



ERRATUM No. 1 TO THE ENVIRONMENTAL IMPACT REPORT

TVC 2050 Project

Environmental Case: ENV-2021-4091-EIR
State Clearinghouse No. 2021070014

Project Location: 7716–7860 West Beverly Boulevard, Los Angeles, California 90036

Community Plan Area: Wilshire

Council District: 5—Yaroslowsky

Project Description: The TVC 2050 Project (Project) would establish the TVC 2050 Specific Plan (Specific Plan) to allow for the continuation of an existing studio use and the modernization and expansion of media production facilities within the approximately 25-acre Television City studio site (Project Site). As discussed in the EIR, the proposed Specific Plan would permit a maximum total 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. More specifically, the Specific Plan would permit up to 1,626,180 square feet of new development, the retention of 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. The Specific Plan would establish standards to regulate land use, massing, design, and development. The designated Historic-Cultural Monument (HCM No. 1167; CHC-2018-476-HCM) located on-site would be retained and rehabilitated as part of the Project. In addition, a Sign District would be established to permit studio-specific on-site signage.

Subsequent to completion of the Final EIR, modifications to the Project have occurred in response to community input. These modifications, which are collectively referred to as the Modified Project, decrease the proposed floor area, height, and massing of the Project as evaluated in the EIR (Original Project). These modifications also include a reduction in parking spaces, outdoor production activity areas, and basecamp areas; doubling the Transportation Demand Management (TDM) trip reduction commitment from 15 to 30 percent; increased setbacks and stepbacks; refinements of building configurations and parking areas; and minor changes in Project Site access. In addition, as part of the Modified Project, the General Plan land use designation for the Project Site would be changed to Community Commercial rather than to Regional Commercial. With the proposed modifications, the proposed Specific Plan would permit a maximum total of 1,724,000 square feet of sound stage, production support, production office, general office, and retail uses within the Project Site upon buildout. Specifically, the proposed Specific Plan would permit up to 1,459,623 square feet of new development, the retention of a minimum of 264,377 square feet of existing uses, and the demolition of up to 479,303 square feet of existing media production facilities.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

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APPLICANT:
Television City Studios, LLC

April 2024

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1. Introduction

This Erratum includes clarifications and minor modifications to the Environmental Impact Report (EIR) for the TVC 2050 Project (Project). These modifications, clarify and refine the EIR, and provide supplemental information for the City decision-makers and the public.

CEQA requires recirculation of a Draft EIR only when “significant new information” is added to an EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code (PRC) Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. CEQA Guidelines Section 15088.5 specifically states:

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:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.*
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.”

2. Project Modifications and Clarifications to the EIR

2.1 Overview of Modified Project

Subsequent to the completion of the Final EIR, modifications to the Project have been made in response to community input, as summarized in Table 1 on page 3. These modifications, which are collectively referred to as the Modified Project, reduce the size of the Project by, among other things, decreasing the proposed floor area, height, and massing of the Original Project evaluated in the EIR. The modifications also include a reduction in parking spaces, basecamp areas and outdoor production activity areas; increased setbacks and stepbacks; doubling the TDM trip reduction commitment from 15 to 30 percent; refinements of building configurations and parking areas; and minor changes in Project Site access. In addition, as part of the Modified Project, the proposed General Plan land use designation for the Project Site would be changed to Community Commercial rather than Regional Commercial as proposed in the Original Project. The proposed Specific Plan has been updated accordingly to reflect these modifications.

As with the Original Project, the Modified Project would provide for the continuation of the existing studio use and the modernization and expansion of media production facilities within the Project Site. Under the Modified Project, no changes to the types of uses permitted are proposed. The Modified Project would continue to include only sound stage, production support, production office, general office, and retail uses. In addition, under the Modified Project, the Primary Studio Complex (designated HCM No. 1167; CHC-2018-476-HCM) located on-site would continue to be retained and rehabilitated. Additionally, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading.

2.1.1 Reduction in Total Permitted Floor Area

Under the Modified Project, the proposed Specific Plan would allow up to a maximum of 1,724,000 square feet of floor area within the Project Site, representing a reduction of 150,000 square feet of floor area associated with the general office use when compared with the Original Project. As shown in Table 2 on page 6, the existing floor area to be demolished would be reduced by 16,557 square feet to 479,303 square feet, with a corresponding increase of 16,557 square feet of existing floor area to remain (resulting in a total of 264,377 square feet of existing floor area to remain). Proposed new construction would also be reduced by 16,557 square feet to 1,459,623 square feet. In addition, the Modified Project would include a reduction of 111,440 square feet of sound stages and a corresponding increase of 111,440 square feet of production support floor area. The provisions of the land use exchange program would continue to be consistent with those in the Final EIR, except that the maximum floor area for general office uses would be limited to 550,000 square feet, reduced from the 700,000 square feet identified in the Original Project.

Table 1
TVC 2050 Project Modifications

	Original Project	Modified Project	Net Project Change
Project Size & Massing			
Proposed Development Program	<ul style="list-style-type: none"> • 1,874,000 sf total floor area • 350,000 sf sound stage • 104,000 sf production support • 700,000 sf production office • 700,000 sf general office • 20,000 sf retail • 495,860 sf existing uses to be demolished • 247,820 sf existing uses to remain 	<ul style="list-style-type: none"> • 1,724,000 sf total floor area • 238,560 sf sound stage • 215,440 sf production support • 700,000 sf production office • 550,000 sf general office • 20,000 sf retail • 479,303 sf existing uses to be demolished • 264,377 sf existing uses to remain 	<ul style="list-style-type: none"> • Reduction of 150,000 sf total floor area • Sound stage: –111,440 sf • Production support: +111,440 sf • Production office: No change • General office: –150,000 sf • Retail: No change • Existing uses to be demolished: –16,557 sf • Existing uses to remain: +16,557 sf
Height Limits	<ul style="list-style-type: none"> • <u>Subarea B</u>: 130-ft height limit • <u>Subarea C</u>: 88-ft base height and 160-ft max. height limit in up to 40% of Subarea C • <u>Subarea D</u>: 225-ft max. height limit in up to 40% of Subarea D (approximately 190,000 sf footprint area, 17% of Project Site) 	<ul style="list-style-type: none"> • <u>Subarea B</u>: 120-ft height limit • <u>Subarea C</u>: 88-ft base height and 145-ft max. height limit in up to 40% of Subarea C • <u>Subarea D</u>: 225-ft height limit in reduced Subarea D (approximately 30,000 sf footprint area, less than 3% of Project Site) 	<ul style="list-style-type: none"> • <u>Subarea B height limit</u>: 10-ft reduction • <u>Subarea C height limit</u>: 15-ft reduction • <u>Subarea D height limit</u>: Reduced by 160,000 sf in footprint area (approximately 80% reduction) and limited to central portion of Project Site
Setbacks	<ul style="list-style-type: none"> • <u>Shared Eastern Property Line</u>: 30-ft setback • <u>Southern Property Line</u>: 30-ft setback 	<ul style="list-style-type: none"> • <u>Shared Eastern Property Line</u>: 45-ft setback west of Broadcast Center Apartments; 30-ft setback south of Broadcast Center Apartments • <u>Southern Property Line</u>: 45-ft setback 	<ul style="list-style-type: none"> • 15-ft setback increase west of Broadcast Center Apartments • 15-ft setback increase along southern property line
Stepbacks	<ul style="list-style-type: none"> • <u>Fairfax Avenue</u>: 10-ft stepback • <u>Beverly Boulevard</u>: 10-ft stepback 	<ul style="list-style-type: none"> • <u>Fairfax Avenue</u>: 20-ft stepback • <u>Beverly Boulevard</u>: 20-ft stepback 	<ul style="list-style-type: none"> • 10-ft stepback increase along Fairfax Avenue • 10-ft stepback increase along Beverly Boulevard
New Development Adjacent to Primary Studio Complex			
West Tower	<ul style="list-style-type: none"> • New 225-ft high West Tower directly west of the Primary Studio Complex 	<ul style="list-style-type: none"> • Eliminated the 225-ft high West Tower identified in the Original Project 	Elimination of West Tower
East Building	<ul style="list-style-type: none"> • 15-ft separation between East Building and Service Building 	<ul style="list-style-type: none"> • 30-ft separation between East Building and Service Building 	<ul style="list-style-type: none"> • 15-ft separation increase

Table 1 (Continued)
TVC 2050 Project Modifications

	Original Project	Modified Project	Net Project Change
Rooftop Addition	<ul style="list-style-type: none"> • 36 ft in height • 30,600-sf footprint • Setback 55 ft from north façade of Studio Building 	<ul style="list-style-type: none"> • 18 ft in height • 16,000-sf footprint • Setback 109 ft from north façade of Studio Building 	<ul style="list-style-type: none"> • Height reduced by 18 ft • Footprint reduced by 14,600 sf • Setback increased by 54 ft
Studio Building (historic building within the Primary Studio Complex)	<ul style="list-style-type: none"> • Demolish portions of roof • Demolish second floor • Demolish southern wall of Studio Building and extend Studio Building 20 ft southerly 	<ul style="list-style-type: none"> • No demolition of roof • No demolition of second floor • No demolition or extension of southern Studio Building 	<ul style="list-style-type: none"> • No demolition of roof • No demolition of second floor • No demolition or extension of southern Studio Building
Traffic, Access & Parking			
TDM Commitment	<ul style="list-style-type: none"> • 15% trip reduction commitment 	<ul style="list-style-type: none"> • 30% trip reduction commitment 	100% increase in trip reduction commitment
Access	<ul style="list-style-type: none"> • <u>The Grove Drive</u>: 1 driveway • <u>Southern Shared Access Drive</u>: 2 driveways and 3 pedestrian access points • <u>Fairfax Avenue</u>: 1 pedestrian access point 	<ul style="list-style-type: none"> • <u>The Grove Drive</u>: 2 driveways^a • <u>Southern Shared Access Drive</u>: 1 driveway^b and no pedestrian access • <u>Fairfax Avenue</u>: 3 pedestrian access points 	<ul style="list-style-type: none"> • 1 additional driveway on The Grove Drive • 1 less driveway and removal of 3 pedestrian access points on the Southern Shared Access Drive • 2 additional pedestrian access points on Fairfax Avenue
Parking	<ul style="list-style-type: none"> • 5,300 parking spaces 	<ul style="list-style-type: none"> • 4,930 parking spaces 	<ul style="list-style-type: none"> • –370 parking spaces
Operations			
Basecamp	<ul style="list-style-type: none"> • 371,600 sf basecamp areas (227,600 sf at Project Grade and 144,000 sf below Project Grade) 	<ul style="list-style-type: none"> • 161,810 sf basecamp areas (125,010 sf at Project Grade and 36,800 sf below Project Grade) 	<ul style="list-style-type: none"> • Basecamp area reduced by 209,790 sf (102,590 sf at Project Grade and 107,200 sf below Project Grade)
Outdoor Production Activity Areas	<ul style="list-style-type: none"> • 585,902 sf outdoor production activity areas at Project Grade 	<ul style="list-style-type: none"> • 506,850 sf outdoor production activity areas at Project Grade 	<ul style="list-style-type: none"> • Outdoor production activity areas reduced by 79,052 sf
Alcohol Permits	<ul style="list-style-type: none"> • Up to 2 off-site alcohol licenses • Up to 10 on-site alcohol licenses 	<ul style="list-style-type: none"> • Up to 1 off-site alcohol license • Up to 8 on-site alcohol licenses 	<ul style="list-style-type: none"> • 1 off-site alcohol license eliminated • 2 on-site alcohol licenses eliminated
Open Space	<ul style="list-style-type: none"> • 28,900 sf open space along Project Site boundaries 	<ul style="list-style-type: none"> • 29,531 sf open space along Project Site boundaries 	<ul style="list-style-type: none"> • + 631 sf of additional open space along Project Site boundaries
Land Use			
Proposed General Plan Land Use Designation	<ul style="list-style-type: none"> • Regional Commercial 	<ul style="list-style-type: none"> • Community Commercial 	<ul style="list-style-type: none"> • I Revised GPA to Community Commercial

Table 1 (Continued)
TVC 2050 Project Modifications

	Original Project	Modified Project	Net Project Change
<p><i>Some of the measurements in this table (square feet; feet) are approximate. In addition, this table lists the primary modifications but is not exhaustive.</i></p> <p>^a <i>Northern driveway limited to passenger vehicle access only. Southern driveway limited to emergency vehicles and truck access. Total vehicle trips (daily, A.M. and P.M. trips), including passenger vehicles and trucks, would be reduced with the Modified Project when compared to the Original Project. Vehicular trip distribution would remain the same under the Modified Project as the Original Project.</i></p> <p>^b <i>Driveway limited to emergency vehicles and truck access.</i></p> <p><i>Source: Television City Studios, LLC, 2024.</i></p>			

