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

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

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

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

A. Corrections and Additions to Draft EIR Sections and Appendices

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

Among the revisions below are changes reflecting the current Project design, including square footage amounts by block, amounts of residential units per block, number of Metro parking spaces, the location of parking and open space, and some building heights that may be less than height limits permitted under the proposed Specific Plan. However, the total square footage and number of residential units proposed by the Project has not changed. As such, to be consistent, the below changes reflect these design changes but do not result in a change to the Project which would result in new or a substantial increase in an environmental impact as analyzed in the Draft EIR. As noted above, deletions are shown in ~~strikethrough~~ text and additions are shown in <u>underlined</u> text.

I. Executive Summary

Section I, Executive Summary, page I-10, revise the first and second full paragraphs as follows:

> The Project would also include three public transit and event plazas (i.e., the Promenade, Transit Square, and NoHo Square) totaling approximately two acres with adjacent retail and restaurant uses. Overall, the Project would include 211,280 square feet of open space, which would be privately operated and maintained with amenities located throughout the Project Site. The proposed uses would be supported by up to 3,313 vehicle parking spaces and up to 1,158 bicycle parking spaces for Project uses. Up to 274 vehicle parking spaces for Metro uses in both on- and off-site locations and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces would be provided. Vehicle parking would be provided in both subterranean and above-grade structures, as well as within surface lots. The maximum depth of excavation would be up to approximately 60 feet below ground surface.
>
> Overall, at buildout, the Project would remove 49,111 square feet of existing floor area, retain and relocate on-site the 1,725-square-foot historic Lankershim Depot, and construct 2,207,302 square feet of new floor area, resulting in a net increase of 2,158,191 square feet, and a total of 2,209,027 square feet of floor area within the Project Site on a 16.07-acre site.[2] The Project is anticipated to be constructed in multiple, potentially overlapping phases over a period of approximately 15 years, with full buildout anticipated in ~~2037~~ 2038. A Specific Plan and Sign District would provide regulations for the development of the Project and an associated signage program.

Section I, Executive Summary, page I-12, revise the first sentence of the last paragraph as follows:

> Vehicular access to the Project Site would be available via ~~Lankershim Boulevard,~~ Cumpston Street, ~~Elmer Avenue, Klump Avenue,~~ Fair Avenue, South Chandler Boulevard, North Chandler Boulevard, Tujunga Avenue, Weddington Street, and Bakman Avenue.

Section I, Executive Summary, page I-13, revise the first full paragraph as follows:

> Through public access would be maintained from both sides of Lankershim Boulevard by crosswalks. Access to the ~~subterranean~~ parking would occur from multiple driveways located throughout the Project along

Weddington Street, Bakman Avenue, District Way, Klump Avenue, Fair Avenue, and Cumpston Street, as shown in Revised Figure II-3 in ~~Section II, Project Description,~~ on page III-16 of Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of ~~this Draft~~ the Final EIR. ~~Two~~ One existing north-south neighborhood street~~s~~, ~~Elmer and,~~ Klump Avenue, would be extended as a publicly accessible private drive~~s~~ through the eastern portion of the Project Site which is now used as parking for Metro patrons. Connecting with District Way, a new internal East-West road would be installed, which also curves to the north to connect with Cumpston Street, resulting in a street grid which creates five smaller pedestrian and bicycle-friendly blocks. With the exception of one vehicular access point for Block 1 off of Cumpston Street, all service and parking areas are accessed from the North-South streets (~~Elmer Avenue,~~ N. District Way, Klump Avenue, and Fair Avenue). Because of this, Lankershim Boulevard, Chandler Boulevard, and District Way are entirely free from parking garage and service access, allowing for uninterrupted pedestrian and bicycle circulation. Where on-street parking and rideshare drop-off areas are available, tree-lined sidewalks are provided. For the remaining Blocks, vehicular access to parking garages is restricted to an existing alley behind Block 7 and to Bakman Avenue and Weddington Street for Block 8. Additionally, between Lankershim and Tujunga, Chandler Boulevard would be modified to allow general traffic to travel westbound only with a bus-only lane in the eastbound direction and South Chandler Boulevard would be modified to allow general traffic to travel eastbound only with a bus-only lane in the westbound direction.

Section I, Executive Summary, page I-13 to I-14, revise the last paragraph beginning on page I-13 as follows:

The Project would be designed to ~~accommodate~~ connect to a two-way bicycle facility that would close part of an existing gap in the Chandler Bikeway. Specifically, LADOT will be installing a Class IV bicycle facility (i.e., bicycle lanes separated from vehicle lanes by bollards) as part of the Chandler Bikeway Gap Closure Project. The route would travel westbound on Chandler Boulevard from Vineland Avenue to Lankershim Boulevard, at which point it will go north on Lankershim Boulevard to Chandler Boulevard (North), continuing westbound across Tujunga Avenue. A Class IV facility will also be installed on eastbound Chandler Boulevard. Within the Project Site, safe, direct bicycle access would be provided via a shared street on District Way and a Class IV bicycle facility connecting the Project Site on Fair Avenue between District Way and the Chandler Bikeway ~~the new bikeway would travel north on Fair Avenue (as a Class IV bicycle lane separated from vehicle lanes by bollards) and west on District Way (as a shared street),~~

~~thereby reducing bicycle traffic on the arterial street (north side of Chandler Boulevard between Lankershim Boulevard and Fair Avenue), eliminate conflict with buses on the north side of Chandler Boulevard between Lankershim Boulevard and Tujunga Avenue, and shifting it to neighborhood streets. The bicycle facility would travel through a short, approximately 200-foot mixed-use plaza at the west terminus of District Way, cross Lankershim Boulevard to Chandler Boulevard (North), and continue to the west of the Project. The existing eastbound bicycle facility on the south side of Chandler Boulevard (South) between Tujunga Avenue and Vineland Avenue would not be affected by the Project~~.

Section I, Executive Summary, page I-14, revise the third sentence of the second full paragraph as follows:

> The plan set submitted with the Project's application assumes up to ~~274~~ 89 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities.

Section I, Executive Summary, page I-15, revise the first and second sentences of the second full paragraph as follows:

> Project construction is anticipated to take place in multiple, potentially overlapping phases between ~~2022~~ 2023 and ~~2037~~ 2038. The first phase of the Project is anticipated to commence ~~2022~~ 2023 with the development of Block 0 and the Project is expected to be finalized in ~~2037 with the construction of Block 1, the mixed-use residential apartment tower with ground floor retail~~ 2038.

Section I, Executive Summary, page I-20, revise Project Design Feature GHG-PDF-1 as follows:

> **Project Design Feature GHG-PDF-1:** The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED Silver® for commercial buildings and LEED for Homes or GreenPoint Rated for residential buildings, or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features to support and promote environmental sustainability, including but

not limited to: Energy Star appliances; plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping.

Section I, Executive Summary, pages I-23 and I-24, revise the last bullet point of Project Design Feature TR-PDF-2 as follows:

- On-Street Bicycle Facilities—The Project is designed to ~~accommodate~~ connect to the Chandler Bikeway Project through the East Site. Specifically, the Project will implement the shared street where all travel modes (i.e., pedestrians, bicycles, and vehicle) share the same roadway on District Way~~, the connection through the East Site to Lankershim Boulevard,~~ and a Class IV bicycle facility on Fair Avenue between District Way and the Chandler Bikeway~~, and the bicycle crossing signal across Lankershim Boulevard at Chandler Boulevard (North), and the Class IV bicycle lanes separated from vehicular traffic by bollards on Fair Avenue between District Way and Chandler Boulevard and on Chandler Boulevard (North) between Lankershim Boulevard and Tujunga Avenue~~.

Section I, Executive Summary, page I-27, revise the first sentence of Mitigation Measure AIR-MM-1 as follows:

Prior to demolition, the Project representative shall ~~make available~~ submit to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that with the exception of demolition activities will be used during any portion of construction.

Section I, Executive Summary, page I-28, revise the last sentence of Mitigation Measure CUL-MM-1 as follows:

After work is complete, the architectural historian shall document, through photographs, that work was completed in conformance with the ~~with the~~

approved report. Photographic documentation shall be submitted to the City of Los Angeles Office of Historic Resources.

Section I, Executive Summary, page I-31, revise Mitigation Measure CUL-MM-6 as follows:

Mitigation Measure CUL-MM-6: In the event that historic or prehistoric archaeological resources are unearthed, ground disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the ~~archaeological monitor~~ Qualified Archaeologist in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the ~~qualified~~ Qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resource. The treatment plan established for the resource shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the

material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

Section I, Executive Summary, page I-32, revise the fifth bullet point of Mitigation Measure HAZ-MM-1 as follows:

- To ensure appropriate containment of excavated soil or demolition debris/materials that exceed state or federal hazardous waste criteria, such materials shall be placed in containers ~~and~~ with closures that are properly secured and lined, as appropriate, or wrapped and enclosed by tarps and transported by licensed hazardous waste haulers and disposed of at a licensed hazardous waste management facility approved for the specific disposed hazardous materials.

Section I, Executive Summary, page I-33, revise Mitigation Measure HAZ-MM-3 as follows:

Mitigation Measure HAZ-MM-2: Prior to construction, ~~access to the parcel and building interior on the West Lot shall be obtained and interviews with the lessees/operators shall be conducted to determine the types and quantities of materials on-site that warranted the Proposition 65 signage. A~~ a limited soil investigation of the soil bordering the West Lot to the south shall ~~also~~ be performed. Any identified contamination shall be remediated in accordance with all applicable federal, state, and local regulations and, if necessary, in accordance with Mitigation Measure HAZ-MM-1.

Section I, Executive Summary, page I-42, revise the second sentence of the second full paragraph as follows:

CEQA Guidelines Section ~~15126.6I(3)(B)~~ 15126.6(3)(B) states in part that, “in certain instances, the No Project Alternative means ‘no build’ wherein the existing environmental setting is maintained.”

Section I, Executive Summary, page I-42, revise the second sentence of the third full paragraph as follows:

CEQA Guidelines Section ~~15126.6I(3)(B)~~ 15126.6(3)(B) states that "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained."

II. Project Description

Section II, Project Description, page II-1, revise the third and fourth sentences of the second paragraph as follows:

Surrounding these transit improvements would be the development of up to 2,209,027 square feet of new commercial and residential uses, including approximately 1,523,528 square feet of residential uses comprised of up to 1,216 market rate units and 311 affordable residential units (representing 20 percent of the total proposed residential units) and up to 685,499 square feet of commercial uses comprised of retail, restaurant, and office uses.[2] New buildings would range from one story to up to 28 stories and 325 feet in height.

Section II, Project Description, page II-2, revise the third sentence of the first paragraph and footnote 3 as follows:

Up to 274 vehicle parking spaces for Metro uses in both on- and off-site locations and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces would also be included on-site as part of the Project.[3]

[3] *The Project is required to provide up to 750 replacement parking spaces for Metro users. These replacement parking spaces could be provided entirely off-site or in some combination of up to 274 spaces within the Project Site and the balance within off-site locations. The plan set submitted with the Project's application assumes up to ~~274~~ 89 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities. To allow for the most conservative analysis, the CEQA analysis will assume 274 Metro replacement parking spaces within the Project Site, as well as 750 replacement spaces within off-site locations.*

Section II, Project Description, page II-2, revise the last sentence of the first paragraph as follows:

The maximum depth of excavation would be up to approximately 60 feet below ground surface.

Section II, Project Description, page II-2, revise the second sentence of the second paragraph as follows:

The Project is anticipated to be constructed in multiple, potentially overlapping phases over a period of approximately 15 years, with full buildout anticipated in ~~2037~~ 2038.

Section II, Project Description, page II-9, revise the ninth sentence of the first paragraph as follows:

~~New~~ The proposed Specific Plan would allow new buildings ~~would range~~ ranging in height from a one-story transit center on Block 0 to up to 28 ~~story mixed use building on Block 1,~~ stories, with varying heights throughout the Project Site.

Section II, Project Description, page II-10, revise the third full sentence and footnote 9 as follows:

Up to 274 vehicle parking spaces for Metro uses in both on- and off-site locations and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces would also be included on-site as part of the Project.

[9] *The Project is required to provide up to 750 replacement parking spaces for Metro users. These replacement parking spaces could be provided entirely off-site or in some combination of up to 274 spaces within the Project Site and the balance within off-site locations. The plan set submitted with the Project's application assumes up to ~~274~~ 89 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities. To allow for the most conservative analysis, the CEQA analysis will assume 274 Metro replacement parking spaces within the Project Site, as well as 750 replacement spaces within off-site locations.*

Section II, Project Description, page II-10, revise the last paragraph as follows:

The Project would remove 49,111 square feet of existing floor area[10] (i.e., 23,420 square feet on the Project Site and 25,691 square feet on the West Lot), retain the 1,725-square-foot historic Lankershim Depot on the Project Site as a restaurant use, and construct 2,207,302 square feet of new floor area, resulting in a net increase of 2,158,191 square feet, and a total of 2,209,027 square feet of floor area within the Project Site. ~~A~~ Under the proposed Specific Plan, any permitted use would be allowed within any Block within the Specific Plan area, subject to defined objective development standards. While the Specific Plan would therefore allow for a range of buildout scenarios, subject to its regulations and development standards, a summary of a proposed conceptual development pursuant to the proposed Specific Plan is provided in Revised Table II-1 on page ~~II-11~~ III-11 of the Final

EIR. Conceptual site plans for the ground and podium levels are shown in Revised Figure II-3 and Revised Figure II-4 on pages ~~II-14 and II-15,~~ III-16 and III-17, respectively, of the Final EIR. Conceptual renderings are provided in Figure II-5 and Figure II-6 on pages II-16 and II-17, and an aerial rendering is provided in Figure II-7 on page II-18. Details on the proposed conceptual Project program are included in Section D.2, below.

Section II, Project Description, page II-11, replace Table II-1 with Revised Table II-1 on page III-11 of this Final EIR:

Revised Table II-1
Summary of Existing and Proposed Floor Area by Block[a]

Use	Existing	Proposed Demolition	Proposed Construction	Net New Floor Area	Total Floor Area
Block 0 West					
Retail/Restaurant	1,725 sf	0 sf	4,482 sf	4,482 sf	6,207 sf
Office	0 sf	0 sf	~~709 sf~~ 1,506 sf	~~709 sf~~ 1,506 sf	~~709 sf~~ 1,506 sf
Industrial/ Warehouse	9,610 sf	9,610 sf	0 sf	0 sf	0 sf
Block 0 West Total	*11,335 sf*	*9,610 sf*	*~~5,191 sf~~ 5,988 sf*	*~~(4,419) sf~~ (3,622) sf*	*~~6,916 sf~~ 7,713 sf*
Block 0 East					
Retail/Restaurant	0 sf	0 sf	3,658 sf	3,658 sf	3,658 sf
Block 0 East Total	*0 sf*	*0 sf*	*3,658 sf*	*3,658 sf*	*3,658 sf*
Block 1					
Retail/Restaurant	0 sf	0 sf	~~18,492 sf~~ 23,217 sf	~~18,492 sf~~ 23,217 sf	~~18,492 sf~~ 23,217 sf
Residential	0 sf	0 sf	~~380,131 sf 313 du~~ 439,950 sf 419 du	~~380,131 sf 313 du~~ 439,950 sf 419 du	~~380,131 sf 313 du~~ 439,950 sf 419 du
Block 1 Total	*0 sf*	*0 sf*	*~~398,623 sf 313 du~~ 463,964 sf 419 du*	*~~398,623 sf 313 du~~ 463,964 sf 419 du*	*~~398,623 sf 313 du~~ 463,964 sf 419 du*
Block 2					
Retail/Restaurant	0 sf	0 sf	2,975 sf	2,975 sf	2,975 sf
Residential	0 sf	0 sf	~~298,709 sf 309 du~~ 190,900 sf 166 du	~~298,709 sf 309 du~~ 190,900 sf 166 du	~~298,709 sf 309 du~~ 190,900 sf 166 du
Block 2 Total	*0 sf*	*0 sf*	*~~301,684 sf 309 du~~ 193,875 sf 166 du*	*~~301,684 sf 309 du~~ 193,875 sf 166 du*	*~~301,684 sf 309 du~~ 193,875 sf 166 du*
Block 3					
Residential	0 sf	0 sf	183,800 sf 160 du	183,800 sf 160 du	183,800 sf 160 du
Block 3 Total	*0 sf*	*0 sf*	*183,800 sf 160 du*	*183,800 sf 160 du*	*183,800 sf 160 du*
Block 4					
Retail/Restaurant	0 sf	0 sf	~~25,750 sf~~ 16,496 sf	~~25,750 sf~~ 16,496 sf	~~25,750 sf~~ 16,496 sf

Revised Table II-1 (Continued)
Summary of Existing and Proposed Floor Area by Block

Use	Existing	Proposed Demolition	Proposed Construction	Net New Floor Area	Total Floor Area
Residential	0 sf	0 sf	~~179,950 sf 194 du~~ 122,000 sf 122 du	~~179,950 sf 194 du~~ 122,000 sf 122 du	~~179,950 sf 194 du~~ 122,000 sf 122 du
Block 4 Total	*0 sf*	*0 sf*	*~~205,700 sf 194 du~~ 138,496 sf 122 du*	*~~205,700 sf 194 du~~ 138,496 sf 122 du*	*~~205,700 sf 194 du~~ 138,496 sf 122 du*
Block 5					
Retail/Restaurant	0 sf	0 sf	~~17,802 sf~~ 20,867 sf	~~17,802 sf~~ 20,867 sf	~~17,802 sf~~ 20,867 sf
Residential	0 sf	0 sf	~~387,684 sf 400 du~~ 493,624 sf 509 du	~~387,684 sf 400 du~~ 493,624 sf 509 du	~~387,684 sf 400 du~~ 493,624 sf 509 du
Office	0 sf	0 sf	~~91,345 sf~~ 87,011 sf	~~91,345 sf~~ 87,011 sf	~~91,345 sf~~ 87,011 sf
Block 5 Total	*0 sf*	*0 sf*	*~~496,831 sf 400 du~~ 601,502 sf 509 du*	*~~496,831 sf 400 du~~ 601,502 sf 509 du*	*~~496,831 sf 400 du~~ 601,502 sf 509 du*
Block 6					
Retail/Restaurant	0 sf	0 sf	13,024 sf	13,024 sf	13,024 sf
Block 6 Total	*0 sf*	*0 sf*	*13,024 sf*	*13,024 sf*	*13,024 sf*
Block 7					
Residential	0 sf	0 sf	93,254 sf 151 du	93,254 sf 151 du	93,254 sf 151 du
Industrial/Warehouse	13,810 sf[b]	13,810 sf	0 sf	0 sf	0 sf
Block 7 Total	*13,810 sf*	*13,810 sf*	*93,254 sf 151 du*	*79,444 sf 151 du*	*93,254 sf 151 du*
Block 8					
Retail/Restaurant	0 sf	0 sf	~~18,942 sf~~ 20,406 sf	~~18,942 sf~~ 20,406 sf	~~18,942 sf~~ 20,406 sf
Office	0 sf	0 sf	~~488,320 sf~~ 491,857 sf	~~488,320 sf~~ 491,857 sf	~~488,320 sf~~ 491,857 sf
Block 8 Total	*0 sf*	*0 sf*	*~~507,262 sf~~ 512,263 sf*	*~~507,262 sf~~ 512,263 sf*	*~~507,262 sf~~ 512,263 sf*
Off-Site Metro Parking Areas					
Industrial/Warehouse	25,691 sf	25,691 sf	0 sf	0 sf	0 sf
Off-Site Metro Parking Areas Total	*25,691 sf*	*25,691 sf*	*0 sf*	*0 sf*	*0 sf*

Revised Table II-1 (Continued)
Summary of Existing and Proposed Floor Area by Block

Use	Existing	Proposed Demolition	Proposed Construction	Net New Floor Area	Total Floor Area
Project Total					
Retail/Restaurant	1,725 sf	0 sf	103,400 sf[c,d]	103,400 sf[c]	105,125 sf[c,e]
Residential	0 sf	0 sf	1,523,528 sf 1,527 du	1,523,528 sf 1,527 du	1,523,528 sf 1,527 du
Office	0 sf	0 sf	580,374 sf[d,f]	580,374 sf[e]	580,374 sf[e]
Industrial/Warehouse	49,111 sf	49,111 sf	0 sf	(49,111) sf	0 sf
Total	**50,836 sf**	**49,111 sf**	**2,207,302 sf**	**2,158,191 sf**	**2,209,027 sf**

du - dwelling units

sf = square feet

[a] *Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. LAMC Section 12.03 defines floor area as "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[b] *On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.*

[c] *Up to 75,000 square feet of the retail/restaurant uses would be restaurant uses.*

[d] *As noted above, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space.*

[e] *Includes the 1,725-square-foot Lankershim Depot, which contains retail/restaurant uses, to remain.*

[f] *This total includes 87,300 square feet of floor area, which could be created through the conversion of portions of four levels of parking structure on Block 8 to office uses.*

Source: NoHo Development Associates, LLC, ~~2020~~ 2022.

