

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

This section of the Final EIR provides changes to the Draft EIR that have been made to revise, clarify, or correct the environmental impact analysis for the TVC 2050 Project (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 three parts: Section III.A, General Corrections and Revisions to the Draft EIR; Section III.B, Corrections and Additions to Draft EIR Sections and Appendices; and Section III.C, Effect of Corrections and Revisions.

A. General Corrections and Revisions to the Draft EIR

Within Sections II, Project Description, and IV.H, Land Use and Planning, and Appendix I of the Draft EIR, change the proposed land use designation of the Project Site from “Regional Center Commercial” to “Regional Commercial.”

Within Sections II, Project Description, IV.B, Cultural Resources, IV.H, Land Use and Planning, IV.J.1, Public Services—Fire Protection, IV.J.2, Public Services—Police Protection, and IV.K, Transportation, change all discussions regarding the floor area to be retained from “up to 247,820 square feet of existing uses” to “a minimum of 247,820 square feet of existing uses.”

B. 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 ~~strike through text~~ and additions are shown in underlined text. Such changes are presented by EIR section.

I. Executive Summary

Section I, Executive Summary, page I-11, revise the second through sixth sentences of the first full paragraph as follows:

As also shown in Section II, Project Description, of this Draft EIR, the Specific Plan would allow for the construction of approximately 1,626,180 square feet of new sound stage, production support, production office, general office, and retail uses; the demolition of up to 495,860 square feet of existing uses; and the retention of up to a minimum of 247,820 square feet of existing uses. The specific mix of uses ultimately constructed will depend upon market demands, and the Specific Plan would allow flexibility in locating the various uses within the Project Site. The Specific Plan would also allow for the exchange of certain permitted land uses through a land use exchange procedure, as described in Section II, Project Description, of this Draft EIR. A conceptual site plan is also provided in Section II, Project Description, of this Draft EIR, and illustrates ~~one possible~~ the proposed development scenario ~~that could be developed~~ program in conformance with the proposed Specific Plan. ~~Actual development~~ Development would be governed by the requirements of the proposed Specific Plan, which includes ~~and not the~~ conceptual site plan, ~~which is intended to provide an illustrative depiction of future Project Site development, as well as the other primary physical parameters of the Project set forth in the Project Description.~~

Section I, Executive Summary, pages I-16 through I-36, revise the project design features (PDFs) and mitigation measures to reflect the specific revisions below. These revised PDFs and mitigation measures are consistent with those found in Section IV, Mitigation Monitoring Program, of the Final EIR.

II. Project Description

Section II, Project Description, page II-1, revise Footnote 1 and the third full sentence in the first full paragraph as follows:

The proposed Specific Plan would permit a total of up to a maximum of 1,874,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout, as well as associated circulation improvements, parking, landscaping, and open space.¹ More specifically, the Specific Plan would permit up to 1,626,180 square feet of new development, the retention of up to a minimum of 247,820 square feet of existing uses, and the demolition of up to 495,860 square feet of existing media production facilities.

¹ Per the proposed TVC 2050 Specific Plan, floor area is ~~the area in square feet confined within the interior face of the exterior walls of a building, but not including the area of the following: exterior walls; stairways; shafts; light courts; bicycle parking (covered); rooms housing building operating equipment or machinery; basement and ground floor (covered) storage areas; recycling or waste management equipment or machinery; parking areas with associated driveways and ramps; defined in accordance with LAMC Section 12.03, with the following exceptions: areas related to the Mobility Hub; outdoor~~

eating areas (covered or uncovered); trellis and shade structures (e.g., covered canopies); existing marquees and walkways (covered); outdoor production areas; ~~buildings wholly constructed to house mechanical, plumbing, electrical, or other co-generation and storm water equipment;~~ production trailers; basecamp areas; ~~and temporary uses, including, and sets/façades.~~ Floor Area Elements of the definition of floor area expressly listed/identified within LAMC Section 12.03 have been removed from this description for clarity. The proposed approximately 1.874 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC definition and approximately 2.103 million gross square feet. All earthwork volumes include estimates for both rough grading and over-excavation.

Section II, Project Description, page II-5, revise the third sentence of the first full paragraph as follows:

These bus lines include Los Angeles County Metropolitan Transportation Authority (Metro) Bus Lines 14, 16, 17, 217, 218, 316, and 780; and Los Angeles Department of Transportation (LADOT) DASH Fairfax Line-~~FX~~.

Section II, Project Description, page II-5, add definitions of the existing land uses after the first sentence of the last partial paragraph, as follows:

These existing studio-related uses are defined as follows:

- Sound Stage(s). A studio land use that includes permanent buildings for production activities and which may contain Sets/Façades.
- Production Support. A studio land use primarily used for the support of production activities and employee services.
- Production Office. A studio land use that includes those office uses associated with or in furtherance of production activity, including but not limited to merchandising, marketing, promotion, licensing, sales, leasing, accounting, distribution, legal, and administration.
- General Office. A studio land use that includes general office uses, which may or may not include those office uses associated with or in furtherance of production activity, including but not limited to merchandising, marketing, promotion, licensing, sales, leasing, accounting, distribution, legal, general commercial, professional, executive, business, and administration.

Section II, Project Description, page II-7, first full paragraph, revise the first full paragraph as follows:

Television City supports a variety of production activities focused on the creation, development, recording, broadcasting, and editing of recorded and live television programming and other audio, visual, and digital media

including, but not limited to, e-sports, backlot shooting, and other forms of content creation. Such activities occur both indoors and outdoors within the Project Site and include basecamp areas where mobile facilities such as trucks, small portable generators, and support vehicles related to production are temporarily staged. As is typical of studio environments, the land uses are centered around production operations, including associated parking, loading, storage, and related basecamp activities.

Existing outdoor production activity areas comprise approximately 651,849 square feet and are located throughout the Project Site as shown in Figure II-3(a) on page III-5 of the Final EIR. Basecamps, which are a subset of the outdoor production activity areas, are defined areas at, near, or within a filming location where critical production activities can be coordinated. These existing basecamp areas comprise approximately 177,000 square feet and provide for active uses (including, but not limited to, loading, wardrobe, hair, make-up, craft service, etc.) and passive uses (including, but not limited to, parking, storage of mobile facilities, small portable power generators, support vehicles, etc., all related to production activities. ~~Within~~ As shown in Figure II-3(b) on page III-6, within the Project Site, basecamp activities typically occur within existing surface parking areas and other open space areas.

Section II, Project Description, page II-9, revise the first full paragraph as follows:

In terms of topography, the Project Site slopes gently down from northeast to southwest. The existing Project Site elevations range from approximately 185 to 201 feet above mean sea level (AMSL). The As shown in Figure II-3(c) on page III-7, the majority of the Project Site, including the Primary Studio Complex, where the main production facilities are located, is at an elevation of 201 feet AMSL, which is referred to herein as Project Grade.

Section II, Project Description, page II-13, Table II-2, revise Footnote ^a as follows:

^a *Per the proposed TVC 2050 Specific Plan, floor area is ~~the area in square feet confined within the interior face of the exterior walls of a building, but not including the area of the following: exterior walls; stairways; shafts; light courts; bicycle parking (covered); rooms housing building operating equipment or machinery; basement and ground floor (covered) storage areas; recycling or waste management equipment or machinery; parking areas with associated driveways and ramps; defined in accordance with LAMC Section 12.03, with the following exceptions: areas related to the Mobility Hub; outdoor eating areas (covered or uncovered); trellis and shade structures; (e.g., covered canopies); existing marquees and walkways (covered); outdoor production areas; buildings wholly constructed to house mechanical, plumbing, electrical, or other co-generation and storm water equipment; production trailers; basecamp areas; and temporary uses; and, including sets/façades.~~ The proposed approximately 1.874 million square feet of floor*

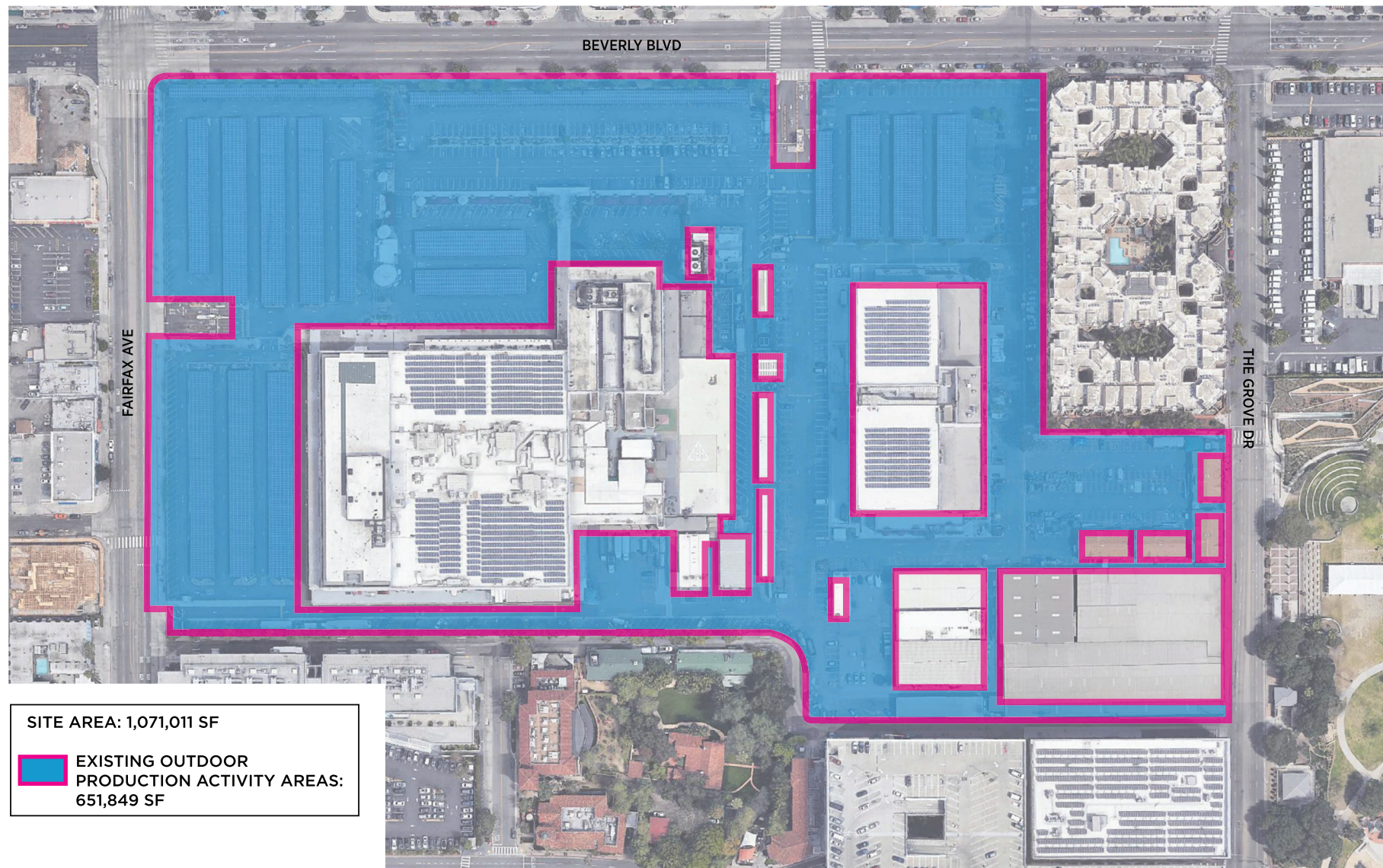
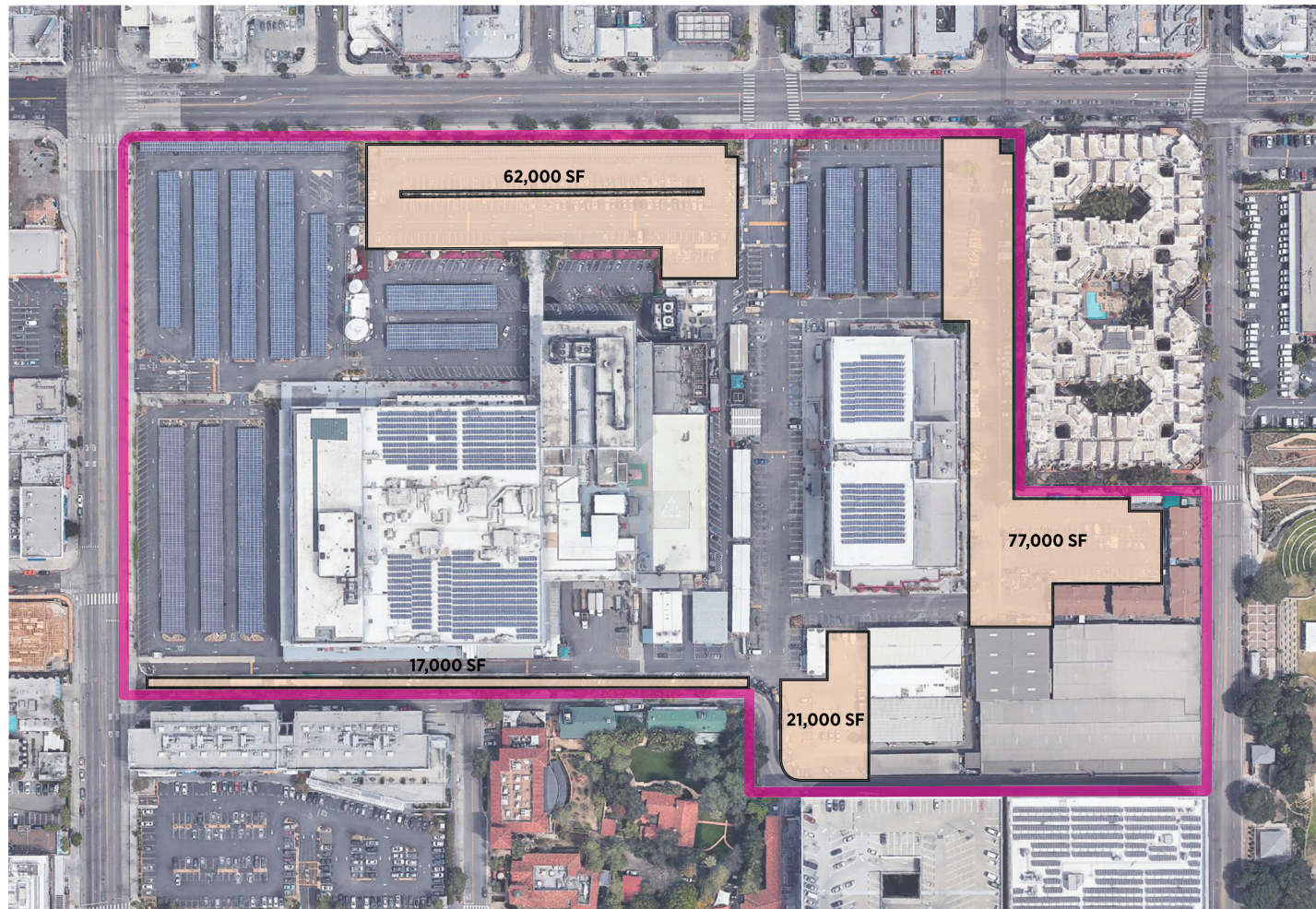


Figure II-3(a)
Potential Outdoor Production Activity Areas
Existing Conditions



LEGEND

- PROJECT SITE
- TOTAL UNCOVERED BASECAMP AREA
177,000 SF

Figure II-3(b)
Basecamp Areas at Project Grade – Existing Conditions



Figure II-3(c)
Existing Project Site Elevations

area per the Specific Plan definition is equivalent to approximately 1.984 million square feet based on the LAMC definition and approximately 2.103 million gross square feet.

Section II, Project Description, page II-13, revise the third and fourth sentences of the partial paragraph as follows:

A conceptual site plan is provided in Figure II-4 on page II-14 and illustrates one possible the proposed development scenario that could be developed program in conformance with the proposed Specific Plan. Actual development Aerial renderings of the conceptual site plan are also provided in Figure II-4(a) and Figure II-4(b) on pages III-9 and III-10 of the Final EIR. Development would be governed by the requirements of the proposed Specific Plan, which includes and not the conceptual site plan, which is intended to provide an illustrative depiction of future Project Site development as well as the other primary physical parameters of the Project set forth in this project description.

Section II, Project Description, page II-15, revise the last full paragraph and the last partial paragraph that continues to page II-16 as follows:

Existing uses and facilities may be continued, maintained, remodeled, or renovated, whether conforming or legally nonconforming with the provisions of the LAMC and/or the Specific Plan. Existing uses include, among other things, a helipad that has been in operation since 1951. The original Conditional Use Permit (CUP) (ZA No. 11412), approved on October 17, 1950, authorized the existing helipad and recognized it as a necessary accessory use to a successful studio. The existing helipad use will be retained in approximately the same location on the Project Site, but at a higher elevation, as a part of the Project. Raising the helipad to a higher elevation at the same location would increase the vertical distance between helicopter activities (e.g., take-off, taxiing, hovering, final approach, landing) and sensitive receptors when compared to existing conditions. Thus, the noise levels due to helicopter operations would be slightly lower compared to existing conditions. In addition, operation of the helipad would continue to be similar to existing conditions, including the arrival and departure flight paths and the number of flight operations.

With respect to permitted land uses, the proposed Specific Plan would permit five uses: sound stage, production support, production office, general office, and retail (consistent with the Neighborhood Retail uses permitted under LAMC Section 13.07 C) and ancillary and related uses that support the studio and the five permitted land uses. These five uses would provide and support a number of production-related uses, and associated accessory or ancillary uses would be allowed, as defined in the Specific Plan. These



Figure II-4(a)
Aerial Rendering of Conceptual Site Plan
View South



Figure II-4(b)
Aerial Rendering of Conceptual Site Plan
View Northeast

~~include such uses as motion picture, television, and broadcast studios and related incidental uses, including, but not limited to: production activities; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, eSports, and media production; recording and broadcasting; sound labs; film editing; film video and audio processing; sets and props production; computer design; computer graphics; animation; and ancillary facilities related to those activities. The following types of related uses and facilities would also be permitted, as detailed in the Specific Plan: basecamps, communication facilities, conference facilities, rooms (ancillary to office uses), modular offices and trailers, studio support facilities, parking, various ancillary commercial and retail uses to serve the on-site employees and visitors, catering facilities, special events, audience and entertainment shows, museum exhibits and theater facilities for on-site users that support production activities, childcare and educational facilities, ancillary uses (ancillary to general office uses) for on-site users, fitness facilities (ancillary to general office uses) for on-site users, emergency medical facilities to serve the on-site employees and visitors, fueling stations and vehicle repair related to onsite uses and activities, infrastructure, maintenance and storage facilities, mills/manufacturing, sleeping quarters for certain on-site personnel (sleeping quarters would not be located within the lower level used for parking, basecamp areas and the Mobility Hub), recreational facilities such as open space for on-site users, restaurants and special event areas including the sale of alcoholic beverages, security facilities, signs, storage and warehouses, and continued operation of a helipad, and all other uses permitted in the C2 zone unless expressly prohibited in the Specific Plan. Consistent with existing conditions, pyrotechnic special effects would only occur within the sound stages and materials for these special effects would be used and stored in accordance with existing applicable regulatory requirements.~~

As shown in Figure II-4(c) on page III-12 of the Final EIR, upon completion of the Project, approximately 585,902 square feet of outdoor production activity areas would be provided, resulting in an overall reduction in outdoor production activity areas. No active outdoor production areas (e.g., areas for filming) would be located in the parking and basecamp areas below Project Grade. In addition, consistent with existing conditions, outdoor production activities would be prohibited within 200 feet of the Shared Eastern Property Line adjacent to the Broadcast Center Apartments between the hours of 10 P.M. and 7 A.M.

Basecamp areas would also continue to be provided within the Project Site. These basecamp areas would comprise a total of approximately 371,600 square feet, representing a net increase of approximately 194,600

square feet of basecamp areas. As shown in Figure II-4(d) and Figure II-4(e) on pages III-14 and III-15 of the Final EIR, these basecamp areas would be located below and at Project Grade. These basecamp areas would include the same uses and functions as existing conditions, with the exception that small portable diesel and gasoline generators would no longer be used.

The Project may include a childcare use for employees that provides care for children up to 5 years old. The childcare use would be sited and constructed in accordance with applicable regulatory requirements. In addition, per Project Design Feature AIR-PDF-2, any childcare use would be located a minimum of 100 meters from the existing Big Blue generator if such generator remains in use. In addition, outdoor play areas associated with ancillary childcare uses are not known at this time and such outdoor play areas would not be operated during on-site construction activities.

Consistent with existing conditions, the studio would continue to operate 24 hours a day, seven days a week. Also consistent with existing conditions, special events would continue to be governed by the LAMC.

Section II, Project Description, page II-16, revise the second bullet point as follows:

- The permitted production support floor area may be increased from 104,000 square feet up to a total of 450,000 square feet in exchange for decreases in other uses.

Section II, Project Description, page II-17, revise the last sentence in the first partial paragraph as follows:

Accordingly, in addition to the proposed development program presented in Table II-2, the maximum possible impacts of the Project associated with the limited land use exchange program are evaluated herein and represent the measure against which future land use exchange proposals may be considered.

Section II, Project Description, page II-20, revise the third sentence of the last partial paragraph as follows:

Within these areas, features such as sidewalks, landscaping, security kiosks, fences, walls, projections, stairs, balconies, and existing surface parking would be permitted.

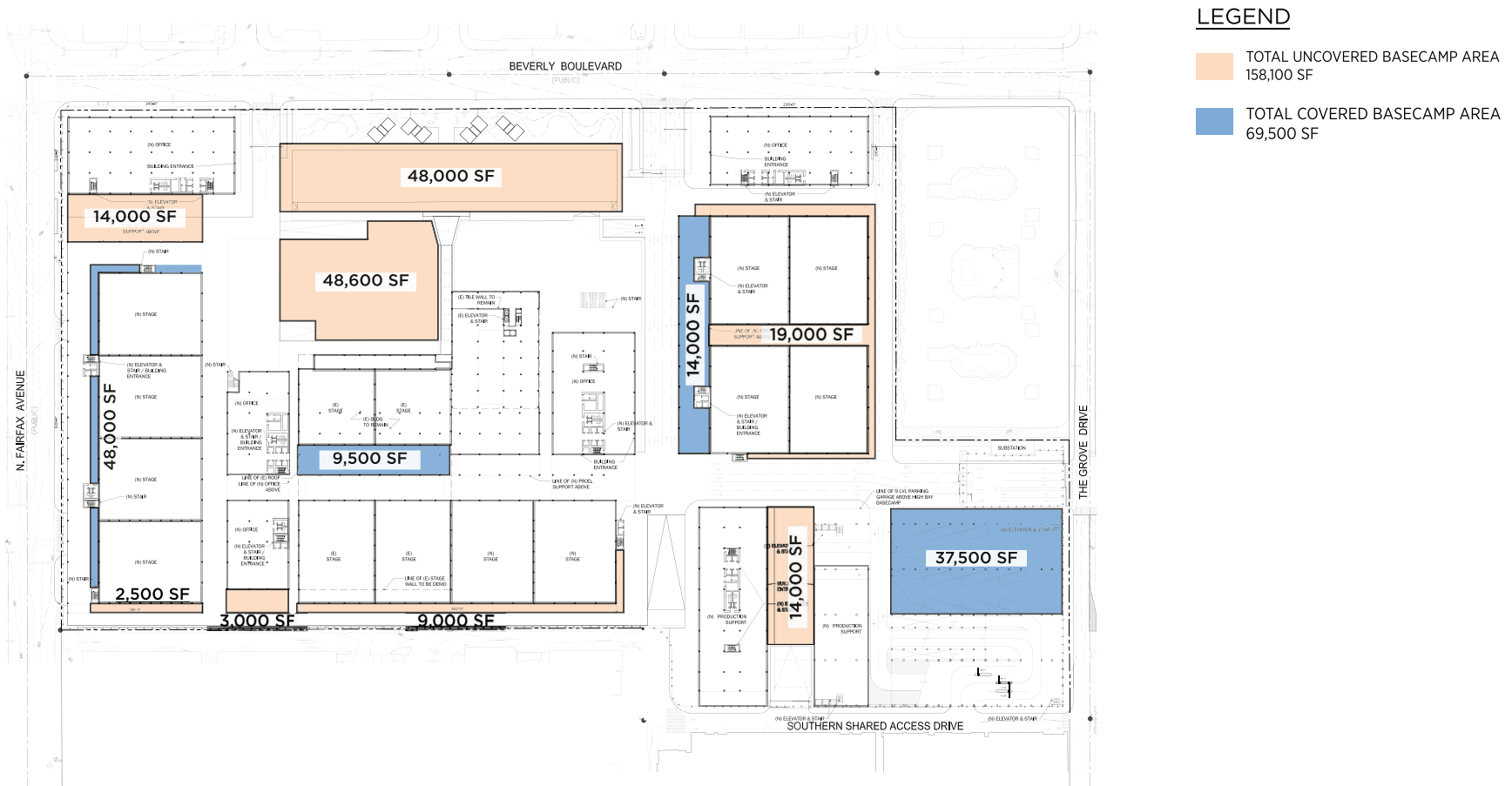


Figure II-4(d)
Basecamp Areas at Project Grade - Future Conditions

Section II, Project Description, page II-22, add the following to the end of the first paragraph:

The Project would include more visually transparent fencing along the northern perimeter so that the currently obstructed views of the Primary Studio Complex, including the main entry bridge, would be restored.