2.1.2 Modified Project—Initial Development Plan

The Initial Development Plans for the Modified Project (Modified Initial Development Plans) are provided in Appendix A of this Erratum. Figure 1 on page 7 provides the Conceptual Site Plan for the Modified Project and is included as part of Appendix A. In addition, a comparison of this modified plan with the Conceptual Site Plan for the Original Project included in the EIR is provided in Figure 2 on page 8. As shown therein, and within the conceptual aerial renderings provided in Figure 3 and Figure 4 on pages 9 and 10, several of the building layouts have been refined. Within the eastern portion of the Project Site, buildings have been moved further to the west (ranging from approximately 60 feet to 100 feet from the Shared Eastern Property Line), away from the Broadcast Center Apartments, and the sound stages have been relocated primarily to the southeastern portion of the Project Site. In the central portion of the Project Site, the west office tower has been eliminated. On the western portion, primarily fronting Fairfax Avenue, mixed-use buildings consisting of retail, sound stage, production office, and general office have replaced basecamp, sound stages, and production office. Production office and general office uses also continue to be dispersed in the eastern and western portions of the Project Site along Beverly Boulevard, to the east of the Primary Studio Complex, and within the smaller structures to the north of the Primary Studio Complex located on the lower plaza level. In addition, as shown in Figure 1, the Viewshed Restoration Area along Beverly Boulevard has been enhanced as a focal point for the Project Site. In particular, marked surface parking and basecamp areas have been removed from this area and replaced with landscaped areas within the outdoor production activity areas while maintaining the HCM viewshed protection requirements. As discussed further below, the above-grade portion of the parking structure within the southeastern portion of the Project Site has also been reduced in overall size by approximately 34 percent and moved further south and further away from the Broadcast Center Apartments. Additionally, the above-grade parking garage is separated by approximately 200 feet from the Broadcast Center Apartments by a sound stage, production support, and production office uses which provides a physical buffer between the two uses. As shown in Figure 5 on page 11, under the Modified Project, the below grade levels within the Project Site would continue to include the Mobility Hub, parking, and basecamp areas. As described further below, the required setbacks and stepbacks have also been increased and building height limits have been reduced.

The size of the outdoor production activity areas and basecamp areas under the Modified Project are substantially smaller than the areas under both the Original Project and existing conditions. The locations of outdoor production activity areas under the Modified Project are shown in

Table 2
Proposed Development Program Under Modified Project^a

Use	Existing (sf)	Demolition (sf)	Existing to Remain (sf)	Proposed New Construction (sf)	Total Permitted (sf)	Net Change from Existing (sf)	Net Change from Original Project
Sound Stages	95,540	30,975	64,565	173,999	238,560	+143,020	-111,440
Production Support	325,450	296,168	29,282	186,154	215,440	-110,010	+111,440
Production Office	163,090	98,490	64,600 ^b	635,400	700,000	+536,910	0
General Office	159,600	53,670	105,930 ^c	444,070	550,000	+390,400	-150,000
Retail ^d	0	0	0	20,000	20,000	+20,000	0
Total	743,680	479,303	264,377	1,459,623	1,724,000	+980,320	-150,000
<p><i>sf = square feet</i></p> <p>^a Per the proposed TVC 2050 Specific Plan, floor area is 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 structure (e.g., covered canopies); existing marquees and walkways (covered); outdoor production areas; basecamp areas; and temporary uses including sets/facades. The proposed approximately 1.724 million square feet of floor area per the Specific Plan definition is equivalent to approximately 1.825 million square feet based on the LAMC definition and approximately 1.934 million gross square feet.</p> <p>^b An estimated 4,128 square feet of existing production office space would not be demolished but may be converted to basecamp/parking uses.</p> <p>^c An estimated 23,781 square feet of existing general office space would not be demolished but may be converted to basecamp/parking uses.</p> <p>^d Assumed to include up to 5,000 square feet of ancillary restaurant/commissary uses.</p> <p>Source: Television City Studios, LLC, 2024.</p>							

Figure 6 on page 12. Under the Modified Project, these outdoor production activity areas comprise approximately 506,850 square feet, a reduction of approximately 79,052 square feet when compared with the Original Project, which included approximately 585,902 square feet of outdoor production activity areas. The Modified Project would result in a reduction of approximately 144,999 square feet of outdoor production activity areas when compared with the existing approximately 651,849 square feet of such areas. The locations of basecamp areas under the Modified Project are provided in Figure 7 and Figure 8 on pages 13 and 14. The Project Grade basecamp areas comprise approximately 125,010 square feet and the below-grade basecamp areas comprise approximately 36,800 square feet, for a total of approximately 161,810 square feet of basecamp areas (a reduction of approximately 209,790 square feet when compared with the Original Project and a reduction of approximately 15,190 square feet compared to existing conditions). The proposed below-grade basecamp areas have been reduced from approximately 144,000 square feet to approximately 36,800 square feet. As shown in Figure 1 on page 7, as with the Original Project, under the Modified Project the helipad would continue to remain within the central portion of the Project Site, but with an approximately 45-foot higher elevation (which results in reduced noise levels as discussed below in



Existing Project Site



Figure 1
Conceptual Site Plan—Modified Project



Original Project - July 2022



Modified Project - February 2024

Figure 2
Comparison of Original Project and Modified Project Conceptual Site Plans



Figure 3
Illustrative Aerial Rendering—View 1



Figure 4
Illustrative Aerial Rendering—View 2

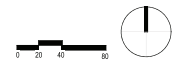
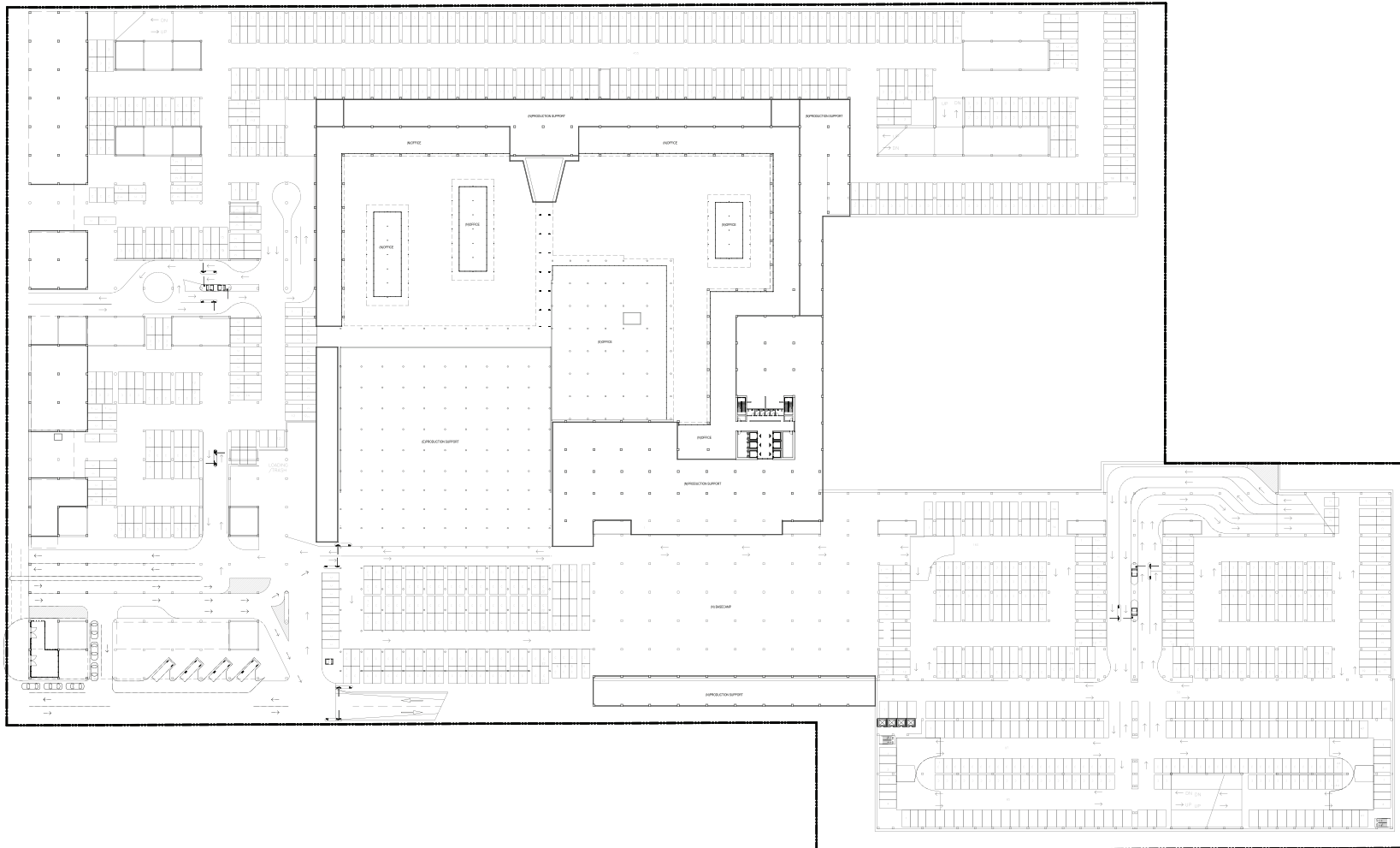


