable message signs at select freeway and arterial locations to communicate to visitors the preferred routing to the Project Site; coordinated traffic control adjacent to the Project Site; coordination with the LADOT Traffic Action Team, which oversees and/or implements special event traffic operations in the City; coordination with the citywide Traffic Management Center to facilitate the real-time monitoring of event traffic conditions along with real-time adjustments to traffic control equipment, including allowing adjustments to signal timing and synchronization; deployment of ~~Traffic Control Officers~~ traffic control officers, by the ESC operator, to selected locations for the purposes of directing traffic; and facilitation of the utilization and integration of transit services during ESC events, including by coordinating with Metro to optimize transit service and frequency to the ESC during events.

Late-night measures for the purpose of reducing off-site noise are proposed to include: delaying access to the Warner Drive South & Oxnard Street driveway to exiting vehicles by approximately 15 minutes after the end of the event (or another period to be identified in consultation with LADOT) using internal traffic control (traffic control officers, staff, signage, and/or barriers); utilization of additional wayfinding signage and changeable message signs to direct exiting traffic to preferred routes; and utilization of traffic control officers to reconfigure driveway/intersection lanes to facilitate outbound event operations.

The EMP will also identify off-site parking needed to accommodate parking demand based on time of year, day/time of the event, and number of attendees. The Applicant will be required to provide DOT annually evidence of agreements that identify/secure the location and quantity of available off-site parking, prior to the issuance of a temporary or permanent certificate of occupancy for the ESC.

During the Holiday period between Thanksgiving and New Year's, for weekday or weekend events with 7,500 or more attendees, the EMP will be supplemented with additional measures to account for higher background traffic volumes. The Holiday EMP measures include: additional intersection

operation adjustments and an expanded deployment of ~~Traffic Control Officers~~ traffic control officers.

These and other measures would be implemented in accordance with a tiered operational plan that is based on attendance. In particular, the off-site traffic management and traffic control officer components of the EMP would be scaled commensurate to the event attendance/projected traffic levels as set forth in the Traffic Study. As indicated therein, the EMP off-site measures are proposed to be applied at the following attendance levels:

<7,500 attendees: On-site measures; no off-site measures required;

7,500–10,000 attendees: On-site measures; off-site measures comprised of Traffic Management (changeable message signs), Coordinated Traffic Control (LADOT Traffic Management Center), and off-site parking; and,

>10,000 attendees: On-site measures; all off-site measures required, including those required above for 7,500 to 10,000 attendees, deployment of traffic control officers, ~~and~~ transit service coordination; and additional late-night measures for events ending after 10 P.M.

During holidays (day after Thanksgiving through January 2 of the following year), the above measures would also be implemented for each of the attendance levels, plus for events with >10,000 attendees, additional traffic control officers would be located at all intersections operating at LOS D or worse (with Project traffic) within the Study Area.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-66, add Project Design Feature K-8, as follows:

Project Design Feature K-8: Intersection No. 17, Owensmouth Avenue & Erwin Street: The Project shall install a dedicated eastbound right-turn lane in combination with the dedication of right-of-way to facilitate the future construction of an additional eastbound left-turn lane. Implementation of this improvement would occur with construction of the Northeast Area (anticipated Phase 1).

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-114, revise first paragraph as follows:

As described in Section II, Project Description, of this Draft Supplemental EIR, the Project would provide a total of 5,610 parking spaces,

and, therefore, would be able to satisfy the non-event parking requirement of 2,790 spaces. The Entertainment and Sports Center would require 3,000 parking spaces for sold-out events under the LAMC (1 space per ~~5,000~~ five seats). Therefore, the remaining 2,820 parking spaces provided on the Project Site would be utilized to fulfill the required parking spaces for the Entertainment and Sports Center. To make up the remainder of the required parking, a combination of on-site shared parking (shared with the office and retail uses only) and off-site parking located at adjacent office buildings is proposed. The required parking provided for the residential and hotel uses would not be shared, in accordance with the Warner Center Plan. However additional parking provided over the amount required for the residential and hotel uses could be shared with the Entertainment and Sports Center when needed.