Section II, Project Description, page II-23, revise the last sentence of the last partial paragraph that continues to page II-25 as follows:

~~The~~ While the studio would continue to operate 24 hours a day and seven days a week, consistent with existing conditions, the hours of operation for use of these outdoor gathering areas generally would be from 7:00 A.M. to 12:00 A.M., consistent with the studio's typical hours of operation.

Section II, Project Description, page II-25, revise the last partial paragraph that extends to page II-26 as follows:

The Project would incorporate a multi-level circulation plan that provides flexible and efficient access and circulation to meet the demands of a large-scale production studio. Two primary production levels would provide access, staging, storage, and connectivity between active production and supporting uses. The main level (at Project Grade), or the production activity level, where all active outdoor production activities would occur, would provide direct and separate access for vehicles and pedestrians to the uses on-site via a unified ground plane encircling the production facilities. ~~The lower level, or the production operations level,~~ As shown in Figure II-6(a) on page III-17 of the Final EIR, in addition to the studio land uses within the lower level of buildings, the lower level would include the Mobility Hub, parking areas, and basecamp areas. This level would provide large areas of flexible space to house production vehicles and store equipment, with direct access to the production activity level above via vehicle ramps, pedestrian stairs and elevators, and service elevators. No active outdoor production activities (e.g., filming) would occur within the parking and basecamp areas below Project Grade. To facilitate efficient, safe, and effective production circulation, ~~both the production activity and the production operations~~ Project Grade and lower levels would provide space for basecamp, production staging, loading, and emergency vehicle access throughout the Project Site. These levels would be interconnected via a series of vehicular and pedestrian ramps, stairs, and elevators.

Section II, Project Description, page II-26, revise the beginning of the last partial paragraph as follows:

Additionally, as depicted in Figure II-9 on page II-29 and in Figure II-6(a) on page III-17 of the Final EIR, an approximately 36,000-square-foot Mobility Hub would be located onsite to within the southwest portion of the Project Site. The Mobility Hub would serve the employees and visitors to the Project Site and would not be open to the general public without authorized access. The Mobility Hub would support first/last mile connections; encourage employee and visitor use of public transit through the provision of a shuttle service as discussed below, carpooling, vanpooling, and biking/scooter to work; and to support other transportation demand management (TDM) strategies.

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

The Specific Plan would establish parking ~~requirements~~ ratios for each of the main land use categories (sound stages, production support, production office, general office, and retail uses), ranging from ~~one-two~~ to three parking spaces per 1,000 square feet of floor area, for a sitewide total of approximately 5,300 parking spaces. In the event that publicly accessible retail uses are ultimately developed on-site, separately demarcated parking areas would be provided for public use. Childcare, security stations, basecamp, and non-occupiable structures, such as sets/façades, kiosks, infrastructure-related facilities, and parking/entry facilities, would not ~~require~~ provide dedicated parking. Vehicles may be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained. Additionally, parking may be located anywhere within the Project Site ~~or off-site upon the submittal of an off-site parking agreement or covenant satisfactory to the Director of the Department of City Planning. Furthermore, temporary off-site parking due to displacement resulting from production filming and related activities may be provided, with shuttle service to the Project Site as needed.~~ Lastly, existing uses and facilities may be maintained without changes in their respective existing parking ~~requirements~~ provisions.

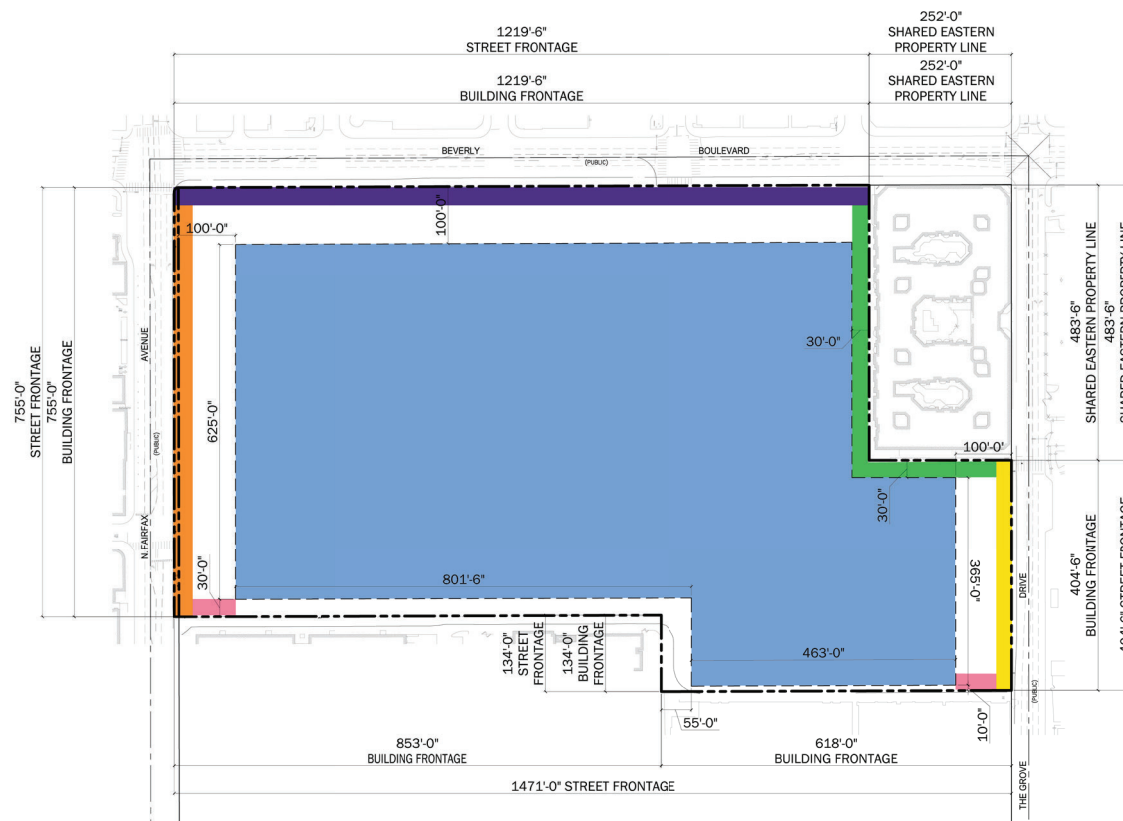
Section II, Project Description, page II-31, revise the first and second full paragraphs as follows:

The proposed Sign District would regulate signage for the Project Site, consistent with the standards and goals of the Television City Historic Sign Guidelines for the Primary Studio.¹² New signage would be compatible with the historic character of the Primary Studio Complex's ~~original sign program~~ in terms of placement, scale, color, illumination, and material. Project signage would be integrated with and complement the overall aesthetic character of

onsite development and would be designed to enhance the entertainment character of the Project Site. The Sign District would regulate, among other things, the permitted number of on-site studio-related signs, sign type, sign height, location, and the maximum area of signage permitted along each Project Site edge. Fewer limitations would be placed on interior signs that generally are not visible from offsite, public rights-of-way, or any publicly accessible plaza adjacent to a public right-of-way, although a number of sign types would be prohibited throughout the Project Site, including off-site signs and billboards. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply. Project signage could include general ground-level and wayfinding pedestrian signage around the Project Site perimeter, marquee and monument signs, pillar and pole signs, banners, and other sign types such as onsite wall signs, internal digital onsite signage, murals, and studio graphics that are typical on production studios.

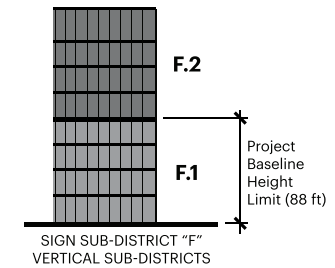
As shown in Revised Figure II-10 on page II-32, III-20 of the Final EIR, the proposed Sign District would regulate signage along the Project Site perimeter, as well as interior signage. A total of approximately 31,375 square feet of signage is proposed around the Project Site perimeter, with the exception of the Shared Eastern Property Line in the northeast corner of the Project Site facing Broadcast Center Apartments, where signage would be limited to smaller identification, informational, and directional signs of no more than 25 square feet each and located no more than 15 feet above Project Grade. Digital displays would not be permitted along the Project Site perimeter.

Interior signs are defined as signs that are not directly facing a public right-of-way and are not located within 100 feet from the perimeter of the Project Site along Beverly Boulevard, Fairfax Avenue and The Grove Drive, within 30 feet from the Shared Eastern Property Line or southern property line, or within 10 feet from the Southern Shared Access Drive. Within the Project Site interior, a Vertical Sign Zone has been identified to quantify specific sign types and distinguish sign type based on its location on the façade of a building. Unlimited signage could occur within the Project Site interior, defined as 100 feet from most Project Site edges and 30 feet from the Shared Eastern Property Line, subject to certain limitations as long as said signs are located below 88 feet. Signage located above 88 feet would be limited to wall signs and high-rise identification signs with a maximum size of 300 square feet per building face. Digital displays would be allowed within specific areas of the Project Site interior. Operation of outdoor digital displays in the Project Site interior would be prohibited within 200 feet of the Broadcast Center Apartments between the hours of 10 P.M.–7 A.M.



LEGEND

Sign Sub-District	Total Proposed Wall Signage
A - Beverly Blvd	6,100 Sqft
B - Fairfax Ave	11,325 Sqft
C - Grove Dr.	10,350 Sqft
D - Southern Property Line	3,600 Sqft
E - Shared Eastern Property Line	See other limitations
F - Site Interior	See vertical sub-districts and other limitations



NOTE: Signage plan for illustrative purposes only

Figure II-10 (Revised)
Proposed Signage Plan

Section II, Project Description, page II-33, add Footnote 12A to the first sentence of the paragraph under Subsection i, Sustainability Features:

^{12A} Subsequent to preparation of the Draft EIR, in December 2022, the City approved Ordinance No. 187714, which amended Chapter IX of the LAMC to require that all new buildings be all-electric, with some exceptions. The Project would comply with the new all-electric ordinance.

Section II, Project Description, page II-34, revise the second full sentence of the first partial paragraph and the subsequent explanation of the haul route that continues through page II-35 as follows:

Hauling In accordance with the LADOT correspondence dated June 30, 2022, and included as Appendix M.5 of this Draft EIR, hauling activities are anticipated to occur between the hours of 7:00-9:00 A.M. and 4:00-3:30 P.M. with approval from the Bureau of Engineering District Engineer on weekdays, as well as between 8:00 A.M. and 4:00 P.M. on Saturdays. Hauling activities between 7:00 A.M. and 9:00 A.M. and 3:30 P.M. and 4:00 P.M. would require approval from the Bureau of Engineering District Engineer per LAMC Section 62.61. Exported soil materials likely would be disposed of at United Rock Products Landfill in Irwindale via the Santa Monica Freeway (I-10) east to State Route 60 (SR-60) east to the San Gabriel River Freeway (I-605) north to Irwindale. Construction delivery/haul trucks would travel on approved truck routes between the Project Site and the Santa Monica Freeway (I-10) via the following optional routes:

- **Option—Empty Truck Route 1:** Empty trucks would travel westbound on I-10, exit at Washington Boulevard/Fairfax Avenue, turn right (north) on Fairfax Avenue and turn right (east) to enter the Project Site from Fairfax Avenue (or continue north and make a right on Beverly Boulevard and then access the Project Site from Beverly Boulevard at the Genesee Avenue signal).
- **Loaded Truck Route 1:** Loaded trucks would exit the Project Site from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left on Fairfax Avenue heading south, turn left on Washington Boulevard, and enter eastbound I-10.⁴⁴
- **Option—Empty Truck Route 2:** Empty trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on San Vicente Boulevard, turn right (north) on Fairfax Avenue and enter the Project Site from Fairfax Avenue (or continue north and make a right turn on to Beverly Boulevard to access the Project Site from Beverly Boulevard at the Genesee Avenue signal).

- **Loaded Truck Route 2:** Loaded trucks would exit the Project Site from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left on Fairfax Avenue heading south on Fairfax Avenue heading south, turn left on San Vicente Boulevard (east), turn right (south) on La Brea Avenue, and enter eastbound I-10.¹⁴⁵
- **Option—Empty Truck Route 3:** Empty trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (heading north) on La Brea Avenue, turn left (heading west) on Beverly Boulevard and enter the site Project Site from Beverly Boulevard at the Genesee Avenue signal.
- **Loaded Truck Route 3:** Loaded trucks would exit the Project Site on Fairfax Avenue heading north, turn right on Beverly Boulevard (east) (or exit the Project Site via a right turn on Beverly Boulevard heading east), turn right (heading south) on La Brea Avenue, and enter eastbound I-10.¹⁴⁶

¹⁴⁴ ~~Within this optional haul route, LADOT recommended that empty trucks travel westbound on I-10, exit at Washington Boulevard/Fairfax Avenue, turn right (north) on Fairfax Avenue, and turn right (east) to enter the Project Site from Fairfax Avenue (or continue north and make a right (east) on Beverly Boulevard and then access the Project Site from Beverly Boulevard at the Genesee Avenue signal). Loaded trucks would exit from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left (south) on Fairfax Avenue, turn left (east) on Washington Boulevard, turn right to enter eastbound I-10.~~

¹⁴⁵ ~~Within this optional haul route, LADOT recommended that empty trucks travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on San Vicente Boulevard, turn right (north) on Fairfax Avenue and enter the Project Site from Fairfax Avenue (or continue north and make a right turn on to Beverly Boulevard to access the Project Site from Beverly Boulevard at the Genesee Avenue signal). Loaded trucks would exit from Beverly Boulevard (at the Genesee Avenue signal) heading west and then turn left (south) on Fairfax Avenue, turn left (east) on San Vicente Boulevard, turn right (south) on La Brea Avenue, turn right to enter eastbound I-10, and continue on eastbound I-10.~~

¹⁴⁶ ~~Within this optional haul route, LADOT recommended that empty trucks would travel westbound on I-10, exit at La Brea Avenue, turn right (north) on La Brea Avenue, turn left (west) on Beverly Boulevard, and enter the site from Beverly Boulevard at the Genesee Avenue signal. Loaded trucks would exit on Fairfax Avenue heading north, turn right (east) on Beverly Boulevard (or exit the Project Site via a right turn on Beverly Boulevard at the Genesee Avenue signal heading east), turn right (south) on La Brea Avenue, turn right to enter eastbound I-10, and continue on eastbound I-10.~~

Section II, Project Description, page II-35, revise the last sentence of the second full paragraph as follows:

Haul truck staging would occur within the Project Site. Refer to Figure 1 in Appendix FEIR-8, Details of Buildout and Construction, of the Final EIR for further details. ~~In addition, the Project includes two potential off-site truck staging areas located within the City on the north side of Venice Boulevard,~~

~~west of Guthrie Avenue and on the north side of Venice Boulevard, east of Normandie Avenue.~~⁴⁷

~~⁴⁷ The haul truck staging areas would be located near the I-10 freeway in order to efficiently coordinate haul truck traffic flow.~~

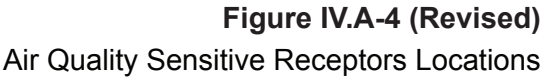
IV.A. Air Quality

Section IV.A, Air Quality, page IV.A-29, replace Figure IV.A-4 with Revised Figure IV.A-4 on page III-24:

Section IV.A, Air Quality, page IV.A-47, insert the following PDFs after Project Design Feature AIR-PDF-1:

Project Design Feature AIR-PDF-2: All new emergency generators will meet the emission standards included in Table 1 of SCAQMD Rule 1470 and USEPA Tier 4 Final standards. A childcare use, if any is proposed in the future, will be located a minimum of 330 feet from the existing Big Blue emergency generator to the extent it remains in use.

Project Design Feature AIR-PDF-3: The on-site speed limit for construction employee vehicles and delivery and haul trucks will be limited to 15 miles per hour on paved surfaces, 10 miles per hour on unpaved surfaces controlled by soil stabilizers, and five miles per hour near active work zones to position for loading/unloading. To further control dust emissions from the unpaved portion of on-site haul routes, 400 feet of surface area per haul (haul truck round trip) will be controlled by soil stabilizers and 200 feet of surface area per haul near the active import/export operation (excavation area) will be watered three times daily.



Section IV.A, Air Quality, page IV.A-65, revise Mitigation Measure AIR-MM-1 and Mitigation Measure AIR-MM-2 as follows:

Mitigation Measure AIR-MM-1: Prior to demolition, a Project representative shall make available to the City of Los Angeles Department of Building and Safety and the South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all offroad construction equipment, ~~equal to or greater than 50 horsepower, that, with the exception of demolition activities,~~ will be used during any portion of construction. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board (CARB) or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow a Construction Monitor to compare the onsite equipment with the inventory and certified Tier specification and operating permit. Offroad diesel-powered equipment within the construction inventory list described above shall meet the United States Environmental Protection Agency (USEPA) Tier 4 Final standards. In addition, where commercially available for the Project Site, construction equipment shall meet Tier 5 requirements.

To the extent commercially available for the Project Site, small electric (i.e., less than 19 kilowatts) off-road equipment shall be used during Project construction in lieu of conventional small gasoline or diesel off-road equipment. Electric pumps shall be used for temporary dewatering during Project construction.

Mitigation Measure AIR-MM-2: The Project's truck operator(s)/ construction contractor(s) shall commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/brake horsepower (bhp)-hr for particulate matter and 0.20 g/bhp-hr for nitrogen oxide emissions or newer, cleaner trucks for haul trucks associated with demolition and grading/ excavation activities and concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used during Project construction, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities and make these records available to the Lead Agency during the construction process upon request. In addition, where commercially available for the Project Site, the

Project's truck operator(s)/construction contractor(s) shall use 2014 model year or newer heavy-duty trucks meeting CARB's 2013 optional low-NOx standard (i.e., 0.02 g/bhp-hr of nitrogen oxide emissions).

Section IV.A, Air Quality, page IV.A-66, revise Mitigation Measure AIR-MM-3 as follows:

Mitigation Measure AIR-MM-3: Construction haul truck staging areas shall be located no closer to as far away as feasible from adjacent residential uses than depicted in Figure 1 of Appendix FEIR-8 of the Final EIR.

Section IV.A, Air Quality, page IV.A-66, insert Mitigation Measure AIR-MM-5 below Mitigation Measure AIR-MM-4 as follows:

Mitigation Measure AIR-MM-5: To the extent commercially available for the Project Site, renewable diesel fuel shall be used in Project construction equipment in lieu of conventional diesel.

Section IV.A, Air Quality, page IV.A-66, revise the third sentence of the second to last paragraph as follows:

As presented in Table IV.A-8, with the implementation of Mitigation Measures AIR-MM-1 through ~~AIR-MM-4, AIR-MM-5,~~ peak daily regional NO_x emissions would be reduced but would still exceed the SCAQMD regional threshold of 100 pounds per day.

Section IV.A, Air Quality, page IV.A-66, revise the last sentence of the last paragraph as follows:

As such, Project construction would result in less-than-significant Project-level and cumulative localized impacts with the incorporation of Mitigation Measures AIR-MM-1 through ~~AIR-MM-4~~ AIR-MM-5.