Figure 5
Modified Lower Below Grade Level

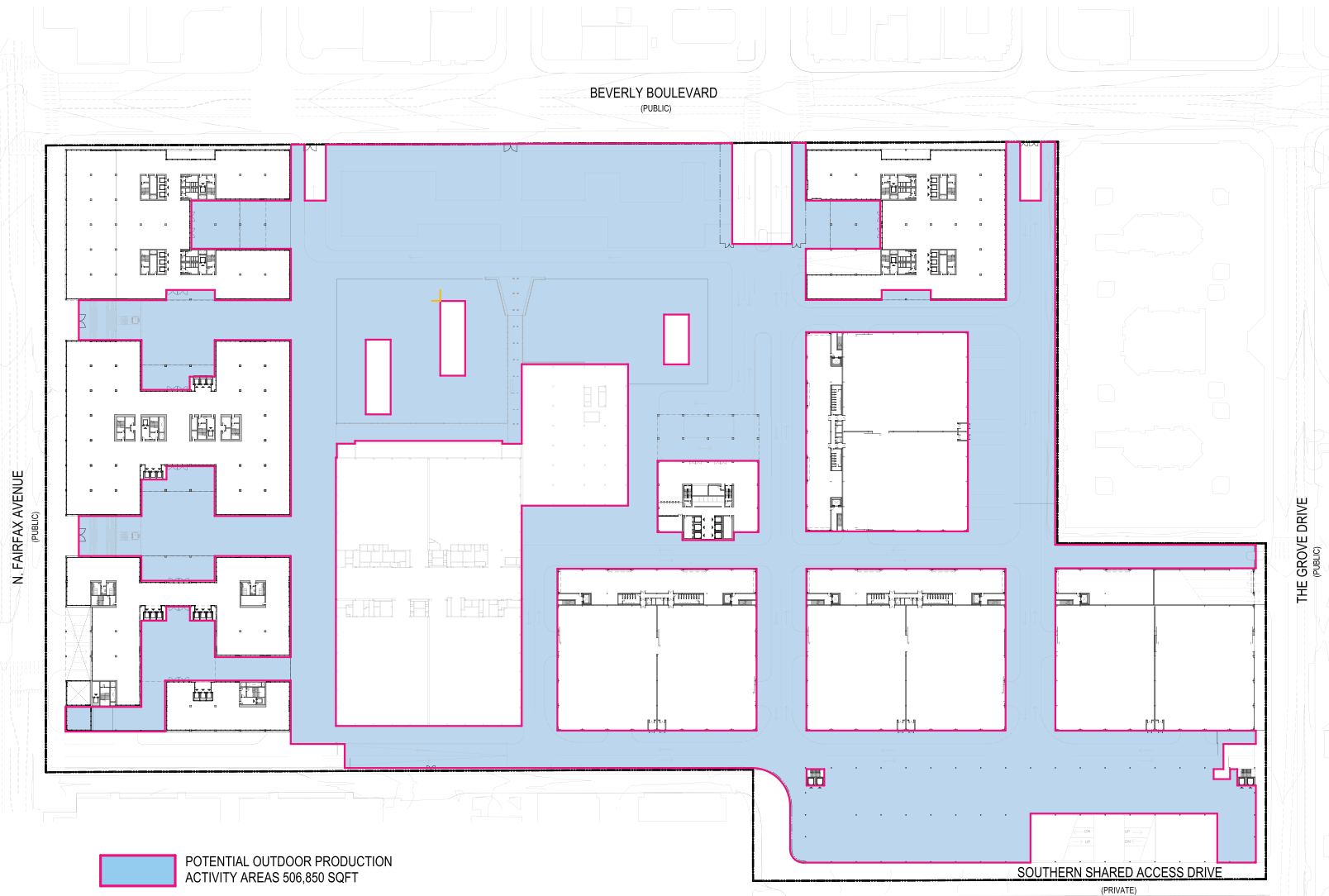


Figure 6
Outdoor Production Activity Areas—Modified Project

LEGEND

- TOTAL UNCOVERED BASECAMP AREA
74,260 SQFT
- TOTAL COVERED BASECAMP AREA
50,750 SQFT

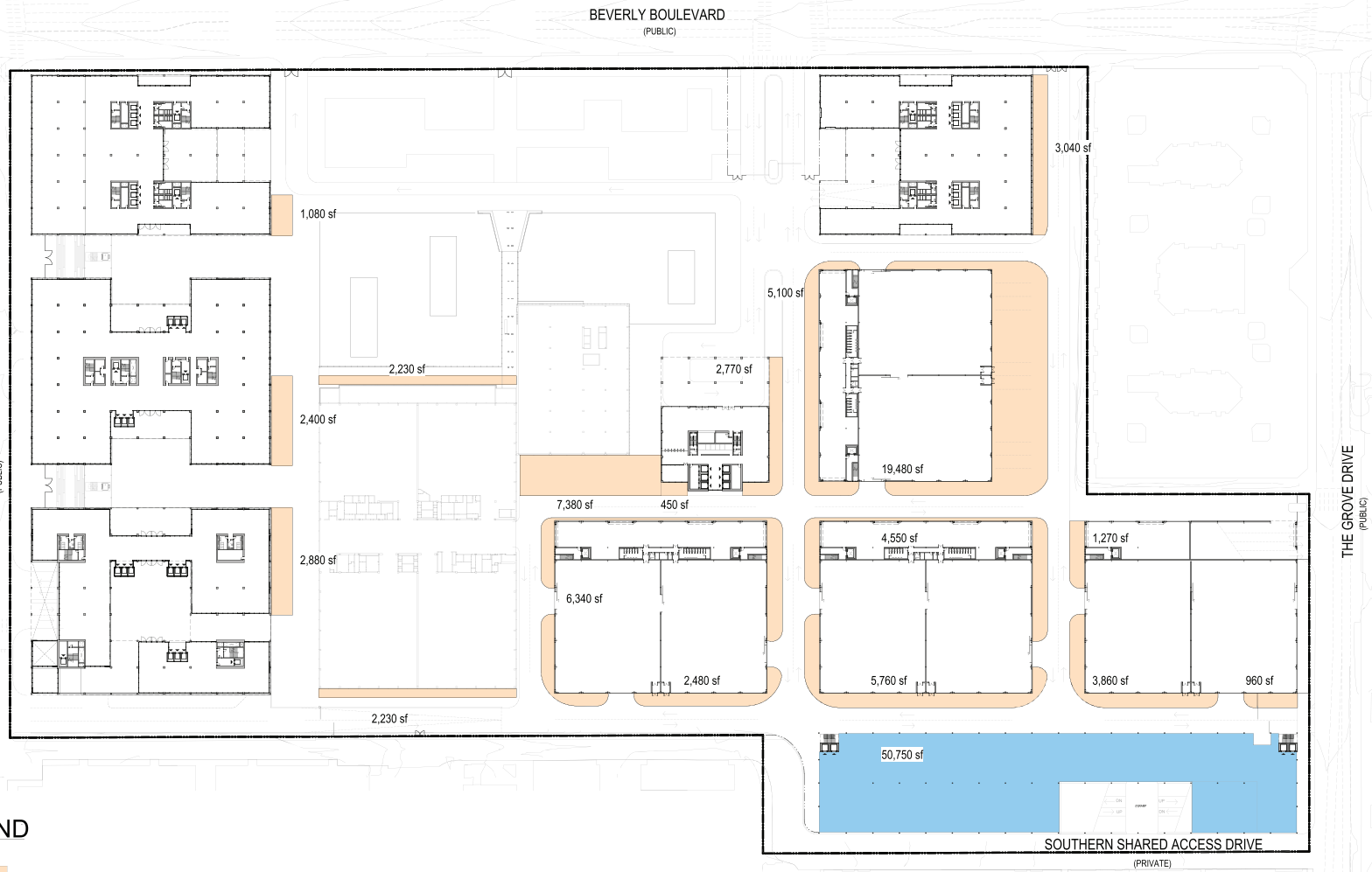
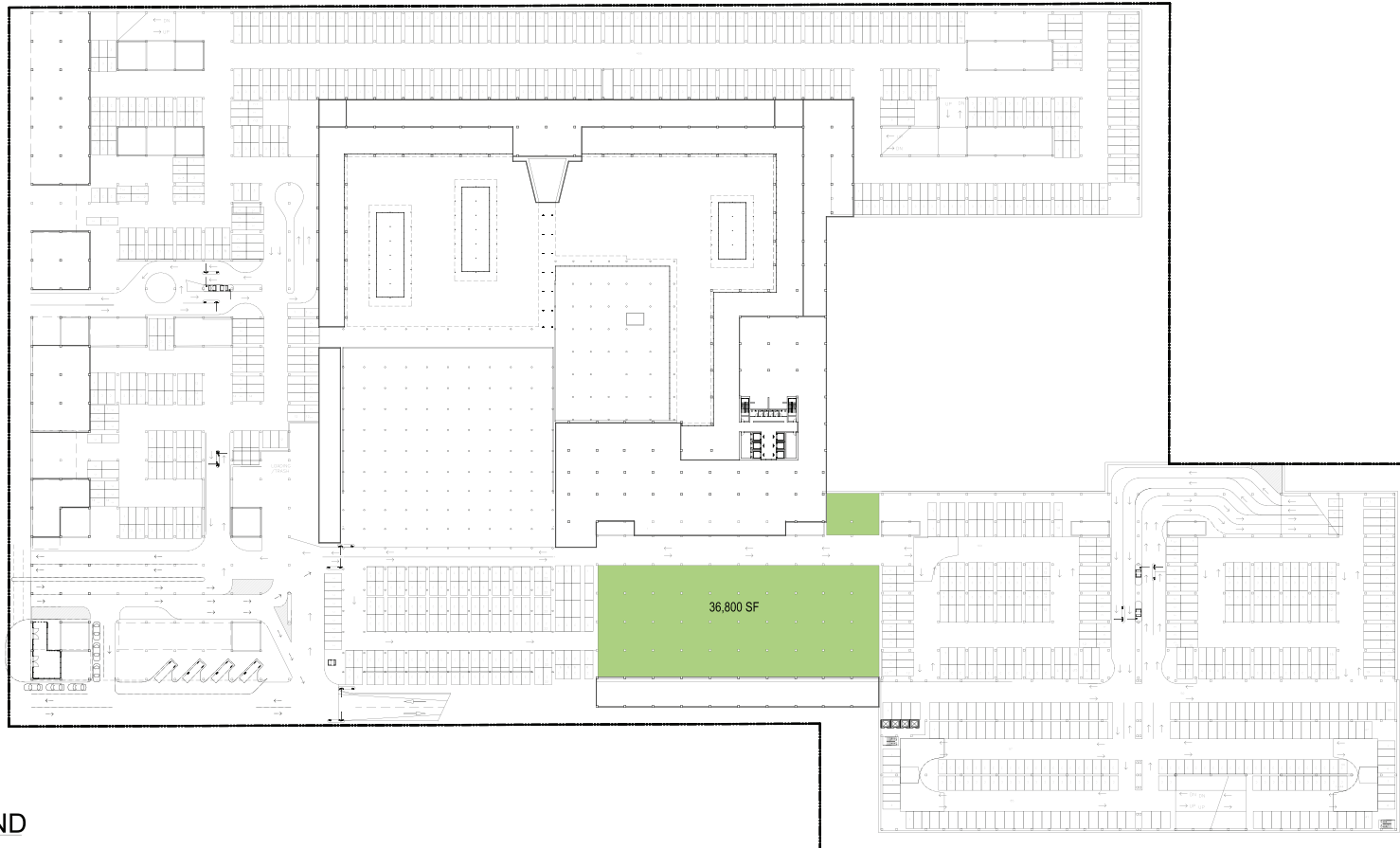


Figure 7
Basecamp Areas At Grade—Modified Project



LEGEND


 TOTAL BASECAMP AREA : 36,800 SF

Figure 8
Basecamp Areas Below Grade – Modified project

Section 2.2.9). As with the Original Project, operation of the helipad under the Modified Project would be consistent with existing conditions.¹

As discussed in detail in Section IV.B, Cultural Resources, of the Draft EIR, the original Primary Studio Complex includes two attached buildings—the Service Building and the Studio Building—which, together, are designated as an HCM (CHC2018-476-HCM). As discussed in more detail in Section 2.2.2.1, below, the Modified Project would continue to preserve all of the existing historic character-defining features and restore those character-defining features which, in some cases, have been compromised in the past (prior to this Project). The Modified Project would retain approximately 16,000 square feet of interior space, comprised of sound stage and production support uses. The Modified Project no longer includes the extension of the south wall of the Studio Building, retaining the original complex wall. The Modified Project includes a reduction to the rooftop addition in height, footprint, and overall mass, and increases the stepback of the rooftop addition from 55 feet to 109 feet from the north facade parapet wall. In addition, bungalows constructed between Beverly Boulevard and the Primary Studio Complex have been relocated to the lower plaza level north of the Primary Studio Complex to ensure they remain below the sightline to the Primary Studio Complex from Beverly Boulevard. Furthermore, any new construction within the Project Site under the Modified Project would continue to comply with the applicable provisions of the proposed Specific Plan. Separations of new adjacent construction to the Primary Studio Complex would be increased on the east from 15 feet to 30 feet and on the west from 10 feet to 50 feet. In particular, the Project Applicant would continue to prepare a Historic Structure Report (HSR) and would continue to comply with Section 22.171.14 of the City’s Cultural Heritage Ordinance with oversight by the City of Los Angeles Office of Historic Resources (OHR). Further, the Modified Project would continue to comply with the Project Parameters in Project Design Feature (PDF) CUL-PDF-1 that set forth the maximum permitted development footprint and building heights for new adjacent construction and additions to the Primary Studio Complex to ensure that the historic significance of the Primary Studio Complex is not adversely impacted by new construction. Finally, as with the Original Project, any modification to the character-defining features of the Primary Studio Complex under the Modified Project would continue to require written verification from a historic preservation professional that the modification complies with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and that consultation with OHR has occurred. Lastly, all new construction located within the Viewshed Restoration Area would continue to require review and approval by the Director of Planning.

2.1.3 Height Limits, Setbacks and Stepbacks

As discussed in the Draft EIR, physical development of the Project would be guided by the height subareas, setbacks and stepbacks established in the proposed Specific Plan. The overall building heights and massing permitted under the Modified Project would be reduced when compared with the Original Project. As shown in Figure 9 on page 16, when compared with Figure II-5, Height Zone Map, of the Draft EIR, Subarea D, the subarea with the greatest maximum height limit of 225 feet permitted in up to approximately 17 percent of the Project Site, has been reduced to less than approximately 3 percent of the Project Site. In addition, the maximum height in Subarea B has been reduced by 10 feet to 120 feet and the maximum height limit in Subarea C has been reduced by

¹ Information regarding helipad operations under existing conditions is provided in Appendix FEIR-15 of the Final EIR.