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-127 through IV.K-128, beginning of last paragraph, revise as follows:

(g) Proportionate Share

To identify the Project's contribution toward the cumulative effects of traffic growth on the state transportation network (freeway mainline and off-ramps), a proportionate share calculation was prepared based on Appendix B of the Caltrans TIS Guidelines. The proportionate share was prepared for each anticipated phase of the Project and will be utilized to identify the Project's financial contribution toward the future implementation of a transportation improvement project to be selected by Caltrans. As discussed further in the Caltrans Analysis, the average proportionate share of mainline freeway growth ~~at Project buildout~~ in 2035, Caltrans' long range planning horizon year; the corresponding proportionate share with a sold-out ESC event is 5.20 percent ~~in 2033~~ in 2035. The Applicant would contribute a proportionate share toward improvements that Caltrans identifies for the freeway mainline and off-ramps identified above to mitigate cumulative impacts to the state transportation network.

Volume 2, Section IV.K, Traffic, Access, and Parking, pages IV.K-132 through IV.K-133, revise Mitigation Measure K-1, as follows:

Mitigation Measure K-1: Construction Management Plan - Prior to the start of construction for each Project phase, the Applicant shall prepare a Construction Management Plan and submit it to the City for review and approval. The Construction Management Plan shall include such measures as, but not be limited to the following:

- Minimum 72-hour advance notification to adjacent property owners and occupants, as well as, nearby schools, of upcoming construction activities affecting the public right-of-way (i.e. temporary lane closures and detours, short-term parking restrictions, etc.) including durations and daily hours of construction;
- Prohibition of construction worker parking on adjacent residential streets, and identification of construction employee parking locations and protocols;
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men)
- Prohibition of construction-related vehicle parking on surrounding public streets;
- Safety precautions for pedestrian and bicyclists through such measures as alternate routing and protection barriers as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools;
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible, and so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools;
- Coordination with public transit agencies to provide advanced notifications of any anticipated stop relocations and durations;
- Provision of advanced notification of any temporary on-street parking removals and duration of removals;
- Establish construction hours that are in compliance with Sections 41.40 and 62.61 of the Los Angeles Municipal Code (LAMC);
- Establish a construction phone number which shall be posted on the site, and appoint a construction liaison to respond to concerns or inquiries regarding Project construction;
- Maintain unimpeded emergency access to the Project site and nearby properties;
- Establish truck access and staging areas, and identify haul route approved with the Project;
- Provide construction site security.

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-134, revise Mitigation Measure K-2, as follows:

Mitigation Measure K-2: Warner Center Plan Mobility Fee. The Project shall ~~pay be required by LADOT to mitigate impacts by phase through: (1) the physical roadway and streetscape mitigation measure improvements as outlined in Appendix E [of the Warner Center Plan]; (2) payment of the Mobility Fees required by the Warner Center Plan by Project phase, in-lieu of any physical improvements; or (3) the combination of both the mitigation measures outlined in Appendix E and the payment of the Mobility Fee.~~

Volume 2, Section IV.K, Traffic, Access, and Parking, page IV.K-134, second paragraph, revise as follows:

In addition, as indicated above, per LADOT's direction, the Warner Center Plan mitigation measures directly adjacent to the Project Site would be implemented by Project phase, as provided in Project Design Features K-2 and K-8, above. Furthermore, ~~the Project would implement Warner Center Plan Mitigation Measure TR-101~~ the Warner Center Plan EIR contained a mitigation measure to reduce neighborhood street segment impacts resulting from operation of the Project, as follows: the uses proposed within the Warner Center Plan area. The following mitigation measure is set forth in the Warner Center Plan.

IV.L Tribal Cultural Resources

Volume 2, Section IV.L, Tribal Cultural Resources, pages IV.L-12 through IV.L-14, revise Mitigation Measure L-1, as follows:

Mitigation Measure L-1: Prior to commencing any ground disturbance activities ~~including excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site~~ Project Site, the Applicant, or its successor, shall retain and pay for ~~archeological archaeological monitors, determined by the City's Office of Historic Resources to be~~ and tribal monitors that are qualified to identify subsurface tribal cultural resources. ~~The archeological monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project~~

site, an archeological monitor shall be assigned to each location where the ground disturbance activities are occurring. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the Project Site. Any qualified tribal monitor(s) shall be approved by the Gabrieleño Band of Mission Indians-Kizh Nation. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (OHR).