Section IV.A, Air Quality, page IV.A-69, replace Table IV.A-9 with Revised Table IV.A-9 on page III-27:

Revised Table IV.A-9
Estimated Maximum Localized Daily Project Construction Emissions^a
(pounds per day)

Construction Year	NO _x	CO	PM ₁₀	PM _{2.5}
2023	106	101	32	16
2024	73	71	23	13
2025	32	48	1	1
2026	18	26	1	1
Maximum Unmitigated Daily Localized Emissions	106	101	32	16
SCAQMD Localized Significance Thresholds^b	224 119	1,534 1,861	16	8
Over/(Under)	(115) (13)	(1,430) (1,760)	16	8
Exceed Threshold?	No	No	Yes	Yes
<p>Numbers may not add up exactly due to rounding.</p> <p>^a Potential localized construction impacts were evaluated using SCAQMD's LSTs for Source Receptor Area 1.</p> <p>^b The SCAQMD Daily Significance Thresholds are conservatively based on a 5-acre Project Site. The closest sensitive receptors are residential uses east of the Project Site. The localized threshold is based on a 25-meter receptor distance, which is the closest receptor distance on the SCAQMD mass rate LST look-up table. The SCAQMD localized threshold for NO₂ was adjusted to account for the adopted 1 hour NO₂ NAAQS of 188 µg/m³. Please refer to Appendix B-2, Air Quality and Greenhouse Gas Emissions, of the Draft EIR for the calculation of the threshold.</p> <p>Source: Eyestone Environmental, 2024 2023.</p>				

Section IV.A, Air Quality, page IV.A-70, replace Table IV.A-10 with Revised Table IV.A-10 on page III-28:

Revised Table IV.A-10
Estimated Maximum Localized Daily Operational Emissions at Project Buildout (2026)^a
(pounds per day)

Emission Source	NO _x	CO	PM ₁₀	PM _{2.5}
Project (Conceptual Land Use Program)				
Area	<1	<1	<1	<1
Energy (Natural Gas)	2	3	<1	<1
Stationary (Emergency Generators)	<1	(<1)	(<1)	(<1)
On-Site Total	1.9	3.0	0.2	0.2
SCAQMD Significance Threshold^b	224 119	1,534 1,861	3	2
Over/(Under)	(219) (117)	(1,528) (1,858)	(3)	(2)
Exceed Threshold?	No	No	No	No
Project (Land Use Exchange—Maximum Air Emissions)^c				
Area	<1	<1	<1	<1
Energy (Natural Gas)	2	3	<1	<1
Stationary (Emergency Generators)	<1	(<1)	(<1)	(<1)
On-Site Total^a	2.2	3.2	0.2	0.2
SCAQMD Significance Threshold^b	224 119	1,534 1,861	3	2
Over/(Under)	(219) (117)	(1,528) (1,858)	(3)	(2)
Exceed Threshold?	No	No	No	No
<p>Numbers may not add up exactly due to rounding.</p> <p>^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix B (CalEEMod Output) of this Draft EIR. The table reflects net emissions (i.e., Project emissions less existing emissions).</p> <p>^b The SCAQMD Daily Significance Thresholds are conservatively based on a 5-acre Project Site. The closest sensitive receptors are residential uses immediately east of the Project Site. The localized threshold is based on a 25-meter receptor distance, which is the closest receptor distance on the SCAQMD mass rate LST look-up table. The SCAQMD localized threshold for NO₂ was adjusted to account for the adopted 1 hour NO₂ NAAQS of 188 µg/m³. Please refer to Appendix B-2, Air Quality and Greenhouse Gas Emissions, of the Draft EIR for the calculation of the threshold.</p> <p>^c As discussed in Section II, Project Description, of this Draft EIR, the Specific Plan would provide development flexibility by allowing for exchanges between certain categories of permitted land uses and associated floor areas in order to respond to the future needs and demands of the entertainment industry. Under the land use mix that generates maximum air emissions, the Project would exchange 100,000 square feet of production support for 100,000 square feet of sound stages. Under this development scenario, all impacts would remain less than significant.</p> <p>Source: Eyestone Environmental, 2022 2023.</p>				

Section IV.A, Air Quality, page IV.A-74, replace Table IV.A-11 with Revised Table IV.A-11 on page III-29:

Revised Table IV.A-11
Estimated Maximum Daily Localized Project Construction (Mitigated) Emissions^a
(pounds per day)

Construction Year	NO _x	CO	PM ₁₀	PM _{2.5}
2023	15	132	11	5
2024	12	96	8	4
2025	6	52	<1	<1
2026	4	28	<1	<1
Maximum Unmitigated Daily Localized Emissions	15	132	11	5
SCAQMD Localized Significance Thresholds^b	<u>224</u> <u>119</u>	<u>1,534</u> <u>1,861</u>	16	8
Over/(Under)	<u>(206)</u> <u>(104)</u>	<u>(1,399)</u> <u>(1,729)</u>	(8)	(3)
Exceed Threshold?	No	No	No	No
<p>Numbers may not add up exactly due to rounding.</p> <p>^a Potential localized construction impacts were evaluated using SCAQMD's LSTs for Source Receptor Area 1.</p> <p>^b The SCAQMD Daily Significance Thresholds are based on a 5-acre Project Site. The localized threshold is based on a 25-meter receptor distance, which is the closest receptor distance on the SCAQMD mass rate LST look-up table. <u>The SCAQMD localized threshold for NO₂ was adjusted to account for the adopted 1 hour NO₂ NAAQS of 188 µg/m³. Please refer to Appendix B-2, Air Quality and Greenhouse Gas Emissions, of the Draft EIR for the calculation of the threshold.</u></p> <p>Source: Eyestone Environmental, 2024 2023.</p>				

Section IV.A, Air Quality, page IV.A-78, replace Table IV.A-13 with Revised Table IV.A-13 on page III-30:

Revised Table IV.A-13
Estimated Maximum Daily Localized Emissions from Project Concurrent Construction (Mitigated) and Operations^a

Analysis Year	Pollutant Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Year 2026 (20% Buildout of Conceptual Land Use Program)				
Construction (2026–2029 Max Daily)	7	66	6	2
Operation	8	5	<1	<1
Total	15	71	6	3
Year 2030 (40% Buildout of Conceptual Land Use Program)				
Construction (2030–2033 Max Daily)	7	66	6	2
Operation	6	4	<1	<1
Total	13	70	6	3
Year 2035 (60% Buildout of Conceptual Land Use Program)				
Construction (2035–2038 Max Daily)	7	66	6	2
Operation	4	3	<1	<1
Total	11	69	6	3
Year 2040 (80% Buildout of Conceptual Land Use Program)				
Construction (2040–2043 Max Daily)	7	66	6	2
Operation	2	2	<1	<1
Total	9	68	6	3
Year 2043 (100% Buildout of Conceptual Land Use Program)				
Construction	0	0	0	0
Operation	<1	1	<1	<1
Total	<1	1	<1	<1
Max Daily Concurrent Emissions^a	15	71	6	3
SCAQMD Significance Threshold	<u>224</u> <u>119</u>	<u>1,531</u> <u>1,861</u>	16	8
Over/(Under)	(206) (104)	(1,460) (1,790)	(10)	(5)
Exceed Threshold?	No	No	No	No
<p>Numbers may not add up exactly due to rounding.</p> <p>^a The CalEEMod model printout sheets and/or calculation worksheets are presented in Appendix B (CalEEMod Output) of this Draft EIR. The SCAQMD localized threshold for NO₂ was adjusted to account for the adopted 1 hour NO₂ NAAQS of 188 µg/m³. Please refer to Appendix B-2, Air Quality and Greenhouse Gas Emissions, of the Draft EIR for the calculation of the threshold.</p> <p>Source: Eyestone Environmental, 2022–2023.</p>				

IV.B. Cultural Resources

Section IV.B, Cultural Resources, page IV.B-53, insert the following sentence after the second full paragraph:

In addition, as discussed in the revisions to the Historic Report, the historic significance and integrity of the Primary Studio Complex would not be materially impaired by Project signage.

Section IV.B, Cultural Resources, page IV.B-56, insert the following sentence after the last full paragraph:

In addition, as discussed in the revisions to the Historic Report, the historic significance and integrity of the historical resources located within the Project Site Vicinity would not be materially impaired by Project signage.

Section IV.B, Cultural Resources, pages IV.B-58 to IV.B-59, revise Mitigation Measure CUL-MM-1 as follows:

CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, plowing, drilling, tunneling, grading, leveling, removing peat, clearing, augering, stripping topsoil or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (Qualified Archaeologist) shall be retained ~~Project~~ by the Applicant to prepare a written Cultural Resource Monitoring and Treatment Plan (CRMTP) in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction, with an emphasis on potential historical-period materials. The Applicant shall also coordinate with the Gabrieleño Band of Mission Indians—Kizh Nation who shall act in the capacity of the Tribal Consultant. A copy of the executed contract shall be submitted to the Department of City Planning prior to the issuance of any permit necessary for the Ground Disturbance Activities.

~~The Cultural Resource Monitoring and Treatment Plan CRMTP shall include the professional qualifications required of key staff, applicable regulatory requirements, monitoring protocols relative to the varying archaeological sensitivity across the Project Site,~~

provisions for evaluating and treating ~~unanticipated~~ cultural—archaeological materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements. Applicable regulations shall include but not be limited to Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The monitoring protocols shall include but not be limited to halting Ground Disturbance Activities within at least a 25-foot radius in the event resources are discovered so that the significance can be determined. Treatment provisions shall include but not be limited to the following: statement of the preference for preservation in place (i.e., avoidance) per CEQA Guidelines Section 15126.4(b)(3); description of methods for the adequate recovery of scientifically consequential information; requirements to coordinate with the Tribal Consultant to ensure that consideration is given to the cultural values ascribed to a resource beyond that which is scientifically important in the event the resource is Native American in origin; and procedures for curating any archaeological materials at a public, non-profit curation facility, university or museum with a research interest in the materials. The CRMTP shall be approved by the Department of City Planning prior to commencement of any Ground Disturbance Activities.

Prior to commencing any Ground Disturbance Activities at the Project Site, the Applicant shall retain an archaeological monitor(s) who ~~are~~ is qualified to identify archaeological resources ~~and who shall be approved by the Office of Historic Resources (OHR)~~ and shall work under the direction of the Qualified Archaeologist. The Tribal Consultant shall designate a Native American monitor who will work in tandem with the archaeological monitor to identify resources. If no Native American monitor is designated within 30 days, the activity shall commence without the designated Native American monitor.

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural

resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.

The Qualified Archaeologist shall coordinate the proper implementation of this mitigation measure during the demolition and excavation phases of the Project. The archaeological and Native American monitors(s) shall observe all Ground Disturbance Activities on the Project Site that involve native soils until the Qualified Archaeologist and Tribal Consultant, in consultation with the archaeological and Native American monitors, determines monitoring is no longer necessary, as specified in the CRMTP. If Ground Disturbance Activities are occurring simultaneously at multiple locations on the Project Site, the principal archaeologist—Qualified Archaeologist shall determine if additional monitors are required for other locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.

Within 30 days of concluding the archaeological monitoring, the Qualified Archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the Applicant and the Department of City Planning. In the event that archaeological resources are identified, a full technical report shall be prepared documenting the methods and results of all work completed under the CRMTP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. The report shall be prepared under the supervision of the Qualified Archaeologist and submitted to the Department of City Planning within one year of completion of the monitoring, unless other

arrangements are required given the nature of the discovery. The final report shall be submitted to the South Central Coastal Information Center.

IV.D. Geology and Soils

Section IV.D, Geology and Soils, pages IV.D-3 and IV.D-4, revise the indented text and Footnote 6 as follows:

~~*Fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years). are restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.*~~⁶

As defined by the SVP, significant fossiliferous deposits are:

~~*A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material and climatic information). Paleontologic resources are considered to be older than recorded history and/or older than 5,000 years BP [before present].*~~⁷

⁶ ~~*Society of Vertebrate Paleontology, Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, 2010. Society of Vertebrate Paleontology, "Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontologic Resources: Standard Guidelines," Society of Vertebrate Paleontology News Bulletin 163:22-27, 1995.*~~

Section IV.D, Geology and Soils, page IV.D-14, revise the second sentence of the last full paragraph as follows:

No permanent large-scale extraction of groundwater, gas, oil, or geothermal energy currently occurs or is planned at the Project Site.

Section IV.D, Geology and Soils, page IV.D-15, revise the second sentence of the third full paragraph as follows:

These Pleistocene age alluvial deposits have a moderate-to-high potential to yield paleontological resources. Furthermore, these sedimentary deposits have the potential to yield scientifically significant vertebrate fossils, as discussed below.

Section IV.D, Geology and Soils, page IV.D-24, revise the sixth sentence of the third full paragraph as follows:

Although dewatering operations are expected during construction, such activities would be limited and temporary and would not involve permanent large-scale water extraction.

Section D, Geology and Soils, page IV.D-27, revise Mitigation Measure GEO-MM-1 as follows:

Mitigation Measure GEO-MM-1: The services of a ~~Project paleontologist~~ Qualified Professional Paleontologist who meets the Society of Vertebrate Paleontology (SVP) (2010) standards ~~(including a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals, with demonstrated competence in paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist)~~ shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. As defined by the SVP (2010), a Qualified Professional Paleontologist, also Principal Investigator, or Project Paleontologist, is described as:

"A practicing scientist who is recognized in the paleontological community as a professional and can demonstrate familiarity and proficiency with paleontology in a stratigraphic context. A paleontological Principal Investigator shall have the equivalent of the following qualifications:

1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project

- occurs. An advanced degree is less important than demonstrated competence and regional experience.
2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
 3. Proficiency in recognizing fossils in the field and determining their significance.
 4. Expertise in local geology, stratigraphy, and biostratigraphy.
 5. Experience collecting vertebrate fossils in the field.

The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Project Site. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens. The Paleontological Resource Mitigation and Treatment Plan shall be reviewed by the curatorial staff of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County and/or the La Brea Tar Pits and Museum. The Draft Paleontological Resource Mitigation and Treatment Plan will be provided to the curatorial staff no later than four weeks before the start of excavation. A Worker Environmental Awareness Program, or WEAP, shall be conducted at the preconstruction meeting for the Project.

No monitoring would be required during excavation within artificial fill. This ~~Project paleontologist~~ Qualified Professional Paleontologist shall supervise a ~~paleontological monitor~~ Qualified Paleontological Resource Monitor who shall monitor all ground disturbance activities within high sensitivity deposits (e.g., Pleistocene age deposits), including asphaltic deposits, and the Palos Verdes Sand in order to identify potential paleontological remains. As defined by the SVP (2010), a Qualified Paleontological Resource Monitor has the following qualifications (or their equivalent):

1. BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or
2. AS or AA in geology, paleontology, or biology and demonstrated two years of experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or
3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.
4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

In the event of a paleontological resource discovery, the monitor has the authority to divert and/or re-direct ground-disturbing activities in the area of the find, and rope off a protective barrier of at least 50 feet in length to evaluate the unanticipated find.

If significantly disturbed deposits or younger deposits too recent to contain paleontological resources are encountered during construction, the ~~Project paleontologist~~ Qualified Professional Paleontologist may reduce or curtail monitoring in those affected areas, after consultation with the Applicant and the Los Angeles Department of City Planning's Office of Historic Resources.

Post-construction, a report shall be prepared detailing paleontological resources discovered during construction. The paleontological resources must be prepared, identified, curated, and donated to a repository, such as the Natural History Museum of Los Angeles County or the La Brea Tar Pits and Museum.

IV.E. Greenhouse Gas Emissions

Section IV.E, Greenhouse Gas Emissions, page IV.E-51, insert the following PDFs below Project Design Feature GHG-PDF-2 as follows:

Project Design Feature GHG-PDF-3: The use of portable gasoline or diesel generators at basecamps or elsewhere on-site will be prohibited. Installation of a backbone electrical grid will be provided so that plugs (i.e., electrical hookups) are available at basecamp areas. In addition, four EV chargers will be installed for the four shuttle parking spaces in the Mobility Hub.

Project Design Feature GHG-PDF-4: The use of portable combustion equipment (e.g., street sweeper, forklifts, aerial lifts) including landscape equipment will be prohibited on-site.

IV.F. Hazards and Hazardous Materials

Section IV.F, Hazards and Hazardous Materials, page IV.F-20, revise Footnote 12 as follows:

¹² As discussed in Section IV.D, Geology and Soils, of this Draft EIR, exploratory borings conducted by Geotechnologies, Inc. as part of the Geotechnical Investigation encountered groundwater between 20 and 30 feet bgs and backfilling of groundwater up to depths of between eight and 15.5 feet bgs was also observed, indicating an ~~artesian groundwater~~ condition where groundwater is confined between relatively impermeable clay layers. Refer to the Geotechnical Investigation in Appendix E of this Draft EIR for further discussion.

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

As shown in Revised Figure IV.F-1 on page ~~IV.F-26, III-40~~ of the Final EIR, as part of CBS operations, one 1,000-gallon diesel UST and two 8,000-gallon diesel USTs were installed at the Project Site in 1952, and a 500-gallon diesel UST was installed in 1956, all generally located within the central and southern central areas of the Project Site. Three of the diesel USTs were taken out of service and permanently removed in 1988. Soil sampling was conducted during tank closure, and approximately 750 cubic yards of diesel-contaminated soil was bio-remediated and removed off-site. Groundwater impacted with benzene, toluene, chlorobenzene, ethylbenzene, 1,4-dichlorobenzene and 1,3-dichlorobenzene was identified in the vicinity of the former tanks. Upon completion of the investigations, CBS's environmental consultant, Converse Environmental, indicated the tank

closures were final but recommended installation of a groundwater well and monitoring of the groundwater on a bimonthly basis.

Section IV.F, Hazards and Hazardous Materials, page IV.F-26, replace Figure IV.F-1 with Revised Figure IV.F-1 on page III-40.

Section IV.F, Hazards and Hazardous Materials, page IV.F-29, revise the first sentence of the third full paragraph as follows:

The Project Site includes ~~two~~four spray paint booths for painting television sets and props.

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

The ~~two~~four existing spray paint booths on-site may remain in operation or could be removed and replaced with similar facilities as part of the Project.

Section IV.F, Hazards and Hazardous Materials, page IV.F-52, add additional text to the third bullet of Mitigation Measure HAZ-MM-1 as follows:

- The General Contractor shall ensure that onsite construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Project Site conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential

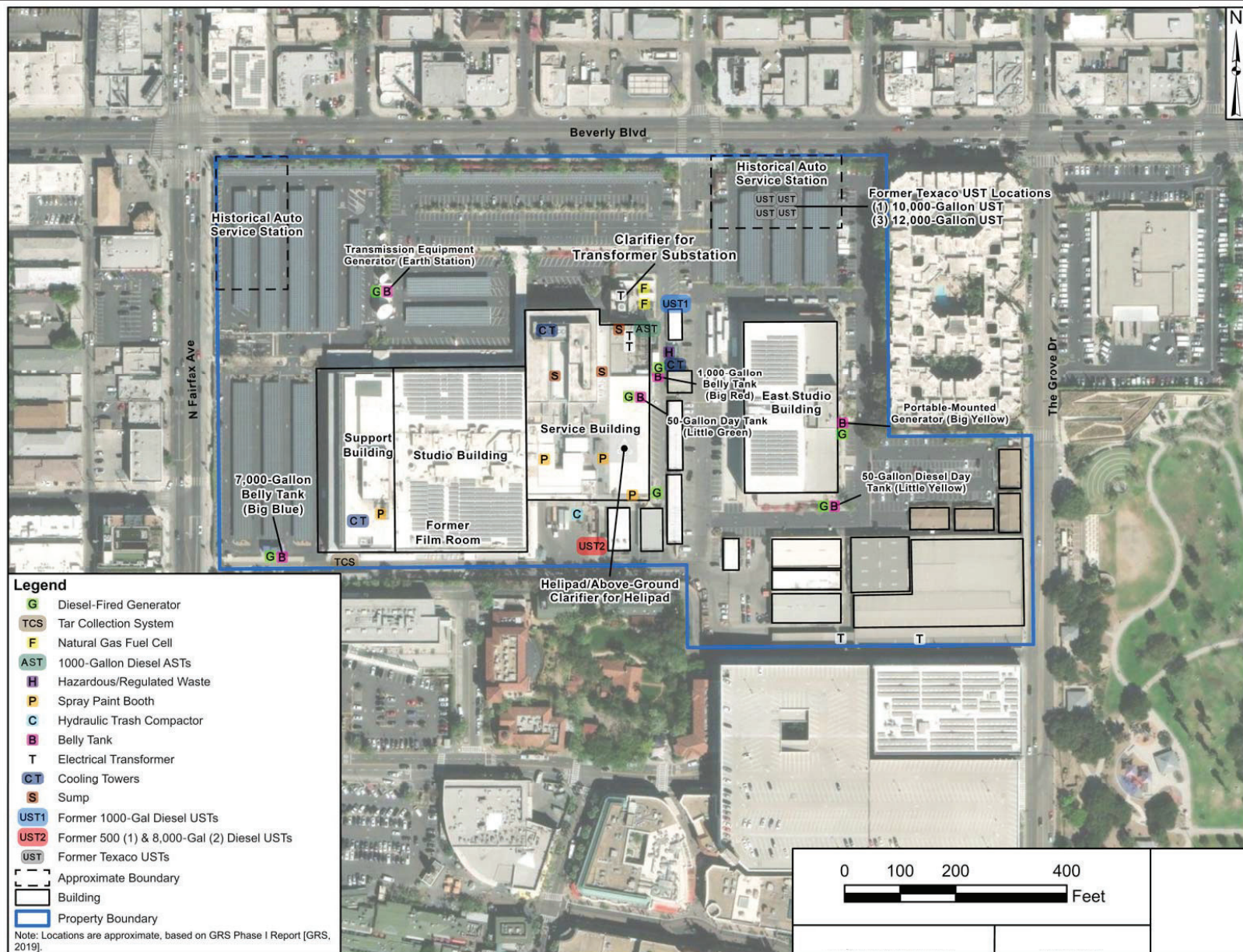


Figure IV.F-1 (Revised)
Hazards and Hazardous Materials Site Map

contaminants on the Project Site, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized onsite personnel not to enter the fenced area. It is anticipated that all soil will be immediately loaded onto trucks for disposal and stockpiling on-site would not be necessary. If soil needs to be temporarily stored on-site, the stockpiled soil will be stored on the Project Site interior away from public interfaces on the perimeter.

IV.G. Hydrology and Water Quality

Section IV.G, Hydrology and Water Quality, page IV.G-20, revise the last sentence of the last full paragraph as follows:

As shown in Revised Table IV.G-1 on page ~~IV.G-36~~ III-43 of the Final EIR, the 50-year frequency storm event peak flow rate within the existing Project Site is 53.4753 cfs.

Section IV.G, Hydrology and Water Quality, page IV.G-21, replace Figure IV.G-1 with Revised Figure IV.G-1 on page III-42 of the Final EIR.