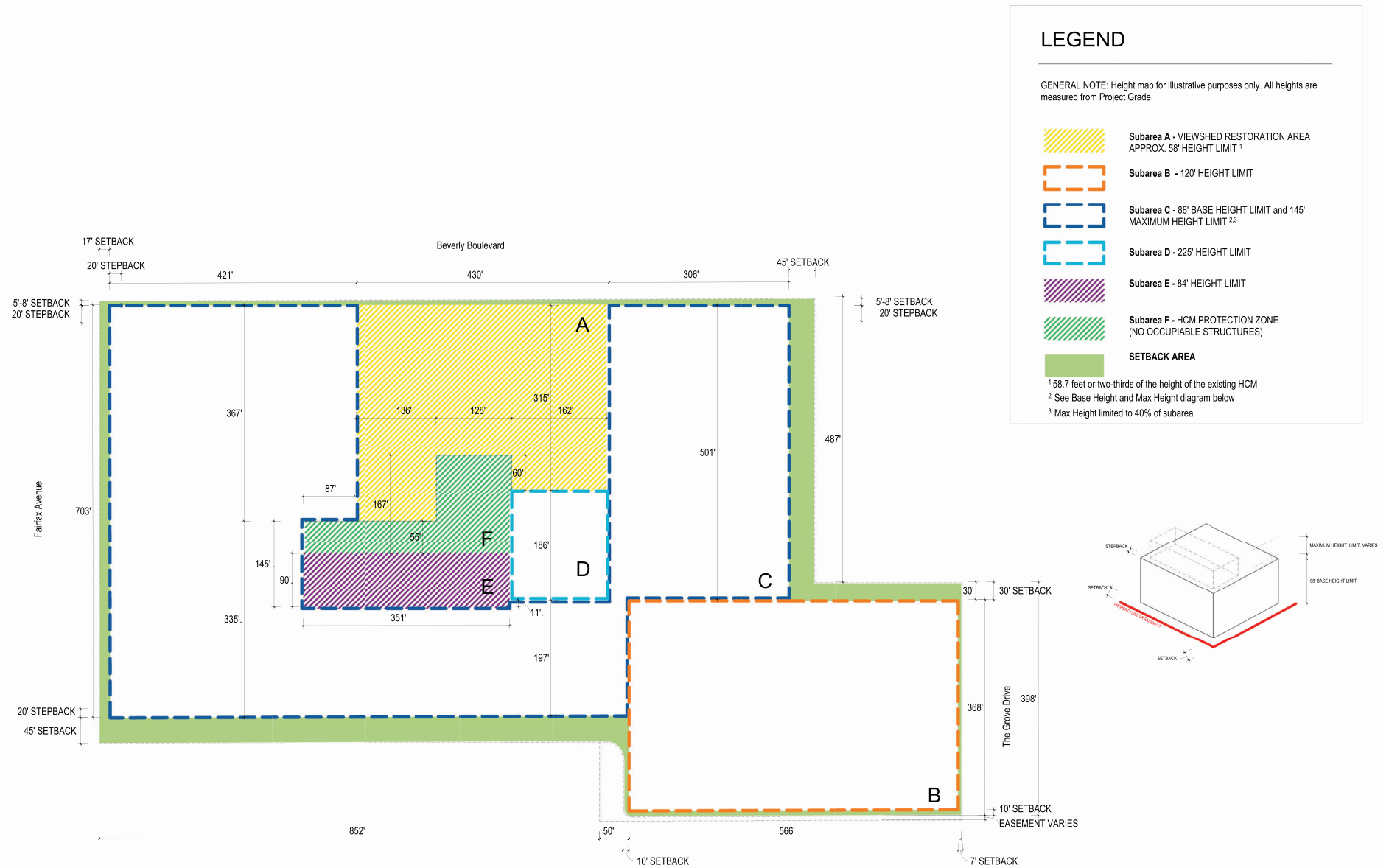


Figure 9
Height Subareas, Setbacks, and Stepbacks—Modified Project

15 feet to 145 feet. In addition, as shown in Figure 9 on page 16, the height limits for Subarea A (Viewshed Restoration Area), Subarea E, and Subarea F (HCM Protection Zone) have been retained.

The Modified Project also proposes increased setbacks and stepbacks. As shown in Figure 9, the 30-foot setback along the Shared Eastern Property Line west of the Broadcast Center Apartments and the 30-foot setback along a portion of the southern property line have each been increased to 45 feet. With the increased setback along the southern property line and the continued required stepback of 20 feet from the setback, the upper levels of the proposed buildings would be located even further from the property line. In addition, the stepbacks for the upper building levels along Beverly Boulevard and Fairfax Avenue have increased from 10 feet to 20 feet.

2.1.4 Mobility Hub, Access, Circulation, Parking

Mobility Hub operations would continue to be located within the southwestern portion of the Project Site and would continue to comprise approximately 36,000 square feet as with the Original Project. To provide for improved ingress/egress into the Project Site, the Mobility Hub has been refined under the Modified Project to provide direct pass-through entry and exit lanes leading to the internal Project Site circulation and parking system, which primarily serves passenger vehicles. The shuttle and passenger vehicle loading zones are shifted to separate aisles to minimize conflicts. Additionally, the shuttles would enter via the driveway south of the Mobility Hub (a right-turn movement from Fairfax Avenue) and exit via the signalized intersection at 1st Street (a left-turn movement to Fairfax Avenue). This would improve operations for all vehicles using the Mobility Hub and the 1st Street signalized driveway and further reduce the potential for queuing on Fairfax Avenue. Pedestrian, bicycle, and first-last mile amenities would continue to be provided, in addition to security and operational facilities. An updated plan for the Mobility Hub is provided in Figure 10 on page 18. The Mobility Hub would continue to operate as described in the EIR.

Proposed vehicular and pedestrian access under the Modified Project is depicted in Figure 11 and Figure 12 on pages 19 and 20. As shown in Figure 11, the Modified Project also updates Project Site access and circulation at the proposed signalized driveway on The Grove Drive. This driveway would be narrowed to a four-lane cross section rather than five lanes and would provide access directly to the first subterranean level of the adjacent parking garage thereby eliminating at-grade vehicle circulation adjacent to the Broadcast Center Apartments southern property line. This driveway would only accommodate passenger vehicles (no trucks), reducing the traffic load at the driveway. The security gates would be set even further into the Project Site and, therefore, would provide increased capacity for on-site queuing than proposed in the Original Project, further reducing the potential for queuing on The Grove Drive. In addition, the Modified Project also proposes an additional unsignalized driveway reserved for emergency access and limited truck access on The Grove Drive between the proposed signalized driveway and the Southern Shared Access Drive, clarifying the separation and distribution of vehicles access to the Project Site from The Grove Drive. The Modified Project would also eliminate one of the two proposed driveways on the Southern Shared Access Drive. The remaining driveway would be reserved for emergency access and limited truck access.

As mentioned above, proposed parking within the Project Site has been reduced by approximately 370 spaces. In addition, the parking locations within the Project Site have been modified. In particular, parking within the Project Grade Viewshed Restoration Area is no longer