Section II, Project Description, page II-13, revise the last sentence of the first paragraph as follows:

A description of a proposed development by block is provided below.

Section II, Project Description, pages II-13 and II-19, revise the last paragraph beginning on page II-13 as follows:

Block 0 West is comprised of two lots, totaling approximately 2.69 acres (~~117,410~~ 117,180 square feet). As shown in Revised Figure II-3 on page III-16 of the Final EIR, Block 0 West is located north of Chandler Boulevard and east of Tujunga and includes the Metro G (Orange) Line Terminus property. The Metro G (Orange) Line Terminus property is

developed with 11,335 square feet of existing uses including the historic Lankershim Depot building (1,725 square feet) and a one-story industrial/warehouse building located on the northwest section of the site (9,610 square feet). Project enhancements to the G (Orange) Line Terminus property include the consolidation of Metro G (Orange) Line, LADOT Commuter Express, as well as other local and regional bus lines in a single transit center; ~~a Metro Bike Hub;~~ new bus shelters; an employee break room; a security office; architectural and art inspired updates to, and reconfiguration of, the existing Metro west portal and the addition of a second west portal, which would provide subterranean pedestrian connections to the Metro B (Red) Line Station below; and the retention of the historic Lankershim Depot, which was restored beginning in 2011 and reopened as a Groundwork Coffee store in 2017. The Lankershim Depot would be relocated 44 feet to the west and 2.5 feet to the south within Block 0 West to accommodate the Project. The 9,610-square-foot industrial/warehouse building located at the northwest corner would be removed as part of the Project. Within Block 0 West, the Project proposes up to 4,482 square feet of restaurant and retail uses ~~(i.e.,~~ including the Lankershim Depot~~ and Metro Bike Hub)~~, ~~709~~ 1,506 square feet of office uses (i.e., the employee break room and security office), parking for Metro employees, and electric bus charging infrastructure and charging masts. Landscaping would be provided to enhance the visual character of the development and compliment the historic depot.

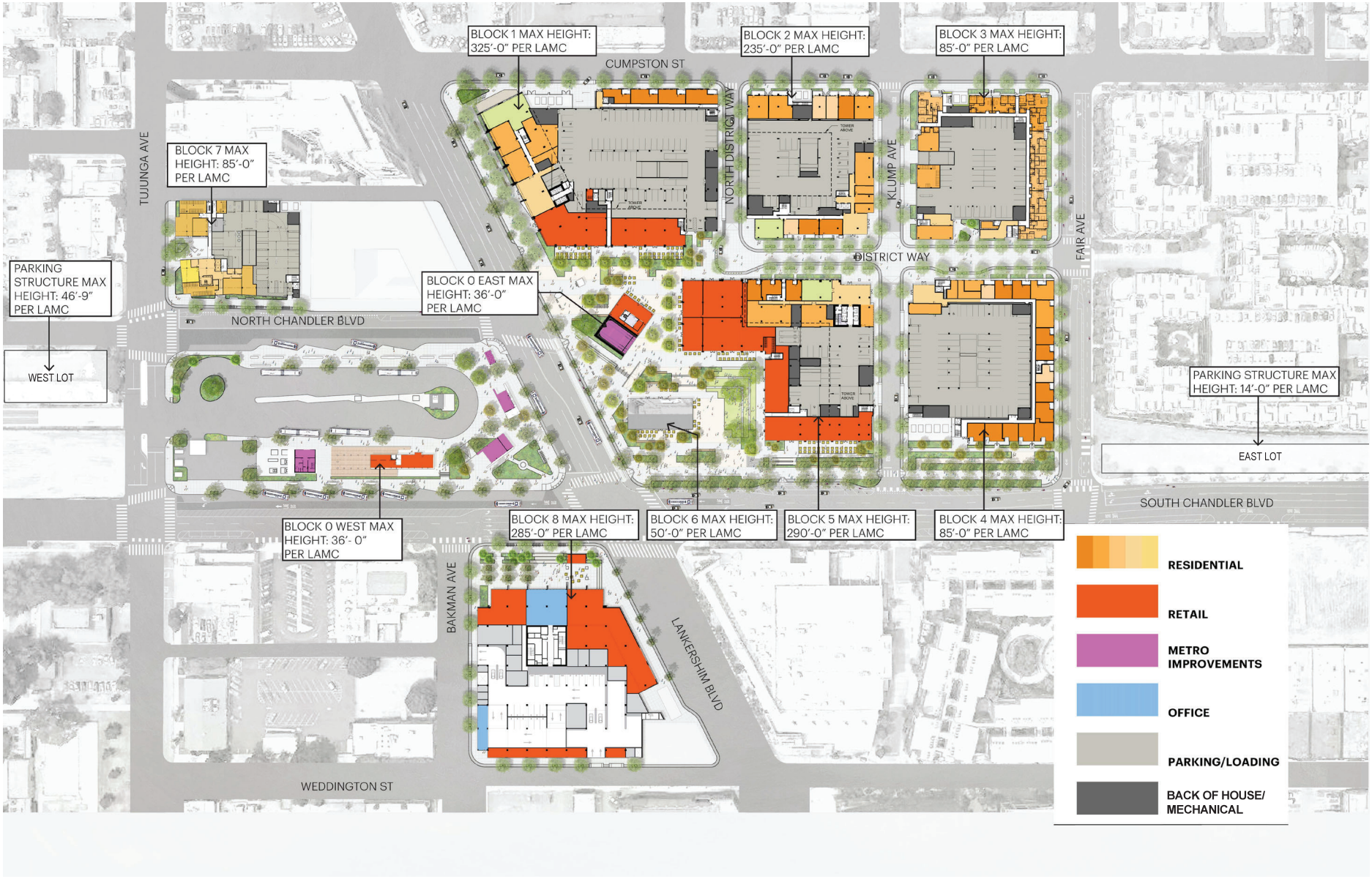
Section II, Project Description, page II-19, revise the first full paragraph as follows:

As shown in Revised Figure II-3 on page ~~II-14,~~ III-16 of the Final EIR, the East Site is located north of Chandler Boulevard, south of Cumpston Street, east of Lankershim Boulevard, and west of Fair Avenue, and is currently developed with a Metro B (Red) Line east portal, bus plaza, and surface parking. The East Site includes approximately 10.67 acres (464,992 square feet before dedications and mergers) and would be subdivided into six development blocks referred to as Block 0 East, Block 1, Block 2, Block 3, Block 4, and Block 5/6 as part of the tract map process.[13] As part of the Project, the blocks would be transected by a new publicly accessible ~~private street~~ grid of two internal private drives. ~~The grid would include two north-south streets which would align with existing streets, Klump Avenue and Elmer Avenue, and extend through the East Site. A~~ The first new drive would be a north-south drive, which would align with Klump Avenue. The second new ~~street,~~ drive, District Way, would run generally east-west through the Project Site connecting with ~~Klump Avenue and Elmer Avenue, as well as Fair Avenue to the east~~ Fair Avenue to the east, and curving north to connect with Cumpston Street. These internal publicly accessible private ~~streets~~

drives would be adjoined by ground floor residential lobbies and ground floor apartment units, as well as office outdoor working areas. The existing westbound bike path along Chandler Boulevard, to the south of the Project, would be routed through Fair Avenue and District Way and would be intended to separate bicyclists from surrounding high volume vehicular streets. In addition, direct access to the Metro Station would be provided for bicycles.

Section II, Project Description, page II-14, replace Figure II-3 with Revised Figure II-3 on page III-16 of this Final EIR.

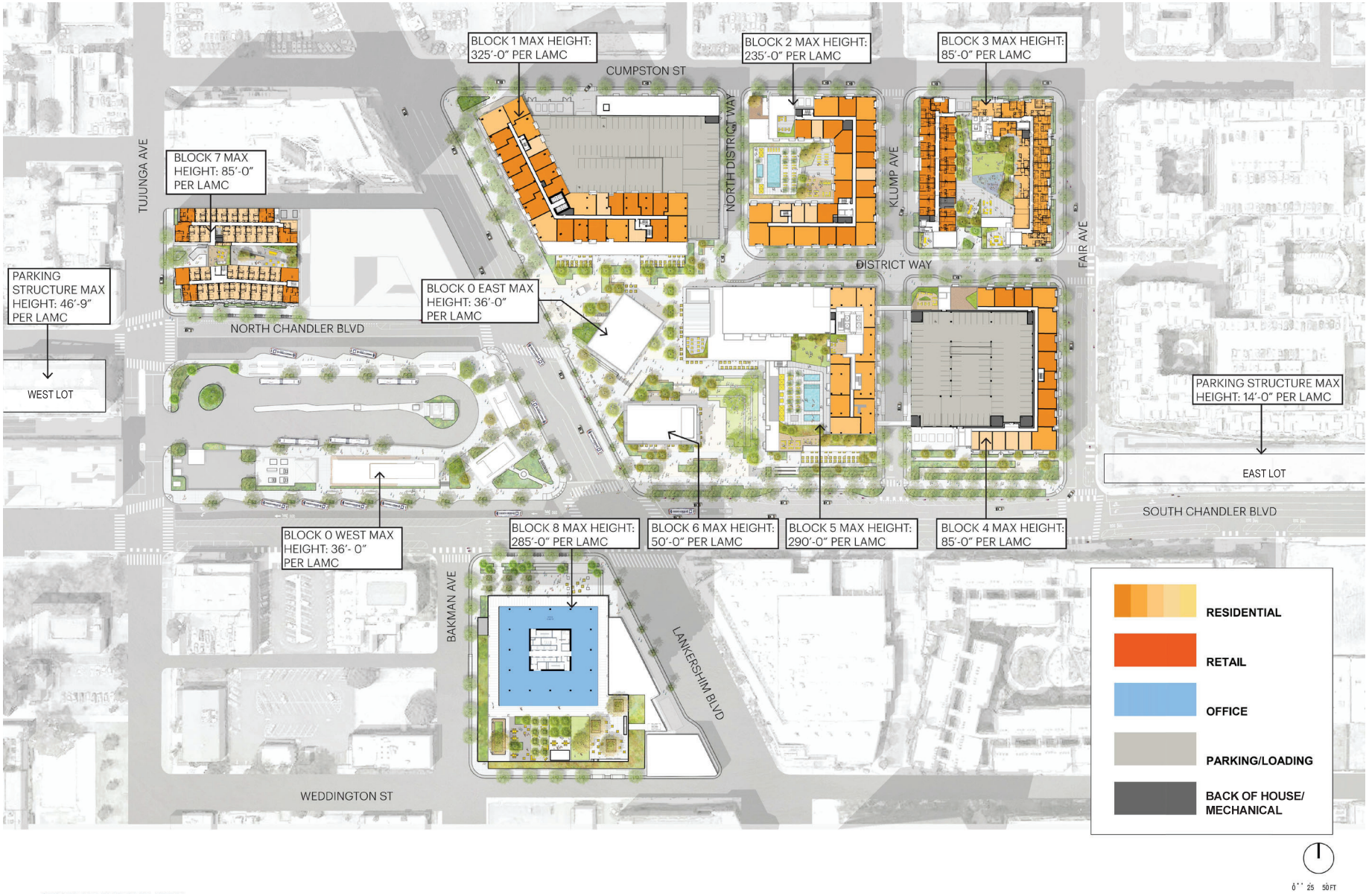
Section II, Project Description, page II-15, replace Figure II-4 with Revised Figure II-4 on page III-17 of this Final EIR.



Revised Figure II-3

Conceptual Site Plan-Ground Level and Block Heights

Source: RELM HKS, 2023.



Revised Figure II-4

Conceptual Site Plan-Podium Level

Source: RELM HKS, 2023.

Section II, Project Description, pages II-19 and II-20, revise the second and third sentences of the last paragraph starting on page II-19 as follows:

~~The buildings~~ Although a range of building heights would be permitted under the Specific Plan, the Specific Plan would ~~consist of~~ allow for three high-rise mixed-use towers, two midrise structures, and two low-rise commercial building distributed throughout the six blocks. On the western portion of the Project Site between Lankershim Boulevard and Klump Avenue, the ~~three high rise~~ mixed-use towers and ~~two~~ low-rise commercial buildings (one of which would also include the Metro portal) would surround a public plaza, providing ground level access to public transit, retail uses, restaurant uses, and event space.

Section II, Project Description, page II-20, revise the first sentence of the first full paragraph as follows:

Block 0 East is comprised of ~~40,959~~ 9,556 square feet located on the east side of Lankershim Boulevard, midway between Cumpston Street and Chandler Boulevard.

Section II, Project Description, page II-20, revise the last paragraph as follows:

As shown in Revised Figure II-3 on page ~~II-14,~~ III-16 of the Final EIR, Block 1 is comprised of ~~70,910~~ 117,854 square feet and located at the southeast corner of Lankershim Boulevard and Cumpston Street. The Specific Plan would permit Block 1 ~~would~~ to include an up to 28-story, up to 325-foot-tall mixed-use building ~~with 398,623~~. Under the Project's Conceptual Plan, Block 1 would include 461,167 square feet of total floor area comprised of ~~313~~ 419 market rate apartments, ~~18,492~~ 23,217 square feet of restaurant and retail uses, ~~532~~ 712 vehicular parking spaces ~~located within four subterranean parking levels and two above-grade levels lined with active uses or otherwise architecturally screened~~, and ~~264~~ 267 bicycle parking spaces. Parking for Block 1 would be provided in up to six levels, which could range from up to four subterranean levels and two above-grade levels to one subterranean level, one at-grade level, and four above-grade levels. Above-grade levels would be lined with active uses or otherwise architecturally screened.

Section II, Project Description, page II-21, revise the first paragraph as follows:

Block 1 would also include ~~26,000~~ 32,425 square feet of residential common open space which would be accessible to Block 1 residents. Specifically, the ground floor would include a planting area, trees, and seating area. ~~Level 4 would provide private open space consisting of a game terrace, reading garden, outdoor dining area, bench, open parking deck, a lawn, and resident lounge.~~ Level 15 would provide private open space consisting of an outdoor seating and planted area adjacent to a resident coworking area. The rooftop would provide private open space consisting of a pool deck, overlook deck and patio, outdoor barbeque and dining area, bench, ~~and~~ fire pit, and resident lounge.

Section II, Project Description, page II-21, revise the third paragraph as follows:

As shown in Revised Figure II-3 on page ~~II-14,~~ III-16 of the Final EIR, Block 2 is comprised of approximately ~~1.86~~ 1.18 acres (~~81,010~~ 51,441 square feet) located within the northern portion of the Project Site along Cumpston Street between ~~Elmer Avenue~~ N. District Way and Klump Avenue. The Specific Plan would permit Block 2 ~~would~~ to include an up to 20-story, up to 235-foot-tall mixed-use building~~ with 301,684~~. Under the Project's Conceptual Plan, Block 2 would include 193,875 square feet of total floor area comprised of ~~309~~ 166 market rate apartments, 2,975 square feet of ground floor retail uses, ~~534~~ 240 vehicular parking spaces, ~~including 145 parking spaces for Metro patrons and 389 parking spaces for Project uses, located within two subterranean parking levels, one at-grade parking level, and two above-grade parking levels wrapped with active uses,~~ and ~~172~~ 139 bicycle parking spaces. Parking for Block 2 would be provided in up to five levels, which could range from two subterranean levels, one at-grade level, and two above-grade levels to one at-grade level and two above-grade levels. Above-grade levels would be lined with active uses or otherwise architecturally screened.

Section II, Project Description, page II-21, revise the fourth paragraph as follows:

Block 2 would also feature ~~24,500~~ 13,930 square feet of residential common open space accessible to Block 2 residents that would be located on ~~level~~ Level 4. Open space amenities include a pool terrace, outdoor kitchen and barbeque, planting area, reading garden, and active patio. Level 7 would provide private open space consisting of an outdoor seating and planted area.

Section II, Project Description, page II-21, revise the fifth paragraph as follows:

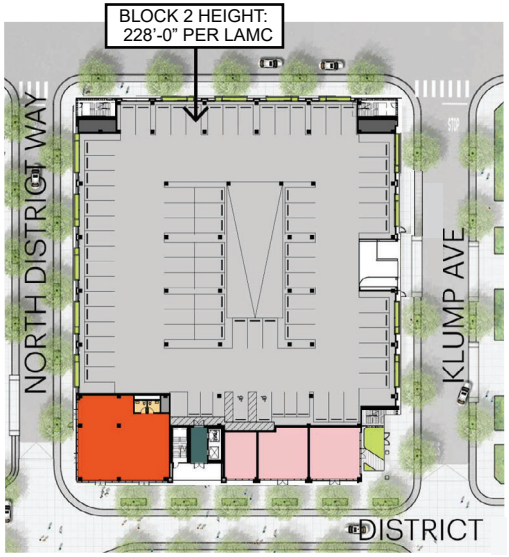
Alternately, one above-grade standalone parking facility could be provided on either Block 2 or Block 4. Should a parking structure be developed on Block 2, it would be in lieu of ~~309~~ 166 residential units, but still would include ground floor retail uses. Moreover, the parking structure would be skinned to ensure that parking areas were not visible and compatible with the architectural design of the Project. This alternate use is shown in Revised Figure II-8 on page ~~II-22~~ III-21 of the Final EIR.

Section II, Project Description, page II-21, revise the sixth paragraph as follows:

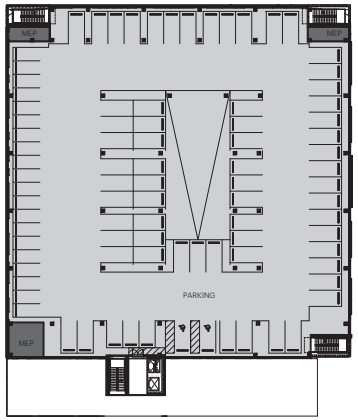
As shown in Revised Figure II-3 on page III-16 of the Final EIR, Block 3 is located at the southwest corner of Cumpston Street and Fair Avenue. Block 3 is comprised of approximately ~~1.41~~ 1.28 acres (~~61,628~~ 55,630 square feet) ~~and would~~. The Specific Plan would permit Block 3 to include an up to six-story, up to 85-foot-tall residential building ~~with~~. Under the Project's Conceptual Plan, Block 3 would include 183,800 square feet of total floor area comprised of 160 affordable units, 130 vehicular parking spaces, ~~including 40 parking spaces for Metro patrons and 90 parking spaces for Project uses,~~ located within one subterranean residential parking level and one at-grade parking level, which would be wrapped with residential units, and 78 bicycle parking spaces.