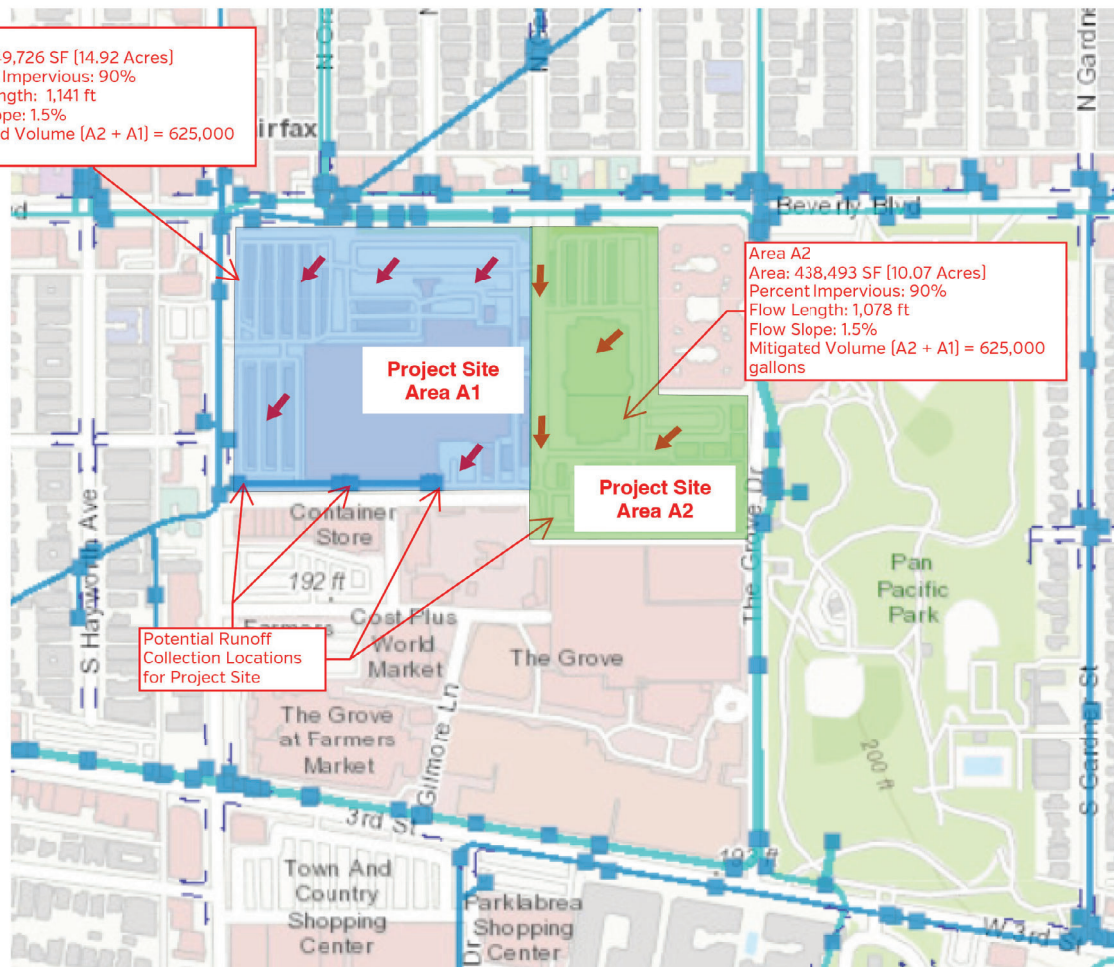
Section IV.G, Hydrology and Water Quality, pages IV.G-35 and IV.G-36, revise the partial paragraph at the bottom of page IV.G-35 and the remainder of the paragraph on page IV.G-36 as follows:

As illustrated in Revised Figure IV.G-1 on page ~~IV.G-21~~, III-42 of the Final EIR, the existing drainage areas and overall drainage patterns would remain unchanged as a result of Project implementation. As discussed above, similar to existing conditions, the Project Site would continue to be comprised of up to approximately 90 percent impervious surfaces following Project buildout. As such, there would be a limited potential for erosion or siltation to occur from exposed soils or large expanses of pervious areas. In addition, as determined in the Hydrology Report and as summarized in Revised Table IV.G-1 on page ~~IV.G-36~~, III-43 of the Final EIR, the overall surface water flow rate would not change with implementation of the Project. Specifically, existing runoff flows during a 50-year storm event are 53.4753 cfs.³² As shown in Revised Table IV.G-1, runoff flows during Project operation would remain the same at 53.4753 cfs during a 50-year storm event. Accordingly, there would be no increase in runoff volumes into the existing storm drain system. Furthermore, the Project's stormwater infrastructure would be designed to convey the 50-year storm to the designated discharge location. Inlets within the Project Site would be sized to

Area A1
Area: 649,726 SF [14.92 Acres]
Percent Impervious: 90%
Flow Length: 1,141 ft
Flow Slope: 1.5%
Mitigated Volume (A2 + A1) = 625,000 gallons

Area A2
Area: 438,493 SF [10.07 Acres]
Percent Impervious: 90%
Flow Length: 1,078 ft
Flow Slope: 1.5%
Mitigated Volume (A2 + A1) = 625,000 gallons

Potential Runoff
Collection Locations
for Project Site

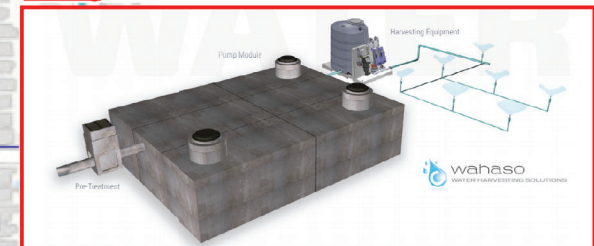


Proposed Capture and Use System

Contech CDS Pretreatment Unit



Oldcastle STORMCAPTURE® Harvesting System
(image below) or Cistern to be interrogated into the building



Oldcastle STORMCAPTURE® Harvesting System - Line Diagram

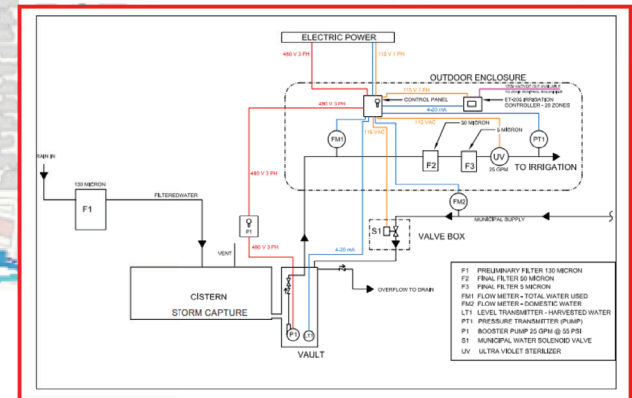


Figure IV.G-1 (Revised)
Proposed Site Drainage

eliminate the potential for ponding. Accordingly, drainage within the Project Site during operations would be similar to current conditions. **Therefore, the Project would not substantially alter the existing drainage pattern of the Project Site or surrounding area such that substantial erosion, siltation, or on-site or off-site flooding would occur. Operational impacts related to erosion and flooding on- or off-site would be less than significant.**

Section IV.G, Hydrology and Water Quality, page IV.G-36, replace Table IV.G-1 with Revised Table IV.G-1 as follows:

**Revised Table IV.G-1
Stormwater Runoff Summary**

Drainage Area ^a	Area (acres)		Q ₅₀ (cfs)	
	Existing	Proposed	Existing	Proposed
Drainage Area A1	14.92	24.99	31.956	53.4753
Drainage Area A2	10.07		21.57	
Site Total	24.99	24.99	53.4753	53.4753
<i>cfs = volumetric flow rate measured in cubic feet per second</i> ^a Refer to <u>Revised Figure IV.G-1 on page IV.G-21–III-42 of the Final EIR for an illustration of the Project Site's drainage areas.</u> <i>Source: KPFF Consulting Engineers, 2024 2023.</i>				

Section IV.G, Hydrology and Water Quality, page IV.G-37, revise the third sentence of Subsection (1) Impact Analysis as follows:

Specifically, the existing Q₅₀ flow rate of 53.4753 cfs would remain with implementation of the Project.

IV.H. Land Use and Planning

Section IV.H, Land Use and Planning, page IV.I-21, revise the partial last paragraph as follows:

The conceptual site plan provided in Figure II-4 in Section II, Project Description, of this Draft EIR provides an illustration of ~~a potential~~ the proposed development program within the Project Site in conformance with the proposed Specific Plan. The conceptual site plan represents a reasonable scenario of how buildout of the Project Site may occur based on current market conditions and the needs identified for the Project Site. ~~Actual development~~ Development of the Project would be governed by the requirements of the proposed Specific Plan ~~and not, which includes~~ the

conceptual site plan as well as other primary physical parameters of the Project as detailed in this Draft EIR. The specific mix of uses ultimately constructed would depend upon market demands, and the Specific Plan would allow for flexibility in locating the various uses within the Project Site. The Specific Plan would also allow for the exchange of certain permitted land uses through a land use exchange procedure, as set forth in the Specific Plan and described below. The Specific Plan is intended to allow Television City to adapt and evolve over time in a manner that honors and realizes the legacy of the original Pereira &...

Section IV.H, Land Use and Planning, pages IV.H-22 and IV.H-23, revise the discussion under Subsection (a) Permitted Land Uses as follows:

As shown in Table II-2 in Section II, Project Description, of this Draft EIR, the proposed Specific Plan would allow for a total of up to a maximum of 1,874,000 square feet of new sound stages, production support, production office, general office, and retail uses within the Project Site, with adjustments permitted subject to the land use exchange provisions set forth in the Specific Plan, discussed below.¹ The types of land uses and facilities permitted on-site would be set forth in the Specific Plan. ~~These would include such~~ The sound stage, production support, production office, general office and retail uses would provide for and support a number of production-related uses such as motion picture, television, and broadcast studios related activities, including, but not limited to: production activities; indoor and outdoor stages; sets and façades; digital, film, video, audio, video game, and media production; recording and broadcasting; sound labs; film editing; film video and audio processing; sets and props production; computer design; computer graphics; animation; and ancillary facilities related to those activities. The following types of related uses and facilities would also be permitted, as detailed in the draft Specific Plan:

- Basecamps
- Communication facilities
- ~~Conference facilities~~ rooms (ancillary to office uses)
- Modular offices and trailers (temporary or permanent)
- Studio support facilities

¹ Proposed floor area would be calculated pursuant to the definition of floor area in the proposed Specific Plan.

- Parking
- Various ancillary commercial and retail uses to serve the on-site employees and visitors
- Catering facilities
- Special events
- Audience and entertainment shows
- Museum exhibits and theater facilities for on-site users that support production activities
- Childcare facilities uses for on-site users
- ~~Educational facilities~~
- E-sports
- Fitness and recreational facilities for on-site users
- Emergency medical facilities to serve on-site employees and visitors
- Infrastructure
- Maintenance and storage facilities
- Mills/manufacturing
- Overnight sleeping quarters for certain onsite personnel (sleeping quarters would not be located within the lower level used for parking, basecamp areas and the Mobility Hub)
- ~~Recreational facilities~~ Restaurants and special event areas including the sale of alcoholic beverages
- Security facilities
- Signs
- ~~Warehouses~~
- Storage
- Transportation facilities, including a Mobility Hub and continued operation of a helipad
- ~~Fueling stations and vehicle repair related to on-site uses and activities~~
- ~~Medical offices (including emergency medical facilities)~~

- ~~• All other uses permitted in the C2 zone unless expressly prohibited in the Specific Plan~~

Section IV.H, Land Use and Planning, page IV.H-24, revise the second bullet point as follows:

- The permitted production support floor area may be increased from 104,000 square feet up to a total of 450,000 square feet in exchange for decreases in other uses.

Section IV.H, Land Use and Planning, page IV.H-29, revise the first full paragraph as follows:

The Specific Plan would establish parking ~~requirements~~ ratios for each of the main land use categories (sound stages, production support, production office, general office, and retail uses), ranging from ~~one~~ two to three parking spaces per 1,000 square feet of floor area, for a sitewide total of approximately 5,300 parking spaces. In the event that publicly accessible retail uses are ultimately developed on-site, separately demarcated parking areas would be provided for public use. Childcare, security stations, basecamp, and non-occupiable structures, such as sets/façades, kiosks, infrastructure-related facilities, and parking/entry facilities, would not ~~require~~ provide dedicated parking. Vehicles may be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the Specific Plan would set forth a process for the approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained. Additionally, parking may be located anywhere within the Project Site ~~or off-site upon the submittal of an off-site parking agreement or covenant satisfactory to the Director of the Department of City Planning.~~ Furthermore, ~~temporary offsite parking due to displacement resulting from production filming and related activities may be provided, with shuttle service to the Project Site as needed.~~ Lastly, existing uses and facilities may be maintained without changes in their respective existing parking ~~requirements~~ provisions.

Section IV.H, Land Use and Planning, pages IV.H-30 and IV.H-31, revise the text under Subsection (2) TVC 2050 Sign District, starting with the second paragraph of this Subsection, as follows:

The parameters governing maximum signage along the Project perimeter utilize the baseline calculation identified for signage square footages (wall, monument, projecting, etc.) under Section 14.4.4 of the LAMC in addition to metrics identified for buildings that exceed one story in height (stated within the same section). The overall signage calculation along the

Project perimeter was informed by using this code section as a baseline. As part of this calculation, these sign areas were identified as “approximate” to identify that the area studied is a cumulative number which may have included fractional quantities which were rounded up to provide a conservative total for clarity and technical analysis. However, the proposed Sign District introduces specific dimensional restrictions along the Shared Eastern Property Line near the Broadcast Center Apartments and opposite The Grove Drive from Pan Pacific Park and the Holocaust Museum. There, signage would be limited to smaller identification, informational, and directional signs of no more than 25 square feet each and located no more than 15 feet above Project Grade.

~~Interior~~—As discussed below, interior signs will be regulated based on whether the sign would be located either being below or above 88 feet. Internal signs would generally not be visible from off-site, public rights-of-way, or any publicly accessible plaza adjacent to a public right-of-way unless they are located above 88 feet. Externally visible signs located along the facades of on-site buildings will be further governed based on their vertical height from Project Grade.

Externally Visible Signs—A total of approximately 31,375 square feet of externally visible, on-site signage is proposed to be located within the Project Site. The combined signage area for all signs along Beverly Boulevard would not exceed approximately 6,100 square feet. The combined signage area for all signs along Fairfax Avenue would not exceed approximately 11,325 square feet. The combined signage area for all signs along The Grove Drive would not exceed approximately 10,350 square feet. Along the Shared Eastern Property Line near Broadcast Center Apartments, signage would be limited to smaller identification, informational, and directional signs of no more than 25 square feet each and located no more than 15 feet above Project Grade.

Project Interior Signs—~~The Project Site interior is defined as~~ Any signs not located directly along and facing a public right-of-way or located within 100 feet from the perimeter of the Project Site along Fairfax Avenue, Beverly Boulevard, and The Grove Drive, 30 feet from the Shared Eastern Property Line or southern property line, or 10 feet from the Southern Shared Access Drive, are interior signs. ~~the interior area of the Project Site and signs would not be generally externally visible. Such signs would be located more than 100 feet from public rights-of-way (i.e., Fairfax Avenue, Beverly Boulevard and The Grove Drive) and 30 feet from the Shared Eastern Property Line. These interior signs are not intended to be viewed from the public realm (e.g., public right-of-way). In addition, where a portion of said~~

sign's structure could be visible at a specific spot or location along the public realm, the text or graphics included within the sign would generally not be visible because they are on-site interior signs. A Vertical Sign Zone has been identified to quantify specific sign types and distinguish sign type based on its location on the façade of a building. Unlimited signage would be permitted for those signs located within the Project Site interior as long as said signs are located below 88 feet. Signage located above 88 feet would be further limited to a maximum sign size of 300 square feet per building face.

A number of sign types would be prohibited throughout the Project Site, including off-site signs (as defined by Section 14.4.2 of the LAMC) and billboards. Project signage may include both externally and internally lit signs, and LAMC illumination regulations would apply. Permitted sign types would include: architectural ledge signs, digital displays, illuminated architectural canopy signs, information signs, monument signs, pillar signs, pole signs, projecting signs, supergraphics, wall signs, and window signs. Prohibited sign types would include: those that contain obscene matters, as defined in Section 311 of the State Penal Code; those that contain or consist of posters, pennants, banners, ribbons, streamers, or spinners, except as permitted by the LAMC; and those that contain flashing, mechanical, or strobe lights in conflict with the provisions of LAMC Sections 80.08.4 and 93.0107. The proposed Sign District would prohibit digital displays from placement along the perimeter. Additional limitations include a prohibition on the operation of outdoor digital displays in the Project Site interior within 200 feet of the Broadcast Center Apartments between the hours of 10 P.M.–7 A.M.

Section IV.H, Land Use and Planning, page IV.H-32, revise the last sentence of first paragraph as follows:

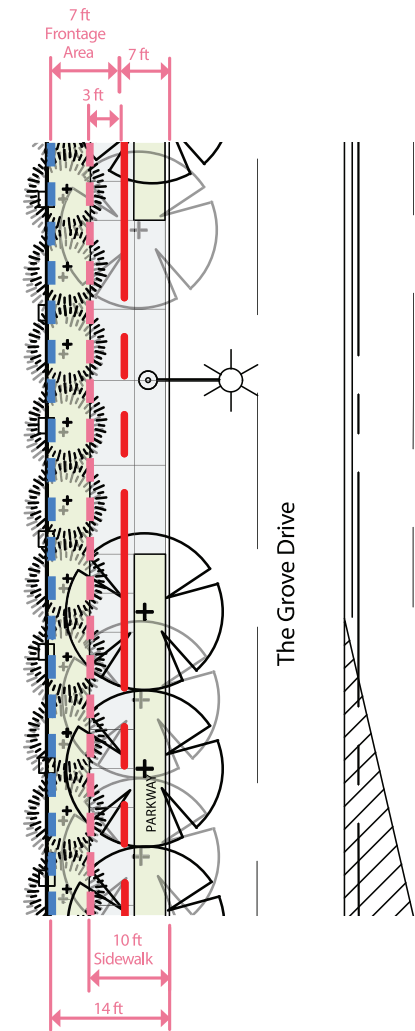
The proposed public realm improvements along each Project Site edge are described further below and are illustrated in Figure IV.H-3 through ~~Figure IV.H-6~~ Figure IV.H-5 on pages IV.H-33 through ~~IV.H-36~~ IV.H-35 and in Revised Figure IV.H-6 on page III-49 of the Final EIR.

Section IV.H, Land Use and Planning, page IV.H-36, replace Figure IV.H-6 with Revised Figure IV.H-6 on page III-49.



Key Plan

- PROPERTY LINE
- FRONTAGE LINE
- EASEMENT LINE



Enlarged Streetscape Plan 5

Figure IV.H-6 (Revised)
The Grove Drive Public Realm Improvements

Section IV.H, Land Use and Planning, page IV.H-37, revise the second full paragraph as follows:

Finally, along portions of the southern property line, sidewalks, screening, and/or planting areas would be introduced. In particular, along the Southern Shared Access Drive, a 10-foot-wide sidewalk-frontage would be provided ~~in addition to the 8-foot right-of-way where service loading areas would be located~~. Parkways would also be provided to allow for street tree plantings.

Section IV.H, Land Use and Planning, page IV.H-48, revise the last sentence on the page that extends to page IV.H-49 as follows:

In particular, along the Southern Shared Access Drive, a 10-foot-wide sidewalk-frontage would be provided ~~in addition to the 8-foot right-of-way where service loading areas would be located~~, for a total 10-foot-wide sidewalk/parkway/loading in some areas.

Section IV.H, Land Use and Planning, page IV.H-57, revise the third full paragraph as follows:

While Project buildout is anticipated in 2026, the Project Applicant is seeking a Development Agreement with a term of 20 years, which could extend the full buildout year to approximately 2043. The Development Agreement would confer a vested right to develop the Project in accordance with the Specific Plan and a Mitigation Monitoring and Reporting Program (MMRP) throughout the term of the Development Agreement. The Specific Plan and MMRP would continue to regulate development of the Project Site and provide for the implementation of all applicable Project design features and mitigation measures associated with any development activities during and beyond the term of the Development Agreement. Additionally, land use impacts do not vary substantially over the course of relatively short time frames (i.e., the 20-year timeframe of the Development Agreement in relation to the longer-term nature of adopted land use plans, policies, and regulations). Therefore, a later buildout date would not affect the impacts or significance conclusions presented above.

IV.I. Noise

Section IV.I, Noise, page IV.I-19, revise the first full paragraph as follows:

Based on a review of the land uses in the vicinity of the Project Site, eight noise receptor locations were selected to represent noise-sensitive uses within 500 feet of the property line of Project Site (receptor locations R1

through R8). ~~In addition, ambient noise measurements were conducted at two proposed offsite construction truck staging areas (receptor locations R9 and R10). These locations represent areas with land uses that could qualify as noise-sensitive uses according to the definition of such uses in the L.A. CEQA Thresholds Guide and the General Plan. As discussed below, noise measurements were conducted at 10-8 off-site locations around and adjacent to the Project Site to establish baseline noise conditions in the vicinity of the Project Site. The monitoring locations surround the Project Site and thereby provide representative baseline measurements for all noise-sensitive uses. In addition, the monitoring locations provide an adequate basis to evaluate potential impacts at the monitoring locations and at other sensitive receptors located beyond the monitoring location in the same direction from the Project Site.~~

The noise measurement locations surrounding the Project Site are shown in Figure IV.I-3 on page IV.I-20 and described in Table IV.I-5 on page IV.I-21. ~~The two additional noise measurement locations that were evaluated for off-site construction truck staging only are shown in Figure IV.I-4 and Figure IV.I-5 on pages IV.I-22 and IV.I-23, and are also described in Table IV.I-5.~~

Section IV.I, Noise, page IV.I-19, revise the last partial paragraph as follows:

To establish baseline noise conditions, existing ambient noise levels were monitored at 10 off-site receptor locations (identified as R1 through R10) that are representative of sensitive uses in the vicinity of the Project Site and near the off-site construction truck staging areas. The baseline noise monitoring program was conducted on August 9, 2021, using a Larson-Davis Model 870 and a Quest Technologies Model 2900 Integrating/Logging Sound Level Meters.⁴⁰ A 24-hour measurement was conducted at receptor location R1. Two 15-minute measurements were conducted at each of the off-site receptor locations R2 through R8 during daytime and nighttime hours, ~~and one 15-minute measurement was conducted at both off-site receptor locations R9 and R10 during the daytime hours.~~ The daytime ambient noise levels were measured between 10:00 A.M. and 2:00 P.M., and the nighttime ambient noise levels were measured between 10:00 P.M. and 1:00 A.M. The...

Section IV.I, Noise, page IV.D-21, replace Table IV.I-5 with Revised Table IV.I-5 on page III-52 as follows:

Revised Table IV.I-5
Description of Noise Measurement Locations

Receptor Location	Description	Approximate Distance from Measurement Location to Nearest Project Site Boundary (feet) ^a	Nearest Noise-Sensitive Land Use(s)
R1	Residential uses at the southwest corner of The Grove Drive and Beverly Boulevard, east of the Project Site	Adjacent to the Project Site	Multi-family Residential
R2	Pan Pacific Park on the east side of The Grove Drive, east of the Project Site	75	Park
R3	Motel use on the north side of Beverly Boulevard (between Genesee Avenue and Spaulding Avenue), north of the Project Site	95	Motel
R4	School use on the north side of Beverly Boulevard (between Spaulding Avenue and Stanley Avenue), north of the Project Site	195	School
R5	Residential use on Ogden Drive (north of Beverly Boulevard), north of the Project Site	220	Single-family Residential
R6	Residential use on Hayworth Avenue (north of Beverly Boulevard), northwest of the Project Site	375	Multi-family Residential
R7	Residential use on Hayworth Avenue (south of Beverly Boulevard), west of the Project Site	230	Multi-family Residential
R8	Hotel use on Fairfax Avenue (south of Beverly Boulevard), southwest of the Project Site	95	Multi-family residential, Hotel
R9 ^b	Residential, motel, and medical uses on the north side of Venice Boulevard, west of Guthrie Avenue	13,075	Single-family Residential, Motel, Medical
R10 ^b	School and recreation uses on the north side of Venice Boulevard, east of Normandie Avenue	20,810	School, Recreation
<p>^a Distances are estimated using Google Earth.</p> <p>^b Receptor locations R9 and R10 are utilized for evaluation of off-site construction truck staging only.</p> <p>Source: AES, 2021. See Appendix J of this Draft EIR.</p>			

Section IV.I, Noise, page IV.I-21, revise the last partial paragraph as follows:

Revised Table IV.I-6 on page IV.I-24-III-53 of the Final EIR provides a summary of the ambient noise measurements conducted at the 40-8 noise receptor locations. Based on field observations, the ambient noise at the measurement locations is dominated by local traffic and, to a...

Section IV.I, Noise, pages IV.I-22 and IV.I-23, delete Figures IV.I-4 and IV.I-5.

Section IV.I, Noise, page IV.I-24, replace Table IV.I-6 with Revised Table IV.I-6 below as follows:

**Revised Table IV.I-6
Existing Ambient Noise Levels**

Receptor Location	Noise-Sensitive Land Use	Measured Noise Levels, L_{eq} (dBA)		CNEL (24-hour)
		Daytime Hours (7:00 A.M.–10:00 P.M.)	Nighttime Hours (10:00 P.M.–7:00 A.M.)	
R1	Residential	61.1 ^b	53.3 ^b	62.3
R2	Park	62.8	60.7	65.9 ^a
R3	Hotel	68.5	67.5	72.4 ^a
R4	School	67.7	65.8	70.9 ^a
R5	Residential	58.9	57.8	62.7 ^a
R6	Residential	60.4	54.2	60.9 ^a
R7	Residential	56.6	53.1	58.7 ^a
R8	Hotel	66.9	65.0	70.1 ^a
R9	Residential, Motel, Medical	64.2	—	—
R10	School, Recreation	67.5	—	—
^a Estimated based on short-term (15-minute) noise measurement based on FTA procedures. ^b Levels shown for R1 represent the average for the entire daytime and nighttime periods. Source: AES, 2021. See Appendix J of this Draft EIR.				

Section IV.I, Noise, page IV.I-34, revise Project Design Feature NOI-PDF-1 as follows:

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices, consistent with manufacturers' standards. All equipment will be properly maintained to assure that no additional noise due to worn or improperly maintained parts will be generated.