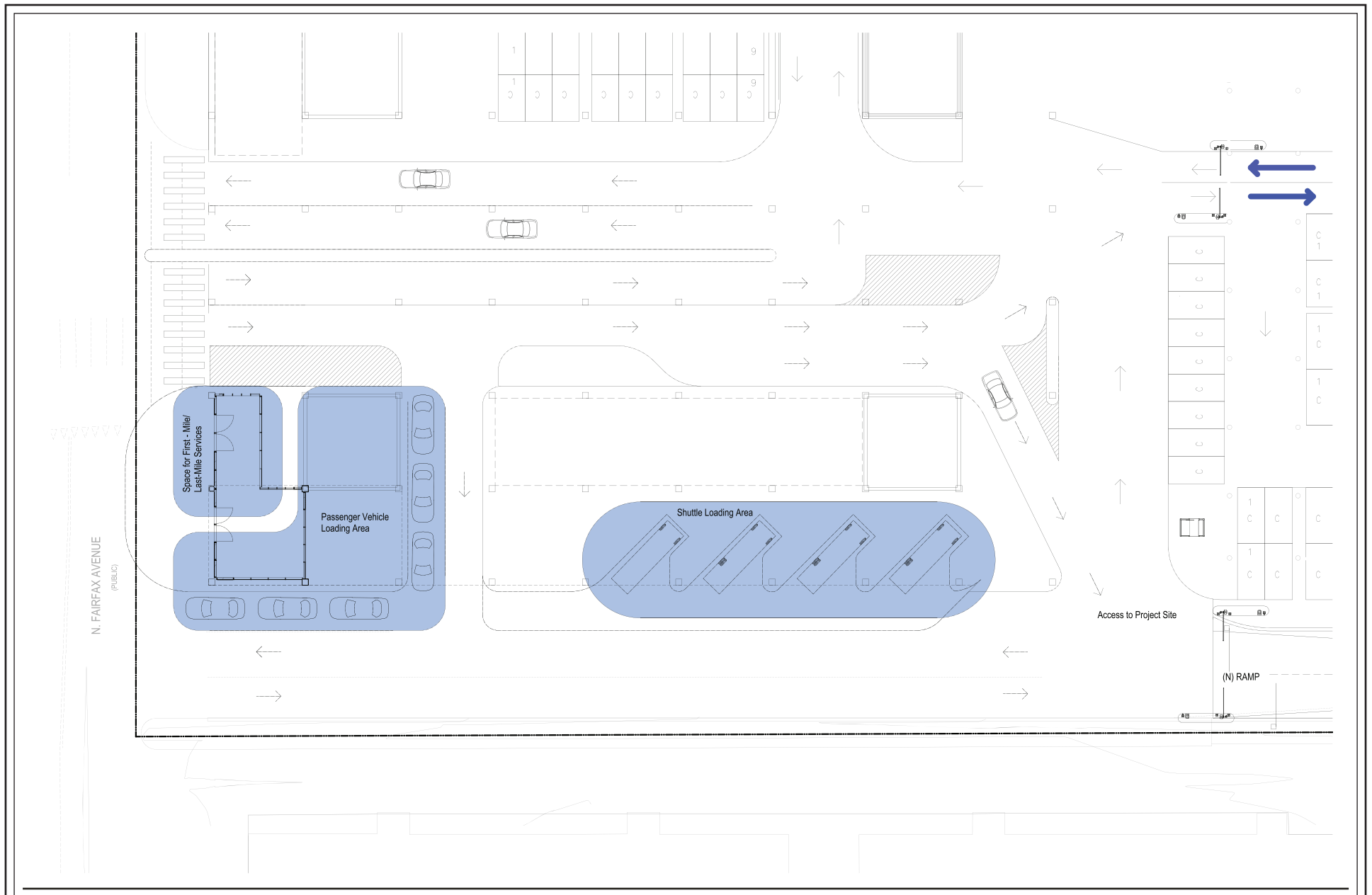


Figure 10
Mobility Hub—Modified Project

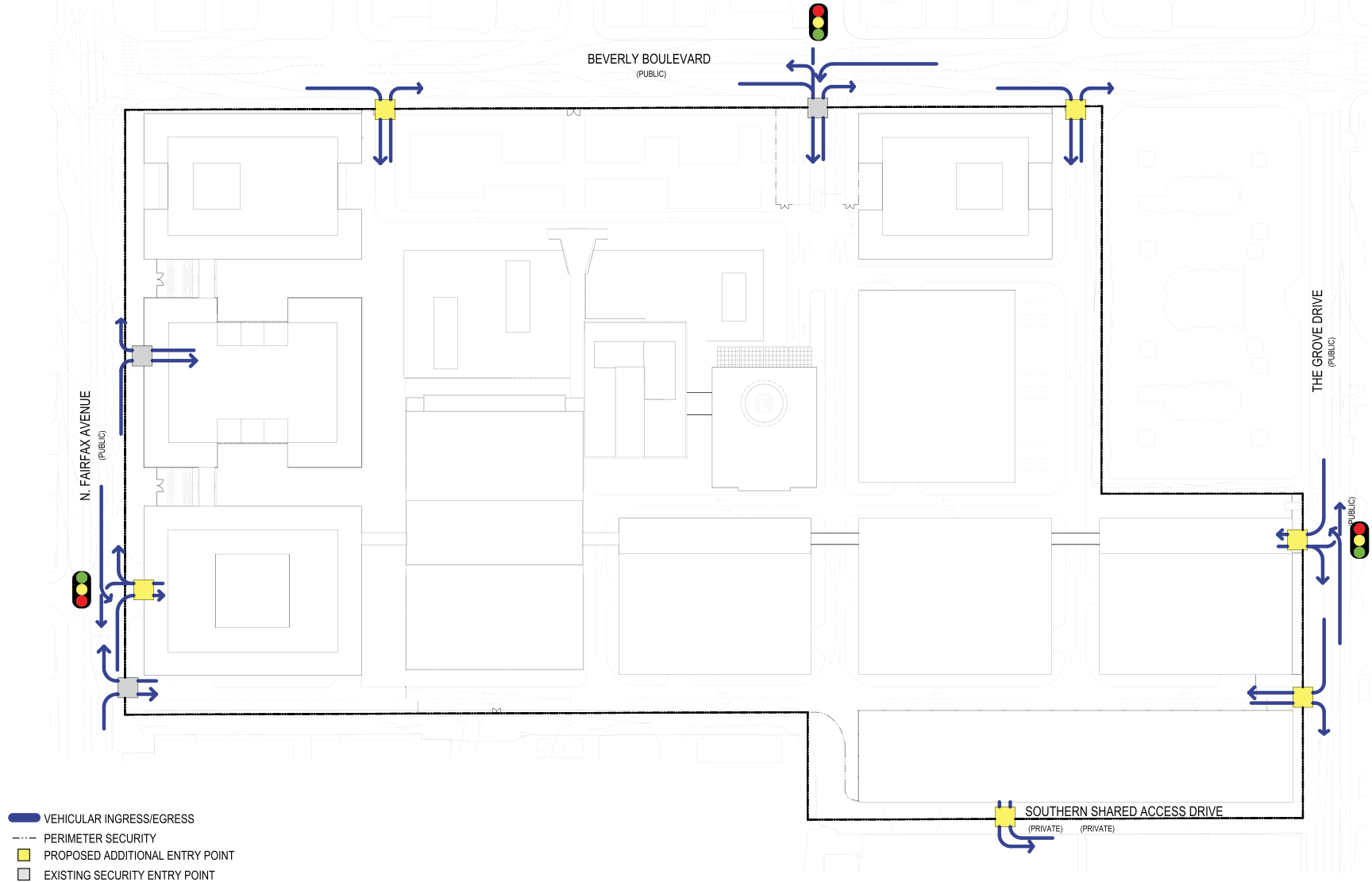


Figure 11
Illustrative Vehicular Site Access—Modified Project

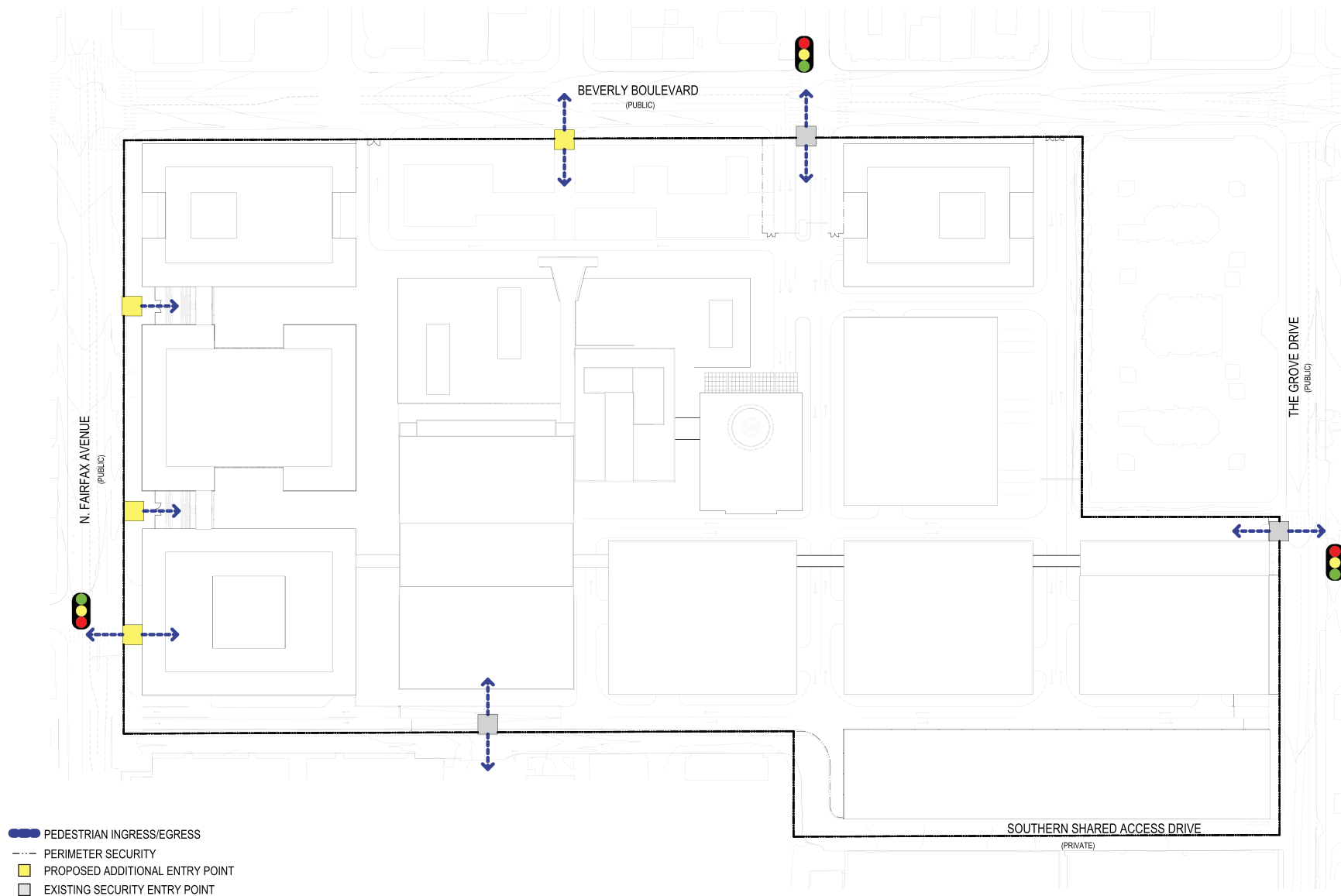


Figure 12
 Illustrative Pedestrian Access—Modified Project

proposed and the massing of the above-grade parking structure within the southeastern portion of the Project Site has been reduced as shown in the Aerial Renderings provided in Figure 3 and Figure 4 on pages 9 and 10. As was proposed in the Original Project, two subterranean parking areas would be provided within the northern portion of the Project Site along Beverly Boulevard and within the southeastern portion of the Project Site as shown in the Modified Initial Development Plans included in Appendix A. These parking levels remain within the grading envelope (i.e., quantity, depth, and location of grading) evaluated in the EIR. As such, no changes associated with the quantity, depth, or location of grading and excavation activities would occur under the Modified Project

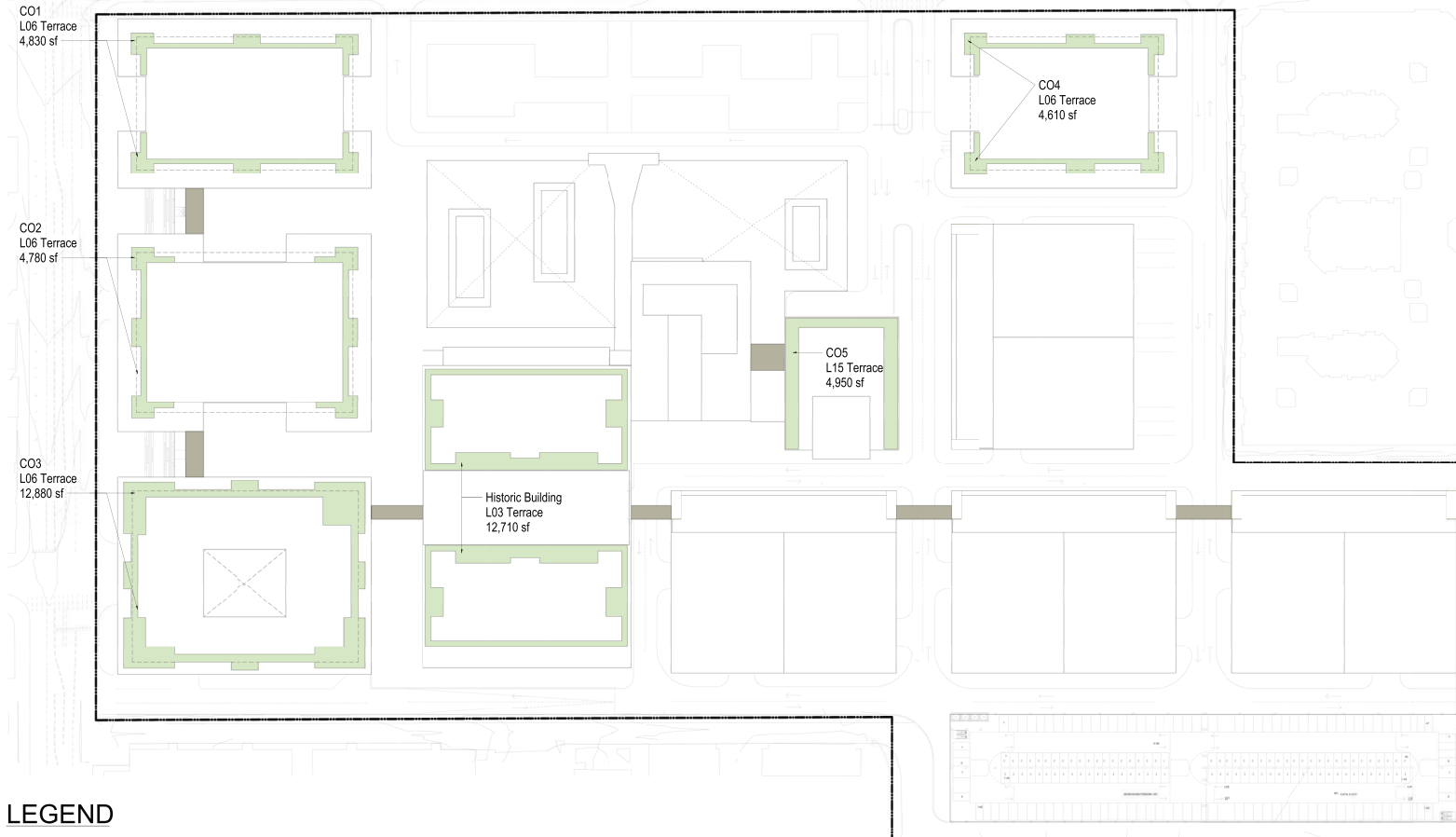
2.1.5 Open Space and Landscaping

As discussed above and shown in Figure 2 on page 8, the Modified Project provides an overall increase in landscaped open space when compared with the Original Project. In particular, within the approximately 3.5-acre Viewshed Restoration Area, the proposed surface parking and basecamp areas have been removed and replaced with a mix of landscaped and hardscaped areas within the outdoor production activity areas. In addition, the proposed bungalows, which were located at Project Grade along the Beverly Boulevard edge in the Original Project, have been relocated to the lower plaza level, north of the Primary Studio Complex.

As with the Original Project, some of the buildings under the Modified Project would incorporate rooftop terraces or decks that would serve as outdoor gathering spaces. Figure 13 on page 22 provides an overview of the potential locations of these areas. As with the Original Project, noise limits would be established for any outdoor amplified sound systems used for gatherings (non-production uses) on roof decks.

The Modified Project would also continue to enhance the public realm through streetscape improvements, while continuing to provide for the unique security needs of a working production studio. As shown in Figure 14 on page 23, a minimum of approximately 29,531 square feet of open space would be located along the Project Site boundaries. These perimeter areas would continue to include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street edges, pedestrian access and safety would continue to be improved, and bus stops and street lighting would be maintained. Visual screening and security fencing would continue to be provided around the entire Project Site perimeter. As with the Original Project, the Modified Project would also include more visually transparent fencing along the northern perimeter as compared to existing conditions so that the currently obstructed views of the Primary Studio Complex, including the main entry bridge, would be restored per the HCM requirements.

The Modified Project's streetscape improvements would also continue to include new and widened sidewalks; parkways providing planting areas for street trees, shrubs, and groundcover; fencing, walls, and landscaped buffers; and berms and other visual screening to conceal parking and basecamp areas. The Modified Project's streetscape improvements along each Project Site edge are shown in Figure 15 through Figure 18 on pages 24 through 27. The Fairfax Avenue streetscape, originally proposed as a primarily landscaped zone, buffering a solid wall separating Project Grade and lower-level basecamp uses from the public right-of-way, would be revised under the Modified Project to consist of building frontages with a mix of retail and lobby uses, punctuated by pedestrian amenities and seating areas as shown in Figure 16 on page 25. Additionally, pedestrian plazas are



LEGEND

- TOTAL TERRACE AREA : 44,760 SF
- TOTAL BRIDGE AREA : 5,360 SF

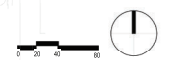


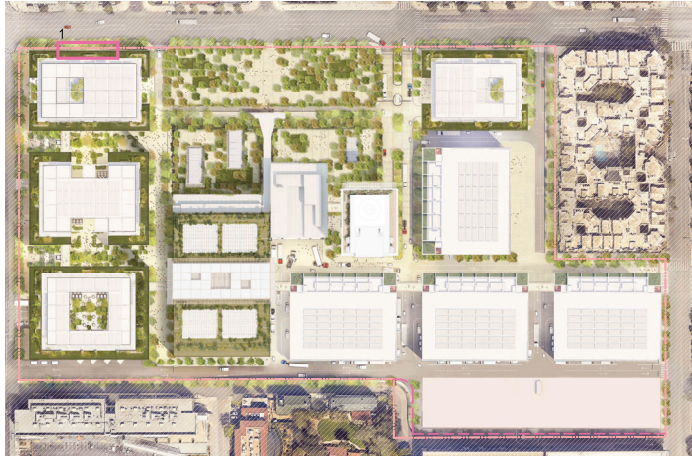
Figure 13
 Outdoor Gathering Areas—Modified Project



Figure 14
Open Space Along Project Perimeter—Modified Project

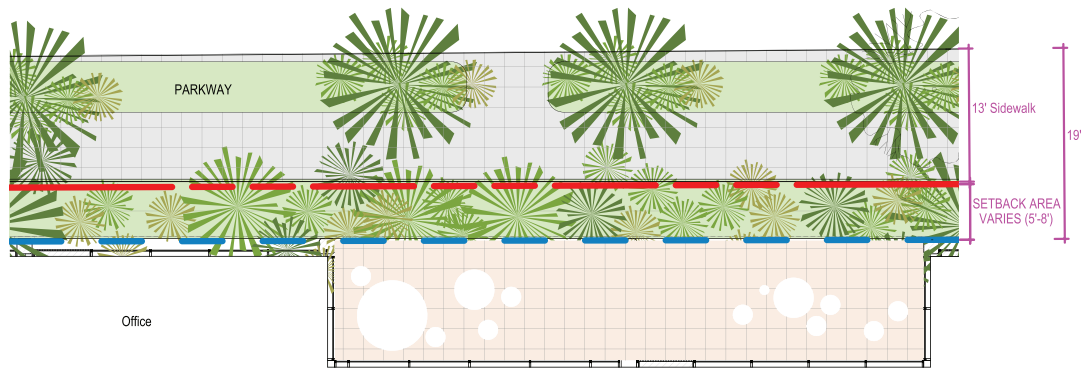


Figure 15
Public Realm Key Plan



Key Plan

Beverly Blvd.