Section II, Project Description, page II-22, replace Figure II-8 with Revised Figure II-8 on page III-21 of this Final EIR.

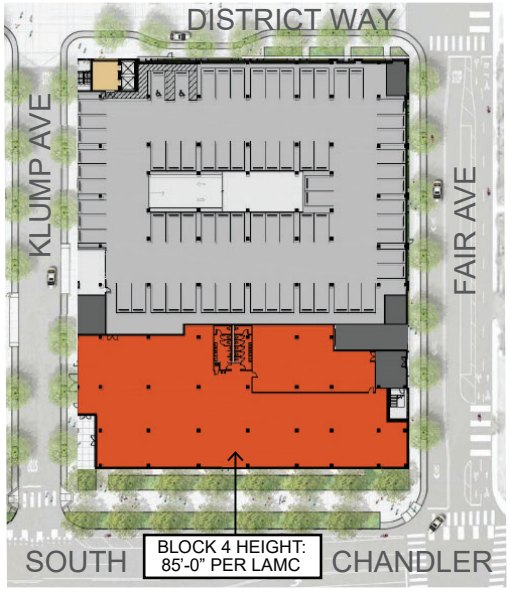
Block 2
Ground Level



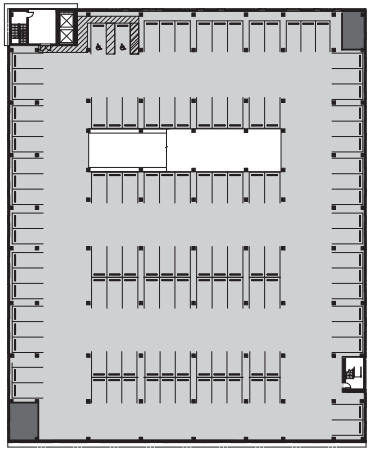
Block 2
Podium Level



Block 4
Ground Level



Block 4
Podium Level



Revised Figure II-8
Blocks 2 and 4 Alternative Use

Source: RELM HKS, 2023.

Section II, Project Description, page II-23, revise the second paragraph as follows:

As shown in Revised Figure II-3 on page ~~II-14,~~ III-16 of the Final EIR, Block 4 is located at the northwest corner of Fair Avenue and South Chandler Boulevard and is comprised of approximately ~~2.0~~ 1.80 acres (~~87,054~~ 78,221 square feet). The Specific Plan would permit Block 4 ~~would~~ to include ~~the development of~~ an up to seven-story, up to 85-foot-tall mixed-use building ~~with 205,700~~. Under the Project's Conceptual Plan, Block 4 would include 138,496 square feet of total floor area comprised of ~~194~~ 122 market rate apartments, ~~25,750~~ 16,496 square feet of ground-level retail uses, ~~323~~ 255 vehicle parking spaces ~~located within two subterranean parking levels, one at-grade parking level wrapped with retail and residential uses, and surface parking for retail uses~~, ~~as well as 152~~ and 124 bicycle parking spaces. Parking for Block 4 would be provided in up to six levels, which could range from two subterranean levels and one at-grade level to one subterranean level, one at-grade level, and five above-grade levels. Above-grade levels would be lined with active uses or otherwise architecturally screened.

Section II, Project Description, page II-23, revise the third paragraph as follows:

Block 4 would also include approximately ~~20,575~~ 9,150 square feet of residential common open space which would be accessible to Block 4 residents. The ground floor would have street trees and residential lobby; ~~Level 3 would include a social deck and barbeque area, lounge, pool, bench, spa, and planting area;~~ and Level 6 would ~~feature a fire pit/lounge, patio, and planting area~~ include outdoor amenities and a dog run.

Section II, Project Description, page II-23, revise the second sentence of the fourth paragraph as follows:

Should a parking structure be developed on Block 4, it would be in lieu of ~~194~~ 122 residential units, but still would include ground floor retail uses.

Section II, Project Description, page II-23, revise the fifth paragraph as follows:

As shown in Revised Figure II-3 on page III-16 of the Final EIR, Block 5/6 is located at the northwest corner of South Chandler Boulevard and Klump Street and is comprised of approximately ~~2.83~~ 2.70 acres (~~123,431~~ 117,690 square feet).[14]

Section II, Project Description, pages II-23 and II-24, revise the last paragraph beginning on page II-23 as follows:

~~Block 5 would include the development of a 25-story, up to 290-foot-tall mixed-use building with 496,831 square feet of total floor area comprised of 400 market-rate apartments, 17,802 square feet of restaurant and retail uses, 91,345 square feet of office space, 798 parking spaces located within four subterranean parking levels, and 260 bicycle parking spaces. Block 5 would also include 23,300 square feet of residential common open space accessible to Block 5 residents that would be located on multiple levels. Specifically, Level 2 would feature a lounge patio along with an overlook and barbeque and Level 6 would include a lookout deck, fire pit, lounge, a reading patio, and a pool.~~

The Specific Plan would permit Block 5 ~~would~~ to include ~~the development of~~ an up to 25-story, up to 290-foot-tall mixed-use building ~~with 496,831~~. Under the Project's Conceptual Plan, Block 5 would include 601,502 square feet of total floor area comprised of ~~400~~ 509 market-rate apartments, ~~17,802~~ 20,867 square feet of restaurant and retail uses, ~~91,345~~ 87,011 square feet of office space, ~~798~~ 778 vehicle parking spaces ~~located within four subterranean parking levels~~, and ~~260~~ 276 bicycle parking spaces. Parking for Block 5 would be provided in up to five levels, which could range from four subterranean parking levels to one at-grade level and four above-grade levels. Above-grade levels would be lined with active uses or otherwise architecturally screened.

Block 5 would also include ~~23,300~~ 39,350 square feet of residential common open space accessible to Block 5 residents that would be located on multiple levels. Specifically, ~~Level 2 would feature a lounge patio along with an overlook and barbeque and~~ Level 6 would include a lookout deck, fire pit, lounge, a reading patio, games lawn, and a pool with cabanas. The rooftop would include an overlook deck and planted area.

Section II, Project Description, page II-24, revise the second sentence of the first full paragraph as follows:

Block 6 would include a ~~two-story, up to approximately 50-foot-tall~~ retail building up to two stories and 50 feet in height with 13,024 square feet of restaurant uses.

Section II, Project Description, page II-24, revise the third and fourth sentence of the third full paragraph as follows:

~~Proposed development within~~ The Specific Plan would permit Block 7 ~~would~~ to include an up to seven-story, up to 85-foot-tall residential building ~~with~~. Under the Project's Conceptual Plan, Block 7 would include 93,254 square feet of total floor area comprised of 151 affordable apartment units. In addition, up to 94 vehicular parking spaces, including 89 parking spaces for Metro patrons and five parking spaces for Project uses, located within one subterranean and a partial at grade residential parking level, 110 bicycle parking spaces, and a potential Metro Bike Hub with storage for up to 66 bicycles would be included in the building.

Section II, Project Description, page II-25, revise the first full paragraph as follows:

As shown in Revised Figure II-3 on page ~~II-14,~~ III-16 of the Final EIR, Block 8 is located at the southwest corner of Lankershim Boulevard and South Chandler Boulevard and is comprised of approximately 1.83 acres (79,895 square feet). Block 8 is currently developed with surface parking and entry access for the adjacent historic building, and is occasionally used for construction staging and film rentals. ~~Proposed development within~~ The Specific Plan would permit Block 8 to include~~s~~ an up to 22-story, up to 285-foot-tall ~~office~~ building ~~that includes 18,942~~. Under the Project's Conceptual Plan, Block 8 would include 20,406 square feet of restaurant and retail uses, up to ~~488,320~~ 491,857 square feet of office space, up to 1,174 parking spaces located within four subterranean parking levels, one at-grade parking level, and five above-grade levels (four of which would be convertible in the future to office uses), and up to ~~131~~ 151 bicycle parking spaces. Above-grade levels would be lined with active uses or otherwise architecturally screened. The proposed floor area on Block 8 includes 87,300 square feet, which could be created through the conversion of portions of four levels of the parking podium to office uses. A Metro Bike Share station may be located on the City sidewalk at the northwest corner of the building along the South Chandler Boulevard frontage.

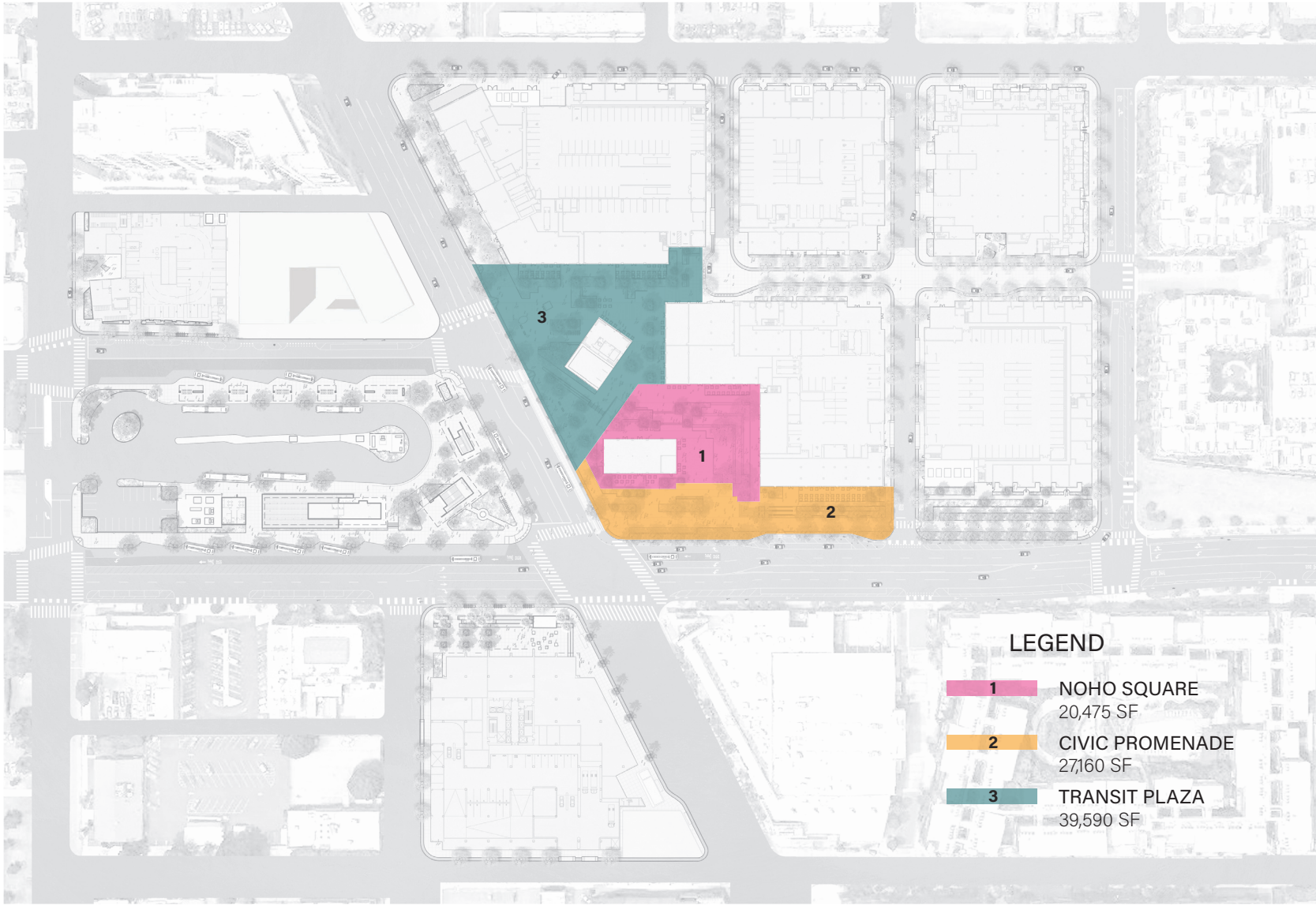
Section II, Project Description, page II-26, add the following at the beginning of the second paragraph:

Under the proposed Specific Plan, any permitted use is allowed within any Block within the Specific Plan area, subject to defined objective development standards.

Section II, Project Description, page II-27, revise the first sentence of the last paragraph as follows:

> As shown in Revised Figure II-9 on page ~~II-27~~ III-26 of the Final EIR, the center of the Project Site would feature the publicly accessible Promenade, Transit Square, and NoHo Square.

Section II, Project Description, page II-27, replace Figure II-9 with Revised Figure II-9 on page III-26 of this Final EIR.



Revised Figure II-9
Public Plazas

Source: RELM HKS, 2023.

Section II, Project Description, page II-28, revise the second full paragraph as follows:

> An overview of the Project's landscaping is provided in Revised Figure II-10 on page ~~II-28~~ III-29 of the Final EIR.

Section II, Project Description, page II-28, revise the first sentence of the third full paragraph as follows:

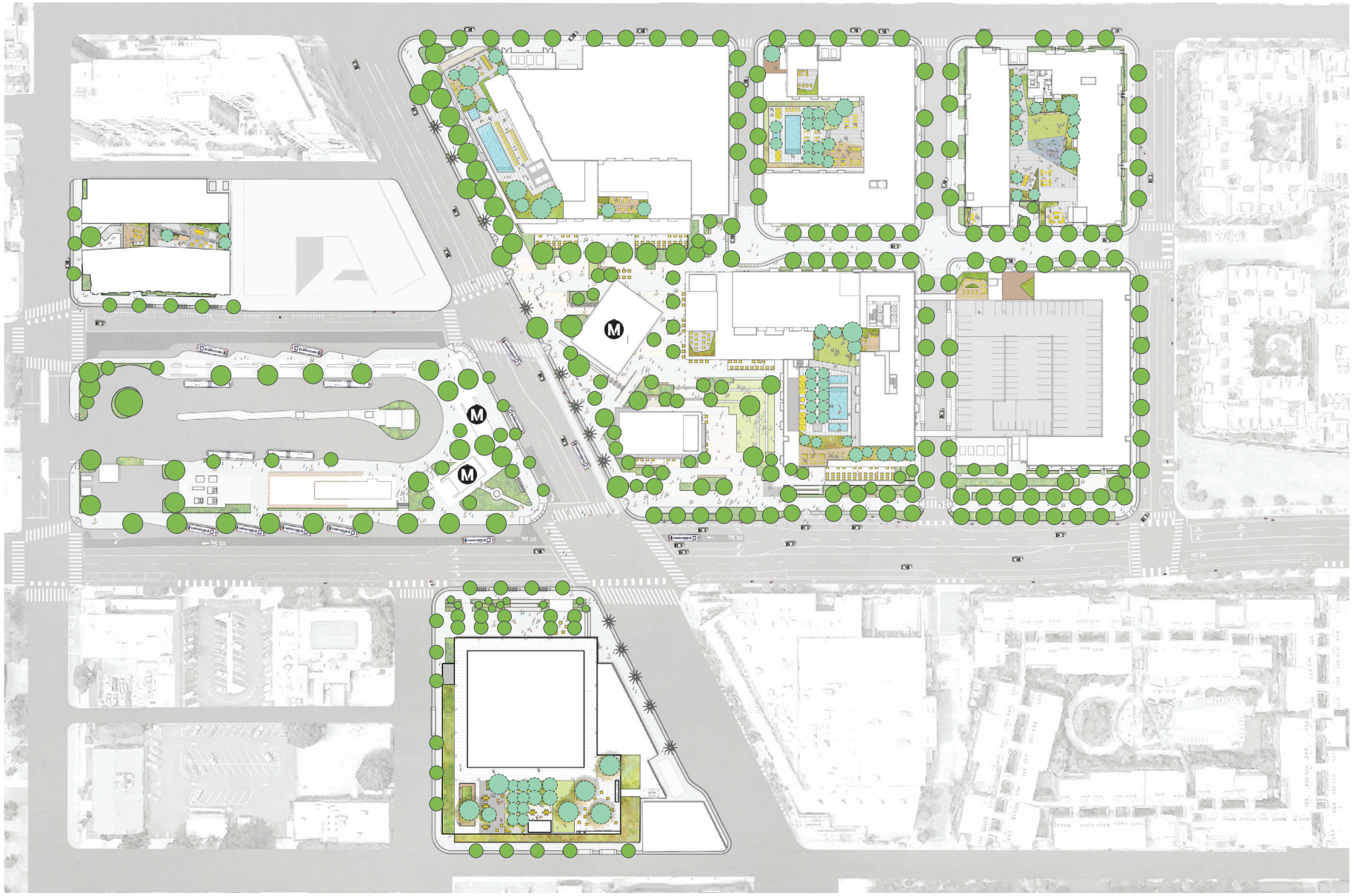
> Vehicular access to the Project Site would be available via ~~Lankershim Boulevard,~~ Cumpston Street, ~~Elmer Avenue, Klump Avenue,~~ Fair Avenue, South Chandler Boulevard, North Chandler Boulevard, Tujunga Avenue, Weddington Street, and Bakman Avenue.

Section II, Project Description, page II-28 and II-30, revise the last paragraph beginning on page II-28 as follows:

> Through public access would be maintained from both sides of Lankershim Boulevard by crosswalks. Access to the ~~subterranean~~ parking would occur from multiple driveways located throughout the Project along Weddington Street, Bakman Avenue, District Way, Klump Avenue, Fair Avenue, and Cumpston Street, as shown in Revised Figure II-3 on page ~~II-14,~~ III-16 of the Final EIR. ~~Two~~ One existing north-south neighborhood street~~s~~, ~~Elmer and~~ Klump Avenue, would be extended as a publicly accessible private street~~s~~ through the eastern portion of the Project Site which is now used as parking for Metro patrons. Connecting with ~~District Way,~~ Fair Avenue, a new internal East-West road known as District Way would be installed, which also curves to the north to connect with Cumpston Street, resulting in a street grid which creates five smaller pedestrian and bicycle-friendly blocks. With the exception of one vehicular access point for Block 1 off of Cumpston Street, all service and parking areas are accessed from the North-South streets (~~Elmer Avenue,~~ N. District Way, Klump Avenue, and Fair Avenue). Because of this, Lankershim Boulevard, Chandler Boulevard, and District Way are entirely free from parking garage and service access, allowing for uninterrupted pedestrian and bicycle circulation. Where on-street parking and rideshare drop-off areas are available, tree-lined sidewalks are provided. For the remaining Blocks, vehicular access to parking garages is restricted to an existing alley behind Block 7 and to Bakman Avenue and Weddington Street for Block 8. Additionally, between Lankershim and Tujunga, Chandler Boulevard would be modified to allow general traffic to travel westbound only with a bus-only lane in the eastbound direction and South Chandler

Boulevard would be modified to allow general traffic to travel eastbound only with a bus-only lane in the westbound direction.

Section II, Project Description, page II-29, replace Figure II-10 with Revised Figure II-10 on page III-29 of this Final EIR.



Revised Figure II-10
Landscaping Overview

Source: RELM HKS, 2023.