- Construction contractors will schedule construction activities to avoid the simultaneous operation of construction equipment within 100 feet of receptor location R1 (Broadcast Center Apartments) to minimize noise levels resulting from operating several pieces of high-noise-level emitting equipment such as drilling rigs, excavators, and concrete pumps.

- Construction equipment staging areas will be located at least 100 feet from receptor location R1. Contractors will place stationary noise sources on the Project Site at least 100 feet from receptor location R1.
- A telephone hot-line for use by the public will be established to report any adverse noise conditions associated with the construction of the Project. The hot-line telephone number shall be posted at the Project Site during construction in a manner visible to passersby with a minimum spacing of one sign for each 200 feet of the perimeter. In the event that the noise complaint is Project construction-related, the Applicant shall:
 - Document and respond to each noise complaint;
 - Conduct an investigation to attempt to determine the source of noise related to the complaint;
 - Take all reasonable measures to reduce the noise at its source; and
 - Submit a monthly summary report of the Project-related noise complaints to the City Planning Department or Building and Safety.
- Hydraulic tools will be used instead of pneumatic tools within 100 feet from receptor location R1, when commercially available.
- All impact tools will be shrouded or shielded within 100 feet from receptor location R1.
- Construction equipment will not be idled for extended periods of time (more than 5 minutes) within 100 feet of receptor location R1, as specified by CARB.
- Music (i.e., workers' radios) from the construction site will not be audible at off-site noise-sensitive receptors.
- Large 40-yard dumpsters will not be located within 200 feet from receptor location R1; or, if located within 200 feet of receptor location R1, a sound barrier blocking the line-of-sight to the dumpster from receptor location R1 will be required.
- Within 100 feet from any sensitive receptor location, the Project would utilize electric or battery powered construction equipment for the following pieces of

equipment: tower cranes; mounted placing booms; scissor lifts; welding machines once permanent power is in place; swing stages; light towers for limited durations; concrete saw; and some light material forklifts (except for heavy material lifting) once concrete is in place.

Section IV.I, Noise, pages IV.I-35 through IV.I-37, revise the text starting with the last partial paragraph on page IV.I-35 to match the refined description of the haul route included above for Section II, Project Description, pages II-34 to II-35.

Section IV.I, Noise, page IV.I-37, revise the first full paragraph as follows:

~~In addition, haul trucks would also access two potential staging areas on the south side of Venice Boulevard between Cadillac Avenue and Fairfax Avenue (staging area 1) and between Normandie Avenue and Walton Avenue (staging area 2), via Venice Boulevard (between Cadillac Avenue and Fairfax Avenue and between Normandie Avenue and Vermont Avenue), Normandie Avenue (between I-10 and Venice Boulevard) and Vermont Avenue (between Venice Boulevard and I-10).~~ be staged on-site along the northern property line (in the center of the Project Site west of Genesee Avenue) and along the southern property line (east of Fairfax Avenue).

Section IV.I, Noise, page IV.I-39, replace Table IV.I-10 with Revised Table IV.I-10 on page III-56 as follows:

**Revised Table IV.I-10
Construction Noise Impacts**

Off-Site Receptor Location	Approximate Distance from Receptor to Project Construction Area (feet)	Estimated Construction Noise Levels by Construction Stage (L _{eq} (dBA))							Existing Daytime Ambient Noise Levels (L _{eq} (dBA))	Significance Criteria (L _{eq} (dBA)) ^a	Maximum Noise Exceedance Above the Criteria (L _{eq} (dBA))	Significant Impact Without Mitigation?
		Demo-lition	Grading/ Excava-tion	On-Site Truck Staging	Mat Founda-tion	Struc-ture/ Enclo-sure	Architec-tural Coating/ Finishing	Paving/ Land-scape				
R1	20	88.8	87.1	<u>59.8</u>	84.9	86.4	83.7	82.9	61.1	66.1	22.7	Yes
R2	75	82.7	80.5	<u>51.4</u>	78.6	82.5	76.0	75.5	62.8	67.8	14.9	Yes
R3	95	81.0	79.1	<u>58.6</u>	77.0	81.1	74.6	73.7	68.5	73.5	7.6	Yes
R4	195	75.6	74.8	<u>53.2</u>	72.1	76.5	70.2	68.1	67.7	72.7	3.8	Yes
R5	220	69.7	69.1	<u>58.5</u>	66.2	70.7	64.4	62.1	58.9	63.9	6.8	Yes
R6	375	60.5	60.4	<u>45.5</u>	57.2	62.1	55.7	52.8	60.4	65.4	0.0	No
R7	230	74.3	73.8	<u>53.9</u>	70.9	75.4	69.1	66.8	56.6	61.6	13.8	Yes
R8	95	81.0	79.1	<u>64.5</u>	77.0	81.1	74.6	73.7	66.9	71.9	9.2	Yes
^a Significance criteria are equivalent to the measured daytime ambient noise levels (see <u>Revised Table IV.I-6 on page IV.I-24, III-53 of the Final EIR</u>) plus 5 dBA, per the L.A. CEQA Thresholds Guide, for construction activities lasting longer than 10 days in a three-month period. If the estimated construction noise levels exceed those significance thresholds, a construction-related noise impact is identified. Source: AES, 2021. See Appendix J of this Draft EIR.												

Section IV.I, Noise, page IV.I-40, delete the last paragraph that reads as follows:

~~As described above, there would be temporary construction-related truck staging (for haul trucks) along the south side of Venice Boulevard between Cadillac Avenue and Fairfax Avenue (staging area 1) and between Normandie Avenue and Catalina Street (staging area 2). It is anticipated that there would be up to 25 haul trucks lined up along the two staging areas. Noise sources at the truck staging area would include trucks queuing and idling. However, truck idling would be limited to a maximum of 5 minutes per the State's guidelines (i.e., CARB). Estimated noise levels due to trucks at the staging area would be 66.3 dBA Leq at receptor location R9 (across from staging area 1) and 69.0 dBA Leq at receptor location R10 (across from staging area 2). When added to the existing ambient noise levels (64.2 dBA Leq at R9 and 67.5 dBA Leq at R10), the Project plus ambient noise levels at receptor locations R9 and R10 would be 68.4 dBA Leq and 71.3 dBA Leq, respectively. Thus, the estimated noise increases at receptor locations R9 and R10 due to truck staging would be below the 5 dBA significance criterion. Therefore, temporary noise impacts associated with the Project's two potential haul truck staging locations would be less than significant.~~

Section IV.I, Noise, page IV.I-41, revise the first full paragraph as follows:

With regard to haul routes, as described above, construction haul trucks would travel between the Project Site and I-10 via Washington Boulevard, Fairfax Avenue, San Vicente Boulevard, Beverly Boulevard, and/or La Brea Avenue. ~~In addition, haul trucks would also utilize Venice Boulevard, Normandie Avenue, and Vermont Avenue to access the staging areas from I-10.~~ As discussed in Section IV.K, Transportation, of this Draft EIR, the peak period (i.e., daily number of truck trips) of construction with the highest number of construction trucks would occur during the mat foundation stage, which would occur for a duration of up to five days. During this construction stage, there would be a maximum of approximately 500 concrete trucks coming to and leaving the Project Site (equal to 1,000 total trips) per on a concrete pour day. In addition, there would be up to approximately 320 construction trucks (300 haul trucks and 20 delivery trucks) during the grading/excavation stage (total of 640 truck trips). There would also be approximately 50 to ~~740-970~~ construction workers traveling to and from the Project Site on a daily basis during the various construction stages, which would generate approximately 100 to ~~1,480~~1,940 trips per day. Construction workers are expected to arrive at the Project Site before construction starts and leave when construction ends. Therefore, construction worker vehicle noise would not overlap with Project construction equipment or trucks. In

addition, the noise levels generated by construction worker vehicle trips would be lower than the construction truck trips.

Section IV.I, Noise, page IV.I-41, revise the third sentence of the last partial paragraph as follows:

The estimated noise levels along La Brea Avenue, San Vicente Boulevard, and Beverly Boulevard, ~~Normandie Avenue, Venice Boulevard, and Vermont Avenue~~ (utilized by haul trucks from the two staging areas during the ~~grading/excavation stage~~) would be below the significance criterion of a 5-dBA increase over the ambient noise level.

Section IV.I, Noise, page IV.I-42, replace Table IV.I-11 with Revised Table IV.I-11 on page III-59:

Section IV.I, Noise, page IV.I-44, revise the last partial paragraph as follows:

Outdoor studio production activities currently occur throughout the Project Site. Noise sources associated with outdoor studio production activities include, but are not limited to, setup and take down of sets, and outdoor filming activities, ~~and the use of portable generators~~. Outdoor studio production activities may occur at any time and any day of the...

Revised Table IV.I-11
Off-Site Construction Truck Noise Levels

Construction Stage	Estimated Number of Construction Truck Trips per Day	Estimated Number of Construction Truck Trips per Hour ^b	Estimated Truck Noise Levels Plus Ambient Along the Project Truck Routes ^a (L _{eq} (dBA)) (Project/Project + Ambient)						
			Fairfax Avenue	La Brea Avenue	San Vicente Boulevard	Beverly Boulevard	Normandie Avenue ^e	Venice Boulevard ^e	Vermont Avenue ^e
Demolition	80	10	60.6/67.8	59.4/67.6	58.5/67.5	59.4/68.3	—/—	—/—	—/—
Grading/Excavation	640	107	70.9/72.4	69.7/71.5	68.8/71.0	69.7/71.8	69.6/71.7	65.8/69.7	69.6/71.7
Mat Foundation (concrete pour)	1,000	50	67.6/70.3 ^{fe}	66.4/69.7	65.5/69.3	66.4/70.1	—/—	—/—	—/—
Structure/Enclosure	100	13	61.8/68.1	60.6/67.8	59.6/67.6	60.6/68.5	—/—	—/—	—/—
Architectural Coating/Finishing	60	8	59.7/67.7	58.4/67.5	57.5/67.4	58.4/68.2	—/—	—/—	—/—
Paving/Landscaping	10	2	53.6/67.1	52.4/67.1	51.5/67.0	52.4/67.8	—/—	—/—	—/—
Existing Ambient Noise Levels Along the Project Haul Routes, L _{eq} (dBA) ^{dc}			66.9	66.9	66.9	67.7	67.5	67.5	67.5
Significance Criteria, L _{eq} (dBA) ^{ed}			71.9	71.9	71.9	72.7	72.5	72.5	72.5
Maximum Exceedance Over Significance Criteria, L _{eq} (dBA)			0.5 ^{fe}	0.0 ^{fe}	0.0 ^{fe}	0.0	0.0	0.0	0.0
Significant Impact?			Yes ^{fe}	Yes ^{fe}	Yes ^{fe}	No	No	No	No

^a Noise levels include Project-related truck trips plus ambient noise levels.

^b For construction trucks, the number of hourly trips is based on an hourly average, assuming a uniform distribution of trips over an 8-hour work day. Haul truck hourly trips during demolition, grading and excavation are based on 6 hours of hauling per day. Concrete truck trips for the mat foundation pour are based on a uniform distribution of trips over a 20-hour workday.

^e ~~Normandie Avenue, Venice Boulevard, and Vermont Avenue would only be used for truck trips associated with the two staging areas during grading and excavation.~~

^c ~~Ambient noise levels along Fairfax Avenue, Beverly Boulevard, La Brea Avenue, and San Vicente Boulevard and Venice Boulevard are based on measurements at nearby receptor locations (i.e., receptor locations R8 along Fairfax Avenue, and La Brea Avenue, and San Vicente Boulevard, R4 along Beverly Boulevard, and R10 along Venice Boulevard). Ambient noise levels along Normandie Avenue and Vermont Avenue are based on the measured ambient noise level at receptor location R10.~~

^{ed} Significance criteria are equivalent to the measured daytime ambient noise levels plus 5 dBA.

^{fe} The concrete mat foundation pour could occur during the nighttime hours, if permitted by the Executive Director of the Board of Police Commissioners. The estimated noise levels due to concrete trucks along Fairfax Avenue (67.6 dBA L_{eq}), La Brea Avenue (66.4 dBA L_{eq}), and San Vicente Boulevard (65.5 dBA L_{eq}) would increase the nighttime ambient noise level (62.0 dBA L_{eq}) by 6.7 dBA L_{eq}, 5.7 dBA L_{eq}, and 5.1 dBA L_{eq}, which would exceed the 5-dBA significance threshold by 1.7 dBA, 0.7 dBA and 0.1 dBA along Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard, respectively, and, thus, would result in a significant impact. The estimated noise levels due to concrete trucks used for mat foundation pour traveling along Beverly Boulevard (66.4 dBA L_{eq}) would

Revised Table IV.I-11 (Continued)
Off-Site Construction Truck Noise Levels

Construction Stage	Estimated Number of Construction Truck Trips per Day	Estimated Number of Construction Truck Trips per Hour ^b	Estimated Truck Noise Levels Plus Ambient Along the Project Truck Routes ^a (L _{eq} (dBA)) (Project/Project + Ambient)						
			Fairfax Avenue	La Brea Avenue	San Vicente Boulevard	Beverly Boulevard	Normandie Avenue ^e	Venice Boulevard ^e	Vermont Avenue ^e
increase the nighttime ambient noise level (65.8 dBA L _{eq}) by 3.3 dBA, which would be below the 5-dBA significance threshold.									
Source: AES, 2021. See Appendix J of this Draft EIR.									

Section IV.I, Noise, page IV.I-46, insert the following text and tables after the last full paragraph:

In addition to the operational parking noise, an analysis was conducted to evaluate the noise levels associated with on-site vehicle movement. Project trucks would generally access the Project Site along Fairfax Avenue and Beverly Boulevard, and a minimal number of trucks would access the Project Site from the driveway on The Grove Drive. However, the noise analysis assumed 50 percent of daily trucks would be traveling along the perimeter of the Project Site to represent a conservative analysis. This is much higher than the actual number of daily trucks, as less than approximately 5 percent of the Project trucks (approximately 4 trucks) would use the Beverly Boulevard driveway west of the Broadcast Center Apartments, and approximately 20 percent of the trucks would use The Grove Drive driveway. In addition, to represent a conservative analysis, the noise analysis assumed 50 percent of the 83 trucks (166 truck trips) per day would be traveling on the driveway adjacent to the Broadcast Center Apartments, which is significantly higher than the anticipated four trucks (eight truck trips) per day, per the transportation analysis.^{53A} Furthermore, the noise analysis assumed the trucks would be traveling along the driveways adjacent to the closest noise sensitive receptors, as a conservative analysis. Table IV.I-14(a) and Table IV.I-14(b) on page III-62 of the Final EIR provide the estimated noise levels under the existing and future conditions, respectively. As shown in Table IV.I-14(a) and Table IV.I-14(b), the Project would result in a maximum noise increase of approximately 0.1 dBA and 1.7 dBA at receptor location R1 during the daytime and nighttime hours, respectively. As described above, a change of 3 dBA in ambient noise levels is considered to be a barely perceivable difference. Thus, an increase of up to 1.7 dBA would not be perceptible. In addition, the estimated noise levels would be below the 5-dBA significance threshold. **As such, noise impacts associated with on-site trucks would be less than significant.**

^{53A} Refer to Topical Response No. 10, Trip Generation, Section E, Truck Trips, of the Final EIR.

Table IV.I-14(a)
On-Site Vehicle Noise Levels—Daytime Hours

<u>Off-Site Receptor Location</u>	<u>Estimated Noise Levels due to On-Site Vehicles, dBA (L_{eq})</u>		<u>Existing Daytime Ambient Noise Levels, dBA (L_{eq})</u>	<u>Ambient + Project Noise Levels, dBA (L_{eq})</u>		<u>Noise Increase from Existing to Future, dBA (L_{eq})</u>
	<u>Existing</u>	<u>Future</u>		<u>Existing</u>	<u>Future</u>	
R1	59.7	60.1	61.1	63.5	63.6	0.1
R2	47.9	49.0	62.8	62.9	63.0	0.1
R3	52.0	47.0	68.5	68.6	68.5	0.0
R4	44.4	41.4	67.7	67.7	67.7	0.0
R5	44.6	46.7	58.9	59.1	59.2	0.1
R6	25.2	26.2	60.4	60.4	60.4	0.0
R7	45.4	45.3	56.6	56.9	56.9	0.0
R8	48.0	49.9	66.9	67.0	67.0	0.0
<i>Source: AES, 2023.</i>						

Table IV.I-14(b)
On-Site Vehicle Noise Levels—Nighttime Hours

<u>Off-Site Receptor Location</u>	<u>Estimated Noise Levels due to On-Site Vehicles, dBA (L_{eq})</u>		<u>Existing Nighttime Ambient Noise Levels, dBA (L_{eq})</u>	<u>Ambient + Project Noise Levels, dBA (L_{eq})</u>		<u>Noise Increase from Existing to Future, dBA (L_{eq})</u>
	<u>Existing</u>	<u>Future</u>		<u>Existing</u>	<u>Future</u>	
R1	54.3	57.0	53.3	56.8	58.5	1.7
R2	41.5	43.4	60.7	60.8	60.8	0.0
R3	46.4	42.6	67.5	67.5	67.5	0.0
R4	38.8	37.5	65.8	65.8	65.8	0.0
R5	38.9	41.7	57.8	57.9	57.9	0.0
R6	20.8	22.9	54.2	54.2	54.2	0.0
R7	40.5	42.1	53.1	53.3	53.4	0.1
R8	44.0	47.4	65.0	65.0	65.1	0.1
<i>Source: AES, 2023.</i>						

Mobility Hub

The Project would include a Mobility Hub to provide access for passenger pick-up/drop-off zones, including shuttle buses. The Mobility Hub is anticipated to be located at the southwest corner of the Project Site with access from Fairfax Avenue. The Mobility Hub would be shielded along the north and east by the Project building and an approximately 12-foot-high wall

along the southern property line. Noise levels associated with the Mobility Hub would include vehicles and shuttle buses for drop off and pick up. Table IV.I-14(c) on page III-63 of the Final EIR provides the estimated noise levels associated with the Mobility Hub. As shown in Table IV.I-14(c), the Mobility Hub operation would not increase the existing daytime and nighttime ambient noise levels. **As such, noise impacts associated with the Mobility Hub would be less than significant.**

Table IV.I-14(c)
Mobility Hub Operation Noise Levels

<u>Off-Site Receptor Location</u>	<u>Estimated Noise Levels due to Mobility Hub, dBA (L_{eq})</u>		<u>Existing Daytime Ambient Noise Levels, dBA (L_{eq})</u>		<u>Ambient + Project Noise Levels, dBA (L_{eq})</u>		<u>Noise Increase due to Project, dBA (L_{eq})</u>	
	<u>Daytime</u>	<u>Nighttime</u>	<u>Daytime</u>	<u>Nighttime</u>	<u>Daytime</u>	<u>Nighttime</u>	<u>Daytime</u>	<u>Nighttime</u>
R1	<u>1.7</u>	<u>0.0</u>	<u>61.1</u>	<u>53.3</u>	<u>61.1</u>	<u>53.3</u>	<u>0.0</u>	<u>0.0</u>
R2	<u>0.0</u>	<u>0.0</u>	<u>62.8</u>	<u>60.7</u>	<u>62.8</u>	<u>60.7</u>	<u>0.0</u>	<u>0.0</u>
R3	<u>3.1</u>	<u>0.0</u>	<u>68.5</u>	<u>67.5</u>	<u>68.5</u>	<u>67.5</u>	<u>0.0</u>	<u>0.0</u>
R4	<u>0.0</u>	<u>0.0</u>	<u>67.7</u>	<u>65.8</u>	<u>67.7</u>	<u>65.8</u>	<u>0.0</u>	<u>0.0</u>
R5	<u>10.6</u>	<u>5.5</u>	<u>58.9</u>	<u>57.8</u>	<u>58.9</u>	<u>57.8</u>	<u>0.0</u>	<u>0.0</u>
R6	<u>9.0</u>	<u>3.9</u>	<u>60.4</u>	<u>54.2</u>	<u>60.4</u>	<u>54.2</u>	<u>0.0</u>	<u>0.0</u>
R7	<u>23.5</u>	<u>18.4</u>	<u>56.6</u>	<u>53.1</u>	<u>56.6</u>	<u>53.1</u>	<u>0.0</u>	<u>0.0</u>
R8	<u>41.9</u>	<u>36.9</u>	<u>66.9</u>	<u>65.0</u>	<u>66.9</u>	<u>65.0</u>	<u>0.0</u>	<u>0.0</u>
<u>Source: AES, 2023.</u>								

Section IV.I, Noise, page IV.I-56, revise Mitigation Measure NOI-MM-1 as follows:

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

- Along the eastern property line of the Project Site between the construction areas and the adjacent residential and park uses to the east, the temporary sound barrier shall be designed to provide a minimum 16-A-weighted decibels (dBA) noise reduction at the ground level of receptor locations R1 and R2. In addition, the temporary sound barrier along the Shared Eastern Property Line (between the Project Site and the Broadcast Center Apartments (R1)) shall be 30 feet high. The sound barriers shall be

constructed when construction activities are located within 700 feet and 560 feet of receptor locations R1 and R2, respectively.

- Along the northern property line of the Project Site between the construction areas and the motel (receptor location R3) and school (receptor location R4) on the north side of Beverly Boulevard and the residential uses along Orange Grove Avenue, Ogden Drive, Genesee Avenue, and Spaulding Avenue (represented by receptor location R5), the temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 9-dBA, 5-dBA and 8-dBA noise reduction at the ground level of receptor locations R3, R4, and R5 respectively. The sound barriers shall be constructed when construction activities are located within 280 feet, 300 feet, and 490 feet of receptor locations R3, R4 and R5, respectively.
- Along the western and a portion of the southern property lines of the Project Site between the construction areas and residential uses on Hayworth Avenue (receptor location R7) and the residential and motel uses on the west side Fairfax Avenue (receptor location R8), the temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 15-dBA and 10-dBA noise reduction at the ground level of receptor locations R7 and R8, respectively. The sound barriers shall be constructed when construction activities are located within 700 feet and 340 feet of receptor locations R7 and R8, respectively.
- Along an approximately 250-foot segment of the southern portion of the Project property line between the construction areas and the Gilmore Adobe, a temporary sound barrier shall be designed to break the line-of-sight and provide a minimum 15 dBA noise reduction at the ground level of the Gilmore Adobe.^{53B} The sound barrier shall be constructed when construction activities are located within 700 feet of the Gilmore Adobe.

^{53B} The Gilmore Adobe (also referred to as the Rancho La Brea Adobe) is a commercial use. A commercial use is not a sensitive receptor for purposes of the noise analysis under CEQA. Nonetheless, the Gilmore Adobe was treated hypothetically as a residential use for informational purposes in response to comments on the Draft EIR.

Section IV.I, Noise, page IV.I-57, revise the last sentence of the last partial paragraph that continues to page IV.I-58 as follows:

The temporary sound barrier specified for receptor location R1 would provide up to 5 dBA noise reduction at Level 3, which is a noticeable noise reduction. ~~However, it would not be effective in reducing the construction-related noise levels at the upper-higher levels of the residential building (up to five stories) due to the higher ground elevation relative to the Project Site.~~

Section IV.I, Noise, page IV.I-63, revise the last full paragraph as follows:

As described above, construction delivery/haul trucks would travel between the Project Site and I-10 via Washington Boulevard, Fairfax Avenue, San Vicente Boulevard, Beverly Boulevard, and/or La Brea Avenue. ~~In addition, haul trucks would travel between the haul truck staging areas and I-10 via Normandie Avenue, Venice Boulevard, and Vermont Avenue.~~ Heavy-duty construction trucks would generate ground-borne vibration as they travel along the Project's anticipated haul route(s). Thus, an analysis of potential vibration impacts using the building damage and human annoyance criteria for ground-borne vibration along the anticipated local haul routes was conducted.