The qualified archaeological and tribal monitors shall observe all ground disturbance activities on the Project Site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the Project Site, an archaeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological monitor and tribal monitor both indicate that the site has a low potential for impacting cultural resources.

Prior to the commencement of any ground disturbance activities at the project site, the Applicant, or its successor, shall notify any California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project that ground disturbance activities are about to commence and invite the tribes to observe the ground disturbance activities, if the tribes wish to monitor, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by the qualified ~~archeologist,~~ archaeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and (2) ~~and the Department of City Planning, Office of Historic Resources OHR.~~
2. If ~~the City OHR~~ determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably concludes that the tribe's recommendations are reasonable and feasible.
4. In addition to any recommendations from the applicable tribe(s), a qualified ~~archeologist~~ archaeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.
5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the

requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by a both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 5 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 8 above, any information ~~is determined that the Department of City Planning, in consultation with the City's Attorney's office, determines~~ to be confidential in nature, ~~by the City Attorney's office,~~ shall be excluded from submission to the SCCIC or provided to the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and shall comply handled in compliance with the City's AB 52 Confidentiality Protocols.

IV.M.3 Utilities and Service Systems—Solid Waste

Volume 2, Section IV.M.3, Utilities and Service Systems—Solid Waste, page IV.M.3-37, revised Warner Center Plan Mitigation Measure U-12, as follows:

Warner Center Plan Mitigation Measure U-12: The City shall require that each project recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris, and that each applicant prepare a construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled ~~shall be developed and implemented~~. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout. Projects in Warner Center will be required to comply with the City's standard requirement that, all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more, are required to set aside a recycling area or room for on-site recycling activities.

V. Alternatives

Volume 2, Section V, Alternatives, page V-2 second full paragraph, revise as follows:

As indicated above, the intent of the alternatives is to reduce the significant impacts of a project. Based on the analyses provided in Section IV, Environmental Impact Analysis, of this Draft Supplemental EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated, including impacts associated with: (1) Project and cumulative construction-related regional air quality emissions; (2) Project and cumulative operational regional air quality emissions; (3) historical resources; (4) on-site construction noise impacts at on-site receptors; (5) cumulative on- and off-site construction noise impacts to off-site receptors; (6) Project and cumulative noise impacts from off-site construction vibration related to the significance threshold for human annoyance; (7) ~~Project and cumulative off-site noise impacts during operation when there are sold-out events at the Entertainment and Sports Center;~~ (8) Project and cumulative construction traffic; ~~(9) (8)~~ Project and cumulative intersection impacts for operation of Phases 1–3 (interim) conditions in the event that the Warner Center Plan improvements are not implemented by operation of Phases 1–3; and ~~(10) (9)~~

Project and cumulative traffic impacts to neighborhood street segments during operation.

Volume 2, Section V, Alternatives, Table V-2, Summary of Comparison of Impacts Associated with the Alternatives and Impacts of the Project, starting on page V-11, revise the column header for Alternative 5 in Table V-2, as follows:

<p>Alternative 5: Reduced Entertainment and Sports Center Seating Alternative (Option 1—10,000 Seats and Option 2—7,5000 <u>7,500</u> Seats)</p>
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VI. Other CEQA Considerations

Volume 2, Section VI, Other CEQA Considerations, page VI-1, second full paragraph, revise as follows:

As evaluated in Section IV, Environmental Impact Analysis, of this Draft Supplemental EIR, and summarized below, implementation of the Project would result in significant impacts that cannot be mitigated, including impacts associated with: (1) Project and cumulative construction-related regional air quality emissions; (2) Project and cumulative operational regional air quality emissions; (3) historical resources; (4) on-site construction noise impacts at on-site receptors; (5) cumulative on- and off-site construction noise impacts to off-site receptors; (6) Project and cumulative noise impacts from off-site construction vibration related to the significance threshold for human annoyance; (7) ~~Project and cumulative off-site noise impacts during operation when there are sold-out events at the Entertainment and Sports Center;~~ (8) Project and cumulative construction traffic; ~~(9)~~ (8) Project and cumulative intersection impacts for operation of Phases 1–3 (interim) conditions in the event that the Warner Center Plan improvements are not implemented by operation of Phases 1–3; and ~~(10)~~ (9) Project and cumulative traffic impacts to neighborhood street segments during operation.