Section II, Project Description, page II-30, revise the second full paragraph as follows:

> The Project would be designed to ~~accommodate~~ connect to a two-way bicycle facility that would close part of an existing gap in the Chandler Bikeway. Specifically, ~~the new bikeway would travel north on Fair Avenue (as a Class IV bicycle lane separated from vehicle lanes by bollards) and west on District Way (as a shared street), thereby reducing bicycle traffic on the arterial street (north side of Chandler Boulevard between Lankershim Boulevard and Fair Avenue), eliminate conflict with buses on the north side of Chandler Boulevard between Lankershim Boulevard and Tujunga Avenue, and shifting it to neighborhood streets. The bicycle facility would travel through a short, approximately 200-foot mixed-use plaza at the west terminus of District Way, cross Lankershim Boulevard to Chandler Boulevard (North), and continue to the west of the Project. The existing eastbound bicycle facility on the south side of Chandler Boulevard (South) between Tujunga Avenue and Vineland Avenue would not be affected by the Project~~ LADOT will be installing a Class IV bicycle facility (i.e., bicycle lanes separated from vehicle lanes by bollards) as part of the Chandler Bikeway Gap Closure project. The route would travel westbound on Chandler Boulevard from Vineland Avenue to Lankershim Boulevard, at which point it will go north on Lankershim Boulevard to Chandler Boulevard (North), continuing westbound across Tujunga Avenue. A Class IV facility will also be installed on eastbound Chandler Boulevard. Within the Project Site, direct bicycle access would be provided via a shared street on District Way and a Class IV bicycle facility connecting the Project Site on Fair Avenue between District Way and the Chandler Bikeway.

Section II, Project Description, page II-30, revise the third sentence of the last paragraph as follows:

> The plan set submitted with the Project's application assumes up to ~~274~~ 89 spaces for Metro users would be included within the Project Site, but this is subject to change pending the final design of the off-site Metro parking facilities.

Section II, Project Description, page II-31, revise the second full sentence as follows:

> In addition, up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces would be located within the Project Site.

Section II, Project Description, page II-32, revise the first and second sentences of the last full paragraph as follows:

> Project construction is anticipated to take place in multiple, potentially overlapping phases between ~~2022~~ 2023 and ~~2037~~ 2038. The first phase of the Project is anticipated to commence ~~2022~~ 2023 with the development of Block 0 and the Project is expected to be finalized in 2038 ~~2037 with the construction of Block 1, the mixed-use residential apartment tower with ground floor retail~~.

III. Environmental Setting

Section III, Environmental Setting, page III-7, revise the last two sentences of the first full paragraph as follows:

> It is noted that some of the related projects may not be built out by ~~2037~~ 2038 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 34 are fully built out by ~~2037~~ 2038, unless otherwise noted.

IV.A. Air Quality

Section IV.A, Air Quality, page IV.A-49, revise the last sentence of the last paragraph as follows:

> In ~~2037~~ 2038, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately ~~4,527,554~~ 4,554,836 persons.[73]

Section IV.A, Air Quality, page IV.A-50, revise the second sentence of the first paragraph as follows:

> The estimated 3,717 new residents generated by the Project would represent approximately 0.8 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2020 and ~~2037~~ 2038.

Section IV.A, Air Quality, page IV.A-50, revise the third and fourth sentences of the second paragraph as follows:

In ~~2037~~ 2038, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately ~~2,056,562~~ 2,135,336 employees.[77] Thus, the Project's net increase of approximately 2,821 employees would constitute approximately ~~1.67~~ 0.93 percent of the employment growth forecasted between 2020 and ~~2037~~ 2038.

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

The Project would also support multi-modal transportation options through the provision of secure parking for up to ~~166~~ 128 bicycles at one or more Metro Bike Hubs, as well as designated locations for Metro's Bikeshare short-term rental program or similar first mile/last mile transportation alternatives.

Section IV.A, Air Quality, page IV.A-55, revise the fifth sentence of the consistency analysis for Objective 1.1 as follows:

The Project would also provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces.

Section IV.A, Air Quality, page IV.A-56, revise the second sentence of the consistency analysis for Objective 2.1 as follows:

The Project would also provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces which would further encourage the use of alternative transportation.

Section IV.A, Air Quality, page IV.A-56, revise the third sentence of the consistency analysis for Policy 2.1.1 as follows:

In addition, the Project would provide up to 1,158 bicycle spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces.

Section IV.A, Air Quality, page IV.A-57, revise the third sentence of the consistency analysis for Objective 4.2 as follows:

The Project would also provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces which would further encourage the use of alternative transportation.

Section IV.A, Air Quality, page IV.A-57, revise the second sentence of the consistency analysis for Policy 4.2.3 as follows:

> In addition, the Project would provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces.

Section IV.A, Air Quality, page IV.A-58, revise the second full paragraph as follows:

> Project construction is anticipated to take place in multiple, potentially overlapping phases beginning in ~~2022~~ 2023. As described in Section II, Project Description, of this Draft EIR, Project construction would occur for each block in sequential phases (e.g. demolition, then grading and foundation, then building construction) with buildout expected to be completed in ~~2037~~ 2038.[81] However, for purposes of conservatively analyzing construction impacts and to ensure that potential overlap of construction phases is accounted for, it was assumed that the Project's construction schedule could be compressed and be completed as early as 2035 with overlapping construction phases. The overall phasing schedule would be market-driven in which Table IV.A-6 on page IV.A-59 provides a potential worst-case construction phasing for each block that clearly delinates the overlap between blocks and results in the maximum potential overlap between blocks. Based on SCAQMD factors, the construction equipment and truck fleet mix will emit less pollution in future years due to more stringent emissions control regulations. ~~As~~ Therefore, analyzing a 2022–2035 construction timeline provides a more conservative analysis. Additionally, as construction air quality impacts are evaluated on a worst-case day, the shorter construction duration (2022–2035) would assume more intensive activities on a daily basis, as well as overlapping activities. Therefore, as a conservative assumption, it was assumed that construction would be completed within 13 years (i.e., 2022–2035).

Section IV.A, Air Quality, page IV.A-65, revise the first sentence of Mitigation Measure AIR-MM-1 as follows:

> Prior to demolition, the Project representative shall ~~make available~~ submit to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that with the exception of demolition activities will be used during any portion of construction.

IV.B. Cultural Resources

Section IV.B, Cultural Resources, page IV.B-40, revise the third and fourth sentences of the first full paragraph as follows:

> Alternative~~s~~ plans considered included constructing the new portal at the north side of the block, close to the existing portal on the west side of Lankershim Boulevard or enlarging the existing portal. Both of these alternative~~s~~ plans were determined infeasible due to the size of expected future ridership and maintaining the location of the Depot would create circuitous, inefficient paths from the G (Orange) Line to the portals and other bus routes/bus bays.

Section IV.B, Cultural Resources, page IV.B-43, revise the last sentence of Mitigation Measure CUL-MM-1 as follows:

> After work is complete, the architectural historian shall document, through photographs, that work was completed in conformance with the ~~with the~~ approved report. Photographic documentation shall be submitted to the City of Los Angeles Office of Historic Resources.

Section IV.B, Cultural Resources, page IV.B-47, revise Mitigation Measure CUL-MM-6 as follows:

> **Mitigation Measure CUL-MM-6:** In the event that historic or prehistoric archaeological resources are unearthed, ground disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the ~~archaeological monitor~~ Qualified Archaeologist in accordance with industry standards, reasonable assumptions regarding the potential for additional discoveries in the vicinity, and safety considerations for those making an evaluation and potential recovery of the discovery. This buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All resources unearthed by Project construction activities shall be evaluated by the Qualified Archaeologist. If a resource is determined by the Qualified Archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique

archaeological resource" pursuant to Public Resources Code Section 21083.2(g), the ~~qualified~~ Qualified Archaeologist shall coordinate with the Applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resource. The treatment plan established for the resource shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the City, it is determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the Qualified Archaeologist in coordination with the City and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

IV.C. Energy

Section IV.C, Energy, page IV.C-19, delete the superfluous period after the first full sentence:

In addition, 30 percent of all new parking spaces would be required to be EV "ready" which will be capable of supporting future EV charging equipment.[54] ~~.~~

Section IV.C, Energy, page IV.C-20, revise the second paragraph as follows:

As shown in Table IV.C-1 on page IV.C-21, a total of 177,558 kWh of electricity, ~~482,116~~ 468,478 gallons of gasoline, and ~~1,361,915~~ 1,336,934 gallons of diesel are estimated to be consumed during Project construction. Project construction is expected to start in ~~2022~~ 2023 and be completed in ~~2037~~ 2038.

Section IV.C, Energy, page IV.C-21, replace Table IV.C-1 with Revised Table IV.C-1 below as follows:

Revised Table IV.C-1
Summary of Energy Use During Project Construction[a]

Fuel Type	Quantity
Electricity	
Water Consumption	41,478 kWh
Lighting, Electric Equipment, and Other Construction Activities Necessitating Electrical Power[b]	136,080 kWh
Total Electricity[c]	**177,558 kWh**
Gasoline	
On-Road Construction Equipment	~~482,116~~ 468,478 gallons
Off-Road Construction Equipment	0 gallons
Total Gasoline	**~~482,116~~ 468,478 gallons**
Diesel	
On-Road Construction Equipment	~~430,192~~ 405,210 gallons
Off-Road Construction Equipment	931,723 gallons
Total Diesel	**~~1,361,915~~ 1,336,934 gallons**

kWh = kilowatt hours

[a] *Detailed calculations are provided in Appendix F of this Draft EIR.*

[b] *Electricity usage is based on SCAQMD construction site survey data and typical requirements for power generators. Such electricity demand would be temporary, limited, and would cease upon the completion of construction.*

[c] *Total construction electricity usage of 177,558 kWh represents approximately 19 percent of the 944,635 kWh existing annual operational electricity usage.*

Source: Eyestone Environmental, 2020.

Section IV.C, Energy, page IV.C-22, revise the last sentence of the first full paragraph as follows:

> As shown, on- and off-road vehicles would consume an estimated ~~482,116~~ 468,478 gallons of gasoline and approximately ~~1,361,915~~ 1,336,934 gallons of diesel fuel for the Project's construction.

Section IV.C, Energy, page IV.C-23, revise the first full sentence and footnote 58 as follows:

The Project would also result in an increase of ~~955,733~~ 948,144 gallons of gasoline per year and ~~211,206~~ 211,394 gallons of diesel fuel per year consumed.

[58] *As discussed in Section II, Project Description, of this Draft EIR, the Project may exchange up to 75,000 square feet of retail and restaurant uses for 75,000 square feet of office uses. Under this scenario, the Project would result in an estimated energy demand of 16,770,800 kWh of electricity, 21,118,914 cf of natural gas, and ~~754,675~~ 749,889 gallons of transportation fuels.*

Section IV.C, Energy, page IV.C-23 to IV.C-25, revise the last sentence beginning on page IV.C-23 as follows:

Based on LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP forecasts that its total energy sales in the 2037–2038 fiscal year (the Project's buildout year) will be ~~26,993~~ 27,331 GWh of electricity.

Section IV.C, Energy, page IV.C-24, replace Table IV.C-2 with Revised Table IV.C-2 on page III-38 as follows:

Revised Table IV.C-2
Summary of Annual Net New Energy Use During Project Operation[a]

Source	Estimated Energy Demand	
	Operation (Project)	**Existing**
Electricity		
Building	17,842,282 kWh	694,235 kWh
Water[b]	614,283 kWh	150,271 kWh
EV Chargers[c]	476,621 kWh	0 kWh
Total Electricity[d]	**18,933,185 kWh**[f]	**844,506 kWh**
Natural Gas		
Building	36,268,460 cf	433,636 kWh
Natural Gas Fireplaces[d]	160,714 cf	0 cf
Total Natural Gas[d]	**36,429,174 cf**[f]	**433,636 kWh**
Transportation (On-Road Vehicles and Off-Road Equipment)		
Gasoline	~~955,733 gallons~~ 948,144 gallons	0 gallons[g]
Diesel	~~211,206 gallons~~ 211,394 gallons	0 gallons[g]
Total Transportation[e]	**~~1,166,939 gallons~~ 1,159,538 gallons**[f,g]	**0 gallons**[g]

cf = cubic feet

kWh = thousand kilowatt hours

[a] *Detailed calculations are provided in Appendix F of this Draft EIR. Totals may not precisely add up due to rounding.*

[b] *Calculations assume compliance with Project Design Feature GHG-PDF-1 provided in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR and Project Design Feature WAT-PDF-1 provided in Section IV.M.1, Utilities and Service System—Water Supply and Infrastructure.*

[c] *As discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would provide at least 30 percent of Code-required parking spaces with the capability of supporting electric vehicle supply equipment (EVSE) and that a minimum of 10 percent of Code-required parking spaces would be further equipped with EV charging stations consistent with City building codes.*

[d] *Electricity and natural gas estimates assume compliance with applicable CALGreen requirements and implementation of Project Design Features GHG-PDF-1 and GHG-PDF-2, in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. Project Design Feature GHG-PDF-1 assumes use of light emitting diodes (LED) lighting which will reduce lighting energy usage by 25 percent. Natural gas fireplaces would be limited to the equivalent of 5 percent of the dwelling units under Project Design Feature GHG-PDF-2.*

[e] *Transportation fuel estimates include project characteristics consistent with CAPCOA guidance measures. Fuel estimates conservatively do not include reductions in fuel usage associated with installation of EV chargers as required by City building codes*

[f] *As discussed in Section II, Project Description, of this Draft EIR, the Project may exchange up to 75,000 square feet of retail and restaurant uses for 75,000 square feet of office uses. Under this scenario, the Project would result in an estimated energy demand of 16,770,800 kWh of electricity, 21,118,914 cf of natural gas, and 749,889 gallons of transportation fuels.*

[g] *The industrial/warehouse uses are not significant trip generators, the estimate of annual VMT associated with the existing Project Site and Off-Site Metro Parking Areas uses was conservatively assumed to be zero VMT per year.*

Source: Eyestone Environmental, 2020.

Section IV.C, Energy, page IV.C-25, revise the first full sentence as follows:

As such, the Project-related net increase in annual electricity consumption of 18,933,185 kWh per year would represent less than 0.07 percent of LADWP's projected sales in the 2037–2038 fiscal year.

Section IV.C, Energy, page IV.C-27, revise the first paragraph as follows:

As summarized in Revised Table IV.C-2 on page ~~IV.C-24,~~ on page III-38 of the Final EIR, when accounting for the measures that would be implemented to reduce VMT, the Project's estimated petroleum-based fuel usage would result in an increase of ~~955,733~~ 948,144 gallons of gasoline and ~~211,206~~ 211,394 gallons of diesel per year, or a total of ~~1,166,939~~ 1,159,538 gallons of petroleum-based fuels annually.

Section IV.C, Energy, page IV.C-27, revise the last paragraph, starting with the seventh sentence, as follows:

During Project construction activities, a total of 177,558 kWh of electricity would be consumed along with ~~1,844,031~~ 1,805,412 gallons of transportation fuel (gasoline and diesel). During Project operations, a net total of 18,933,185 kWh of electricity~~,~~ and 36,429,174 cf of natural gas would be consumed on an annual basis. The Project would also result in a net increase of ~~1,166,939~~ 1,159,538 gallons of transportation fuel consumption. When accounting for project design features and increased energy efficiency measures, operational electricity usage would be reduced by 9 percent, which accounts for Project Design Feature GHG-PDF-1 (LEED Silver®). Use of light emitting diodes (LED) lighting would reduce lighting energy usage by 25 percent, and a 20-percent reduction in water usage would result in a corresponding 20-percent reduction in electricity associated with delivery, treatment, and distribution of water. Natural gas fireplaces would be limited to the equivalent of 5 percent of the dwelling units Project Design Feature GHG-PDF-2, which results in natural gas usage reduced by 7 percent when compared to a project without energy efficiency measures. Transportation fuel usage would be reduced by 42 percent compared to the Project without trip reduction features. Details are provided in Appendix F of this Draft EIR.

Section IV.C, Energy, page IV.C-28 to IV.C 29, revise the first and second sentences of the second paragraph as follows:

Based on LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP forecasts that its total energy sales in the ~~2037–2038~~ 2038–2039 fiscal year (the Project's buildout year) will be ~~26,993~~ 27,331 GWh of electricity.[67,68] As such, the Project-related net operational increase in annual electricity consumption of 18,933,185 kWh per year would represent less than 0.07 percent of LADWP's projected sales in the 2037–2038 fiscal year.[69]

Section IV.C, Energy, page IV.C-29, revise the second full paragraph and Footnote 72 as follows:

At buildout in ~~2037,~~ 2038, the operation of the Project would result in a net increase of ~~955,733~~ 948,144 gallons of gasoline and ~~211,206~~ 211,394 gallons of diesel per year, or a total of ~~1,166,939~~ 1,159,538 gallons of petroleum-based fuels consumed per year, as shown in Appendix F of this Draft EIR. Transportation fuel usage during Project operations would represent approximately 0.03 percent of gasoline and diesel usage within Los Angeles County in ~~2037,~~ 2038, respectively.[72]

[72] *Vehicles within Los Angeles County are expected to consume ~~2,870,962,826~~ 2,854,231,786 gallons of gasoline and ~~634,448,702~~ 636,367,941 gallons of diesel in ~~2037~~ 2038 from vehicles as calculated with EMFAC2017.*

Section IV.C, Energy, page IV.C-38, revise the second sentence of the last paragraph as follows:

LADWP forecasts that its total energy sales in ~~2037–2038~~ 2038–2039 fiscal year (the project buildout year) will be ~~26,993~~ 27,331 GWh of electricity.

Section IV.C, Energy, page IV.C-40, revise the second sentence of the second full paragraph as follows:

As described above, at buildout, the Project would result in an increase of ~~955,733~~ 948,144 gallons of gasoline and ~~211,206~~ 211,394 gallons of diesel per year, or a total of ~~1,166,939~~ 1,159,538 gallons of petroleum-based fuels consumed per year, as shown in Appendix F of this Draft EIR.

IV.D. Geology and Soils

Section IV.D, Geology and Soils, pages IV.D-25 and IV.D-26, revise the last sentence beginning on page IV.D-25 as follows:

Nonetheless, cumulative growth through ~~2037,~~ 2038, the Project's anticipated build-out year, (inclusive of the 34 related projects identified in Section III, Environmental Setting, of this Draft EIR) would expose a greater number of people to seismic hazards.

IV.E. Greenhouse Gas Emissions

Section IV.E, Greenhouse Gas Emissions, page IV.E-17, revise the first header as follows:

~~(i)~~ (ii) 2017 Update to the Climate Change Scoping Plan

Section IV.E, Greenhouse Gas Emissions, page IV.E-19, insert the following after the third paragraph:

(iii) 2022 Update to the Climate Change Scoping Plan

The 2022 Update to the Climate Change Scoping Plan was approved by CARB on November 2022 and built upon the previous Scoping Plans. The 2022 Scoping Plan outlines a technologically feasible, cost-effective, and equity-focused path to achieve carbon neutrality by 2045 or earlier. The major element of this plan is the aggressive reduction of fossil fuels by 86 percent in 2045 relative to 2022. This means a rapid adoption of zero-emission transportation and phasing out fossil fuel for home heating.[30a] A consistency analysis with the 2022 Scoping Plan is included in Appendix FEIR-4 of this Final EIR.