Section IV.I, Noise, page IV.I-65, revise the first full paragraph as follows:

As discussed above, per FTA guidance, the significance criteria for human annoyance are 72 VdB for residential and hotel uses and 75 VdB for school uses. It should be noted that buses and trucks rarely create vibration that exceeds 70 VdB at 50 feet from the receptor unless there are bumps in the road.³ The estimated vibration levels generated by construction trucks traveling along the anticipated haul route were assumed to be within 24 feet of the sensitive uses (i.e., the residential and motel uses) along Fairfax Avenue, Beverly Boulevard, La Brea Avenue, and San Vicente Boulevard, ~~Normandie Avenue, and Vermont Avenue.~~ As indicated in the noise calculation worksheets included in Appendix J of this Draft EIR, the temporary vibration levels could reach approximately 72.6 VdB periodically as trucks pass sensitive receptors along the anticipated haul route(s) at a distance of 24 feet. The vibration sensitive uses along Venice Boulevard are located a minimum of 55 feet from the truck traveled lane, and would be exposed to vibration levels up to 61.8 VdB from the construction trucks, which would be below the 72-VdB significance criterion. However, the residential and motel uses along Fairfax Avenue, Beverly Boulevard, La Brea Avenue, and San Vicente Boulevard, ~~Normandie Avenue, and Vermont Avenue~~ would be exposed to ground-borne vibration levels of up to 72.6 VdB, which would exceed the 72-VdB significance criterion. **Thus, potential vibration impacts**

with respect to human annoyance that would result from temporary and intermittent offsite vibration from construction trucks traveling along the anticipated- haul route(s) would be potentially significant.

Section IV.I, Noise, page IV.I-58, replace “(feet)” within the heading of the second column of Table IV.I-19 with“(dBA),” as follows:

<p>Minimum Noise Reduction Provided by Mitigation Measures^b (feet) (dBA)</p>
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Section IV.I, Noise, page IV.I-77, revise the first partial paragraph as follows:

San Vicente Boulevard, which could reach 72.6 VdB as the trucks pass by within 24 feet of the sensitive receptors. As described above, there are related projects that could utilize the same truck routes as the Project, including Nos. 1, 3, 5, 7, 8, 11, 12, 13, 15, 16, 17, and 21, which could utilize Fairfax Avenue, Beverly Boulevard, La Brea Avenue, and San Vicente Boulevard as a haul route, ~~or the staging areas along Normandie Avenue and Vermont Avenue.~~ **Therefore, to the extent that other related projects use the same haul route or staging areas as the Project, potential cumulative vibration impacts with respect to human annoyance associated with temporary and intermittent vibration from haul trucks would be potentially significant.**

IV.K. Transportation

Section IV.K, Transportation, pages IV.K-38 through IV.K-40, revise the fifth and ninth bullets of Project Design Feature TR-PDF-2 as follows:

- Shuttle Service: The Applicant will either operate or fund an ~~employee~~ van or shuttle service for employees and visitors between the proposed Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site. The shuttle will operate during typical commuter peak periods and provide service from or near the Project Site to the ~~Metro D Line~~ Wilshire/Fairfax Station. The shuttle service will enhance employee and visitor access to the Metro D (Purple) Line and, therefore, result in greater reductions in vehicle trips and vehicle miles traveled

(VMT). Additionally, the Mobility Hub could support future shuttle services to connect to existing and future transit stations (e.g., the Metro B (Red) Line or Metro K (Crenshaw North) Line Extension).

- Carpool/Vanpool Parking and Loading via Mobility Hub: The Mobility Hub will provide safe and convenient passenger loading areas for employee carpools/vanpools along with access to the Project Site's internal roadway network to get to the parking structures. Additional passenger loading areas are also proposed on Fairfax Avenue, Beverly Boulevard, and the Southern Shared Access Drive for carpools, vanpools, shuttles, ride-share, taxi, and other commercial and non-commercial vehicles. Bus or shuttle loading and unloading would not occur within 75 feet of the Broadcast Center Apartments without a noise barrier in place.

Section IV.K, Transportation, page IV.K-42, revise Footnote 19 as follows:

¹⁹ Basecamps are flexible production staging areas where mobile facilities, such as trucks, ~~generators~~, and support vehicles related to production, are temporarily staged. Within the Project Site, basecamp activities typically occur within surface parking areas and other open space areas.

Section IV.K, Transportation, page IV.K-44, revise the first full paragraph as follows:

The Specific Plan would establish parking ~~requirements-ratios~~ for each of the main land use categories (sound stages, production support, production office, general office, and retail uses), ranging from ~~one-two~~ to three parking spaces per 1,000 square feet of floor area, for a sitewide total of approximately 5,300 parking spaces. Specifically, for every 1,000 square feet of floor area: two parking spaces would be ~~required-provided~~ for retail uses, production support uses, and all other uses permitted under the Specific Plan (excluding sound stages, production office, and general office uses); 2.5 parking spaces would be ~~required-provided~~ for sound stage uses; and three parking spaces would be ~~required-provided~~ for production office and general office uses. Childcare, security stations, basecamp, and non-occupiable structures, such as sets/façades, kiosks, infrastructure-related facilities, and parking/entry facilities, would not require dedicated parking. Vehicles may be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the Specific Plan sets forth a process for the approval and implementation of a reduced/shared parking plan, as long as an adequate parking supply is maintained. While the conceptual site plan provided in Figure II-4 in Section II, Project Description, of this Draft EIR,

illustrates specific parking locations, ultimately, parking may be located anywhere within the Project Site ~~or off-site upon submittal of an off-site parking agreement or covenant satisfactory to the Director of the Department of City Planning.~~ Accordingly, parking may be provided in a combination of above-ground structures, subterranean structures, and/or surface spaces and may be designed to accommodate semiautomated or fully automated parking operations. Additionally, on-site parking for production vehicles would be provided adjacent to the proposed sound stages and in other large areas to accommodate basecamp activities. ~~Furthermore, temporary offsite parking due to any displacement resulting from production filming and related activities may be provided, with shuttle service to the Project Site as needed.~~ Lastly, existing uses and facilities may be maintained without changes in their respective existing parking ~~requirements~~ provisions.

Section IV.K, Transportation, page IV.K-46, revise the second full paragraph as follows:

With regard to parking, the Project would provide sufficient on-site parking to meet the needs of employees and visitors at the Project Site. As previously described, the Specific Plan would establish vehicular parking ~~requirements~~ ratios for each of the land use categories ranging from ~~one~~ two to three parking spaces per 1,000 square feet of floor area. A limited area of existing on-street metered parking along Beverly Boulevard east of Genesee Avenue would be converted to a commercial loading zone to support the uses along Beverly Boulevard.

Section IV.K, Transportation, page IV.K-54, Table IV.K-1, Project Consistency with the Mobility Plan 2035, revise the second sentence of the consistency analysis related to Policy 4.13 Parking and Land Use Management as follows:

The Specific Plan would establish vehicular parking ~~requirements~~ ratios for each of the land use categories ranging from ~~one~~ two to three parking spaces per 1,000 square feet of floor area.

Section IV.K, Transportation, page IV.K-57, revise the first full paragraph as follows:

Finally, along portions of the southern property line, sidewalks, screening, and/or planting areas would be introduced. In particular, along the Southern Shared Access Drive, a 10-foot-wide ~~sidewalk frontage~~ sidewalk would be provided ~~in addition to the 8-foot right-of-way, where service loading areas would be located.~~ Parkways would also be provided to allow for street tree plantings.

Section IV.K, Transportation, page IV.K-70, revise the second full paragraph as follows:

With regard to parking, the proposed Specific Plan would supersede LAMC parking ~~requirements~~ provisions. Section 11 of the Specific Plan establishes parking ~~requirements~~ ratios for each of the main land use categories (sound stages, production support, production office, general office, and retail uses), ranging from ~~one~~ two to three parking spaces per 1,000 square feet of floor area. Specifically, for every 1,000 square feet of floor area: two parking spaces would be ~~required~~ provided for retail uses, production support uses, and all other uses permitted under the Specific Plan (excluding sound stages, production office, and general office uses); 2.5 parking spaces would be ~~required~~ provided for sound stage uses; and three parking spaces would be ~~required~~ provided for production office and general office uses. Childcare, security stations, basecamp, and non-occupiable structures, such as sets/façades, kiosks, infrastructure-related facilities, and parking/entry facilities, would not ~~require~~ provide dedicated parking. Vehicles may be parked in tandem (double or triple) or by valet, depending on the specific parking layout. In addition, the Specific Plan sets forth a process for the approval and implementation of a reduced/shared parking plan, so long as an adequate parking supply is maintained. Additionally, parking may be located anywhere within the Project Site ~~or off-site upon submittal of an off-site parking agreement or covenant satisfactory to the Director of the Department of City Planning. Furthermore, temporary off-site parking due to displacement resulting from production filming and related activities may be provided, with shuttle service to the Project Site as needed.~~ Lastly, existing uses and facilities may be maintained without changes in their respective existing parking ~~requirements~~ provisions.

Section IV.K, Transportation, page IV.K-77, add Footnote 24A to the second sentence of the bullet as follows:

- Maximum transportation impact scenario 2 involves an exchange of 350,000 square feet of sound stage space for an additional 350,000 square feet of production support. This scenario thus includes 454,000 square feet of production support and no sound stages.^{24A} The floor area of the remaining land use categories would remain unchanged from the proposed development program.

^{24A} The Land Use Exchange Program analyzed in the Draft EIR did not include a maximum limit on production support floor area; rather, only sound stage floor area was limited (to a maximum of 450,000 square feet). The Draft EIR analyzed maximum transportation impact scenario 2 including 454,000 square feet of production support floor area. However, in response to comments on the Draft EIR, the Land Use Exchange Program was subsequently revised to limit production support floor area to a maximum of 450,000 square feet. This change would not alter the significance of the maximum transportation impact scenario analysis.

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

Section IV.M.1, Utilities and Service Systems-Water Supply and Infrastructure, page IV.M.1-39, revise the last partial paragraph that extends to page IV.M.1-40, as follows:

Based on the projected water demand estimates for LADWP's service area from the 2020 UWMP identified previously in Table IV.M.1-4 on page IV.M.1-28, the Project's estimated net operational domestic water demand of 269,123 gpd (301 afy) under the maximum demand scenario would represent approximately 0.047 percent, 0.045 percent, and 0.046 percent of LADWP's projected 2025 average, single-dry, and multi-dry year water demand and supply, respectively.⁸⁵ ~~Hence, the Project's domestic operational water demand would represent a miniscule proportion of LADWP's projected water demand and supply in 2025.~~ As stated in the WSA, this additional water demand for the Project Site has been accounted for in the City's overall total demand projections in LADWP's 2020 UWMP using a service area-wide approach that does not rely on individual development demand. LADWP's 2020 UWMP utilized SCAG's 2020–2045 RTP/SCS data which provides for more reliable water demand forecasts, considering changes in population, housing units, and employment. Furthermore, as stated in the WSA, based on the Department of City Planning's determination that the Project is consistent with the demographic forecasts for the City from the SCAG's 2020–2045 RTP/SCS, LADWP concluded that the projected water supplies for average, single-dry, and multiple-dry years reported in LADWP's 2020 UWMP would be sufficient to meet the Project's estimated water demand, in addition to the existing and anticipated future water demands within LADWP's service area through the year 2045.⁸⁶ In addition, as outlined in its 2020 UWMP and discussed above, LADWP is committed to providing a reliable water supply for the City. The 2020 LADWP UWMP takes into account the realities of climate change and the concerns of drought and dry weather and notes that the City of Los Angeles will meet all new demand for water due to projected population growth by expanding local water supply programs and reducing demands on purchased imported water. The 2020 UWMP also furthers the goals of the Green New Deal (also discussed above), addresses the current and future SWP supply shortages, and concludes that MWD's actions in response to the threats to the SWP will ensure continued reliability of its water deliveries. By focusing on demand reduction and alternative sources of water supplies, LADWP will further ensure that long-term dependence on MWD supplies will not be exacerbated by potential future shortages. Additionally, as reaffirmed

in the Green New Deal, the City is committed to conserving and recycling water to help meet future water demands in the City.^{87, 88}

V. Alternatives

Section V, Alternatives, page V-13, revise the third paragraph as follows:

Another alternative that was considered involved moving construction activities away from the adjacent residential building combined with the use of a tall sound wall. If development were moved approximately 100 feet westerly from the Shared Eastern Property Line, then a 30-foot-tall sound wall extending nearly 1,000 feet along the Shared Eastern Property Line would need to be erected in order to substantially reduce noise impacts at the fourth story of the apartment building. ~~Not only would this be cost prohibitive, but a wall of this size would block views and sunlight for all of the west and south facing residential units of the adjacent building for the duration of the construction period. It would be cost prohibitive and operationally infeasible to implement a 100-foot construction setback that would render a substantial portion (approximately 83,513 square feet or 1.9 acres) of the Project Site undevelopable.~~ Therefore, this alternative was rejected from further consideration.

VI. Other CEQA Considerations

Section VI, Other CEQA Considerations, page VI-3, revise the last partial paragraph that extends to page VI-4, as follows:

As discussed in Section IV.I, Noise, of this Draft EIR, construction haul trucks would travel between the Project Site and the Santa Monica freeway (I-10) via Washington Boulevard, Fairfax Avenue, La Brea Avenue, San Vicente Boulevard, and/or Beverly Boulevard. ~~Hauling~~ In accordance with the LADOT correspondence dated June 30, 2022, and included as Appendix M.5 of this Draft EIR, hauling activities are anticipated to would occur between the hours of 7:00–9:00 A.M. and 4:00–3:30 P.M. with approval from the Bureau of Engineering District Engineer as well as between 8:00 A.M. and 4:00 A.M. on Saturdays. In addition, haul trucks would also utilize Venice Boulevard, Normandie Avenue, and Vermont Avenue to access the staging areas from I-40. Hauling activities between 7:00 A.M. and 9:00 A.M. and 3:30 P.M. and 4:00 P.M. would require approval from the Bureau of Engineering District Engineer per LAMC Section 62.61. The highest hourly construction truck trips would be associated with the grading/excavation phase, during which up to approximately 107 truck trips could occur. As discussed in Section IV.I,

Noise, of this Draft EIR, the hourly noise levels generated by Project construction trucks along Fairfax Avenue would be consistent with the existing daytime ambient noise levels for all construction stages, except for the grading/excavation stage, where the estimated construction truck noise would exceed the 5-dBA significance threshold by 0.5 dBA L_{eq} . The estimated noise levels along La Brea Avenue, San Vicente Boulevard, and Beverly Boulevard, ~~Normandie Avenue, Venice Boulevard, and Vermont Avenue (utilized by haul trucks from the two staging areas during the grading/excavation stage)~~ would be below the significance criterion of a 5 dBA increase over the ambient noise level. In addition, the concrete mat foundation pour could occur during the nighttime hours, if permitted by the Executive Director of the Board of Police Commissioners. The estimated noise levels due to concrete trucks along Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard, would exceed the measured nighttime ambient noise levels plus the 5-dBA significance threshold by up to 1.7 dBA. The estimated noise levels due to concrete trucks used for mat foundation pour traveling along Beverly Boulevard (66.4 dBA L_{eq}) would increase the nighttime ambient noise level (65.8 dBA L_{eq}) by 3.3 dBA, which would be below the 5-dBA significance threshold. Conventional mitigation measures, such as providing temporary noise barrier walls to reduce the off-site construction truck traffic noise impacts would not be feasible as the barriers would obstruct the access and visibility to the properties along the anticipated haul route(s). As such, there are no other feasible mitigation measures to reduce the temporary significant noise impacts associated with the Project's off-site construction trucks. Therefore, noise impacts from Project-related off-site construction truck trips would be significant and unavoidable. In addition, there are related projects located in the vicinity of Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard between the Project Site and I-10, including Related Project Nos. 1, 3, 11, 12, 13, 15, 17, 19, and 21, which could utilize Fairfax Avenue, La Brea Avenue, and San Vicente Boulevard as a haul route. There are also related projects located in the vicinity of Beverly Boulevard, which could utilize Beverly Boulevard as a haul route, including Related Project Nos. 1, 5, 7, 8, 11, 15, and 16. Therefore, cumulative noise due to construction truck trips from the Project Site and other related projects has the potential to increase the ambient noise levels along the haul truck routes by 5 dBA. As such, cumulative noise impacts from off-site construction would also be potentially significant.

Section VI, Other CEQA Considerations, page VI-6, revise the first partial paragraph as follows:

Fairfax Avenue, La Brea Avenue, Beverly Boulevard, and San Vicente Boulevard, as part of their haul route, ~~or the staging areas along Normandie Avenue and Vermont Avenue, which would generate similar vibration levels.~~

Section VI, Other CEQA Considerations, page VI-17, revise the last partial paragraph that extends to page IV-18 as follows:

Mitigation Measures AIR-MM-1 to ~~AIR-MM-4~~ AIR-MM-5 are included in Section IV.A, Air Quality, of this Draft EIR, to reduce the Project's air quality emissions during construction. Mitigation Measure AIR-MM-1 requires that prior to demolition, a Project representative would make available 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, that~~ will be used during any portion of construction. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit would be available on-site at the time of mobilization of each applicable unit of equipment to allow a Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Mitigation Measure AIR-MM-1 also requires that where commercially available, construction equipment shall meet Tier IV requirements and small electric equipment shall be used in lieu of small gasoline or diesel off-road equipment. Furthermore, Mitigation Measure AIR-MM-2 requires that the Project's truck operator(s)/construction contractor(s) commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 grams per brake horsepower-hour (g/bhp-hr) for particulate matter and 0.20 g/bhp-hr of nitrogen oxide emissions or newer, cleaner trucks for haul trucks associated with demolition and grading/excavation activities and concrete delivery trucks during concrete mat foundation pour. Mitigation Measure AIR-MM-2 also requires that where commercially available for the Project Site, the Project's truck operator(s)/construction contractor(s) shall use 2014 model year or newer heavy-duty trucks meeting CARB's 2013 optional low-NOx standard. Additionally, Mitigation Measure AIR-MM-3 requires that construction staging areas be located as far away as feasible from adjacent residential uses, and Mitigation Measure AIR-MM-4 requires that all construction equipment would be maintained and properly tuned in accordance with manufacturer's specifications and all equipment would be checked by a certified mechanic and determined to be running in proper condition prior to operation. Lastly, Mitigation Measure AIR-MM-5 requires that to the extent commercially available, renewable diesel fuel shall be used in Project construction equipment in lieu of conventional diesel.

Section VI, Other CEQA Considerations, page VI-18, revise the only full paragraph as follows:

Implementation of Mitigation Measures AIR-MM-1 through ~~AIR-MM-4~~ AIR-MM-5 would be beneficial in addressing the Project's air quality impacts during construction and would not result in any physical improvements that would have the potential to result in significant impacts. With implementation of Mitigation Measures AIR-MM-1, AIR-MM-2, ~~and AIR-MM-4~~, and AIR-MM-5 daily regional NO_x emissions would be reduced from an estimated 296 pounds per day to approximately 205 pounds per day, and Mitigation Measure AIR-MM-3 would minimize the exposure of air pollutants to adjacent residential uses. As such, implementation of Mitigation Measures AIR-MM-1 through ~~AIR-MM-4~~ AIR-MM-5 would not result in adverse secondary impacts.

Section VI, Other CEQA Considerations, page VI-18, revise the second sentence of the last partial paragraph as follows:

Specifically, Mitigation Measure CUL-MM-1 requires that the Applicant shall coordinate with the Gabrieleño Band of Mission Indians—Kizh Nation who shall act in the capacity of the Tribal Consultant, and that a principal archaeologist be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction, with an emphasis on potential historical-period materials.

Appendix B—Air Quality and Greenhouse Gas Emissions

Appendix B-2, page 32 of the Appendix B pdf, note that the number of worker trips during the architectural coatings/finishing phase is 1,840, not 1,480. This update is reflected in the Confirmatory Analysis provided in Appendix FEIR-9 of the Final EIR.

Appendix B-2, add the two worksheets calculating the new SCAQMD NO_x Standard and the generator emissions worksheets shown on pages III-75 and III-76A through III-76C to the end of the appendix.

Appendix B-3, page 5 (page 309 of Appendix B pdf), replace worksheet with new worksheet on page III-77.

Step 1. Determine Allowable Increase using 98th percentile NO2 and Max NO2 data**Central Los Angeles Monitoring Data**

SRA	City	Design Value	98th percentile, ppb		
		2017-2019	2019	2020	2021
1	Central LA	56	56	55	57
SRA	City	Design Value	Max Hourly, ppb		
		2006-2008	2006	2007	2008
1	Central LA	120	110	100	120

Threshold (ppb) Allowable Increase (ppb)

100 44

Threshold (ppb) Allowable Increase (ppb)

180 60

Max Hourly vs. 98th Percentile Ratio (Allowable Increase)	74%
---	-----

Step 2. Use ratio in Step 1 to determine LST lookup value. Extrapolate/Interpolate LST look-up value for project area**LST Threshold (SRA 1, 25 meter receptor)**

Project Size (acres)	NO2 (lbs/day)	98th Percentile NO2 (lbs/day)	CO (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	PM10 Ops (lbs/day)	PM2.5 Ops (lbs/day)
5	161	119	1861	16	8	4	2

Television City Air Quality Assessment

Emergency Generator Fuel Usage

South Coast

AQMD

Facility ID: **189282**
 Facility Name: **Television City Productions, LLC**
 Facility Type: **Entertainment**

Fuel Consumption and Hours of Operation/Maintenance (Existing)

	Big Red (610182)	Big Yellow (610185)	Earth (610184)	Little Green (610183)	Little Yellow (610180)	Big Blue (618456)	
Year 2019							
BHP		2160	947	364	430	250	2937
Hours (1/1/2019)		50.5	271.9	151.9	22.01	271.3	
Hours (12/31/2019)		59.7	276.1	161.1	36.7	279.5	
Total Hours		9.2	4.2	9.2	14.69	8.2	
Year 2020							
Hours (1/1/2020)		59.3	279.5	161.1	35.5	279.5	0
Hours (12/31/2020)		73.2	286.8	171.7	48.3	287.7	17.2
Total Hours		13.9	7.3	10.6	12.8	8.2	17.2
Year 2021							
Hours (1/1/2021)		73.2	286.8	171.7	48.3	287.7	17.2
Hours (12/31/2021)		79.3	290.9	177.4	59.2	292.4	25.2
Total Hours		6.1	4.1	5.7	10.9	4.7	8
2019-2021 Ann. Avg.							
Hours (1/1/2019)		50.5	271.9	151.9	22.01	271.3	0
Hours (12/31/2021)		79.3	290.9	177.4	59.2	292.4	25.2
Total Hours		28.8	19	25.5	37.19	21.1	25.2
Annual Average Hours		9.60	6.33	8.50	12.40	7.03	12.60
gal/hr		104	48	11.1	18	14.9	138
Annual Average Gallons		998.4	304.0	94.4	223.1	104.8	1738.8

Hours of Operation for Proposed Emergency Generators:

Average Hours for all Generators Except Big Blue: 8.8 hrs/yr

Source: TVC's 2019-2021 Annual Emission Reports provide the fuel consumption for each emergency generator based on engine maintenance logs and fuel usage.

Source: Gallons per hour for each existing engine was obtained from TVC's SCAQMD Rule 1472 Compliance Plan, prepared by Pro Active Consulting Group, July 2020.