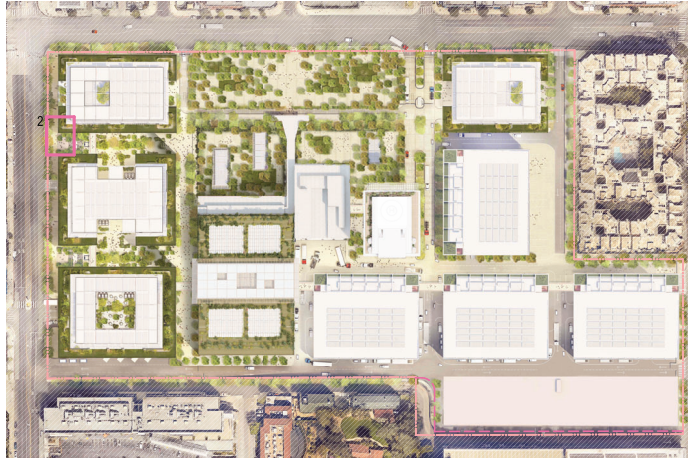


Enlarged Streetscape Plan 1

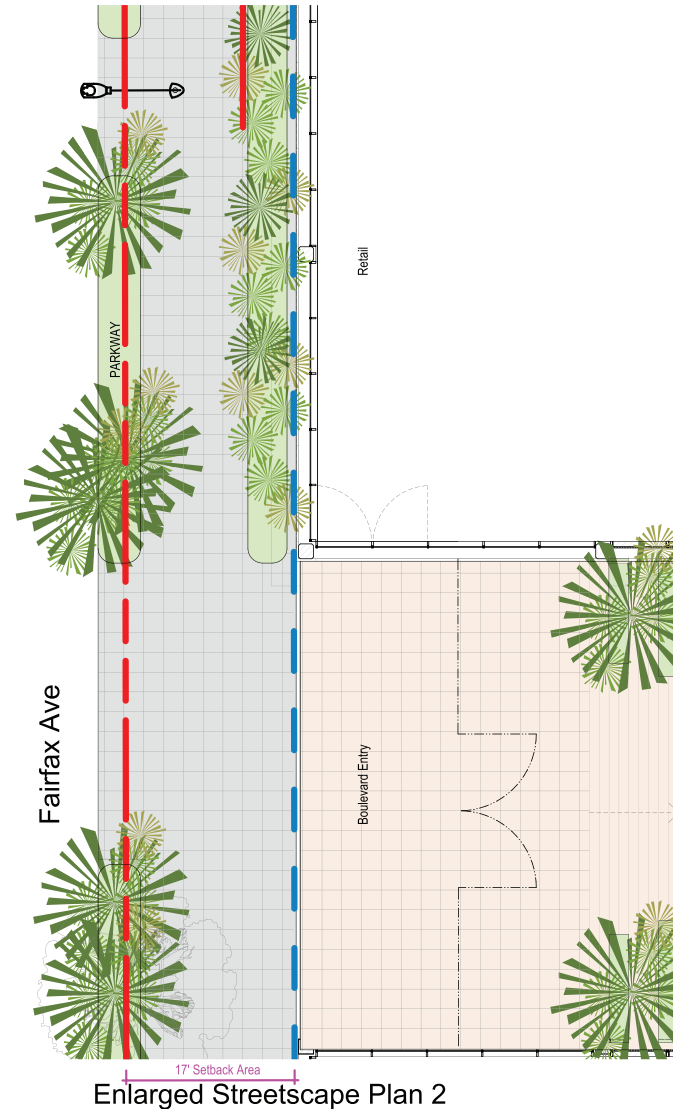


Figure 16

Beverly Boulevard Public Realm Improvements

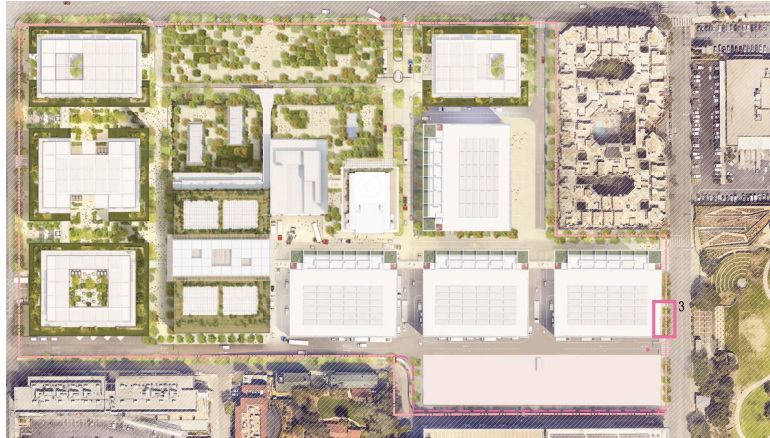


Key Plan

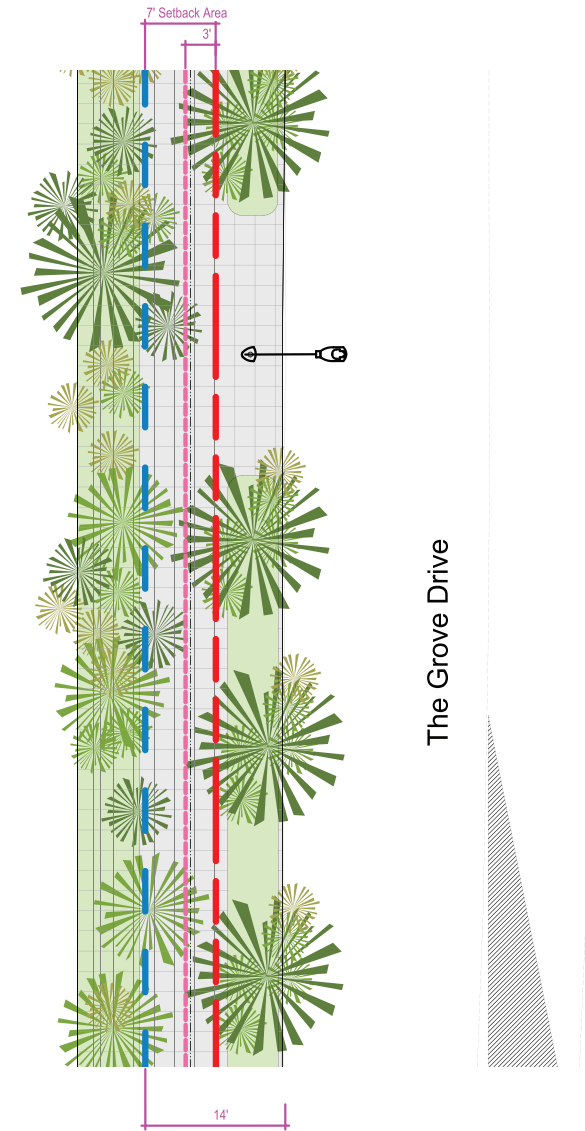


Enlarged Streetscape Plan 2

Figure 17
Fairfax Avenue Public Realm Improvements



Key Plan



Enlarged Streetscape Plan 3

Figure 18
The Grove Drive

now proposed at the pedestrian gates along Fairfax Avenue and Beverly Boulevard, ensuring further activation of the public realm. As shown in Figure 15 on page 24, adjacent to the Beverly Boulevard sidewalk, a landscaped parkway would be introduced to create an improved street identity and highlight the main studio entrance. A gate along Beverly Boulevard would continue to mark the central pedestrian entrance to the Project Site and provide views of the Primary Studio Complex. Along The Grove Drive, the planting areas would continue to include species to complement those at Pan Pacific Park and the Holocaust Museum LA and incorporate existing street tree and plant selections. Additionally, a planting area adjacent to The Grove Drive sidewalk would continue to provide landscaping at the street level as shown in Figure 17 on page 26. Finally, along portions of the Shared Eastern Property Line, southern property line, and Southern Shared Access Drive, screening, and/or planting areas would continue to be maintained and/or introduced.

2.1.6 Lighting and Signage

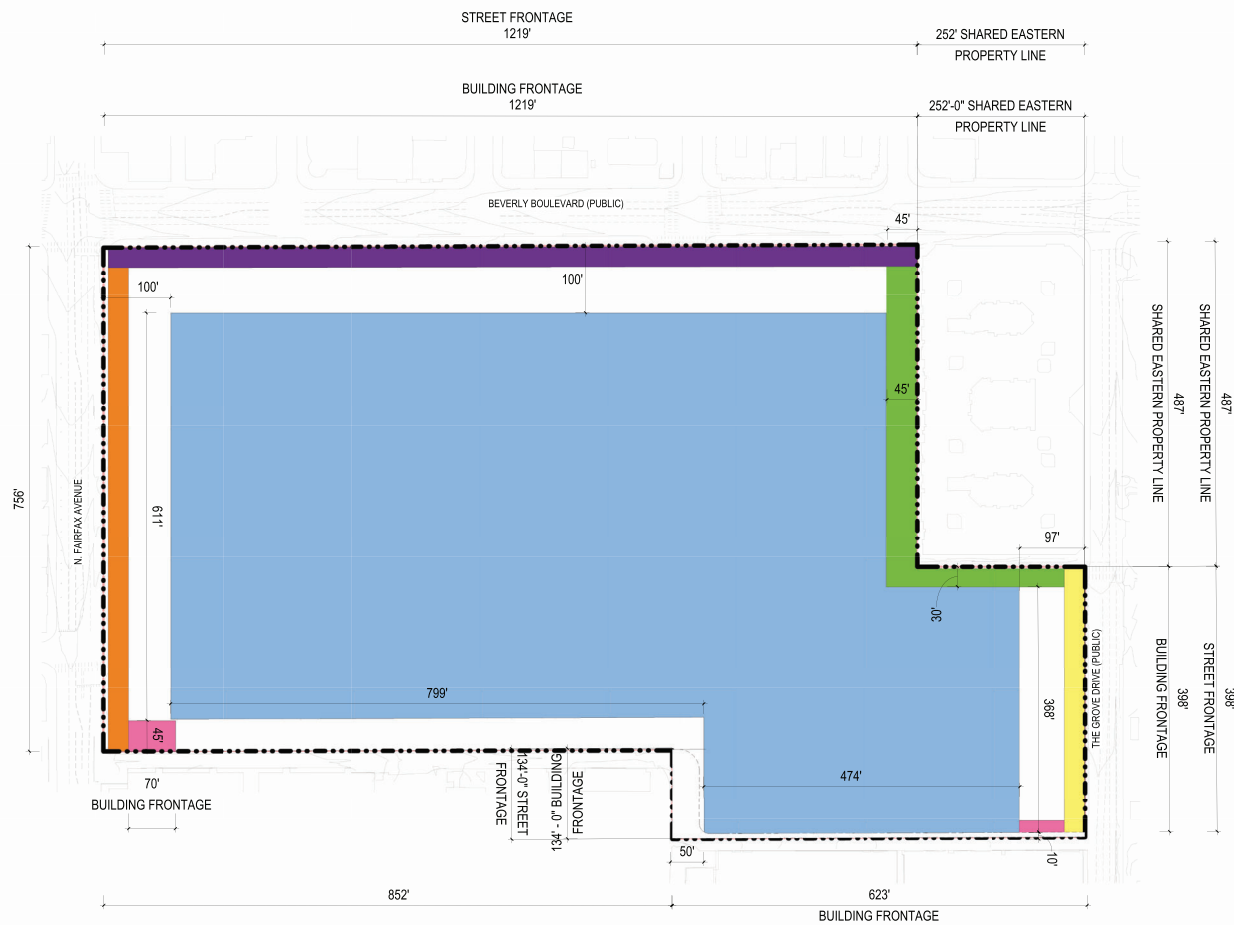
Under the Modified Project, proposed lighting would be consistent with that for the Original Project as described in the EIR. In particular, all lighting would comply with current energy standards and codes while providing appropriate light levels to accent signage, architectural features, and landscaping elements. In addition, light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the Project Site perimeter, as needed, for aesthetic, security, and wayfinding purposes.

Proposed signage under the Modified Project would also be similar to the Original Project. Signage would comply with the proposed Sign District and would be compatible with the historic character of the Primary Studio Complex's original signage in terms of placement, scale, color, illumination, and material. As shown in Figure 19 on page 29, a total of approximately 31,375 square feet of signage continues to be proposed around the Project Site perimeter, with the exception of the Shared Eastern Property Line. The Modified Project expands the setback along the Shared Eastern Property Line, west of Broadcast Center Apartments, to 45 feet, expanded from 30 feet as proposed in the Original Project. Under the Modified Project, signage within the Shared Eastern Property Line setback area would be limited to smaller identification, informational, and directional signs located no more than 15 feet above Project grade. Digital displays would be prohibited along the Project Site perimeter as shown in Figure 19. Interior signs as detailed in the EIR may include digital displays intended solely for internal viewing. Refer to Figure 20 on page 30 for the potential locations of digital displays within the interior of the Project Site. Operation of digital displays in the Project Site interior shall only be permitted to operate within 200 feet of the Broadcast Center Apartments Apartments between the hours of 7 A.M.–10 P.M.