[30a] *CARB, 2022 Scoping Plan for Achieving Carbon Neutrality, November 2022.*

Section IV.E, Greenhouse Gas Emissions, page IV.E-50, revise Project Design Feature GHG-PDF-1 as follows:

Project Design Feature GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED Silver® for commercial buildings and LEED for Homes or GreenPoint Rated for residential buildings, or equivalent green building standards. These include energy conservation, water conservation, and waste reduction features to support and promote environmental sustainability, including but not limited to: Energy Star appliances; plumbing fixtures

(water closets and urinals) and fittings (faucets and showerheads) that comply with the performance requirements specified in the City of Los Angeles Green Building Code; weather-based irrigation system; and water-efficient landscaping.

Section IV.E, Greenhouse Gas Emissions, pages IV.E-55 and IV.E-56, revise the fourth sentence of the consistency analysis for SB 375 as follows:

The Project would also provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub parking spaces.

Section IV.E, Greenhouse Gas Emissions, pages IV.E-60 and IV.E-61, revise the second and fourth sentences of the last paragraph beginning on page IV.E-60 as follows:

In ~~2037,~~ 2038, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately ~~4,540,266~~ 4,569,145 persons. The Project proposes 1,527 multi-family residential units and provide housing for approximately 3,717 people.[107] The estimated 3,717 new residents generated by the Project would represent approximately ~~0.8~~ 0.7 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2020 and ~~2037~~ 2038.

Section IV.E, Greenhouse Gas Emissions, page IV.E-61, revise the third and fourth sentences of the first full paragraph as follows:

In ~~2037,~~ 2038, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately ~~2,056,562~~ 2,066,479 employees.[110,~~111~~] Thus, the Project's net increase of approximately 2,821 employees would constitute approximately ~~1.67~~ 1.58 percent of the employment growth of ~~163,593~~ 178,510 new employees forecasted between 2020 and ~~2037~~ 2038.

~~*[111] According to SCAG's 2020–2045 RTP/SCS the projected employment growth would increase from 1,877,969 in 2020 to 2,056,562 in 2037. The estimated new employees generated by the Project would represent approximately 1.67 percent of the employment growth forecasted by SCAG in the City of Los Angeles Subregion between 2020 and 2037.*~~

Section IV.E, Greenhouse Gas Emissions, page IV.E-67, revise the fourth sentence of the consistency analysis for "Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050" as follows:

The Project would also provide bicycle parking spaces in accordance with LAMC requirements for Project residents and visitors, as well as up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces.

Section IV.E, Greenhouse Gas Emissions, page IV.E-73, revise the first paragraph as follows:

Project construction is anticipated to take place in multiple, potentially overlapping phases beginning in ~~2022~~ 2023. As described in Section II, Project Description, of this Draft EIR, Project construction would occur for each block in sequential phases (e.g. demolition, then grading and foundation, then building construction) with buildout expected to be completed in ~~2037~~ 2038.[120] However, for purposes of conservatively analyzing construction impacts, it was assumed that the Project's construction schedule could be compressed and be completed as early as 2035. Based on SCAQMD factors, the construction equipment and truck fleet mix will emit less GHG emissions in future years due to more stringent emissions control regulations. ~~As~~ Therefore, analyzing a 2022–2035 construction timeline provides a more conservative analysis. Additionally, as construction GHG emissions are evaluated on total emissions, the compressed construction duration (2022–2035) with less stringent emissions standards would provide for a more conservative assessment of construction emissions. It is estimated that approximately 587,300 net cubic yards of export would be hauled from the Project Site. The emission of GHGs associated with construction of the Project were calculated for each year of construction activity. A summary of GHG emissions for each year of construction is presented in Table IV.E-10 on page IV.E-74.

Section IV.E, Greenhouse Gas Emissions, pages IV.E-77 and IV.E-78, revise the last sentence beginning on page IV.E-77 as follows:

The Project would also include up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces.

IV.F. Hazards and Hazardous Materials

Section IV.F, Hazards and Hazardous Materials, page IV.F-1, revise the second sentence of the first paragraph as follows:

The analysis is largely based on the Phase I Environmental Site Assessment prepared by Tetra Tech for the Project Site (NoHo Phase I), dated March 27,

2018; a Phase I Environmental Site Assessment prepared by Haley & Aldrich, Inc. for the Off-Site Los Angeles County Metropolitan Transit Authority (Metro) Parking Lots (Revised Metro Phase I), dated ~~March 2020~~ May 2022; a Phase II Environmental Site Investigation (NoHo Phase II) prepared by Haley & Aldrich, Inc., in May 2020; and a Potential Mitigation Measures Memorandum (Mitigation Memo) prepared by Haley & Aldrich, Inc., in January 2022.

Section IV.F, Hazards and Hazardous Materials, page IV.F-20, revise the last sentence of the last paragraph as follows:

~~This~~ Unless otherwise noted, this summary of existing conditions on the Project Site is based on the NoHo Phase I ~~for the Project Site and Metro Phase I for the Off-Site Metro Parking Areas~~ included in ~~Appendices~~ Appendix J.1 ~~and J.2, respectively, of this Draft EIR, unless otherwise noted~~. The summary of existing conditions on the Off-Site Metro Parking Areas is based on the Revised Metro Phase I included as Revised Appendix J.2 of the Final EIR.

Section IV.F, Hazards and Hazardous Materials, page IV.F-24, revise the last sentence of the first full paragraph as follows:

The identified prior uses are summarized below and discussed in detail in the Revised Metro Phase I which is included as Revised Appendix J.2 of ~~this Draft~~ the Final EIR.

Section IV.F, Hazards and Hazardous Materials, page IV.F-25, revise the first full paragraph as follows:

Both the NoHo Phase I and Revised Metro Phase I included information requests from various agencies to obtain environmentally relevant information regarding the Project Site and Off-Site Metro Parking Areas, as well as a search of federal and state environmental databases to determine if the Project Site, Off-Site Metro Parking Areas, or nearby properties are listed and have a potential to adversely impact the site. The records search included numerous government databases, such as those of registered USTs, operators who are hazardous waste generators, former landfills, and sites with a known hazardous materials release. These findings are summarized below and details are provided in the NoHo Phase I and Revised Metro Phase I, ~~respectively,~~ in ~~Appendices~~ Appendix J.1 ~~and J.2~~ of this Draft EIR and Revised Appendix J.2 of the Final EIR, respectively.

Section IV.F, Hazards and Hazardous Materials, page IV.F-31, revise the second full paragraph as follows:

> As discussed in the Revised Metro Phase I, neither the East nor West Lot ~~are~~ is listed in any databases. Several sites, including those summarized above in Subsection 2.b.(2), were listed in the database report within the applicable search radii or identified in regulatory records reviews. As detailed in Section 5.3.2 of the Revised Metro Phase I, none of the identified sites represent a REC to the Off-Site Metro Parking Areas.

Section IV.F, Hazards and Hazardous Materials, page IV.F-32, revise the second full paragraph and Footnote 11 as follows:

> No evidence of petroleum products and/or hazardous materials was observed during site reconnaissance. However, one REC consisting of signage indicating contaminated soil was identified within the West Lot. As discussed in the Revised Metro Phase I, ~~because the building lessee was unavailable for interview, it is unknown what the source or magnitude of this contamination may be and~~ no evidence of current hazardous substances or petroleum product use was observed during the site visit conducted on April 18, 2022. However, since a User Responsibilities Questionnaire provided by Metro did not include any information pertaining to the source or magnitude of potentially contaminated soil, further investigation is recommended.[11]
>
> [11] *As discussed further below, the soil on this property cannot currently be assessed ~~accessed~~. Mitigation Measure HAZ-MM-2 requires a ~~complete investigation into this property~~ limited soil investigation prior to construction. Refer to Section 3, Project Impacts below for further discussion.*

Section IV.F, Hazards and Hazardous Materials, page IV.F-33, revise the first sentence of the second full paragraph as follows:

> No visual evidence of USTs such as pipes, vents, or dispensers indicating existing or historic on-site USTs was observed during site reconnaissance~~, although access to the West Lot was not available~~.

Section IV.F, Hazards and Hazardous Materials, page IV.F-33, revise the first sentence of the fourth full paragraph as follows:

> No visual evidence of ASTs such as concrete foundations or containment walls, pedestals, or steel support structures indicating existing or

historic on-site ASTs was observed during site reconnaissance~~, although access to the West Lot was not available~~.

Section IV.F, Hazards and Hazardous Materials, page IV.F-34, revise the last paragraph as follows:

No visual evidence of PCBs associated with electrical or hydraulic equipment were observed during site reconnaissance. ~~Visual observations of the West Lot were made from the site boundary as site access was not available.~~

Section IV.F, Hazards and Hazardous Materials, page IV.F-35, revise the last paragraph as follows:

The East Lot site is a parking lot, and no observations were made relative to asbestos. The West Lot is developed with a commercial building constructed between 1981 and 1989. ~~Although interior access was not available during site reconnaissance, due~~ Due to the age of the structure, it may contain ACM.

Section IV.F, Hazards and Hazardous Materials, page IV.F-36, revise the third paragraph as follows:

While the Revised Metro Phase I did not include an inspection for LBP, based on the age of the structure on the West Lot, it may contain LBP. The East Lot is a parking lot without any buildings so the presence of LBP is unlikely.

Section IV.F, Hazards and Hazardous Materials, page IV.F-41, revise the first full paragraph as follows:

As previously indicated, the NoHo Phase I, Revised Metro Phase I, and NoHo Phase II were prepared for the Project to evaluate potential impacts relative to hazards and hazardous materials. The objective of these reports is to provide a baseline description of the Project Site related to historical and existing uses, as well as the storage and disposal of hazardous materials. In addition, the Mitigation Memo was prepared in response to the findings of the NoHo Phase II. The analysis of potential impacts regarding hazards and hazardous materials is based on the following: (1) site inspections; (2) interviews with parties familiar with the Project Site and Off-Site Metro Parking Areas; (3) historical research into the past uses of the

Project Site and Off-Site Metro Parking Areas; and (4) hazardous materials research with regard to the Project Site, Off-Site Metro Parking Areas, adjoining properties, and surrounding area. In addition, the NoHo Phase I and Revised Metro Phase I provide general information regarding asbestos-containing materials, lead-based paints, and other environmental issues and conditions. The NoHo Phase I, ~~Metro Phase I,~~ NoHo Phase II, and Mitigation Memo are included as Appendices J.1, ~~J.2,~~ J.3, and J.4 of this Draft EIR, respectively. The Revised Metro Phase I is included as Revised Appendix J.2 of the Final EIR. As also indicated above, the analysis of methane gas is based on the Geotechnical Evaluation included as Appendix H of this Draft EIR.

Section IV.F, Hazards and Hazardous Materials, page IV.F-49, revise the fifth bullet point of Mitigation Measure HAZ-MM-1 as follows:

- To ensure appropriate containment of excavated soil or demolition debris/materials that exceed state or federal hazardous waste criteria, such materials shall be placed in containers ~~and~~ with closures that are properly secured and lined, as appropriate, or wrapped and enclosed by tarps and transported by licensed hazardous waste haulers and disposed of at a licensed hazardous waste management facility approved for the specific disposed hazardous materials.

Section IV.F, Hazards and Hazardous Materials, page IV.F-49, revise Mitigation Measure HAZ-MM-2 as follows:

Mitigation Measure HAZ-MM-2: Prior to construction, ~~access to the parcel and building interior on the West Lot shall be obtained and interviews with the lessees/operators shall be conducted to determine the types and quantities of materials on-site that warranted the Proposition 65 signage. A~~ a limited soil investigation of the soil bordering the West Lot to the south shall ~~also~~ be performed. Any identified contamination shall be remediated in accordance with all applicable federal, state, and local regulations and, if necessary, in accordance with Mitigation Measure HAZ-MM-1.

IV.G. Land Use

Section IV.G, Land Use, page IV.G-23, revise the third sentence of the first full paragraph as follows:

> The Project would also provide up to ~~166~~ 128 Metro Bike Hub bicycle parking spaces on-site.

Section IV.G, Land Use, pages IV.G-23 and IV.G-24, revise the last paragraph beginning on page IV.G-23 as follows and insert footnote 11a:

> The Project would not conflict with the City's goal to preserve, protect, and enhance its existing natural resources or its objective to preserve, protect, restore, and enhance natural plant and wildlife diversity, habitats, corridors, and linkages. The Project Site is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area and landscaping within the Project Site is limited. A total of ~~280~~ 279 living trees and 15 dead trees were inventoried for the Project.[11a] Two coast live oak trees were identified at the northeast corner of Lankershim and Chandler Boulevards. However, both oak trees were planted as part of the Metro B (Red) Line construction in or around 1997 and are, therefore, not considered protected trees by the City's ordinance. As part of the Project, 281 trees would be removed, including 182 on-site trees (152 within the Project Site and 30 within and adjacent to the Off-Site Metro Parking Areas) and 99 right-of-way trees (52 along the Project Site frontages and 47 along the Off-Site Metro Parking Areas). Twelve of the on-site trees and three of the right-of-way trees are dead, and a total of 66 trees within the Project Site and Off-Site Metro Parking Areas are considered significant under the City's ordinance, including 10 protected California sycamore trees. In accordance with the Department of City Planning's policy, the unprotected on-site trees to be removed would be replaced on a 1:1 basis and the protected trees to be removed would be replaced on a 4:1 basis or in lieu fees paid. In addition, the street trees to be removed would be replaced on a 2:1 basis, as required by the Department of Public Works. As discussed in the Initial Study included as Appendix A of this Draft EIR, due to the improved nature of the Project Site and the surrounding areas, and lack of large expanses of open space areas, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans,

policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. The areas surrounding the Project Site are fully developed and there are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas and which may serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity of the Project Site.

[11a] *The Tree Inventory Report prepared for the Project and included as Appendix IS-1 of the Initial Study identified 280 living trees that would be affected by the Project. However, one of these trees is actually along an adjacent property frontage and would not be affected by the Project. A revised tree report is included as Appendix FEIR-2 of this Final EIR and supersedes Appendix IS-1.*

Section IV.G, Land Use, page IV.G-28, revise the consistency analysis for Guideline 8 as follows:

The Project Site is located in an urbanized area and is currently developed with the Metro North Hollywood Station, industrial/warehouse buildings, and surface parking. Landscaping is limited and no riparian or other sensitive natural community exists on the Project Site or in the surrounding area. As discussed ~~in the Initial Study included as Appendix A of this Draft EIR, there are six off-site trees that could be affected by the Project~~ above, 182 on-site trees (152 within the Project Site and 30 within and adjacent to the Off-Site Metro Parking Areas) and 99 right-of-way trees (52 along the Project Site frontages and 47 along the Off-Site Metro Parking Areas) would be removed as part of the Project. Twelve of the on-site trees and three of the right-of-way trees are dead, and a total of 66 trees within the Project Site and Off-Site Metro Parking Areas are considered significant under the City's ordinance, including 10 protected California sycamore trees. Two coast live oak trees were identified at the northeast corner of Lankershim and Chandler Boulevards. However, both oak trees were planted as part of the Metro B (Red) Line construction in or around 1997 and are therefore not considered protected trees by the City's ordinance. Both trees would be removed as part of the Project and replaced on a 2:1 basis, as required by the Department of Public Works. As further discussed ~~in the Initial Study~~ above, in accordance with the Department of City Planning's policy, existing unprotected on-site trees to be removed would

be replaced on a 1:1 basis and protected trees to be removed would be replaced on a 4:1 basis or in lieu fees paid. In addition, the street trees to be removed would be replaced on a 2:1 basis, as required by the Department of Public Works.

Section IV.G, Land Use, page IV.G-30, revise the fourth sentence of the first paragraph as follows:

In addition, the Project would provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub parking spaces to promote the use of alternative transportation.

IV.H. Noise

Section IV.H, Noise, page IV.H-67, revise the first sentence of the last partial paragraph as follows:

Revised Table IV.H-24 on page ~~IV.H-69~~ III-51 of the Final EIR provides a summary of the roadway noise impact analysis.

Section IV.H, Noise, page IV.H-67 and IV.H-68, revise the last sentence beginning on page IV.H-67 as follows:

As shown in Revised Table IV.H-24, the Project would result in a maximum noise increase of ~~4.3 dBA and~~ 4.2 dBA along the roadway segment of Weddington Street (between Tujunga Avenue and Bakman Avenue) under both Phase 1 and Phase 2~~, respectively~~.

Section IV.H, Noise, page IV.H-68, revise the first full sentence as follows:

The estimated noise increase along all other analyzed roadway segments would be ~~3.3~~ 3.4 dBA or lower.

Section IV.H, Noise, page IV.H-69 through IV.H-71, replace Table IV.H-24 with Revised Table IV.H-24 on page III-51 of this Final EIR.