Big Red (Public Records (AN396927 pg 23)); Big Yellow (Public Records (AN577030 pg. 42)); Earth (Public Records (AN271106 pg 13)); Little Green (Page 15 of 92 Series Specs); Little Yellow (QSL9-G2 spec sheet); and Big Blue (Caterpillar)

South Coast
AQMD

Facility ID: 189282
Facility Name: Television City Productions, LLC
Facility Type: Entertainment

Fuel Consumption

Existing Conditions--Internal Combustion Process List (Stationary Diesel I.C.Engines, 4 Stroke-Lean Burn)

Device Description	Application Number			Organic Gases			Nitrogen Oxides		Sulfur Oxides		Carbon Monoxide		Particulate Matter (PM10)		Particulate Matter (PM2.5)		CO2 Equivalent GHG (CO2e)		Diesel Fuel Usage	
				Brake Horsepower	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (lb/hp-hr)	Emissions lb/hr	Avg Annual Hours	Gallons of Fuel/hr
Emergency Generator (Big Red)	G56074 610182	CAT3512TA--20 hr/yr maintenance and 200 hours operated in any one year		2160	1.00	4.76	6.90	32.86	0.62	2.95	8.50	40.48	0.38	1.81	0.38	1.81	1.15	1819.68	9.60	104
Emergency Generator	G56078 610185	Detroit 8123--30 hr/yr maintenance and 200 hours operated in any one year		947	0.08	0.17	9.38	19.58	0.0049	0.01	3.42	7.14	0.21	0.44	0.21	0.44	1.15	797.79	6.33	48
Emergency Generator	G56072 610180	John Deere 6076A--20 hr/yr maintenance and 200 hours operated in any one year		250	0.36	0.20	8.56	4.72	0.16	0.09	2.70	1.49	0.73	0.40	0.73	0.40	1.15	210.61	7.03	15
Emergency Generator	G56075 610183	Detroit 8083--20 hr/yr maintenance and 200 hours operated in any one year		430	1.12	1.06	14.07	13.34	0.00049	0.00	3.03	2.87	0.96	0.91	0.96	0.91	1.15	362.25	12.40	18
Emergency Generator (Earth Station)	G56076 610184	Cummins QSL9-G2 (Tier 3)--50 hr/yr maintenance and 200 hours operated in any one year		364	0.16	0.13	2.67	2.14	0.00049	0.00	2.39	1.92	0.12	0.10	0.12	0.10	1.15	306.65	8.50	11
Emergency Generator (Big Blue)	G60781 618456	Cat 3516 (Tier 2)--50 hr/yr maintenance and 200 hours operated in any one year		2937	0.25	1.62	3.93	25.45	0.00049	0.00	0.49	3.17	0.08	0.53	0.08	0.53	1.15	2474.25	12.60	138
Total Site Horsepower:				7088																
Maximum Daily Emissions in Pounds (Big Red): Only one generator would be tested per day.					4.8		32.9		3.0		40.5		1.8		1.8		1,820			
Average Daily Emissions in Pounds for Routine Testing (Per Permit Requirements 20-50 hours per year):					0.6		8.2		0.2		3.7		0.3		0.3		578			
Average Daily Emissions in Pounds (2019-2021 Usage):					0.227		2.7		0.1		1.5		0.1		0.1		171			
Average Daily Emissions in Pounds assumed max hours of operation (200 per year):					4.3		53.7		1.7		31.3		2.3		2.3		3,272			
Average Annual Emissions in Pounds for Routine Testing (Per Permit Requirements 20-50 hours per year):													107.0				210,830	gal/yr	11,633	
Average Annual Emissions in Pounds (2019-2021 Usage):													41.8				62,276	gal/yr	3,463	
Average Annual Emissions in Pounds assumed max hours of operation (200 per year):													837.5				1,194,246	gal/yr	66,800	
Source: ProActive Consulting Group, SCAQMD Rule 1472 Compliance Plan for Television City Productions, LLC, July 2020. CO2E Emission Factor Assumed to be Consistent with CalEEMod default (1.15 lb/hp-hr CO2 and 0.073134 g/hp-hr CH4). Fuel Usage: See Emergency Generator Fuel Consumption and Annual Hours Calculation Sheet																				

Project Conditions--Internal Combustion Process List (Stationary Diesel I.C.Engines, 4 Stroke-Lean Burn)

All generators with the exception of Big Blue would be decommissioned. In addition, Big Blue would be the largest generator and represent the maximum daily emissions during a generator test day.

Device Description	Application Number			Organic Gases			Nitrogen Oxides		Sulfur Oxides		Carbon Monoxide		Particulate Matter (PM10)		Particulate Matter (PM2.5)		CO2 Equivalent GHG (CO2e)		Diesel Fuel Usage	
				Brake Horsepower	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (lb/hp-hr)	Emissions lb/hr	Avg Annual Hours	Gallons of Fuel/hr
Emergency Generator (Big Blue)	G60781 618456	Cat 3516 (Tier 2)--50 hr/yr maintenance and 200 hours operated in any one year		2937	0.25	1.62	3.93	25.45	0.00049	0.00	0.49	3.17	0.08	0.53	0.08	0.53	1.15	2474.25	12.60	138
		Make and Operating Hours		Brake Horsepower	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (lb/hp-hr)	Emissions lb/hr	Avg Annual Hours	Gallons of Fuel/hr
7 new 500 kw generators (equivalent of 762 bhp)	NA	SCAQMD Rule 1472-50 hr/yr maintenance and 200 hours operated in any one year (EPA Tier 4 emission factors); SOX and CO2e are CalEEMod default.		762	0.14	0.17	0.50	0.61	0.0049	0.01	2.60	3.19	0.02	0.02	0.02	0.02	1.15	641.94	8.77	27
Maximum Daily Emissions in Pounds (Big Blue): Only one generator would be tested per day.					1.62		25.45		0.00		3.17		0.53		0.53		2,474			
Average Daily Emissions in Pounds (Big Blue and seven new 500 kw generators 50 hrs per year):					0.39		4.07		0.01		3.49		0.10		0.10		954			
Average Daily Emissions in Pounds (Avg 2019-2021) Big Blue and seven new 500 kw generators:					0.0848		0.98		0.00		0.65		0.02		0.02		193			
Average Daily Emissions in Pounds (Big Blue and seven new 500 kw generators 200 hrs per year):					1.58		15.96		0.03		15.14		0.39		0.39		3,818.00			
Average Annual Emissions in Pounds for Routine Testing (Per Permit Requirements 50 hours per year):													35.1				348,392	gal/yr	16,235	
Average Annual Emissions in Pounds (2019-2021 Usage):													8.2				70,596	gal/yr	3,377	
Average Annual Emissions in Pounds assumed max hours of operation (200 per year):													140.53	17.14560494			1,393,568	gal/yr	64,938	
				Brake Horsepower	Emission Factor (lb/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (g/hp-hr)	Emissions lb/hr	Emission Factor (lb/hp-hr)	Emissions lb/hr	Avg Annual Hours	Gallons of Fuel/hr
Incremental Difference (Maximum Daily Emissions on Test Day)					(3.14)		(7.41)		(2.95)		(37.30)		(1.28)		(1.28)		655		-	
Incremental Difference (Average Daily Emissions for Routine Testing 50 hours per year)					(0.20)		(4.10)		(0.16)		(0.25)		(0.20)		(0.20)		377			
Incremental Difference (Average Daily Emissions for Routine Testing (Avg 2019-2021 hours per year)					(0.14)		(1.69)		(0.08)		(0.82)		(0.09)		(0.09)		23		-	
Incremental Difference (Average Daily Emissions for Permitted 200 hours per year)					(2.77)		(37.78)		(1.65)		(16.13)		(1.91)		(1.91)		546			
Incremental Difference (Average Annual Per Permit Requirements 50 hrs)					-		-		-		-		(71.82)		-		137,562	gal/yr	4,602	
Incremental Difference (Average Annual Emissions (2019-2021))					-		-		-		-		(33.57)		-		8,321	gal/yr	(87)	
Incremental Difference (Average Annual Emissions assumed max hours of operation (200/yr))					-		-		-		-		(696.99)		-		199,322	gal/yr	(1,862)	

Source: ProActive Consulting Group, SCAQMD Rule 1472 Compliance Plan for Television City Productions, LLC, July 2020 and CalEEMod Default Emission Factors.
CO2E Emission Factor Assumed to be Consistent with CalEEMod default (1.15 lb/hp-hr CO2 and 0.073134 g/hp-hr CH4).
New generators could be located within 50 meters (170 feet) of sensitive receptors. Therefore, Project is committed to new generators meeting requirements in SCAQMD Rule 1472 (Table 1) in which generators under 750 horsepower must meet 0.01 g/bhp for PM10 and 0.02 g/bhp for new generators greater than 750 horsepower
New generators will meet CARB Tier 4 Final Requirements.
Fuel Usage: 2021 AER.

Television City Air Quality Assessment

Charbroiler Emissions Calculations

CHARBROILER

Existing	Peak Daily	Average Daily
# of Food Trucks Not Equipped with Cooking Eq	12	6
# of Food Trucks Equipped with Charboiler	6	3
# of Food Trucks Equipped with Griddle	6	3
Hours of Operation per Day On-Site	5	4
Days per year		260

Emission Factors	Quantity per Hour per truck (lbs)	SCAQMD Rule 1138 - Appendix I		Emissions Max Daily				Emissions Annual				Emissions Average Daily		
		PM (lb/1,000 lb)	ROG (lb/1,000 lb)	PM (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	ROG (lbs/day)	PM (lbs/year)	PM10 (lbs/year)	PM2.5 (lbs/year)	ROG (lbs/year)	PM10 (lbs/day)	PM2.5 (lbs/day)	ROG (lbs/day)
Under-Fired Broiler														
25% Fat Hamburger	3.75	32.65	3.94	3.7	2.6	1.5	0.4	382.0	267.4	152.8	46.1	1.0	0.6	0.2
Chicken	5.625	10.48	1.82	1.8	1.2	0.7	0.3	183.9	128.7	73.6	31.9	0.5	0.3	0.1
Steak (e.g., burrito)	3.75	17.19	0.86	1.9	1.4	0.8	0.10	201.1	140.8	80.4	10.1	0.5	0.3	0.0
Fish	3.75	3.3	0.38	0.4	0.3	0.1	0.04	38.6	27.0	15.4	4.4	0.1	0.1	0.0
Griddle														
24% fat hamburger	7.5	5.08	0.07	1.1	0.8	0.5	0.0	118.9	83.2	47.5	1.6	0.3	0.2	0.0
sk-boneless chicken breast	15	BDL*	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.7	0.0	0.0	0.1
Total				8.9	6.2	3.6	0.9	924.5	647.2	369.8	112.9	2.5	1.4	0.4

CHARBROILER

Buildout	Peak Daily	Average Daily
# of Food Trucks Not Equipped with Cooking Eq	12	10
# of Food Trucks Equipped with Charboiler	6	5
# of Food Trucks Equipped with Griddle	6	5
Hours of Operation per Day On-Site	5	4
Days per year		260

Emission Factors	Quantity per Hour per truck (lbs)	SCAQMD Rule 1138 - Appendix I		Emissions Max Daily				Emissions Annual				Emissions Average Daily		
		PM (lb/1,000 lb)	ROG (lb/1,000 lb)	PM (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)	ROG (lbs/day)	PM (lbs/year)	PM10 (lbs/year)	PM2.5 (lbs/year)	ROG (lbs/year)	PM10 (lbs/day)	PM2.5 (lbs/day)	ROG (lbs/day)
Under-Fired Broiler														
25% Fat Hamburger	3.75	32.65	3.94	3.7	2.6	1.5	0.4	636.7	445.7	254.7	76.8	1.7	1.0	0.3
Chicken	5.625	10.48	1.82	1.8	1.2	0.7	0.3	306.5	214.6	122.6	53.2	0.8	0.5	0.2
Steak (e.g., burrito)	3.75	17.19	0.86	1.9	1.4	0.8	0.10	335.2	234.6	134.1	16.8	0.9	0.5	0.1
Fish	3.75	3.3	0.38	0.4	0.3	0.1	0.04	64.4	45.0	25.7	7.4	0.2	0.1	0.0
Griddle														
24% fat hamburger	7.5	5.08	0.07	1.1	0.8	0.5	0.0	198.1	138.7	79.2	2.7	0.5	0.3	0.0
sk-boneless chicken breast	15	BDL*	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.2	0.0	0.0	0.1
Total				8.9	6.2	3.6	0.9	1540.9	1078.6	616.4	188.2	4.1	2.4	0.7

Difference 0.0 0.0 0.0 0.0 616.4 431.4 246.5 75.3 1.7 0.9 0.3

GHG Emissions Reductions for Commercial Uses Associated with City Codes (Electric Vehicle Charging Stations/Plugins)**Step 1: Estimating GHG Emissions Reduction to Replace Gasoline/Diesel Vehicle with Electric Vehicle**

	Existing (Year 2021)	Existing (Year 2026)	Buildout (Year 2026)
LADWP Electricity Emission Factor ¹	0.28	0.27	0.27 MTCO ₂ E/MWh
Fuel Economy of Electric Vehicle ²	0.36	0.38	0.38 kWh/mile
Gasoline/Diesel CO ₂ Emissions While Running ³	332	306	306 grams/mile
Annual VMT Reduction per Parking Spot ⁴	9,125	9,125	9,125 miles/charging station
Number of On-Site Chargers ⁵	12	12	530
Annual VMT Reduction All Stations/Plugins (Based on Charge)	109,500	109,500	4,836,250
Energy Usage for Charging Vehicles	30,248	29,056	1,283,306 kWh/year

Step 2: Estimating GHG Emissions Reduction from Installing Electric Vehicle Charging Stations/Plugins

GHG Emissions of Gasoline/Diesel Vehicle	36	34	1,480 MTCO ₂ E/MWh
GHG Emissions of Electric Vehicle	11	11	489 MTCO ₂ E/MWh
GHG Emissions Reduction	25	22	990 MTCO ₂ E/MWh

Notes:

- 1) CO₂ intensity factor reflects a 2026 RPS for LADWP (585 lbs of CO₂E/MWh).
- 2) CARB, EMFAC 2021, Electric and Plug-in vehicles for 2021 and 2026. Year 2021 average fuel economy shows higher efficiency than future years. However, this is due to the lack of electric powered heavy duty trucks in Year 2021, which would lower the average fuel economy.
- 3) CARB, 2021. EMFAC2021, running exhaust emission rate for CO₂ and CH₄ for light duty gasoline- and diesel-powered vehicles in Los Angeles, aggregated for all models and speeds, averaged over all seasons for 2026.
- 4) Annual VMT reduction estimated based on an estimate of 10 hours of charge time for a Level 2 charging station that charges at a rate of 25 driving range per hour. It is conservatively assumed that 10% of the miles charged would be driven by the charged vehicles.
- 5) City Code requires 10% of parking spaces to be equipped with EV chargers.

GHG Emissions Reductions for Solar Panels

Existing (Year 2021):

Existing Solar Array:	1,617	Annual Mwh production in Year 2019	
Existing CO ₂ Intensity (lb/MWh)	609 CO ₂	0.029 CH ₄	0.006 N ₂ O
Global Warming Potential	1 CO ₂	25 CH ₄	298 N ₂ O
CO ₂ e	(448.62) mtons/yr		

Existing (Year 2026):

Existing Solar Array:	1,617	Annual Mwh in Year 2026	
CO ₂ Intensity in 2026 (lb/MWh)	585 CO ₂	0.029 CH ₄	0.006 N ₂ O
Global Warming Potential	1 CO ₂	25 CH ₄	298 N ₂ O
CO ₂ e	(430.92) mtons/yr		

Buildout:

Buildout:	2000		
CO ₂ Intensity in 2026 (lb/MWh)	585 CO ₂	0.029 CH ₄	0.006 N ₂ O
Global Warming Potential	1 CO ₂	25 CH ₄	298 N ₂ O
CO ₂ e	(532.98) mtons/yr		

Appendix C—Cultural and Tribal Cultural Resources

Appendix C.1, Historical Resources Technical Report, page 75 (page 77 of the Appendix C pdf), add the following text after the last paragraph:

Signage

The Historic Sign Guidelines for on-site signage were prepared by Architectural Resources Group to ensure that all exterior signs located on the Primary Studio Complex and within the Viewshed Restoration Area comply with the Secretary of the Interior's Standards for Rehabilitation. As such, these guidelines would ensure that any future sign design or modification associated with the Primary Studio Complex would not result in a significant impact to the significance and integrity of the Primary Studio Complex.

The Project would include signage associated with new construction outside the Primary Studio Complex and Viewshed Restoration Area. Digital displays would be prohibited along the Project Site perimeter, and off-site signage (e.g., billboards) would be prohibited entirely. The new signage would be affixed to new construction only and, thus, would not physically alter the Primary Studio Complex. The addition of new signage does not include the demolition, relocation, rehabilitation, alteration or conversion of the Primary Studio Complex, which would remain intact in its current location and would not be materially altered by new signage located on new construction. The Primary Studio Complex would remain intact and continue to convey its historic significance. For these reasons, the historic significance and integrity of the Primary Studio Complex would not be materially impaired by the Project signage. Thus, impacts to the Primary Studio Complex related to Project signage would be less than significant.

Appendix C.1, Historical Resources Technical Report, page 90 (page 92 of the Appendix C pdf), add the following text after the last paragraph:

Signage

The Project would include signage associated with new construction, including signage along the Project perimeter facing the public rights-of-way. Digital displays would be prohibited along the Project Site perimeter, and off-site signs (e.g., billboards) would be prohibited entirely. The signage along the perimeter will be affixed to new construction only and will not physically alter any identified historical resource located in the Project Site vicinity.

The Project signage does not include the demolition, relocation, rehabilitation, alteration, or conversion of any identified historical resource

located in the Project Site Vicinity. All of these resources would remain intact in their current locations and would not be materially altered by new signage located in their larger surroundings. After construction of the Project, all the identified historical resources located within the Project Site Vicinity would remain intact and continue to convey their historic significance. For these reasons, the historic significance and integrity of the identified historical resources located within the Project Site Vicinity would not be materially impaired by the Project. Thus, impacts to historical resources from Project signage would be less than significant.

Appendix G—Hazards and Hazardous Materials

Appendix G.1, Site Summary Report and Soil Management Plan, page 7 (page 14 of Appendix G pdf), revise the third full paragraph as follows:

Twenty shallow soil vapor samples were collected beneath and outside the building footprints (Table 5) during this investigation. Two samples were collected beneath the building footprints and 18 samples were collected outside the building footprints. Overall, concentrations of VOCs in shallow and multi-depth soil vapor samples were below SVSLs, with the exception of trichlorofluoromethane (TCFM), gasoline range organics (GRO), and benzene. ~~TCFM was detected at HA-12 exceeding the commercial SVSL.~~ Gasoline range organics were detected (and exceeded the commercial SVSL) at HA-4, HA-15, HA-16, HA-17, and HA-18. Benzene was detected at HA-10 below the commercial SVSL. Several probes with elevated GRO concentrations also contained elevated methane concentrations, suggesting that the elevated GRO soil vapor test results are likely indicative of natural occurring soil vapors consisting of both methane and other natural petroleum constituents.

Appendix G.1, Site Summary Report and Soil Management Plan, replace Table 4 (page 31 of Appendix G pdf) with Revised Table IV on page III-80.

Table 4
Summary of Phase II VOCs Detected in Soil Vapor
7800 Beverly Boulevard, Los Angeles, CA

Sample ID	Sample Depth (ft bgs)	Sample Date	Units	Isopropanol (LCC)	Acetone	Gasoline Range Organics (GRO)	PCE	TCFM	Toluene	Carbon Disulfide
Commercial/Industrial Regulatory Standard			µg/m ³	NA	4.60E+06	2,500,000	2,000	5,300,000	1,300,000	3,100,000
SS-1	sub-slab	10/19/2018	µg/m ³	<1000	<1000	<10000	<100	<100	<100	<100
SS-2	sub-slab	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
SS-3	sub-slab	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
SS-4	sub-slab	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
SS-5	sub-slab	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
SS-6	sub-slab	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
SS-7	sub-slab	10/25/2018		240,000	6,000	<10000	<100	<100	<100	<100
HA-3	4.5	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
HA-4	5	10/19/2018		<1000	<10000	2,900,000	<1000	<1000	<1000	<1000
HA-5	2.9	10/19/2018		<1000	<1000	<10000	<100	<100	<100	<100
HA-6	5	10/22/2018		<1000	<1000	<10000	<100	<100	<100	<100
HA-7	5	10/22/2018		<1000	<1000	<10000	<100	<100	<100	<100
HA-8	5.5	10/22/2018		<1000	<1000	<10000	<100	<100	<100	140
HA-9	5	10/22/2018		<1000	<1000	<10000	<100	<100	<100	<100
HA-10	5	10/25/2018		<1000	<1000	<10000	<100	<100	160	190
HA-12	5	10/22/2018		<1000	<1000	<10000	420	7,400	<100	<100
HA-13	5	10/22/2018		<1000	<1000	<10000	<100	<100	<100	<100
HA-14	5	10/25/2018		<1000	<1000	<10000	<100	<100	<100	290
HA-15	5.3	10/25/2018		<1000	<1000	340,000	<100	<100	<100	100
HA-16	5	10/25/2018		<1000	<1000	18,000	<100	<100	<100	620
HA-17	5	10/25/2018		<1000	<1000	490,000	<100	<100	<100	<100
HA-18	5	10/22/2018		<1000	<1000	14,000	<100	<100	<100	250
HA-19	3.5	10/22/2018		<1000	<1000	<10000	<100	<100	<100	<100
GW-1-5	5	10/30/2018		110,000	<1000	<10000	<100	<100	110	120
GW-1-10	10	10/30/2018		<1000	<1000	<10000	<100	<100	<100	140
GW-2-5	5	10/25/2018		<1000	<1000	<10000	<100	<100	<100	<100
GW-3	8.2	10/25/2018		<1000	<1000	<10000	<100	<100	<100	<100

Notes:

Bolded value indicates detections above the laboratory reporting limit

Sample names indicate: SV(location)-(depth in feet below ground surface)

All units µg/m³ (micrograms per cubic meter)

LCC: Leak Check Compound. Detection of LCC may indicate that there was a leak during sampling.

TCFM: Trichlorofluoromethane

PCE: Tetrachloroethene

Highlighted cells exceed the commercial/industrial regulatory standard.

Note: Elevated methane also detected in HA-4, -15, -16, -17 and GRO detections may indicate association with natural petroleum vapors in the area.

1. DTSC Hero Note 3, June 2020, Cancer commercial indoor air screening level * 0.001 attenuation factor
2. DTSC Hero Note 3, June 2020, non-Cancer commercial indoor air screening level * 0.001 attenuation factor
3. DTSC Hero Note 3, June 2020, Cancer residential indoor air screening level * 0.001 attenuation factor
4. DTSC Hero Note 3, June 2020, non-Cancer residential indoor air screening level * 0.001 attenuation factor
5. EPA Regional Screening Levels, November 2020 commercial indoor air screening level * 0.001 attenuation factor
6. EPA Regional Screening Levels, November 2020, residential indoor air screening level * 0.001 attenuation factor
7. SF-RWQCB, 2019, Commercial Subslab/Soil Gas Screening Level
8. SF-RWQCB, 2019, Residential Subslab/Soil Gas Screening Level

Recent research demonstrates that the USEPA default AF of 0.03 is not representative of empirical vapor intrusion data collected for vapor intrusion sites in California [Lahvis and Ettinger, 2021]; therefore, default SVSLs were derived using published commercial/industrial air screening levels and the DTSC default sub-slab to indoor air AF of 0.001 [DTSC, 2011].