2.1.7 Security and Sustainability Features

Project Site security under the Modified Project would continue to include the same elements as the Original Project described in the EIR.

The Modified Project would also include the same sustainability features as the Original Project set forth in the EIR, including implementing equivalent measures in the City's all-electric ordinance (Ordinance No. 187714).



LEGEND

Sign Subdistrict	Total Proposed Signage
A - BEVERLY BOULEVARD	6,100 sq.ft
B - FAIRFAX AVENUE	11,325 sq.ft
C - THE GROVE DRIVE	10,350 sq.ft
D - SOUTHERN PROPERTY LINE	3,600 sq.ft
E - SHARED EASTERN PROPERTY LINE	See other limitation
F - SITE INTERIOR	See other limitations

NOTE: SIGNAGE PLAN FOR ILLUSTRATIVE PURPOSES ONLY

0' 50' 100' 200'



Figure 19
Perimeter Signage—Modified Project



LEGEND

- BOUNDARY OF PROJECT INTERIOR SIGNS ¹
- SITE INTERIOR FACADES SUITABLE FOR DIGITAL SIGNAGE
- - - POTENTIAL DIGITAL SIGNAGE LOCATIONS
- - - 200' MULTI-FAMILY BUFFER²

¹ AS SHOWN IN FIGURE II-10, PROPOSED SIGNAGE PLAN OF THE EIR

² OPERATION OF OUTDOOR DIGITAL SIGNAGE WILL BE PROHIBITED WITHIN 200 FEET OF THE EXISTING MULTI-FAMILY USE LOCATED TO THE NORTHEAST OF THE PROJECT SITE BETWEEN THE HOURS OF 10 P.M. AND 7 A.M.

NOTE

- DIGITAL DISPLAYS WILL NOT BE PERMITTED ON THE PROJECT EXTERIOR

Figure 20
Potential Locations of Interior Digital Displays

2.1.8 Construction

As discussed above, the Modified Project would not change the quantity, depth or location of grading and excavation activities that would occur within the Project Site. Rather, the construction activities, including hours of operation and haul routes, would be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction).

2.1.9 Permits and Approvals

Under the Modified Project, a General Plan Amendment request to change the land use designation of the Project Site to Community Commercial is proposed, rather than to Regional Commercial as was proposed with the Original Project. Consistent with the Community Commercial land use designation, the Modified Project would accommodate land uses that create a high-activity, pedestrian-oriented multi- and mixed-use center and would be consistent with the adjacent land use designations to the south of the Project Site for The Grove and The Original Farmers Market, which are high-intensity commercial uses situated on parcels all designated Community Commercial. All other requested approvals under the Modified Project are consistent with those set forth in the EIR.

2.2 Environmental Impacts Associated with Project Modifications

The following evaluates the environmental impacts of the Modified Project. Consistent with the Draft EIR, the analysis below is based on each of the environmental topics covered in Appendix G of the CEQA Guidelines. As demonstrated below, no new significant impacts or substantial increases in already identified significant impacts associated with the Original Project would occur. In addition, given that no changes to overall construction activities and the potential extended buildout of the Project for a term of 20 years in accordance with a Development Agreement are proposed, no changes associated with the long-term buildout analyses in the Draft EIR would occur.

2.2.1 Air Quality

2.2.1.1 Impacts Associated with Conflict or Obstruction of Implementation of Applicable Air Quality Plan

As discussed in detail in Section IV.A, Air Quality, of the Draft EIR, the Original Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for pollutants with the implementation of mitigation measures. As the Original Project would not exceed any of the State or federal standards, the Original Project would not delay the timely attainment of air quality standards or interim emission reductions specified in the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP). In addition, because the Original Project is consistent with the growth projections that form the basis of the 2016 AQMP, the Original Project would be consistent with the emissions forecasts in the AQMP. Furthermore, the Original Project would implement feasible air quality mitigation measures (i.e., Mitigation Measures AIR-MM-1 through AIR-MM-5), which would reduce air quality impacts. Additionally, as the Original Project would support the City of Los Angeles and SCAQMD's objectives to reduce vehicle miles traveled (VMT) and related vehicular emissions, the Original Project would be consistent with AQMP control measures. Thus, the Original Project would not conflict with or obstruct implementation of the AQMP or applicable City of Los Angeles policies pertaining to air quality.

As set forth in Section 2.2.1.2 below, the Modified Project would result in similar emissions during construction and a reduction of emissions during operation due to the decrease in floor area and associated reduction in daily trips and VMT. The Modified Project would also include the same type of uses and activities as the Original Project. The Modified Project would also implement the same PDFs (PDFs AIR-PDF-1 through AIR-PDF-3) and mitigation measures (Mitigation Measures AIR-MM-1 through AIR-MM-5) as the Original Project. As such, like the Original Project, the Modified Project would not conflict with or obstruct implementation of the AQMP or City policies related to air quality. Impacts would continue to be less than significant with implementation of mitigation measures. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.1.2 Regional and Localized Emissions and Toxic Air Contaminants

Construction

As with the Original Project, construction of the Modified Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and vehicle trips generated by construction workers and haul trucks traveling to and from the Project Site. As discussed in Section IV.A, Air Quality, of the Draft EIR, construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

New floor area to be constructed under the Modified Project would be reduced by 150,000 square feet of general office use when compared with the Original Project. However, as discussed above, the Modified Project would not change the quantity, depth or location of grading and excavation activities that would occur within the Project Site. In addition, construction activities, including types of equipment, hours of operation, and haul routes, would be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction). The depth of grading would also be within the grading envelopes specified in Figure 3 of Appendix FEIR-13. As such, while the overall duration of construction activities under the Modified Project could be reduced somewhat due to the reduction in floor area, the intensity of air emissions from grading and construction activities would be similar to the Original Project on days when maximum construction activities occur. As maximum daily conditions are used for measuring impact significance, regional impacts on these days would be similar to those of the Original Project and would be significant and unavoidable. As with the Original Project, the Modified Project would implement regulatory requirements, PDF AIR-PDF-1 and Mitigation Measures AIR-MM-1 through AIR-MM-5 that would reduce regional nitrogen oxide (NO_x) impacts. However, implementation of mitigation measures would not reduce the NO_x impacts to a less-than-significant level. Therefore, project and cumulative impacts associated with regional construction emissions under the Modified Project would remain significant and unavoidable. In addition, like the Original Project, in the event that buildout is extended, overlap of construction activities with operational activities would continue to result in significant and unavoidable project and cumulative impacts associated with volatile organic compounds (VOC) and NO_x under the Modified Project. However, the Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

With regard to localized emissions during construction activities, construction activities under the Modified Project would be located at similar distances from sensitive receptors as the Original

Project. Since air emissions and fugitive dust from these construction activities would be similar to those of the Original Project on maximum construction activity days, localized emissions under the Modified Project would also be similar to those of the Original Project. Such impacts would be reduced in duration due to the overall reduction in floor area. Therefore, like the Original Project, localized impacts under the Modified Project would be reduced to a less than significant level with implementation of Mitigation Measures AIR-MM-1 and AIR-MM-2. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

With regard to Toxic Air Contaminants (TACs), as with the Original Project, construction of the Modified Project would generate diesel particulate emissions associated with heavy equipment operations during construction activities. These activities would represent the greatest potential for TAC emissions. As discussed in Section IV.A, Air Quality, of the Draft EIR, the Original Project would result in less-than-significant impacts with regard to TAC emissions. Overall, construction emissions generated by the Modified Project would be reduced because of less overall development and an associated reduction in the number of days of construction. Thus, impacts due to TAC emissions and the corresponding individual cancer risk under the Modified Project would also be less than significant and somewhat reduced when compared with the Original Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Operation

Similar to the Original Project, operational regional air emissions under the Modified Project would be generated by vehicle trips to the Project Site and the consumption of electricity and natural gas. As discussed in Appendix C - Supplemental Transportation Assessment for the Modified TVC 2050 Project, development of the Modified Project would result in an estimated 12,194 daily vehicle trips compared to an estimated 13,454 daily vehicle trips under the Original Project and a corresponding approximately 9.5 percent reduction in total daily VMT compared to the Original Project (an estimated 86,786 total daily VMT under the Modified Project compared to an estimated 95,865 total daily VMT under the Project). As vehicular emissions depend on the number of trips and VMT, vehicular sources associated with the Modified Project would result in a corresponding decrease in air emissions compared to the Original Project. Furthermore, the exchange of 150,000 square feet of sound stages to production support under the Modified Project would reduce the demand for electricity and natural gas.² In addition, because the overall square footage would be reduced when compared to the Original Project, the demand for electricity and natural gas would be less under the Modified Project. Therefore, impacts associated with regional operational emissions under the Modified Project would be less than significant and reduced when compared with the Original Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

With regard to on-site localized area source and stationary source emissions, as with the Original Project, the Modified Project would not introduce any major new sources of air pollution within

² As shown in Appendix A-2 of the Confirmatory Analysis included in Appendix FEIR-9 of the Final EIR, electricity and natural gas demand for production support is 9.96 kwh/sf/yr and 4.92 kBtu/sf/yr and is less than electricity and natural gas demand for sound stages of 11.34 kwh/sf/yr and 20.09 kBtu/sf/yr.

the Project Site. Therefore, similar to the Original Project, localized impacts from on-site emission sources associated with the Modified Project would also be less than significant. Such impacts would be reduced due to the overall decrease in net new building floor area. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Localized mobile source operational impacts are determined mainly by peak hour intersection traffic volumes. As discussed above, the Modified Project would result in fewer daily trips, which would also generate a reduction in peak hour trips. Therefore, localized mobile source impacts would be less than significant and reduced when compared with the Original Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

With regard to operational TACs, as discussed in Section IV.A, Air Quality, of the Draft EIR, the primary sources of potential air toxics associated with Original Project operations include diesel particulate matter from delivery trucks. The number of delivery trucks would be reduced under the Modified Project because of the reduction in floor area. Additionally, the types of uses would be the same as the Original Project and these types of uses are not considered land uses that generate substantial TAC emissions (typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, which are not proposed). As such, the Modified Project would not release substantial amounts of TACs and would comply with California Air Resources Board (CARB) and SCAQMD guidelines regarding TAC sources in proximity to existing sensitive land uses. Thus, as with the Original Project, TAC impacts would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.1.3 Odors

As demonstrated in the Initial Study included as Appendix A of the Draft EIR, the Original Project would not result in objectionable odors as part of construction or operation of the Project. Given that the Modified Project includes the same types of uses and similar daily construction activities as the Original Project, potential impacts associated with odors would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.2 Cultural Resources

2.2.2.1 Historical Resources

The evaluation of historical resources included below is supported by the Memorandum from Historic Resources Group (HRG Technical Memorandum) dated February 2024, and included as Appendix B.

The Project Site includes the original Primary Studio Complex, which is designated as HCM No. 1167. The Primary Studio Complex, located generally in the center of the Project Site, is made up of two attached buildings designed in the International Style—the Service Building on the east and the Studio Building on the west. The HCM designation does not include any additions or

modifications made to the Primary Studio Complex after 1963, as the period of significance for the HCM is 1952–1963. The 1969 eastern expansion of the Service Building and the attached Support Building, which was constructed on the west side of the Studio Building in 1976, were added to the Primary Studio Complex after 1963 and are not part of the HCM. As analyzed in the Draft EIR, the Original Project would not result in a substantial adverse change in the significance of the Primary Studio Complex or any historical resources located in the Project Site Vicinity. Therefore, the Original Project's impact on historical resources would be less than significant as defined by CEQA.

As discussed above in Section 2.1, Overview of Modified Project, the Modified Project represents a reduction in both density and scale in comparison to the Original Project. In particular, the Modified Project includes the following changes that are relevant to the analysis of historical resources:

Primary Studio Complex Rehabilitation

- The Studio Building second floor and roof would be retained.
- No expansion of the Studio Building would occur to the south. The south wall of the Studio Building would be retained.

Rooftop Addition

- The overall height of the rooftop addition would be reduced from approximately 36 feet to approximately 18 feet.
- The rooftop addition setback from the north façade of the Studio Building would be increased from approximately 55 feet to approximately 109 feet.
- The rooftop addition length would be reduced from approximately 340 feet to approximately 200 feet.
- The rooftop addition width would be reduced from approximately 92 feet to approximately 80 feet.
- The rooftop addition area would be reduced from approximately 30,600 square feet to approximately 16,000 square feet.

Adjacent New Development

- The West Building would be eliminated.
- The separation of adjacent new development west of the Primary Studio Complex would be increased from approximately 10 feet to approximately 50 feet.
- The separation of adjacent new development east of the Primary Studio Complex would be increased from approximately 15 feet to approximately 30 feet.