Revised Table IV.H-24
Roadway Traffic Noise Impacts—Future Plus Project

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels[a] (CNEL (dBA))		Increase in Noise Levels due to Project (CNEL (dBA)) (Phase 1/ Phase 2)	Significance Criteria (Noise Increase),[b] (CNEL (dBA))	Significant Impact?
		Future Without Project (Phase 1/Phase 2)	Future Plus Project (Phase 1/Phase 2)			
Tujunga Avenue						
– Between Burbank Blvd. and Cumpston St.	Commercial	~~64.0/64.2~~ 64.1/64.3	~~65.4/65.7~~ 65.5/65.7	~~1.4/1.5~~ 1.4/1.4	5	No
– Between Cumpston St. and Chandler Blvd.	Residential	65.7/65.9	~~66.8/67.1~~ 66.8/67.2	~~1.1/1.2~~ 1.1/1.3	5	No
– Between Chandler Blvd. and Magnolia St.	Residential, Hotel, School, Religious, Park	~~67.2/67.4~~ 67.2/67.5	~~68.0/68.6~~ 68.1/68.6	~~0.8/1.2~~ 0.9/1.1	5	No
– Between Magnolia St. and Camarillo St.	Residential, Park	~~69.7/70.0~~ 69.8/70.0	~~70.1/70.5~~ 70.2/70.5	0.4/0.5	3	No
Lankershim Boulevard						
– Between Burbank Blvd. and Cumpston St.	Commercial	69.1/69.3	69.0/69.3	0.0/0.0	5	No
– Between Cumpston St. and Chandler Blvd.	Residential	68.8/69.0	~~69.0/69.3~~ 69.0/69.4	~~0.2/0.3~~ 0.2/0.4	5	No
– Between Chandler Blvd. and Magnolia St.	Theater, Studio	~~68.2/68.4~~ 68.3/68.5	~~69.2/69.7~~ 69.3/69.8	1.0/1.3	5	No
– Between Magnolia St. and Camarillo St.	Residential, Religious	68.5/68.7	~~68.7/69.1~~ 68.8/69.2	~~0.2/0.4~~ 0.3/0.5	5	No
Vineland Avenue						
– Between Burbank Blvd. and Chandler Blvd.	School	70.0/70.2	70.1/70.3	0.1/0.1	3	No
– Between Chandler Blvd. and Magnolia St.	Residential, Studio	~~69.9/70.1~~ 70.0/70.2	70.1/70.4	~~0.2/0.3~~ 0.1/0.2	3	No
– Between Magnolia St. and Camarillo St.	Residential, Religious	69.5/69.7	~~69.6/69.9~~ 69.7/70.0	~~0.1/0.2~~ 0.2/0.3	5	No
Fair Avenue						
– Between Cumpston St. and Chandler Blvd.	Residential	63.8/64.0	~~64.1/64.5~~ 64.2/64.6	~~0.3/0.5~~ 0.4/0.6	5	No
Colfax Avenue						
– Between Burbank Blvd. and Chandler Blvd.	Residential	67.3/67.5	~~67.6/67.9~~ 67.7/67.9	~~0.3/0.4~~ 0.4/0.4	5	No

Revised Table IV.H-24 (Continued)
Roadway Traffic Noise Impacts—Future Plus Project

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels[a] (CNEL (dBA))		Increase in Noise Levels due to Project (CNEL (dBA)) (Phase 1/ Phase 2)	Significance Criteria (Noise Increase),[b] (CNEL (dBA))	Significant Impact?
		Future Without Project (Phase 1/Phase 2)	Future Plus Project (Phase 1/Phase 2)			
Elmer Avenue						
– Between Burbank Blvd. and Cumpston St.	Residential	~~59.3/59.5~~ 59.4/59.6	~~59.3/59.5~~ 59.4/59.6	0.0/0.0	5	No
Klump Avenue						
– Between Burbank Blvd. and Cumpston St.	Residential	~~59.5/59.7~~ 59.5/59.8	~~59.8/60.0~~ 59.8/60.1	0.3/0.3	5	No
Bonner Avenue						
– Between Burbank Blvd. and Cumpston St.	Residential	~~57.2/57.4~~ 57.2/57.5	~~57.2/57.4~~ 57.2/57.5	0.0/0.0	5	No
Cumpston Avenue						
– Between Camellia Ave. and Tujunga Ave.	Residential	60.9/61.1	60.9/61.1	0.0/0.0	5	No
– Between Tujunga Ave. and Lankershim Blvd.	Residential	63.8/64.0	64.2/64.6	0.4/0.6	5	No
– Between Lankershim Blvd. and Fair Ave.	Residential	~~67.1/67.4~~ 67.2/67.4	66.4/67.6	0.0/0.2	5	No
– Between Fair Ave. and Case Ave.	Residential	~~65.3/65.5~~ 65.4/65.6	~~64.9/65.6~~ 65.0/65.7	0.0/0.1	5	No
Burbank Boulevard						
– Between Colfax Ave. and Lankershim Blvd.	Residential, Religious	70.2/70.4	~~70.3/70.5~~ 70.3/70.6	~~0.1/0.1~~ 0.1/0.2	3	No
– Between Lankershim Blvd. and Vineland Ave.	Residential, Hotel	~~68.2/68.5~~ 68.3/68.5	~~68.2/68.5~~ 68.3/68.5	0.0/0.0	5	No
Chandler Boulevard						
– Between Colfax Ave. and Tujunga Ave.	Residential	~~67.6/67.8~~ 67.7/67.9	~~67.8/68.0~~ 67.8/68.1	~~0.2/0.2~~ 0.1/0.2	5	No
– Between Tujunga Ave. and Lankershim Blvd.	Commercial	67.9/68.1	~~67.4/67.9~~ 67.5/67.9	0.0/0.0	5	No
– Between Lankershim Blvd. and Vineland Ave.	Residential, School	68.3/68.5	~~69.0/69.7~~ 69.1/69.7	~~0.7/1.2~~ 0.8/1.2	5	No

Revised Table IV.H-24 (Continued)
Roadway Traffic Noise Impacts—Future Plus Project

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels[a] (CNEL (dBA))		Increase in Noise Levels due to Project (CNEL (dBA)) (Phase 1/ Phase 2)	Significance Criteria (Noise Increase),[b] (CNEL (dBA))	Significant Impact?
		Future Without Project (Phase 1/Phase 2)	Future Plus Project (Phase 1/Phase 2)			
Weddington Street						
– Between Tujunga Ave. and Bakman Ave.	Hotel, Religious	~~61.2/61.5~~ 61.3/61.5	65.5/65.7	~~4.3/4.2~~ 4.2/4.2	5	No
– Between Bakman Ave. and Lankershim Blvd.	Theater, Studio	62.1/62.3	~~65.4/65.6~~ 65.4/65.7	~~3.3/3.3~~ 3.3/3.4	5	No
– Between Lankershim Blvd. and Blakeslee Ave.	Residential, Studio	64.8/65.0	64.8/65.0	0.0/0.0	5	No
Magnolia Boulevard						
– Between CA-170. and Tujunga Ave.	Park	~~70.7/70.9~~ 70.8/71.0	~~71.0/71.4~~ 71.1/71.4	~~0.3/0.5~~ 0.3/0.4	3	No
– Between Tujunga Ave. and Lankershim Blvd.	School	~~70.0/70.2~~ 70.1/70.3	70.2/70.5	~~0.2/0.3~~ 0.1/0.2	3	No
– Between Lankershim Blvd. and Vineland Ave.	Residential, Theater	69.1/69.3	69.2/69.4	0.1/0.1	5	No

[a] *Detailed calculation worksheets are included in Revised Appendix L of this Draft EIR.*

[b] *Significance criteria are equivalent to an increase of 3 dBA or more if the estimated noise levels (Future plus Project) fall within the "normally unacceptable" or "clearly unacceptable" land use categories or an increase of 5 dBA or more if the estimated noise levels fall within the "normally acceptable" or "conditionally acceptable" land use categories, per the City of Los Angeles Noise Element. If the estimated noise level increases exceed those significance criteria, a noise impact is identified.*

Source: AES, ~~2020~~ 2022.

Section IV.H, Noise, page IV.H-111, revise the first full sentence as follows:

> The calculated traffic noise levels under "Existing" and "Future Plus Project" conditions are presented in Revised Table IV.H-33 on page ~~IV.H-112~~ page III-55 of the Final EIR.

Section IV.H, Noise, pages IV.H-112 and IV.H-113, replace Table IV.H-33 with Revised Table IV.H-33 on page III-55 of this Final EIR.

Revised Table IV.H-33
Cumulative Roadway Traffic Noise Impacts

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels[a] (CNEL (dBA))		Increase in Noise Levels Due to Cumulative + Project (CNEL (dBA))	Significance Criteria (Noise Increase),[b] (CNEL (dBA))	Significant Impact?
		Existing Conditions	Future Cumulative Plus Project			
Tujunga Avenue						
– Between Burbank Blvd. and Cumpston St.	Commercial	63.3	65.7	2.4	5	No
– Between Cumpston St. and Chandler Blvd.	Residential	65.3	~~67.1~~ 67.2	~~1.8~~ 1.9	5	No
– Between Chandler Blvd. and Magnolia St.	Residential, Hotel, School, Religious, Park	67.0	68.6	1.6	5	No
– Between Magnolia St. and Camarillo St.	Residential, Park	69.4	70.5	1.1	3	No
Lankershim Boulevard						
– Between Burbank Blvd. and Cumpston St.	Commercial	68.7	69.3	0.6	5	No
– Between Cumpston St. and Chandler Blvd.	Residential	68.2	~~69.3~~ 69.4	~~1.1~~ 1.2	5	No
– Between Chandler Blvd. and Magnolia St.	Theater, Studio	67.7	~~69.7~~ 69.8	~~2.0~~ 2.1	5	No
– Between Magnolia St. and Camarillo St.	Residential, Religious	68.1	~~69.1~~ 69.2	~~1.0~~ 1.1	5	No
Vineland Avenue						
– Between Burbank Blvd. and Chandler Blvd.	School	69.6	70.3	0.7	3	No
– Between Chandler Blvd. and Magnolia St.	Residential, Studio	69.5	70.4	0.9	3	No
– Between Magnolia St. and Camarillo St.	Residential, Religious	69.1	~~69.9~~ 70.0	~~0.8~~ 0.9	5	No
Fair Avenue						
– Between Cumpston St. and Chandler Blvd.	Residential	63.4	~~64.5~~ 64.6	~~1.1~~ 1.2	5	No
Colfax Avenue						
– Between Burbank Blvd. and Chandler Blvd.	Residential	67.0	67.9	0.9	5	No
Elmer Avenue						
– Between Burbank Blvd. and Cumpston St.	Residential	59.0	59.6	~~0.5~~ 0.6	5	No

Revised Table IV.H-33 (Continued)
Cumulative Roadway Traffic Noise Impacts

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels[a] (CNEL (dBA))		Increase in Noise Levels Due to Cumulative + Project (CNEL (dBA))	Significance Criteria (Noise Increase),[b] (CNEL (dBA))	Significant Impact?
		Existing Conditions	Future Cumulative Plus Project			
Klump Avenue						
– Between Burbank Blvd. and Cumpston St.	Residential	59.2	~~60.0~~ 60.1	~~0.8~~ 0.9	5	No
Bonner Avenue						
– Between Burbank Blvd. and Cumpston St.	Residential	57.0	~~57.4~~ 57.5	~~0.4~~ 0.5	5	No
Cumpston Avenue						
– Between Camellia Ave. and Tujunga Ave.	Residential	59.4	61.1	1.7	5	No
– Between Tujunga Ave. and Lankershim Blvd.	Residential	63.0	64.6	1.6	5	No
– Between Lankershim Blvd. and Fair Ave.	Residential	66.7	67.6	0.9	5	No
– Between Fair Ave. and Case Ave.	Residential	64.8	~~65.6~~ 65.7	~~0.8~~ 0.9	5	No
Burbank Boulevard						
– Between Colfax Ave. and Lankershim Blvd.	Residential, Religious	69.7	~~70.5~~ 70.6	~~0.8~~ 0.9	3	No
– Between Lankershim Blvd. and Vineland Ave.	Residential, Hotel	67.7	68.5	0.8	5	No
Chandler Boulevard						
– Between Colfax Ave. and Tujunga Ave.	Residential	67.3	~~68.0~~ 68.1	~~0.7~~ 0.8	5	No
– Between Tujunga Ave. and Lankershim Blvd.	Commercial	67.8	67.9	0.1	5	No
– Between Lankershim Blvd. and Vineland Ave.	Residential, School	67.7	69.7	2.0	5	No
Weddington Street						
– Between Tujunga Ave. and Bakman Ave.	Hotel, Religious	61.0	65.7	4.7	5	No
– Between Bakman Ave. and Lankershim Blvd.	Theater, Studio	61.8	~~65.6~~ 65.7	~~3.8~~ 3.9	5	No
– Between Lankershim Blvd. and Blakeslee Ave.	Residential, Studio	64.5	65.0	0.5	5	No

Revised Table IV.H-33 (Continued)
Cumulative Roadway Traffic Noise Impacts

Roadway Segment	Adjacent Land Use	Calculated Traffic Noise Levels[a] (CNEL (dBA))		Increase in Noise Levels Due to Cumulative + Project (CNEL (dBA))	Significance Criteria (Noise Increase),[b] (CNEL (dBA))	Significant Impact?
		Existing Conditions	Future Cumulative Plus Project			
Magnolia Boulevard						
– Between CA-170. and Tujunga Ave.	Park	69.9	71.4	1.5	3	No
– Between Tujunga Ave. and Lankershim Blvd.	School	69.2	70.5	1.3	3	No
– Between Lankershim Blvd. and Vineland Ave.	Residential, Theater	68.4	69.4	1.0	5	No

[a] *Detailed calculation worksheets are included in Revised Appendix L of this Draft EIR.*

Source: AES, ~~2020~~ 2022.

IV.I. Population and Housing

Section IV.I, Population and Housing, page IV.I-12, revise the last sentence of the first full paragraph and Footnote 21 as follows:

> By ~~2037~~ 2038 (the Project buildout year), the population for the SCAG Region is projected to be approximately ~~21,491,034~~ 21,617,655 people, an increase of ~~2,152,552~~ 2,279,172 people or ~~11.13~~ 11.79 percent.[21]
>
> [21] *The ~~2037~~ 2038 interpolated value is calculated using SCAG's 2016 and 2045 values to find the average population increase between years and then applying that annual increase to 2016: [(22,504,000 – 18,823,000) ÷ 29] × ~~21~~ 22 + 18,832,000 = ~~21,491,034~~ 21,617,655 persons.*

Section IV.I, Population and Housing, page IV.I-12, revise the last sentence of the second full paragraph and Footnote 23 as follows:

> By ~~2037,~~ 2038, the population for the City of Los Angeles is projected to be approximately ~~4,540,266~~ 4,569,145 people, an increase of approximately ~~490,948~~ 519,828 people or ~~12.12~~ 12.84 percent.[23]
>
> [23] *The ~~2037~~ 2038 interpolated value is calculated using SCAG's 2016 and 2045 values to find the average population increase between years and then applying that annual increase to 2016: [(4,771,300 – 3,933,800) ÷ 29] × ~~21~~ 22 + 3,933,800 = ~~4,540,266~~ 4,569,145 persons (~~≈4.53~~ 4.57 million).*

Section IV.I, Population and Housing, page IV.I-13, replace Table IV.I-1 with Revised Table IV.I-1 on page III-59 of this Final EIR as follows:

Revised Table IV.I-1
SCAG 2020–2045 RTP/SCS Forecast

Year	Population	Housing	Employment
SCAG Region[a]			
2020	19,338,483	6,235,586	8,617,966
~~2037~~ 2038	~~21,491,034~~ 21,617,655	~~7,185,828~~ 7,241,724	~~9,591,069~~ 9,648,310
Percent Change	**~~11.13~~** **11.79%**	**~~15.24~~** **16.14%**	**~~11.29~~** **11.96%**
City of Los Angeles[a]			
2020	4,049,317	1,425,759	1,887,969
~~2037~~ 2038	~~4,540,266~~ 4,569,317	~~1,675,483~~ 1,690,172	~~2,056,562~~ 2,066,479
Percent Change	**~~12.12~~** **12.84%**	**~~17.52~~** **18.55%**	**~~8.93~~** **9.46%**

[a] *Population and housing forecasts for SCAG region and City of Los Angeles are calculated based on linear interpolation between 2016 and ~~2040~~ 2045 values.*

Source: SCAG 2020–2045 RTP/SCS, Demographics and Growth Forecast, Table 14; Eyestone Environmental, 2022.

Section IV.I, Population and Housing, page IV.I-13, revise the last sentence of the last paragraph and Footnote 25 as follows:

> By ~~2037,~~ 2038, the number of households is expected to increase by 15.24 percent to approximately ~~7,185,828~~ 7,241,724 households.[25]

[25] *The ~~2037~~ 2038 interpolated value is calculated using SCAG's 2016 and 2045 values for the SCAG region to find the average housing increase between years and then applying that annual increase to ~~2037~~ 2016: [(7,633,000– 6,012,000) ÷ 29] × ~~4~~ 22 + 6,012,000 = ~~7,185,828~~ 7,241,724 households.*

Section IV.I, Population and Housing, page IV.I-14, revise the last sentence of the first paragraph and Footnote 27 as follows:

> By ~~2037,~~ 2038, the City is expected to add another 249,724 households (an increase of ~~17.52~~ 18.55 percent) for a total of ~~1,675,483~~ 1,690,172 households.[27]

[27] *The ~~2037~~ 2038 interpolated value is calculated using SCAG's 2016 and 2045 values for the City of Los Angeles to find the average housing increase between years and then applying that annual increase to 2016: [(1,793,000 – 1,367,000) ÷ 29] × ~~21~~ 22 + 1,367,000 = ~~1,675,483~~ 1,690,172 households.*

Section IV.I, Population and Housing, page IV.I-15, revise the last sentence of the last paragraph and Footnote 29 as follows:

> By ~~2037,~~ 2038, the number of jobs is expected to increase by ~~11.29~~ 11.96 percent to approximately ~~9,591,069~~ 9,648,310 jobs.[29]
>
> [29] *The ~~2037~~ 2038 interpolated value is calculated using SCAG's 2016 and 2045 values for the SCAG region to find the average employment increase between years and then applying that annual increase to ~~2037~~ 2016: [(10,049,000– 8,389,000) ÷ 29] × ~~4~~ 22 + 8,389,000 = ~~9,591,069~~ 9,648,310 jobs.*

Section IV.I, Population and Housing, page IV.I-15, revise the last sentence of the first paragraph and Footnote 31 as follows:

> By ~~2037,~~ 2038, the City is expected to add another ~~168,593 households~~ 178,510 jobs (an increase of ~~8.93~~ 9.46 percent) for a total of ~~2,056,562~~ 2,066,479 jobs.[31]
>
> [31] *The ~~2037~~ 2038 interpolated value is calculated using SCAG's 2016 and 2045 values for the City of Los Angeles to find the average employment increase between years and then applying that annual increase to 2016: [(2,135,900 – 1,848,300) ÷ 29] × ~~21~~ 22 + 1,848,300 = ~~2,056,562~~ 2,066,479 jobs.*

Section IV.I, Population and Housing, page IV.I-19, revise the second sentence of the last partial paragraph and Footnotes 42 and 43 as follows:

> As illustrated in Table IV.I-2 on page IV.I-20, based on SCAG's 2020–2045 RTP/SCS, the estimated population of 3,717 persons generated by the Project would represent approximately ~~0.17~~ 0.16 percent of the projected growth in the SCAG region between 2020 and ~~2037~~ 2038 (i.e., the Project's baseline and buildout years),[42] and ~~0.76~~ 0.72 percent of the projected growth in the City of Los Angeles during the same period.[43]
>
> [42] *3,717 Project residents ÷ ~~2,152,552~~ 2,279,172 Regional population growth between 2020 and ~~2037~~ 2038 x 100 = ~~0.17~~ 0.16 percent.*
>
> [43] *3,717 Project residents ÷ ~~490,948~~ 519,828 City population growth between 2020 and ~~2037~~ 2038 x 100 = ~~0.76~~ 0.72 percent.*

Section IV.I, Population and Housing, page IV.I-20, replace Table IV.I-2 with Revised Table IV.I-2 on page III-61 of this Final EIR as follows:

Revised Table IV.I-2
Project Percentage Share of 2020–~~2037~~ 2038 Growth

	Net Project Impact	Percent of SCAG Regional Growth	Percent of City of Los Angeles Growth
Population	3,717 persons[a]	~~0.17~~ 0.16%	~~0.76~~ 0.72%
Housing	1,527 units	~~0.18~~ 0.15%	~~0.69~~ 0.58%
Employment	2,821 jobs[b,c]	~~0.29~~ 0.27%	~~1.67~~ 1.58%

[a] *Population generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in residents per residential unit, and include: Multi-Family Residential = 2.25 and Affordable Housing-Family = 3.14. Therefore, (1,216 * 2.25) + (311 * 3.14) = 3,713. However, because the VMT calculator itself uses 2.2533455879541 residents per multifamily unit, the resulting population is 3,717 (1,216 * 2.2533455879541) + (311 * 3.14) = 3,717.*

[b] *As discussed in Section II, Project Description, of this Draft EIR, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant. Under this scenario, the Project would generate a net increase of 2,731 employees.*

[c] *Employee generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in employees per 1,000 square feet, and include: General Retail = 2.0; General Office 4.0; Warehousing/Self-Storage = 0.33; and Fast Food Restaurant = 6.7.*

Source: SCAG 2020–2045 RTP/SCS; LADOT and DCP, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020; Eyestone Environmental, 2022.