Appendix G.1, Site Summary Report and Soil Management Plan, Appendix B, Soil Management Plan, page 11 (page 60 of Appendix G pdf), add the following text at the beginning of the second full paragraph:

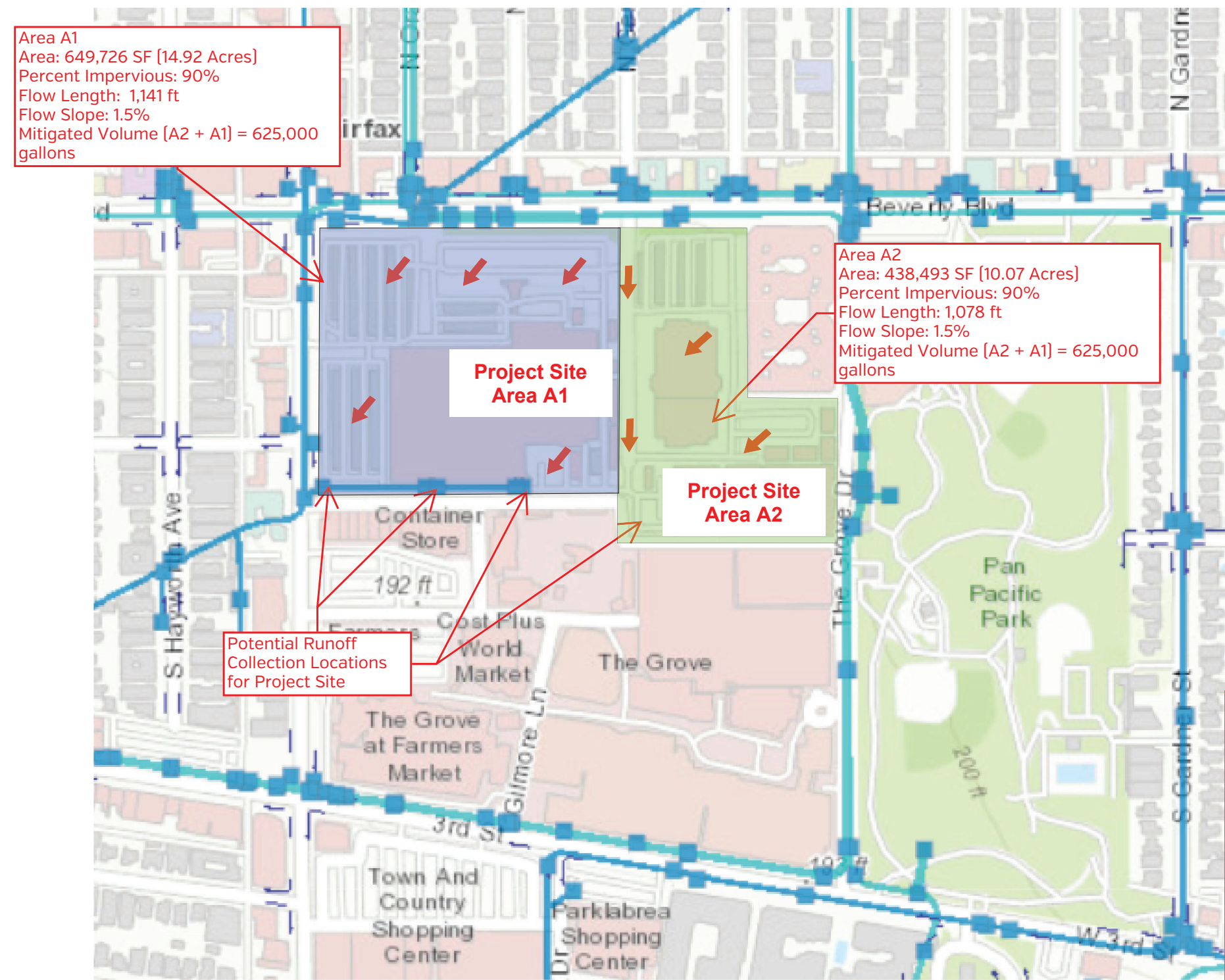
It is anticipated that all soil will be immediately loaded onto trucks for disposal and stockpiling on-site would not be necessary. In certain situations, however, soil may need to be temporarily stored on-site. In these situations, the stockpiled soil will be stored on the Site interior away from public interfaces on the perimeter.

Appendix H—Hydrology and Water Quality Report

Hydrology and Water Quality Report, page 43 of Appendix H pdf, replace Figure 3 with Revised Figure 3 on page III-82.

Hydrology and Water Quality Report, add Figure 7 on page III-83 after Figure 6 on page 51 of Appendix H pdf.

Figure 3 - Proposed Drainage Exhibit

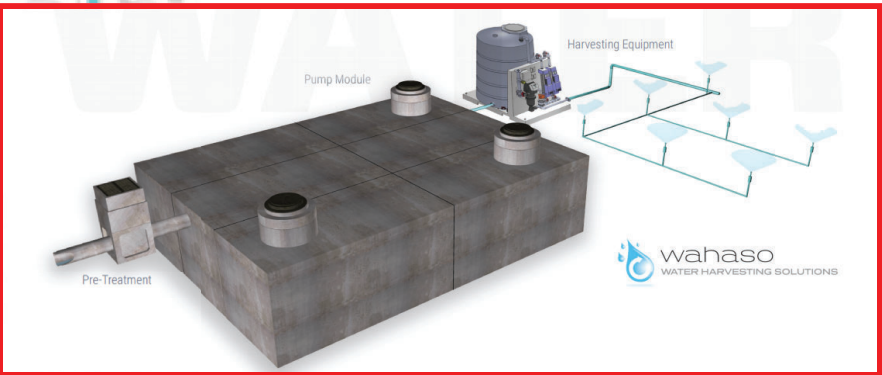


Proposed Capture and Use System

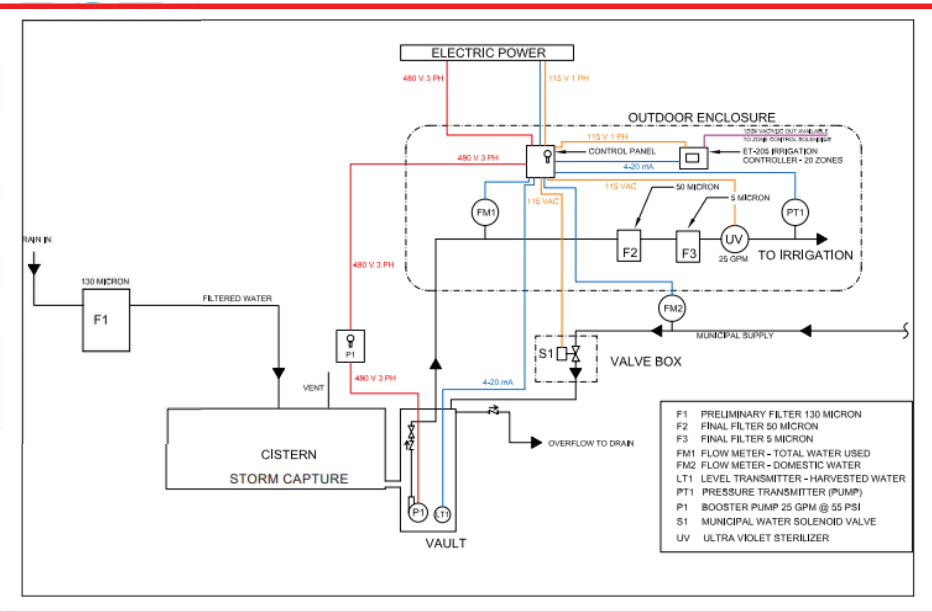
Contech CDS Pretreatment Unit



Oldcastle STORMCAPTURE® Harvesting System [image below] or Cistern to be interrogated into the building



Oldcastle STORMCAPTURE® Harvesting System - Line Diagram



Television City - 7800 Beverly Blvd



Figure 7 - FEMA Firm Map

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRM for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NIMS312
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov/>.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later and from National Geospatial Intelligence Agency imagery produced at a scale of 1:4,000 from photography dated 2003 or later.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a *Flood Insurance Study* report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.msc.fema.gov/>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov/>.

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decommissioned. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988 (NAVD 88)

- Cross section line
- Transect line
- Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 1000-meter Universal Transverse Mercator grid values, zone 11
- 5000-foot grid ticks: California State Plane coordinate system, V zone (FIPSZONE 0405), Lambert Conformal Conic

DX5510 Bench mark (see explanation in Notes to Users section of this FIRM panel)

M1.5

River Mile

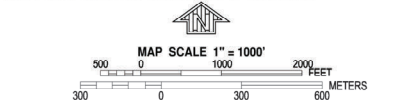
MAP REPOSITORIES

Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTY-WIDE FLOOD INSURANCE RATE MAP
September 26, 2008
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-636-6620.



NATIONAL FLOOD INSURANCE PROGRAM

FEDERAL EMERGENCY MANAGEMENT AGENCY

PANEL 1605F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY, CALIFORNIA

AND INCORPORATED AREAS

PANEL 1605 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES COUNTY	060010	1605	F
BEVERLY HILLS, CITY OF	060655	1605	F
LOS ANGELES, CITY OF	060137	1605	F
WEST HOLLYWOOD, CITY OF	060720	1605	F

Notice to User: The Map Number shown below should be used when placing map orders; the community number shown above should be used on insurance applications for the subject community.

MAP NUMBER

06037C1605F

EFFECTIVE DATE

SEPTEMBER 26, 2008

Page III-83

Hydrology and Water Quality Report, page 22 (page 23 of Appendix H pdf), revise Table 1 as follows:

Table 1—Existing Drainage Stormwater Runoff Calculations		
Drainage Area	Area (Acres)	Q ₅₀ (cfs) (volumetric flow rate measured in cubic feet per second)
A1	14.92	31.95 6
A2	10.07	21.57
TOTAL	24.99	53.4753

Hydrology and Water Quality Report, page 29 (page 30 of Appendix H pdf), insert a footnote to the last paragraph as follows:

According to the Preliminary Geotechnical Investigation prepared for the Project Site, groundwater infiltration is not feasible for the Project Site.²² The next tier in the City of Los Angeles LID Manual is a stormwater capture and use system. The Project will need to capture and use up to 625,000 gallons of water on-site. The Project will use this captured water for irrigation. However, if capture and use is later determined to not be feasible, the Project would then be required to implement high efficiency biofiltration/bioretenention systems pursuant to applicable regulatory requirements.

²² Preliminary Geotechnical Engineering Investigation by Geotechnologies, Inc. dated March 29, 2019 and updated April 22, 2021. Page 49. Refer to the TVC 2050 Project Draft EIR, Section IV.D, Geology and Soils, for further discussion.

Hydrology and Water Quality Report, page 33 (page 34 of Appendix H pdf), revise the third full paragraph as follows:

The Project is expected to ~~increase~~ decrease or maintain the overall percentage of impervious area from the current condition of the Project Site. The existing Project Site is approximately 90 percent impervious. At full Project buildout, the Project Site will be approximately 90 percent impervious or less.

Hydrology and Water Quality Report, page 34 (page 35 of Appendix H pdf), revise Table 2 as follows:

Table 2—Pre and Post Drainage Stormwater Runoff Comparison—50-year Storm Event		
Pre-Project Q50 (cfs)	Post-Project Q50 (cfs)	Increase of Stormwater Runoff from Existing to Proposed Condition
53.4753	53.4753	0%

Hydrology and Water Quality Report, page 34 (page 35 of Appendix H pdf), revise the second to last paragraph as follows:

With the Project's BMPs in place, the Project would not cause flooding during the 50-year developed storm event, would not create runoff which would exceed the capacity of existing or planned drainage systems, would not substantially reduce or increase the amount of surface water in a water body, or result in a permanent adverse change to the movement of surface water. See Appendix Figure 7 on page III-86 for the FEMA FIRM Map.

Hydrology and Water Quality Report, page 35 (page 36 of Appendix H pdf), revise second sentence of the third full paragraph as follows:

Furthermore, operation of the Project would not result in discharges that would cause regulatory standards to be violated. The existing Project Site is approximately 90 percent impervious. Though the Project will maintain or ~~increase~~ decrease the percentage of impervious surface, a portion of the Project Site will be allocated for stormwater BMPs specifically intended to control and treat stormwater runoff in compliance with LID regulatory requirements...

Hydrology and Water Quality Report, page 37 (page 38 of Appendix H pdf), revise the first full paragraph as follows:

The geographic context for the cumulative impact analysis on surface water hydrology is the Ballona Creek Watershed. ~~In conjunction with forecasted growth in the Ballona Creek Watershed, the Project could cumulatively increase stormwater runoff flows. However, as~~ As noted above, the Project itself is not anticipated to have a net impact on stormwater flow volumes nor drainage patterns. Also, in accordance with City requirements, the Project and related projects would be required to implement BMPs to manage stormwater runoff in accordance with LID guidelines. The City of Los Angeles Department of Public Works reviews projects on a case-by-case basis to ensure sufficient local and regional infrastructure is available to accommodate stormwater runoff and preclude flooding. Implementation of LID BMPs would, at a minimum, maintain existing runoff conditions, and

possibly improve existing conditions. Therefore, potential cumulative impacts associated with the Project on surface water hydrology would be less than significant.

Hydrology and Water Quality Report, page 37 (page 38 of Appendix H pdf), revise the third full paragraph as follows:

The geographic context for the cumulative impact analysis on groundwater levels is the Hollywood Subbasin. ~~The Project, in conjunction with forecasted growth in the region, could cumulatively increase groundwater demand. However, as~~ As noted above, no water supply wells, spreading grounds, or injection wells are located within a one-mile radius of the Project Site and the Project would not have an adverse impact on groundwater levels.

Hydrology and Water Quality Report, page 37 (page 38 of Appendix H pdf), revise last partial paragraph that extends to page 38 as follows:

Furthermore, as previously discussed, the Project would maintain or ~~increase-decrease~~ the amount of impervious surface area on the Project Site and comply with the City's LID requirements. As such, the Project is anticipated to have a less than significant impact on groundwater recharge. While any calculation of the extent to which related projects would increase or decrease surface imperviousness that might affect groundwater hydrology would be speculative, the development of such projects would be subject to review and approval pursuant to all applicable regulatory requirements, including any required mitigation of potential groundwater hydrology impacts. In addition, the Project and related projects are located in a highly urbanized area, so any potential reduction or increase in groundwater would be minimal in the context of the regional groundwater basin. Therefore, cumulative impacts to groundwater hydrology associated with the Project would be less than significant.

Appendix I—Land Use Tables

Appendix I, Table 1, page 15, Goal 9, within the policy consistency discussion, change the runoff flow cited from "53.47" to "53.53."

Appendix M—Transportation

Appendix M.1, Transportation Assessment, page 117 (page 125 of Appendix M.1 pdf), revise the first sentence of the first full paragraph as follows:

Shuttle Service. The Project Applicant proposes to either operate or fund an ~~employee~~ van or shuttle service for employees and visitors between the Metro D Line Wilshire/Fairfax Station and the Project Site.

Transportation Assessment, page 180 (page 188 of Appendix M.1 pdf), revise the last two paragraphs continuing onto page 181 as follows:

The sustained peak period^{10A} of Project construction truck activity would occur during the excavation/foundation subphase for the Project Site. No substantial peak hour construction traffic effects are anticipated during the excavation/foundation subphase of construction with implementation of the Construction Traffic Management Plan.

Haul trucks would travel on approved truck routes designated within the City to a designated landfill site located in Irwindale. Based on the proposed haul truck route plans and given the Project's proximity to I-10, approximately 3.0 miles south of the Project Site, ~~and US 101, approximately 3.0 miles northeast of the Project Site,~~ haul trucks would travel between the Project Site and the landfill site via one of ~~the two~~ three options:

1. ~~South along Use Fairfax Avenue to the Washington Boulevard interchange to and from I-10 East to SR 60 East to I-605 North to Irwindale~~
2. ~~East along Beverly Boulevard to US 101 South to I-10 East to I-605 North to Irwindale~~ Use Fairfax Avenue, San Vicente Boulevard, and La Brea Avenue to and from I-10
3. Use Fairfax Avenue, Beverly Boulevard, and La Brea Avenue to and from I-10

^{10A} In addition to the excavation/foundation subphase, there would be approximately five total days following excavation and grading during which concrete would be poured for the mat foundations. On these days, there would be approximately 1,000 concrete delivery truck trips per day (500 inbound, 500 outbound) along with up to approximately 50 on-site workers.

Transportation Assessment, page 181 (page 189 of Appendix M.1 pdf), revise the first, second and third paragraphs as follows:

The internal circulation network on the Project Site would provide connections between the driveways along Fairfax Avenue and Beverly Boulevard and the construction area. The proposed haul route will be reviewed and approved by the City.

Based on construction projections prepared for the Project, approximately 772,000 cubic yards of material¹² would be excavated and removed from the Project Site over a ~~nine-month~~ roughly 8.5-month period. The excavation/foundation subphase is estimated to require up to 300 one-way haul truck trips per day and a total of 20 one-way material delivery and concrete-related truck trips per day. Thus, up to 640 daily truck trips (320 inbound, 320 outbound) are forecasted to occur during this subphase. Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. It is anticipated that haul truck activity would typically occur between 7:00 AM and 4:00 PM. No off-site construction-related truck travel would occur on Sundays or holidays, to the extent feasible.

In addition, a maximum of ~~295~~ 245 construction workers are anticipated on-site during peak conditions of this subphase. On most of the workdays during this subphase, it is estimated that there would be far fewer workers than on the peak day. Therefore, the estimated maximum of ~~295~~ 245 workers per day used for the purposes of this analysis represents a conservative estimate.

Transportation Assessment, page 182 (page 190 of Appendix M.1 pdf), revise the first sentence of the last partial paragraph as follows:

~~With the exception of haul truck staging, construction~~ Construction activities are expected to be primarily contained within the Project Site boundary and would generally not affect the public ROW....

C. Effect of Revisions, Clarifications, and Corrections

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

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

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

not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation include, for example, a disclosure showing that:

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

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

The changes to the Project Description provide clarifications and additional details in response to public comments. These include refinement to the definition of floor area to more closely align with the LAMC; specific definitions for the list of studio-related uses that would continue on-site; additional details regarding on-site uses and activities, including basecamp areas; an additional limitation regarding the maximum amount of production support uses under the Land Use Exchange Program; additional graphics that further depict the Project; additional details regarding proposed signage; and revisions to the description of the haul route to match the description of the haul routes in the LADOT approval letter as well as removal of off-site staging areas. These changes also include

modifications to the permitted uses to provide a more narrow list of permitted uses. None of these changes to the Project Description would result in additional physical environmental impacts that are not already included in the Draft EIR.

The modifications to Section IV.A, Air Quality, of the Draft EIR include new and revised PDFs and mitigation measures in response to public comments by including limitations regarding emergency generators, on-site truck speeds during construction, requirements for use of Tier V construction equipment, newer model year heavy trucks, and use of renewable diesel fuel during construction. The modifications to Section IV.A, Air Quality, and Appendix B—Air Quality and Greenhouse Gas Emissions also address the more recent SCAQMD localized threshold for NO_x and demonstrate the construction activities would be well below this threshold. The modifications to Appendix B also include updated worksheets regarding generators and dewatering. None of these modifications result in new significant impacts or a substantial increase in an already identified significant impact.

The modifications to Section IV.B, Cultural Resources, and Appendix C.1 include a specific analysis demonstrating that proposed signage would not result in impacts to on-site or off-site historical resources. In addition, Mitigation Measure CUL-MM-1 has been enhanced with additional provisions related to monitoring and reporting for tribal cultural resources and archaeological resources in response to public comments. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

The modifications to Section IV.D, Geology and Soils, include clarifications regarding the definition of fossils, additional details related to Mitigation Measure GEO-MM-1 in response to public comments, including additional specifics related to the monitors' qualifications, and other minor clarifications. Updates to sources in footnotes have also been included. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

Within Section IV.E, Greenhouse Gas Emissions, the changes are limited to additional PDFs in response to public comments that prohibit use of portable gasoline or diesel generators and portable combustion equipment and require the installation of four EV chargers in the Mobility Hub. These additional PDFs would not result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

The modifications to Section IV.F, Hazards and Hazardous Materials, clarify the number and locations of the existing spray booths within the Project Site and the terminology for existing groundwater conditions. In addition, Mitigation Measure HAZ-MM-1 has been expanded to address stockpiling of soils consistent with the updated text in Appendix G.1 in response to public comments. Appendix G.1 also includes corrections to

a table and text to reflect specific site data. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

Modifications to Section IV.G, Hydrology and Water Quality, Appendix H—Hydrology and Water Quality Report, and Appendix I—Land Use Tables, include a small change in the stated amount of surface water runoff (53.47 cfs to 53.53 cfs) that reflects the detailed calculations in Appendix H that were incorrectly summarized in the tables. Other minor corrections to Appendix H have also been included. None of the modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

The modifications to Section IV.H, Land Use and Planning, reflect the refinements to the Project Description included above. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

Within Section IV.I, Noise, the modifications include deletion of the text, associated graphics, and analyses related to two off-site staging areas that are no longer proposed as part of the Project as well as analysis demonstrating that no significant impacts would result from the use of specific on-site staging areas within the Project Site. Detailed analyses associated with on-site vehicle noise and operation of the Mobility Hub have also been included that demonstrate that impacts from these operations would be less than significant. Additional clarifications, including clarification regarding the number of construction workers during construction have also been made. In addition, Project Design Feature NOI-PDF-1 has been updated in response to public comments to provide additional requirements relative to locations of construction activities, use of equipment with a lower noise profile, and a system for addressing any noise complaints. Mitigation Measure NOI-MM-1 has also been modified to in response to public comments to require a 30-foot sound barrier along the Shared Eastern Property Line between the Project Site and the Broadcast Center Apartments and a sound barrier along a segment of the southern portion of the Project Site. Any noise associated with the installation of these additional sound barriers would not result in additional noise beyond what has already been disclosed and analyzed in the Draft EIR (refer to Table IV.I-10 of the Draft EIR). Furthermore, the sound barriers would further reduce the Project's noise impacts from construction, and the temporary sound barriers would be removed upon completion of construction. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

The modifications to Section IV.K, Transportation, and Appendix M.1, Transportation Assessment, reflect elimination of any off-site parking from the Project, clarification regarding the use and location of shuttle service, correction of the parking ratios, clarification regarding the frontage along the southern portion of the Project Site, the

additional limitation on the amount of production support floor area under the Land Use Exchange Program, and other minor clarifications. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

The modifications to Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, reflect clarifications requested by LADWP. None of these modifications would result in new physical impacts that would generate new significant impacts or a substantial increase in an already identified significant impact.

The modification to Section V, Alternatives, provides additional explanation of why implementation of a 100-foot buffer would not be feasible. This modification does not result in any new significant impacts or a substantial increase in an already identified significant impact.

Within Section VI, Other CEQA Considerations, the modifications reflect the elimination of the off-site staging areas, and explain why the revised and additional mitigation measures do not generate new significant impacts or result in a substantial increase in an already identified impact.

Based on the above, the revisions, clarifications and corrections do not constitute “significant new information” under CEQA Guidelines Section 15088.5. The revisions, clarifications and corrections do not result in any new significant impacts or a substantial increase in the severity of an impact. Further, the revisions, clarifications and corrections do not show that a feasible Project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant impacts of the Project but the Project’s proponents declined to adopt it, or that the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Rather, the revisions, clarifications and corrections to the Draft EIR clarify, amplify or make insignificant refinements to the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation of the Draft EIR is not required.