Appendices

Other than the general corrections and additions and other applicable corrections provided above, no specific corrections or additions have been made to Volume 3 through 10, Appendix A through C, Appendix E through H, Appendix J, Appendix L, and Appendices N through T, of the Draft Supplemental EIR. Specific clarifications and/or

additions to Appendix D, I, K, and M are discussed below. Appendix U is also added to the Draft Supplemental EIR.

Appendix D

Volume 4, Appendix D, Air Quality and Greenhouse Gas, replaces Appendix D.3, Air Quality Worksheets and Modeling Output Files, with Revised Appendix D.3, which is appended to this Final Supplemental EIR.

Appendix I

Volume 6, Appendix I, Noise, replace Appendix I.1, Noise Calculations: Methodology and Worksheets, with Revised Appendix I.1, which is appended to this Final Supplemental EIR.

Volume 6, Appendix I, Noise, add Appendix I.4, Supplemental Off-Site (Traffic) Noise Analysis, which is appended to this Final Supplemental EIR.

Appendix K

Volume 6, replace Appendix K, Employee Estimate for the Entertainment and Sports Center, with Revised Appendix K, which is appended to this Final Supplemental EIR.

Appendix M

Volume 6, Appendix M, Traffic, add Appendix M.7, Additional Late-Night Operational Measures to the Event Management Plan, which is appended to this Final Supplemental EIR.

Appendix U

Volume 10, add Appendix U, Public Health Impacts, which is appended to this Final Supplemental EIR.

C. Appendix G Checklist Questions Amendments and Updates

The California Natural Resources Agency recently adopted revisions to the CEQA Guidelines that became effective on December 28, 2018. These revisions resulted in an updated Guidelines' Appendix G—Environmental Checklist Form (Appendix G). The revisions to Appendix G were adopted largely to reduce redundancy, provide additional clarity and to align Appendix G with California appellate court and Supreme Court decisions

and changes to the Public Resources Code. The revised Guidelines, including the revised Appendix G Environmental Checklist, apply prospectively and only to steps in the CEQA process not yet undertaken by the effective date of the revisions. (CEQA Guidelines Section 15007(b).) The revised Guidelines do not apply to CEQA documents that were sent out for public review (i.e., released for public review and comment) before the effective date of the revised Guidelines. (CEQA Guidelines Section 15007(c).) The Draft Supplemental EIR was published for public comment on April 26, 2018, with a public comment period extended by 45 days until July 26, 2018. Therefore, the revisions to Appendix G do not apply to the Draft Supplemental EIR for the Project. However, further discussion of the revised Appendix G Environmental Checklist as it relates to the analysis provided in the Draft Supplemental EIR is provided in Appendix FSEIR-7, of this Final Supplemental EIR.

D. Effect of Revisions, Clarifications, and Corrections

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

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

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*

(3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*

(4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)*

(b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this section clarifies, amplifies, or makes insignificant changes to the Draft Supplemental EIR. In addition, the information added to the Draft Supplemental EIR is not significant because the Draft Supplemental EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project.

As described above under Section III.A, General Corrections and Revisions to the Draft Supplemental EIR, a general clarification was made to more accurately describe the Entertainment and Sports Center's "no roof" or "open roof" option as a "partial roof" with an overhang extending approximately 86 feet over the seating areas of the Entertainment and Sports Center. The Draft Supplemental EIR's analysis of the "no roof" option for the Entertainment and Sports Center did account for an 86-foot overhang, therefore, this clarifying change does not modify the analysis included in the Draft Supplemental EIR.