Section IV.I, Population and Housing, page IV.I-21, revise the third sentence of the first paragraph and Footnotes 45 and 46 as follows:

> As shown in ~~Table IV.I-2 on page IV.I-20,~~ Revised Table IV.I-2 on page III-61 of the Final EIR, the 1,527 residential units included in the Project would represent approximately ~~0.16~~ 0.15 percent of the projected housing growth in the SCAG Region between 2020 and ~~2037~~ 2038,[45] and ~~0.61~~ 0.58 percent of the projected housing growth in the City of Los Angeles during the same period.[46]

[45] *1,527 Project dwelling units ÷ ~~950,241~~ 1,006,138 Regional housing growth between 2020 and ~~2037~~ 2038 x 100 = ~~0.16~~ 0.15 percent.*

[46] *1,527 Project dwelling units ÷ ~~249,724~~ 264,414 City housing growth between 2020 and ~~2037~~ 2038 x 100 = 0.61 percent.*

Section IV.I, Population and Housing, page IV.I-22, revise the first full sentence and Footnotes 50 and 51 as follows:

> As shown in ~~Table IV.I-2 on page IV.I-20,~~ Revised Table IV.I-2 on page III-61 of the Final EIR, the Project's net increase of 2,821 employees would represent approximately ~~0.29~~ 0.27 percent of the projected employment growth in the SCAG Region between 2020 and ~~2037~~ 038,[50] and ~~1.67~~ 1.58 percent of the projected employment growth in the City of Los Angeles during the same period.[51]
>
> [50] *2,821 net new Project employees ÷ ~~973,103~~ 1,030,345 Regional employment growth between 2020 and 2037 2038 x 100 = ~~0.29~~ 0.27 percent.*
>
> [51] *2,821 net new Project employees ÷ ~~168,593~~ 178,510 City employment growth between 2020 and ~~2037~~ 2038 x 100 = ~~1.67~~ 1.58 percent.*

Section IV.I, Population and Housing, page IV.I-23 and IV.I-26, revise the second through fourth sentences of the last paragraph beginning on page IV.I-23 and Footnotes 52 and 53 as follows:[1]

> As discussed above, based on forecasts in the 2020–2045 RTP/SCS, the City of Los Angeles is projected to have a population of approximately ~~4,540,266~~ 4,569,145 persons in ~~2037~~ 2038. As such, the cumulative population of 8,569 persons resulting from the Project and related projects would represent approximately ~~0.20~~ 0.19 percent of the City's projected population in ~~2037~~ 2038.[52] Also, the cumulative population of 8,569 persons would represent approximately ~~1.75~~ 1.71 percent of the City's population growth between 2020 and ~~2037~~ 2038.[53]
>
> [52] *(3,717 Project residents + 4,852 related projects residents) ÷ ~~4,540,266~~ 4,569,145 City of Los Angeles ~~2037~~ 2038 population count) x 100 = ~~0.20~~ 0.19 percent.*
>
> [53] *(3,717 Project residents + 4,852 related projects residents) ÷ ~~490,948~~ 519,828 City of Los Angeles 2020 to ~~2037~~ 2038 population growth) x 100 = ~~1.75~~ 1.71 percent.*

Section IV.I, Population and Housing, page IV.I-26, revise the first through fourth sentences of the last partial paragraph and Footnotes 54 and 55 as follows:

> As also shown in Table IV.I-3 on page IV.I-24, the 1,527 households proposed by the Project and the 2,152 households generated by the related

[1] *In Section IV.I of the Draft EIR, this paragraph is broken by Table IV.I-3, which spans pages IV.I-24 and IV.I-25.*

projects would result in a total of ~~–~~3,679 households. Based on forecasts in the 2020–2045 RTP/SCS, the City of Los Angeles is projected to provide ~~1,675,483~~ 1,690,172 households in ~~2037~~ 2038. As such, the 3,679 households resulting from the Project and related projects would account for approximately 0.22 percent of the City's projected development of households in ~~2037~~ 2038.[54] Also, the 3,679 households would represent approximately ~~1.47~~ 1.39 percent of the City's projected development of households between 2020 and ~~2037~~ 2038.[55]

[54] *(1,527 Project housing units + ~~5,052~~ 2,152 related projects housing units) ÷ ~~1,651,214~~ 1,690,172 City of Los Angeles ~~2037~~ 2038 housing count) x 100 = ~~0.40~~ 0.22 percent.*

[55] *(1,527 Project housing units + ~~5,052~~ 2,152 related projects housing units) ÷ 221,486 City of Los Angeles 2020 to ~~2037~~ 2038 housing growth) x 100 = ~~2.97~~ 1.39 percent.*

Section IV.I, Population and Housing, page IV.I-27, replace Table IV.I-4 with Revised Table IV.I-4 on page III-64 of this Final EIR as follows:

Revised Table IV.I-4
Cumulative Population and Housing Impacts

	Population (people)	Housing (units)	Employment (Jobs)
Proposed Project Impact	3,717[a]	1,527	2,882[b]
Existing to be Removed	—	—	(61)[b]
Total Net Project Impact (Proposed – Existing)	*3,717*	*1,527*	*2,821*
Total Related Projects Impact	*4,852[a]*	*2,152*	*350[b]*
Cumulative (Project + Related Projects) Impact	**8,569**	**3,679**	**3,171**
SCAG Region Impact, ~~2037~~ 2038	~~21,491,552~~ 21,617,655	~~7,185,828~~ 7,241,724	~~9,591,069~~ 9,648,310
SCAG Region Growth, 2020–~~2037~~2038	~~2,152,552~~ 2,279,172	~~950,241~~ 1,006,138	~~973,103~~ 1,030,345
City of Los Angeles Impact, ~~2037~~ 2038	~~4,540,266~~ 4,569,145	~~1,675,483~~ 1,690,172	~~2,056,562~~ 2,066,479
City of Los Angeles Growth, 2020–~~2037~~ 2038	~~490,948~~ 519,828	~~249,724~~ 264,414	~~168,593~~ 178,510
Cumulative (Project + Related Projects) Share of Impact in the SCAG Region, ~~2037~~ 2038	**0.04%**	**0.05%**	**0.03%**
Cumulative (Project + Related Projects) Share of Impact in the City of Los Angeles, ~~2037~~ 2038	**~~0.20~~ 0.19%**	**0.22%**	**0.15%**

[a] *Population generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in residents per residential unit, and include: Multi-Family Residential = 2.25 and Affordable Housing-Family = 3.14.*

[b] *Employee generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table. They are in employees per 1,000 square feet, and include: General Retail = 2.0; Supermarket: 4.0; General Office 4.0; Health Club = 1.0; Warehousing/Self-Storage = 0.33; Private School (K-12) = 0.15; and Auto Repair = 1.0.*

Source: SCAG 2020–2045 RTP/SCS; Eyestone Environmental, 2022.

Section IV.I, Population and Housing, page IV.I-28, revise the second and third sentences of the first paragraph and Footnotes 56 and 57 as follows:

> Based on forecasts in the 2020–2045 RTP/SCS, the City of Los Angeles is projected to generate an estimated ~~168,593~~ 178,510 increase in employees between 2020 and ~~2037~~ 2038 and have a total of ~~2,056,562~~ 2,066,479

employees by ~~2037~~ 2038. As such, the 3,162 employees to be generated by the Project and the related projects would together represent only approximately ~~1.88~~ 1.78 percent of the City's projected increase in employees between 2020 and ~~2037~~ 2038[56] and only approximately 0.15 percent of the City's total employees in ~~2037~~ 2038.[57]

[56] *(2,811 net Project employees + 341 related projects employees) ÷ ~~168,593~~ 178,510 City of Los Angeles 2020 to ~~2037~~ 2038 employment growth) x 100 = 1.88 percent.*

[57] *(2,811 net Project employees + 341 related projects employees) ÷ ~~2,056,562~~ 2,066,479 City of Los Angeles ~~2037~~ 2038 employment count) x 100 = 0.15 percent.*

IV.J.1 Public Services—Fire Protection

Section IV.J.1, Public Services—Fire Protection, page IV.J.1-29, revise the third and fourth full paragraphs as follows:

The geographic context for the cumulative impact analysis for fire protection are the service areas of Fire Station Nos. 60, 86, 102, 89, and 78. The Project, in conjunction with growth forecasted in the City through ~~2037~~ 2038 (i.e., the Project buildout year), would cumulatively generate a demand for fire protection service, thus potentially resulting in cumulative impacts on fire protection facilities. Cumulative growth in the greater Project area through ~~2037~~ 2038 includes specific known development projects, growth that may be projected as a result of the land use designation and policy changes contained in the North Hollywood–Valley Village Community Plan Update,[43] as well as general ambient growth projected to occur.

As discussed in Section III, Environmental Setting, of this Draft EIR, the projected growth reflected by Related Project Nos. 1 through 34 is a conservative assumption, as some of the related projects may not be built out by ~~2037~~ 2038 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 34 are fully built out by ~~2037~~ 2038, unless otherwise noted.

IV.J.2 Public Services—Police Protection

Section IV.J.2, Public Services—Police Protection, page IV.J.2-19, revise the third full paragraph as follows:

Cumulative growth in the greater Project area through ~~2037~~ 2038 (the buildout year of the Project) includes specific known development projects.

As identified in Section III, Environmental Setting, of this Draft EIR, a total of 34 related projects are located in the vicinity of the Project Site. All of these related Projects are located within LAPD's North Hollywood Division. The projected growth reflected by the related projects is a conservative assumption as some of the related projects may not be built out by ~~2037,~~ 2038, may never be built, or may be approved and built at reduced densities. Furthermore, the projected growth does not take into account any existing development (and associated police service demand) that would be removed under the related projects

IV.J.3 Public Services—Schools

Section IV.J.3, Public Services—Schools, page IV.J.3-9, revise Footnote 15 as follows:

[15] *As described in Section II, Project Description, of this Draft EIR, Project construction is anticipated to be carried out in multiple, potentially overlapping phases over a period of approximately 15 years, with full buildout anticipated in ~~2037~~ 2038. LAUSD projects future enrollment and capacity in five-year increments based on the most recent school year for which data is available, which is currently for the 2019–2020 school year. Therefore, projected future enrollment and capacity data considered in this analysis is for the 2024–2025 school year.*

IV.J.4 Public Services—Parks and Recreation

Section IV.J.4, Public Services—Parks and Recreation, page IV.J.4-15, revise the second sentence of the second full paragraph as follows:

There are no residential uses currently on-site, but the Project would include up to 1,527 new multifamily residential units, which would generate 3,717 residents.

Section IV.J.4, Public Services—Parks and Recreation, page IV.J.4-17, revise third sentence of the first paragraph as follows:

The Project would provide a total of 211,280 square feet of usable open space, which includes 87,225 square feet of publicly accessible open space~~, portions of which may be counted towards the residential open space requirement per the Project's proposed Specific Plan~~.

Section IV.J.4, Public Services—Parks and Recreation, page IV.J.4-17, revise the sixth sentence of the third paragraph as follows:

Based on the ~~new~~ maximum 1,527 dwelling units proposed by the Project, 382 trees would be required.

Section IV.J.4, Public Services—Parks and Recreation, page IV.J.4-18, delete footnote a in Table IV.J.4-3:

Publicly Accessible[a]

~~[a] *Portions of the Project's publicly accessible open space may be counted towards the residential open space requirement per the Project's proposed Specific Plan.*~~

Section IV.J.4, Public Services—Parks and Recreation, page IV.J.4-24, revise the first paragraph as follows:

Cumulative growth in the greater Project area through ~~2037~~ 2038 includes specific known development projects, as well as general ambient growth projected to occur. As identified in Section III, Environmental Setting, of this Draft EIR, a total of 34 related projects are located in the vicinity of the Project Site. The projected growth reflected by Related Project Nos. 1 through 34 is a conservative assumption, as some of the related projects may not be built out by ~~2037~~ 2038 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that all 34 related projects are fully built out by ~~2037~~ 2038, unless otherwise noted.

IV.J.5 Public Services—Libraries

Section IV.J.5, Public Services—Libraries, page IV.J.5-10, revise the first three sentences of the last paragraph as follows:

With regard to anticipated library service at Project buildout, the population of the SCAG region is projected to grow by an average rate of approximately 0.66 percent per year between 2020 (the Project's baseline year) and ~~2037~~ 2038 (the Project's buildout year) according to SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS). Applying these same growth rates to the service area of the North Hollywood–Amelia M. Earhart Regional Library, the estimated service population in ~~2037~~ 2038 would be approximately ~~70,245~~ 70,501 persons based on SCAG's forecast. With the addition of the Project's 3,717 estimated residents, the service population of the

15,150-square-foot North Hollywood–Amelia M. Earhart Regional Library in ~~2037~~ 2038 would be approximately ~~73,962~~ 74,218 under SCAG's forecast.

Section IV.J.5, Public Services—Libraries, page IV.J.5-11, revise the first two sentences of the first paragraph as follows:

Applying these same growth rates to the service area of the Valley Plaza Branch Library, the estimated service population in ~~2037~~ 2038 would be approximately ~~88,555~~ 88,878 persons based on SCAG's forecast. With the addition of the Project's 3,717 estimated residents, the service population of the 10,500-square-foot Valley Plaza Branch Library in ~~2037~~ 2038 would be approximately ~~92,272~~ 92,595 under SCAG's forecast.

Section IV.J.5, Public Services—Libraries, page IV.J.5-13, revise the first two sentences of the first paragraph as follows:

As discussed in Section III, Environmental Setting, of this Draft EIR, the projected growth reflected by Related Project Nos. 1 through 34 is a conservative assumption, as some of the related projects may not be built out by ~~2037~~ 2038 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 34 are fully built out by ~~2037~~ 2038 and would be served by the North Hollywood–Amelia M. Earhart Regional Library and Valley Plaza Branch Library.

Section IV.J.5, Public Services—Libraries, page IV.J.5-16, revise the first sentence of the first paragraph as follows:

Based on SCAG 2020–2040 RTP/SCS population projections, the addition of 8,607 persons associated with the Project and related projects to the future ~~2037~~ 2038 service populations of the North Hollywood–Amelia M. Earhart Regional Library and Valley Plaza Branch Library would result in future service populations of ~~78,852~~ 79,108 persons and ~~97,162~~ 97,485 persons, respectively.

IV.K. Transportation

Section IV.K, Transportation, page IV.K-21, revise the first full paragraph as follows:

The Chandler Bikeway Project is a City project to complete the off-street Chandler Bikeway that extends from Burbank to Chatsworth. The

Chandler Bikeway Project would close a gap between Vineland Avenue and Leghorn Avenue (approximately 2.6 miles in length), identified as including the Metro North Hollywood station frontage. ~~The Project's proposed bicycle infrastructure, was designed in coordination with LADOT and Metro to accommodate the needs of a portion of the Chandler Bikeway Project by minimizing the required routing of the westbound bike facility away from the conflicts presented by Metro's Consolidated Transit Center.~~ The estimated year of completion is 2023.

Section IV.K, Transportation, pages IV.K-29 and IV.K-30, revise the last bullet of Project Design Feature TR-PDF-2 as follows:

- On-Street Bicycle Facilities—The Project is designed to ~~accommodate~~ connect to the Chandler Bikeway Project through the East Site. Specifically, the Project will implement the shared street where all travel modes (i.e., pedestrians, bicycles, and vehicle) share the same roadway on District Way~~, the connection through the East Site to Lankershim Boulevard, the bicycle crossing signal across Lankershim Boulevard at Chandler Boulevard (North), and the Class IV bicycle lanes separated from vehicular traffic by bollards on Fair Avenue between District Way and Chandler Boulevard and on Chandler Boulevard (North) between Lankershim Boulevard and Tujunga Avenue~~ and a Class IV bicycle facility on Fair Avenue between District Way and the Chandler Bikeway.

Section IV.K, Transportation, page IV.K-31, revise the second sentence of the bullet point "Bicycle Parking per LAMC" as follows:

Additionally, beyond the LAMC requirements, the Project would provide up to ~~166~~ 128 secure bicycle parking spaces for transit riders at one or more Metro Bike Hubs and short-term bicycle rentals through Metro's Bikeshare program or similar first mile/last mile transportation alternatives.

Section IV.K, Transportation, page IV.K-32, revise the first sentence of the second paragraph as follows:

In addition to constructing the Consolidated Transit Center, the Project would support multi-modal transportation options through the provision of secure parking for up to ~~166~~ 128 bicycles at one or more Metro Bike Hubs, as

well as designated locations for Metro's Bikeshare short-term rental program or similar first mile/last mile transportation alternatives.

Section IV.K, Transportation, page IV.K-35, revise the fourth sentence of the fourth full paragraph as follows:

The Project would support multi-mobility options through the provision of secure parking for up to ~~166~~ 128 bicycles at one or more Metro Bike Hubs as well as designated locations for Metro's Bikeshare short-term rental program or similar first mile/last mile transit options.

Section IV.K, Transportation, page IV.K-36, revise the last sentence of the third full paragraph as follows:

Additionally, beyond the LAMC requirements, the Project would also provide up to ~~166~~ 128 secure bicycle parking spaces for transit riders at one or more Metro Bike Hubs**.**

IV.L. Tribal Cultural Resources

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

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

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

IV.M.2 Utilities and Service Systems—Wastewater

Section IV.M.2, Utilities and Service Systems—Wastewater, page IV.M.2-17, revise the last three sentences of the first paragraph as follows:

It is conservatively assumed that no new improvements to the wastewater treatment plants would occur prior to ~~2037~~ 2038. Thus, based on this conservative assumption, the ~~2037~~ 2038 effective capacity of the Hyperion Sanitary Sewer System would continue to be approximately 550 mgd. Similarly, the capacity of the HWRP in ~~2037~~ 2038 would continue to be 450 mgd.

Section IV.M.2, Utilities and Service Systems—Wastewater, page IV.M.2-17, revise the third sentence of the second paragraph as follows:

> The WWSI prepared for the Project and included as Appendix ~~XX~~ U of this Draft EIR confirms the HWRP has capacity to serve the Project.

Section IV.M.2, Utilities and Service Systems—Wastewater, page IV.M.2-19, revise the last two sentences of the last paragraph as follows:

> The Project, in conjunction with growth forecasted in the Hyperion Service Area through ~~2037~~ 2038 (i.e., the Project buildout year), would generate wastewater, potentially resulting in cumulative impacts on wastewater conveyance and treatment facilities. Cumulative growth in the greater Project area through ~~2037~~ 2038 includes specific known development projects, as well as general ambient growth projected to occur.

Section IV.M.2, Utilities and Service Systems—Wastewater, page IV.M.2-20, revise the first paragraph as follows:

> As discussed in Section III, Environmental Setting, of this Draft EIR, the projected growth reflected by Related Project Nos. 1 through 34 is a conservative assumption, as some of the related projects may not be built out by ~~2037~~ 2038 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that Related Project Nos. 1 through 34 are fully built out by ~~2037~~ 2038, unless otherwise noted.

Section IV.M.2, Utilities and Service Systems—Wastewater, page IV.M.2-24, revise the first paragraph and Footnote 33 as follows:

> Based on LASAN's average flow projections for the Hyperion Sanitary Sewer System, it is anticipated that the average flow in ~~2037~~ 2038 would be approximately ~~355~~ 356 mgd.[33] In addition, the Hyperion Sanitary Sewer System's total treatment capacity is conservatively estimated to be approximately 550 mgd in ~~2037~~ 2038, which is the same as its existing capacity.

[33] *LADWP, One Water LA 2040 Plan, Volume 2, Table ES.1, Projected Wastewater Flows. Based on a straight-line interpolation of the projected flows for the Hyperion Service Area (which is comprised of the Hyperion Water Reclamation Plant, the Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant) for 2030 (approximately 348 mgd) and 2040 (approximately 358 mgd). The ~~2037~~ 2038*

*value is extrapolated from 2030 and 2040 values: [(358 mgd—348 mgd) ÷ 10) * ~~7~~ 8] + 348 = ~~355~~ 356 mgd.*

IV.M.3 Utilities and Service Systems—Energy Infrastructure

Section IV.M.3, Utilities and Service Systems—Energy Infrastructure, page IV.M.3-7, revise the first sentence as follows:

> The Project's estimated energy demands were also analyzed relative to LADWP's and SoCalGas' existing and planned energy supplies in ~~2037~~ 2038 (i.e., the Project buildout year) to determine if these two energy utility companies would be able to meet the Project's energy demands.