As discussed in Section II, Response to Comments, of this Final Supplemental EIR, public comments were provided expressing concern that there would be a lack of visibility of Promenade Square (60,000 square foot publicly accessible open space) from the public right-of-way, with suggestions to provide an even wider view corridor from Topanga Canyon Boulevard. The Applicant updated the conceptual site plan to provide a 20-foot sidewalk along Promenade Boulevard on the north side of the Entertainment and Sports Center. This change would allow a second row of trees at this location and increase the building separation from the buildings across Promenade Boulevard to a variable dimension between 85 to 100 feet at this location, further expanding views of Promenade Square from Topanga Canyon Boulevard. As part of revisions to Section II, Project Description, of the Draft Supplemental EIR, Revised Figure II-4, Conceptual Site Plan, provided on page III-4, above, reflects this update. The total number of proposed on-site trees would not change due to this revision as the proposed number of trees would be redistributed to provide for the second row of trees discussed above. In addition, a

clarification was made to generally describe the listed actions as necessary actions rather than specific discretionary actions.

The clarifications provided in Project Design Features A-1 through A-7 are to include the word “shall” rather than “would” or “will”. In addition, the clarification to Warner Center Plan Mitigation Measure AES-12, included in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft Supplemental EIR, clarifies a typographical error found in the text of the mitigation measure.

With regard to Section IV.B. Air Quality, the CalEEMod modeling runs were revised in response to Comment Nos. 15-7 and 15-8, included in Section II, Response to Comments, of this Final Supplemental EIR, to reflect revised land uses assumed for the Entertainment and Sports Center, residential units and a portion of the commercial uses. The updated air quality emissions from the Project were slightly modified due to this change. As shown in Revised Table IV.B-7, VOC emissions would decrease by 0.15 percent (0.12 pound per day); NO_x emissions would increase by 0.12 percent (0.09 pound per day); CO emissions would decrease by 0.50 percent (1.13 pound); SO_x emissions would increase by 0.5 percent (less than 0.01 pound per day); PM₁₀ emissions would increase by 0.78 percent (0.21 pound per day); and PM_{2.5} emissions would increase by 0.64 percent (0.06 pound per day).¹ In addition, similar changes are illustrated in Revised Table IV.B-9, which provides the concurrent construction and operational emissions. These minor modifications do not materially change any significance conclusions provided in the Draft Supplemental EIR. In addition, Appendix U has been provided which supplements this section with additional information regarding the health effects associated with significant regional air quality emissions in response to the *Sierra Club v. County of Fresno* (Friant Ranch) decision. This supplemental information does not result in or disclose any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft Supplemental EIR. In addition, Warner Center Plan Mitigation Measure AQ-1 was revised, as requested by the South Coast Air Quality Management District in Section II, Responses to Comments, of this Final Supplemental EIR, to add that the Project would meet or exceed the Tier 4 emissions standards and was further clarified to remove “,where available”. These revisions would require the Project to potentially meet more stringent standards and further reduce pollutant emissions during construction.

The clarification included for Warner Center Plan Mitigation Measure HYDRO-4 adds an acronym for Stormwater Pollution Prevention Plan.

¹ Note that some of the emission changes are minimal such that they do not change the numbers in Table IV.B-7, above.

Revisions to Section IV.H, Noise, of the Draft Supplemental EIR, include clarifying the definition of pink noise. In addition, the language in Project Design Feature H-5 was revised from open roof to partial roof as the open roof is more accurately described as a partial roof. Analysis was also added regarding operational noise levels generated by pedestrians walking to the Project Site from off-site parking areas in response to comments raised. This analysis demonstrates that such impacts would be less than significant. In addition, with updated Project Design Feature K-6, the analysis provided above demonstrates that the significant and unavoidable operational off-site traffic noise impacts associated with event traffic would be eliminated. Furthermore, language was added to clarify that the valet area referenced in the discussion of parking facilities is a surface parking area along Topanga Canyon Boulevard.

With regard to revisions made in Section IV.I, Population, Housing, and Employment, of the Draft Supplemental EIR, a revision was made to clarify that the analysis had considered the 16 related projects located within the Warner Center Plan area rather than the eight stated in the Draft Supplemental EIR. In addition, a revision was made for a typographical error that stated that Related Project No. 29 included 1,000 dwelling units, when the number of units should have been 1,029 units. Associated updates to the cumulative analysis were made. However, these revisions do not result in changes to the impact conclusions for impacts related to population/housing. Impacts would remain less than significant.

The revisions to Project Design Feature J.1-1, Project Design Feature J.1-6, and Project Design Feature J.1-7, included in Section IV.J.1, Public Services—Police Protection, of the Draft Supplemental EIR, clarify the text of the project design features. In addition, the discussion of the Project's estimated service population includes a clarification regarding the assumptions made under daily sold-out events at the Entertainment and Sports Center. Revisions to the language included in the project design features would not result in changes to the impact conclusions related to police protection. Impacts would remain less than significant. In addition, a typographical error found in the text of Warner Center Plan Mitigation Measure PS-16 was clarified.

With regard to Section IV.J.2, Public Services—Fire Protection, of the Draft Supplemental EIR, a clarification was made for a typographical error that was found referencing project design features which were included in a different Draft Supplemental EIR section (Section IV.J.1, Public Services—Police Protection). In addition, Warner Center Plan Mitigation Measure PS-1 was deleted based on the findings of the *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833 case.

Revisions provided under the project design features discussion in Section IV.K, Traffic, Access, and Parking, of the Draft Supplemental EIR, were made to remove some of the Warner Center Plan transportation improvement measures (i.e., transportation

improvement measures related to Intersection No. 17 and Intersection No. 20) from the introductory text and include them within the project design features to ensure implementation as part of the Project. Project Design Feature K-6 was also revised to include additional late-night measures for the purposes of reducing off-site traffic noise impacts. In addition, a typographical error was corrected regarding the required number of parking spaces under the LAMC for the Entertainment and Sports Center. Furthermore, a clarification was made to the years referenced in the discussion regarding proportional share. Mitigation Measure K-1 was also revised to include clarified language regarding the timing of noticing adjacent property owners and occupants as well as to include additional measures for the construction management plan. Additionally, Mitigation Measure K-2 was clarified to include language provided in the LADOT assessment letter. Finally, reference to Warner Center Plan Mitigation Measure TR-101 was revised to clarify that the mitigation measure was implemented through the Warner Center Plan EIR and would not be implemented through the Project. Rather, the Project implements Project specific Mitigation Measure K-3 based on the requirements of Mitigation Measure TR-101.

Revisions to Mitigation Measures L-1, as provided in Section IV.L, Tribal Cultural Resources, of the Draft Supplemental EIR, provides revisions based on the City's updated mitigation measure language.

Revisions to Warner Center Plan Mitigation Measure U-12, as provided in Section IV.M.3, Utilities and Service Systems—Solid Waste, of the Draft Supplemental EIR, clarify a typographical error found in the text of the mitigation measure.

Section V, Alternatives, and Section VI, Other CEQA Considerations, of the Draft Supplemental EIR, include revisions to clarify the elimination of the significant and unavoidable operational off-site Project and cumulative noise impact associated with evening traffic noise from sold-out events.

Revised Appendix D.3, Air Quality Worksheets and Modeling Output Files, includes updated CalEEMod outputs based on the revisions made to specified project land use types under the Project condition (i.e., arena versus theatre, high-rise residential vs. mid-rise residential, and grocery store versus retail). Revised Appendix I.1, Noise Calculations: Methodology and Worksheets, includes supplemental calculations for operational noise generated by pedestrians walking to the Project Site from off-site parking areas. Added Appendix I.4, Supplemental Off-site (Traffic) Noise Analysis, includes the supplemental analysis for operational off-site traffic noise based on the revisions to the Event Management Plan. Implementation of the updated Event Management Plan would eliminate the significant and unavoidable operational Project and cumulative off-site noise impacts associated with traffic from sold-out events. Revised Appendix K, Employee Estimate for the Entertainment and Sports Center, includes revisions in Figure 1 to clarify the information provided. Added Appendix M.7, Additional Late-Night Operational

Measures to the Event Management Plan, includes a traffic analysis of the measures added to the Event Management Plan that would eliminate the significant and unavoidable operational Project and cumulative off-site noise impacts. Added Appendix U, Public Health Impacts, provides a supplemental discussion regarding the public health effects of the Project's significant air quality impacts in response to the *Sierra Club v. County of Fresno* (Friant Ranch) decision.

Based on the above, the corrections and additions do not result in any new significant impacts or a substantial increase in an impact already identified in the Draft Supplemental EIR. In addition, the corrections and additions to the Draft Supplemental EIR clarify, amplify or make insignificant refinements to the Draft Supplemental EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation of the Draft Supplemental EIR is not required.