Section IV.M.3, Utilities and Service Systems—Energy Infrastructure, page IV.M.3-7 and IV.M.3-8, revise the last sentence beginning on page IV.M.3-7 as follows:

> Moreover, construction electricity usage would be substantially lower than the current demand for electricity with respect to the existing on-site uses, so that the existing electrical infrastructure is sufficient to accommodate construction activity.

Section IV.M.3, Utilities and Service Systems—Energy Infrastructure, page IV.M.3-9, revise the first sentence of the first full paragraph as follows:

> As shown in Table IV.C-2 in Section IV.C, Energy, to this Draft EIR, the Project's net operational electricity usage would be 18,933,185 kWh per year, which is less than 0.07 percent of LADWP's projected sales in the ~~2036–2037~~ 2037–2038 fiscal year.[14]

Section IV.M.3, Utilities and Service Systems—Energy Infrastructure, page IV.M.3-11, revise the second sentence of the first paragraph as follows:

> LADWP forecasts that its total energy sales in the ~~2036–2037~~ 2037–2038 fiscal year (the Project's buildout year) will be 26,993 GWh of electricity.[18,19]

V. Alternatives

Section V, Alternatives, page V-22, revise the second sentence as follows:

CEQA Guidelines Section ~~15126.6I(3)(B)~~ 15126.6(3)(B) states in part that, "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained."

Section V, Alternatives, page V-31, revise the second sentence as follows:

CEQA Guidelines Section ~~15126.6I(3)(B)~~ 15126.6(3)(B) states that "in certain instances, the No Project Alternative means 'no build' wherein the existing environmental setting is maintained."

Section V, Alternatives, page V-58, revise the last sentence of the second full paragraph as follows:

Because Alternative 3 would directly generate fewer residents and employees than the Project, and because the Project's residents and employees would represent only a small fraction of the growth projected within the SCAG region and City between 2020 and ~~2037~~ 2038 (the buildout year of the Project) and thus would be within applicable growth projections, Alternative 3, like the Project, would not directly induce substantial unplanned population growth.

Section V, Alternatives, page V-65, revise the fourth sentence of the first paragraph as follows:

Because Alternative 3 would generate an estimated residential population of 807[29] as compared to the Project's 3,717 residents, the Valley Plaza Branch Library, which would have a service population in ~~2037~~ 2038 (~~e.g.,~~ i.e., the Project buildout year) of ~~88,555~~ 88,878[30] persons, would not reach LAPL's recommended level to provide an additional library under future with Alternative 3 conditions unlike under the Project.

Section V, Alternatives, page V-84, revise the third sentence of the second full paragraph as follows:

Because Alternative 4 would directly generate fewer residents and employees than the Project, and because the Project's residents and employees would represent only a small fraction of the growth projected within the SCAG region and City between 2020 and ~~2037~~ 2038 (the buildout year of the Project) and thus would be within applicable growth projections, Alternative 4, like the Project, would not directly induce substantial unplanned population growth.

Section V, Alternatives, page V-91, revise the first full sentence as follows:

> Thus, similar to the Project, the Valley Plaza Branch Library, which would have a service population in ~~2037 (e.g.,~~ 2038 (i.e., the Project buildout year) of ~~88,555~~ 88,878[41] persons, would reach LAPL's recommended level to provide an additional library under future with Alternative 4 conditions.

Section V, Alternatives, page V-111, revise the last sentence of the second full paragraph as follows:

> Because Alternative 5 would directly generate fewer residents and employees than the Project, and because the Project's residents and employees would represent only a small fraction of the growth in population and employees projected within the SCAG region and City between 2020 and ~~2037~~ 2038 (the buildout year of the Project) and thus would be within applicable growth projections, Alternative 5, like the Project, would not directly induce substantial unplanned population growth.

Section V, Alternatives, page V-117 and page V-118, revise the last sentence beginning on page V-117 as follows:

> Thus, similar to the Project, the Valley Plaza Branch Library, which would have a service population in ~~2037 (e.g.,~~ 2038 (i.e., the Project buildout year) of ~~88,555~~ 88,878[55] person<u>s</u>, would reach LAPL's recommended level to provide an additional library under future with Alternative 5 conditions.

Section V, Alternatives, page V-138, revise the third and fourth sentences of the first paragraph as follows:

> Because Alternative 6 would directly generate fewer residents than the Project, and because the Project's residents would represent only a small fraction of the growth in population projected within the SCAG region and City between 2020 and ~~2037~~ 2038 (the buildout year of the Project) and thus would be within applicable growth projections, Alternative 6, like the Project, would not directly induce substantial unplanned residential population growth. Also, while Alternative 6 would directly generate more employees than the Project, the direct employees under Alternative 6 would represent only approximately 0.4 percent of the employment growth projected in the SCAG region (~~e.g., 973,103~~ i.e., 1,030,345 employees) and ~~2.4~~ 2.3 percent of the employment growth projected in the City (~~e.g., 168,593~~ i.e., 178,510 employees) between 2020 and ~~2037~~ 2038.[70]

Section V, Alternatives, pages V-144 and V-145, revise the last sentence beginning on page V-144:

> Thus, similar to the Project, the Valley Plaza Branch Library, which would have a service population in ~~2037 (e.g.,~~ 2038 (i.e., the Project buildout year) of ~~88,555~~ 88,878[74] person~~s~~, would reach LAPL's recommended level to provide an additional library under future with Alternative 6 conditions.

VI. Other CEQA Considerations

Section VI, Other CEQA Considerations, pages VI-10 and VI-11, revise the last sentence beginning on page VI-10:

> For comparison purposes, the fuel usage during Project construction would represent approximately 0.01 percent of the ~~2037~~ 2038 annual on-road gasoline-related energy consumption and 0.2 percent of the ~~2037~~ 2038 annual diesel fuel-related energy consumption in Los Angeles County.[4]

Section VI, Other CEQA Considerations, page VI-11, revise the first full paragraph as follows:

> During operation, the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company (SoCalGas), respectively. Specifically, the Project's electricity demand would represent less than 0.07 percent of LADWP projected sales in the 2037–2038 fiscal year. Furthermore, the Project's natural gas demand would represent approximately 0.005 percent of SoCalGas' forecasted consumption in 2035 (2035 is the latest projected year in the 2020 Gas Report). In addition, as discussed in Section IV.C, Energy, of this Draft EIR, the Project would comply with 2019 Title 24 standards and applicable 2019 CALGreen Code requirements. Gasoline and diesel fuel consumption during operation are estimated to be 955,733 gallons and 211,206 gallons, respectively, which would account for 0.03 percent of gasoline and diesel fuel consumption in Los Angeles County in ~~2037~~ 2038. In addition, as noted above, the Project is located in an HQTA and includes a number of features that would reduce the number of VMT such as increase density, a mixed-use development, and increased destination and transit accessibility.

Section VI, Other CEQA Considerations, page VI-13, revise the third sentence of the first full paragraph and Footnotes 6 and 7 as follows:

According to SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), the estimated population of 3,717 persons generated by the Project would represent approximately ~~0.17~~ 0.16 percent of the projected growth in the SCAG region between 2020 and ~~2037~~ 2038 (i.e., the Project's baseline and buildout years),[6] and ~~0.76~~ 0.72 percent of the projected growth in the City of Los Angeles during the same period.[7]

[6] *3,717 Project residents ÷ ~~2,152,552~~ 2,279,172 Regional population growth between 2020 and ~~2037~~ 2038 x 100 = ~~0.17~~ 0.16 percent.*

[7] *3,717 Project residents ÷ ~~490,948~~ 519,828 City population growth between 2020 and ~~2037~~ 2038 x 100 = ~~0.76~~ 0.72 percent.*

Section VI, Other CEQA Considerations, page VI-14, revise the third sentence of the first full paragraph and Footnotes 11 and 12 as follows:

Based on a linear interpretation of employment data from the 2020–2045 RTP/SCS, the Project's net increase of 2,821 jobs would represent approximately ~~0.29~~ 0.27 percent of the projected employment growth in the SCAG Region between 2020 and ~~2037~~ 2038,[11] and ~~1.67~~ 1.58 percent of the projected employment growth in the City of Los Angeles during the same period.[12]

[11] *2,821 net new Project employees ÷ ~~973,103~~ 1,030,345 Regional employment growth between 2020 and ~~2037~~ 2038 x 100 = ~~0.29~~ 0.27 percent.*

[12] *2,821 net new Project employees ÷ ~~168,593~~ 178,510 City employment growth between 2020 and ~~2037~~ 2038 x 100 = ~~1.67~~ 1.58 percent.*

Section VI, Other CEQA Considerations, page VI-31, revise the first sentence of the final paragraph as follows:

As shown in Table VI-1 on page VI-32, upon full buildout, the Project would generate approximately ~~8,867~~ 9,104 tons of solid waste per year when accounting for the removal of the existing land uses.

Section VI, Other CEQA Considerations, page VI-32, replace Table VI-1 with Revised Table VI-1 on page III-77 of this Final EIR:

Revised Table VI-1
Estimated Project Solid Waste Generation

Building	Size	Employee Generation Rate per ksf[a]	Estimated No. of Employees	Solid Waste Generation Rate[b]	Total Generation (tons/year)
Existing					
Industrial/warehouse	49,111 sf	1.0	49 emp	~~8.93/lbs/emp/day~~ 1.47 tons/emp/yr	~~80~~ 72
Retail	1,725 sf	2.0	4 emp	~~8.93/lbs/emp/day~~ 5.08 tons/emp/yr	~~7~~ 20
Total Existing					**~~87~~ 92**
Existing to be Removed					
Industrial/warehouse	*49,111 sf*	*1.0*	*49 emp*	~~8.93/lbs/emp/day~~ 1.47 tons/emp/yr	*~~80~~ 72*
Proposed[c]					
Residential	1,527 du	N/A	N/A	12.23/lbs/du/day	3,408
Restaurant	75,000 sf[d]	6.7	503 emp	~~10.53/lbs/emp/day~~ 1.92 tons/emp/yr	~~967~~ 966
Retail	28,400 sf	2.0	57 emp	~~10.53/lbs/emp/day~~ 1.96 tons/emp/yr	~~110~~ 112
Office	580,374 sf	4.0	2,322 emp	~~10.53/lbs/emp/day~~ 2.02 tons/emp/yr	~~4,462~~ 4,690
Total with Implementation of Project					**~~8,947~~ 9,176**
Total Net Increase					**~~8,867~~ 9,104**

du = dwelling unit
emp = employees
lbs = pounds
ksf = thousand square feet
sf = square feet
yr = year

[a] *Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1.*

[b] *Residential, commercial, and industrial solid waste generation rates are from the City's L.A. City CEQA Thresholds Guide for residential uses and CalRecycle's Disposal and Diversion Rates for Business Groups, available at www2.calrecycle.ca.gov/wastecharacterization/businessgrouprates, accessed November 2, 2022, for commercial uses. ~~The L.A. CEQA Thresholds Guide does not include a generation factor for office uses, so the commercial rate was used.~~*

[c] *As discussed in Section II, Project Description, of this Draft EIR, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant. This scenario would result in a net increase of 8,869 tons per year of solid waste.*

[d] *Conservatively assumes 100 percent of restaurant uses would be fast food.*

Source: Eyestone Environmental, 2022.

Section VI, Other CEQA Considerations, page VI-33, revise Footnote 28 as follows:

[28] *~~8,872~~ 9,104 tons per year/148.40 million tons) x 100 = 0.006 percent*

Appendix J.2—Metro Phase I

Replace Appendix J.2 in its entirety with Revised Appendix J.2.

Appendix K—Land Use Tables

Appendix K, Land Use Tables, pages 2 and 3, revise the fifth sentence of the consistency analysis for Objective 3.2 and Policy 3.2.3 as follows:

> Furthermore, the Project would provide up to 1,158 bicycle parking spaces for Project uses as well as up to ~~166~~ 128 Metro Bike Hub parking spaces.

Appendix K, Land Use Tables, page 10, revise the first sentence of the consistency analysis for Policy 3.8 as follows:

> The Project would provide up to 1,158 bicycle parking spaces for Project uses and up to ~~166~~ 128 Metro Bike Hub parking spaces throughout the Project Site.

Appendix K, Land Use Tables, page 17, revise the third sentence of the consistency analysis for Objective 6 as follows:

> In addition, the Project would provide up to 1,158 bicycle parking spaces for Project uses as well as up to ~~166~~ 128 Metro Bike Hub parking spaces.

Appendix K, Land Use Tables, page 19, revise the fourth sentence of "Improve mobility, accessibility, reliability, and travel safety for people and goods" as follows:

> In addition, the Project would provide approximately 1,158 bicycle parking spaces for Project uses as well as approximately ~~166~~ 128 Metro Bike Hub parking spaces.

Appendix K, Land Use Tables, page 21, revise the fourth sentence of the consistency analysis for "Increase person and goods movement and travel choices within the transportation system" as follows:

The Project would also promote bicycle use through the provision of up to 1,158 bicycle parking spaces for Project Uses, as well as ~~166~~ 128 Metro Bike Hub parking spaces within the Project Site.

Appendix K, Land Use Tables, pages 21 and 22, revise the third sentence of the consistency analysis for "Support healthy and equitable communities" as follows:

As discussed above, the Project would also promote alternative methods of transportation through the provision of up to 1,158 bicycle parking spaces for Project uses as well as up to ~~166~~ 128 Metro Bike Hub parking spaces within the Project Site.

Appendix K, Land Use Tables, pages 22 and 23, revise the consistency analysis for "Promote conservation of natural and agricultural lands and restoration of habitats" in Table 5 as follows:

No Conflict. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project Site is currently developed with the Metro North Hollywood Station, industrial/warehouse uses, and surface parking areas. No riparian or other sensitive natural community exists on the Project Site or in the surrounding area and landscaping within the Project Site is limited. A total of ~~280~~ 279 living trees and 15 dead trees were inventoried for the Project. Two coast live oak trees were identified at the northeast corner of Lankershim and Chandler Boulevards. However, both oak trees were planted as part of the Metro B (Red) Line construction in or around 1997 and are therefore not considered protected trees by the City's ordinance. ~~Both trees would be removed as part of the Project and replaced on a 2:1 basis,~~ As part of the Project, 281 trees would be removed, including 182 on-site trees (152 within the Project Site and 30 within and adjacent to the Off-Site Metro Parking Areas) and 99 right-of-way trees (52 along the Project Site frontages and 47 along the Off-Site Metro Parking Areas). Twelve of the on-site trees and three of the right-of-way trees are dead, and a total of 66 trees within the Project Site and Off-Site Metro Parking Areas are considered significant under the City's ordinance, including 10 protected California sycamore trees. In accordance with the Department of City Planning's policy, unprotected on-site trees to be removed would be replaced on a 1:1 basis and any protected trees to be removed would be replaced on a 4:1 basis or in lieu fees paid. In addition, the street trees to be removed would be replaced on a 2:1 basis or in lieu fees paid, as required by the Department of Public Works. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. The areas surrounding the Project Site are fully developed and there

are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas and which may serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Appendix L—Noise and Vibration Calculation Worksheets

Replace Appendix L in its entirety with Revised Appendix L.

B. Effect of Corrections and Revisions

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

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

> *(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
>
> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
>
> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*

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

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

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

The information contained in this section clarifies, amplifies, or refines information in the Draft EIR but does not make any changes that would meet the definition of "significant new information" as defined above. The information added to the Draft EIR does not change the Draft EIR in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt.

Specifically, in addition to addressing typographical errors and clarifying certain information (e.g., the number of trees to be removed as part of the Project), the revisions above include the following, each of which is discussed further below: refinements to the Project Description based on updated plans, revising the buildout year to 2038, an updated Metro Phase I Environmental Site Assessment, and changes resulting from LADOT's updated plans for the Chandler Bikeway.

The refinements to the Project Description consist primarily of a reallocation of the proposed uses within the Project Site. The overall amount of floor area, as well as the amount of floor area for each use, remains consistent with the maximum allowed under the proposed Specific Plan and matches what was analyzed throughout the Draft EIR. Revisions also include an updated description of the Project's internal circulation system. Therefore, these changes would not result in a new impact or substantial increase in the severity of an impact analyzed in the Draft EIR.

The revised construction timeline, with construction now beginning in 2023 and ending in 2038, results in a similar or slightly reduced impact compared to the Draft EIR. Specifically, the Project would represent a slightly smaller percentage of the increased population and employment base over the period, and, as shown above, while off-site traffic noise would increase slightly as a result of an additional year of traffic growth, and

operational electricity demand would increase slightly, none of the impact conclusions in the Draft EIR would change. With respect to transportation, although the slight increase in traffic would add to the freeway ramp queues, none of the queues would exceed the ramp storage length during either peak hour. In addition, emergency access to the Project Site and surrounding area would be maintained, and the Project would not result in inadequate emergency access during operation of the Project. The remaining transportation issues analyzed in the Draft EIR (i.e., consistency with plans and VMT) are not dependent on the buildout year. These findings are confirmed by the Final EIR Transportation Memo prepared by Gibson Transportation Consulting, which was reviewed and approved by LADOT on March 9, 2023. The Final EIR Transportation Memo and LADOT approval letter are included as Appendices FEIR-3a and FEIR-3b of this Final EIR, respectively. Lastly, no revisions to the Project's Air Quality and Greenhouse Gas analyses were needed because the Draft EIR already analyzed an earlier, and more conservative buildout year. Therefore, this change would not result in a new impact or substantial increase in the severity of an impact analyzed in the Draft EIR.

The Hazards and Hazardous Materials analysis has been updated with new information from a revised Phase I. This change provides additional information on the existing conditions on the West Lot and does not affect the impact analysis. Mitigation Measure HAZ-MM-2 has also been revised to remove a site inspection measure that is now complete. This change would not result in a new impact or substantial increase in the severity of an impact analyzed in the Draft EIR.

Since the publication of the Draft EIR, LADOT has determined the final route of the Chandler Bikeway. As a result, the bikeway no longer travels through the Project Site. The changes to the route are reflected in the Project Description and Transportation analysis, above, and do not affect the impact analysis. In addition, Project Design Feature TR-PDF-2 has been revised to reflect the changes in the bikeway route. This change would not result in a new impact or substantial increase in the severity of an impact analyzed in the Draft EIR.

The revisions to the solid waste generation rates reflect changes to City methodology since the Draft EIR was published. While the overall waste generation number increases slightly (i.e., approximately 3 percent), the percentage of available landfill capacity remains the same (i.e., 0.006 percent). This change would not result in a new impact or substantial increase in the severity of an impact analyzed in the Draft EIR.

Therefore, the additions and corrections contained in this section and the information contained in Section II, Responses to Comments, of this Final EIR, clarify, amplify, or make insignificant changes to the Draft EIR. In addition, Section II, Responses to Comments, of this Final EIR, fully considers and responds to comments stating that the Project would have significant impacts not disclosed in the Draft EIR and demonstrates that

none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR. Rather, the additions and corrections to the Draft EIR address typographical errors, provide minor revisions, and augment the analysis of the Draft EIR and would not result in new significant impacts or an increase in any impact already identified in the Draft EIR. Thus, none of the conditions in CEQA Guidelines Section 15088.5 are met, and recirculation of the Draft EIR is not required.