Viewshed Restoration Area

- Any bungalows constructed between Beverly Boulevard and the Primary Studio Complex have been relocated to the lower plaza level north of the Primary Studio Complex to ensure they remain below the sightline to the Primary Studio Complex from Beverly Boulevard.

Below is a summary of the evaluation of potential impacts associated with these proposed changes under the Modified Project as determined by Historic Resources Group in Appendix B.

Potential Impacts Associated with Demolition, Destruction or Relocation

Like the Original Project, the Modified Project includes the demolition of existing facilities on the Project Site. The East Studio Building and all of the ancillary buildings and ancillary structures located on the Project Site would be demolished. As discussed in detail in the EIR, none of these buildings and structures were identified as character-defining features of the property in the HCM designation. In addition, these buildings and structures have not been identified as historically significant contributing elements of the property, and are not considered historical resources for the purposes of CEQA. Therefore, as with the Original Project, the removal of these buildings and structures under the Modified Project would not materially impair the historic significance and integrity of the Primary Studio Complex or any other historical resource.

As with the Original Project, the Modified Project includes the rehabilitation of the Primary Studio Complex. Like the Original Project, the 1976 Support Building located on the west side of the Primary Studio Complex and the 1969 Mill Addition on the east side of the Primary Studio Complex would be demolished. As discussed in detail in the EIR, the Support Building and the Mill Addition were constructed after the period of significance, have not been identified as historically significant contributing elements of the property, and are not considered historical resources for the purposes of CEQA. Therefore, the removal of these buildings would not materially impair the historic significance and integrity of the Primary Studio Complex.

Like the Original Project, the Modified Project would demolish the southern portion of the original Service Building as part of the rehabilitation of the Primary Studio Complex. A small single-story volume on the eastern facade of the Service Building (which has been covered up by the Mill Addition since 1969) would also be removed. The more intact northern three-story office portion and its steel frame and glass curtain walls on the primary (north) and east façades would remain. Almost all of the Service Building's character-defining features are related to its primary (north) façade. Demolition of the portion of the Service Building south of the three-story office portion would remove some original material and alter the building's overall form and volume. The southern portion of the Service Building, however, contains few of the building's character-defining features and has been altered previously on multiple occasions, and its removal would not substantially reduce the overall integrity of the Primary Studio Complex. The southern wall of the Studio Building that would have been removed under the Original Project would remain intact under the Modified Project.

Based on the above, like the Original Project, demolition associated with the Modified Project would not result in a substantial adverse change in the significance of any historical resource located on the Project Site or in the Project Site Vicinity through physical demolition, destruction, or relocation.

Impacts associated with demolition would be less than significant as defined by CEQA. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Potential Impacts from Rehabilitation

Similar to the Original Project, the Modified Project would rehabilitate the Primary Studio Complex. Like the Original Project, the Modified Project would also implement PDF CUL-PDF-2 that includes an HSR to guide the rehabilitation of the Primary Studio Complex in accordance with the Secretary of the Interior's Standards for Rehabilitation (Rehabilitation Standards). The HSR would be completed prior to the development of the architectural and engineering plans for the rehabilitation. The HSR would thoroughly identify historic materials and character-defining features, provide documentary, graphic, and physical information about their existing conditions, and make recommendations for their treatment. The HSR would also address both changes to the buildings to suit new production techniques and modern amenities as well as their on-going maintenance after Modified Project completion. OHR would use the HSR in reviewing the Modified Project plans and approving permits pursuant to the requirements of the Cultural Heritage Ordinance.

Like the Original Project, the Modified Project would remove the non-historic Support Building addition on the west side of the Studio Building, which was constructed in 1976 and is not included as part of the HCM designation. Removal of the Support Building would restore the original dimensions and volume of the Studio Building and reveal the remaining portions of the Studio Building's original west wall, which has been concealed by the Support Building since 1976. Similar to the Original Project, any missing portions of the Studio Building's west wall would be rehabilitated save for a small portion up to approximately two bays wide, which would be removed to allow for an interior east-west passage through the Primary Studio Complex. In comparison to the Original Project, the Modified Project would preserve more of the Studio Building roof and the entire south exterior wall. In this regard, the Modified Project is an improvement from the Original Project.

Under the Original Project, portions of the roof of the Studio Building above the interior east-west passage would be removed to create a partial open-air corridor and the rear (south) façade of the Studio Building could also be removed and/or extended up to 20 feet south. Under the Modified Project, the Studio Building's roof and existing south wall would remain and the building would not be extended to the south. As such, more of the original volume of the Studio Building and its original fabric would be retained under the Modified Project.

Like the Original Project, the Modified Project would remove the Mill Addition on the east side of the Service Building, which would partially restore the original volume of the Service Building. The portion of the original Service Building south of its three-story office section, much of which has been altered previously on multiple occasions, would be removed under the Modified Project, as with the Original Project. The Original Project would replace the removed southern portion of the Service Building with new construction that would somewhat restore the Service Building to an approximation of its original form. The Modified Project would not include the same replacement construction but would instead enclose the remaining northern portion of the Service Building with a new wall. In this way, the area of removal would be clear. The northern three-story office portion and its steel-frame and glass curtain walls on the primary (north) and east façades would also remain under the Modified

Project. As noted above and described in detail in the EIR, almost all of the Service Building's character-defining features are related to its primary (north) façade.

As discussed in detail in the HRG Technical Memorandum, after rehabilitation under the Modified Project, the Primary Studio Complex would exhibit a level of integrity superior to the level of integrity achieved under the Original Project. In addition, the primary (north) façades of both the Service Building and the Studio Building would be retained, restored and rehabilitated; it is on these facades that the majority of the identified character-defining features are located. After rehabilitation, all of the identified character-defining features would be restored and preserved. Like the Original Project, the Primary Studio Complex would also retain all of the character-defining features delineated in the HCM designation as a result of its rehabilitation under the Modified Project. Furthermore, the Modified Project would retain and restore the majority of the overall form, massing, and configuration of the Primary Studio Complex.

As with the Original Project, rehabilitation of the Primary Studio Complex under the Modified Project would not materially alter in an adverse manner the physical characteristics that convey its historical significance. Thus, impacts from the rehabilitation of the Primary Studio Complex under the Modified Project would be less than significant as defined by CEQA. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Potential Impacts From New Construction Within the Project Site

Like the Original Project, the Modified Project would include new construction on the Project Site, including: (1) a rooftop addition to the Primary Studio Complex; (2) new construction adjacent to the Primary Studio Complex; and (3) buildout of the Project Site. The extent of new construction associated with the Modified Project would be reduced in comparison to the Original Project.

As discussed above, under the Modified Project, the rooftop addition would be further setback from the north façade of the Studio Building and reduced in size. The height of the rooftop addition would also be reduced. As such, the rooftop addition under the Modified Project would be subordinate in size and scale to the Primary Studio Complex. It would also be set back from the primary (north) façade of the Primary Studio Complex to further reduce its visual presence when viewed from Beverly Boulevard. The rectangular form of the rooftop addition would also be compatible with the International Style architecture of the Primary Studio Complex so that the overall form, massing, and configuration of the Primary Studio Complex would not be adversely affected. In addition, the rooftop addition would comply with the Project Parameters set forth under PDF CUL-PDF-1. For these reasons, the rooftop addition under the Modified Project would not materially alter in an adverse manner the physical characteristics that convey the historical significance of the Primary Studio Complex.

The Original Project proposed an addition to the rear (south) façade of the Studio Building to slightly expand the size of the existing studio spaces. Construction of the addition would have required the removal of much of the Studio Building's south wall. The Studio Building's south façade was previously altered by a non-historic addition that was added to the eastern portion of the south façade after the period of significance. Like the Original Project, the Modified Project would remove the non-historic addition, and its removal would not adversely affect the historical significance or

integrity of the Studio Building. There would be no rear addition to the Studio Building under the Modified Project and the south wall of the Studio Building would remain intact.

Under the Modified Project, the East Building would remain and have the same potential height of up to 225 feet above Project Grade. The overall size of the footprint of the East Building, however, would be substantially reduced in comparison to the East Building under the Original Project. As with the Original Project, any portion of the East Building rising higher than the height of the Service Building would be set back southerly from the north façade of the Service Building by a minimum of approximately 60 feet. Physical separation of the East Building from the Primary Studio Complex under the Modified Project would be approximately 30 feet, twice the distance anticipated under the Original Project. Pedestrian bridges would provide pedestrian access from the East Building to the Primary Studio Complex and the rooftop addition as with the Original Project. Like the Original Project, the bulk and mass of the East Building under the Modified Project would be concentrated towards the south, away from the primary (north) façade of the Primary Studio Complex, thereby ensuring that the Primary Studio Complex retains its visual prominence.

The West Building proposed under the Original Project would not be constructed under the Modified Project. Adjacent new construction west of the Primary Studio Complex would maintain an approximately 50-foot distance, an increase of 25 feet from the distance proposed by the Original Project. With the elimination of the West Building and the increase of distance between the Primary Studio Complex and new construction to the west, the currently obstructed west wall of the Studio Building, which would be restored, would become even more visible under the Modified Project in comparison to the Original Project.

As with the Original Project, under the Modified Project new construction to the east and west of the Primary Studio Complex would not destroy any historic materials or features that characterize the Primary Studio Complex. After buildout of the Modified Project, the distinctive form and design of the Primary Studio Complex would remain intact, and its architectural features would remain visible. For these reasons, new construction adjacent to the Primary Studio Complex would not materially alter in an adverse manner the physical characteristics that convey the historical significance of the Primary Studio Complex.

Like the Original Project, buildout of the Modified Project would alter the immediate surroundings of the Primary Studio Complex by adding new construction to the Project Site, replacing existing buildings and expanses of surface parking. The immediate surroundings of the Primary Studio Complex, however, have already been substantially altered since the period of significance for the Primary Studio Complex (1952-1963). Therefore, buildout of the Modified Project would not materially impair the historical significance and integrity of the Primary Studio Complex.

Similar to the Original Project, the Modified Project would open up the currently obstructed views of the Primary Studio Complex from Beverly Boulevard, thereby restoring an important character-defining viewshed feature that has been compromised in the past. In addition, the Modified Project does not include any single-story bungalows constructed between Beverly Boulevard and the Primary Studio Complex located at Project Grade; rather, the Modified Project includes three bungalows in the lower plaza level north of the Primary Studio Complex, thereby ensuring they remain below the sightline to the Primary Studio Complex from Beverly Boulevard.

Overall, the Modified Project would not result in a substantial adverse change in the significance of the Primary Studio Complex by altering its immediate surroundings. Thus, impacts to the Primary Studio Complex from Project Site resulting from development of the Modified Project would be less than significant as defined by CEQA. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Potential Impacts Associated with Signage

The Historic Sign Guidelines that would be implemented as part of the Original Project would also be implemented with the Modified Project. The Historic Sign Guidelines are included as Appendix C.4 of the Draft EIR. The Historic Sign Guidelines for on-site signage have been 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 Rehabilitation Standards. As such, these guidelines would ensure that any future sign design or modification associated with the Primary Studio Complex would not result in adverse changes to the historical significance and integrity of the Primary Studio Complex.

Like the Original Project, the Modified Project also anticipates additional signage associated with new construction outside the Primary Studio Complex and Viewshed Restoration Area. The anticipated signage would be affixed to new construction only and 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. Rather, the Primary Studio Complex would remain intact in its current location and would not be materially altered by new signage located on the proposed new construction. The Primary Studio Complex would remain intact and continue to convey its historical significance. For these reasons, the historical significance and integrity of the Primary Studio Complex would not be materially impaired by the Modified Project and the proposed new signage would result in less than significant impacts to the Primary Studio Complex. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Overall Summary of Integrity

According to National Park Service guidance, “to retain historic integrity a property would always possess several, and usually most, of the [seven] aspects” of integrity. As discussed in detail in Appendix B, as with the Original Project, the Primary Studio Complex would retain all but two of the seven aspects of integrity, including location, design, materials, workmanship and association after implementation of the Modified Project. The integrity of setting has already been lost over time, and integrity of feeling would be compromised by both the Original Project and the Modified Project. However, the Primary Studio Complex would still be able to convey its overall historic character, appearance, and association with its historical period when it became the first large-scale, purpose-built television facility.

The Modified Project would retain more historic fabric than the amount retained under the Original Project. After implementation of the Modified Project, the Primary Studio Complex would retain sufficient integrity to convey its significance, and a higher level of integrity than that retained by the Original Project. As such, the Primary Studio Complex would remain eligible for designation as an

HCM and for listing in the National Register and the California Register. Thus, the Modified Project would not result in a substantial adverse change in the significance of the Primary Studio Complex, and impacts would be less than significant as defined by CEQA. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Furthermore, as discussed in detail in Appendix B, as with the Original Project, any substantial alteration of the Primary Studio Complex would be required to comply with the Rehabilitation Standards, consistent with Section 22.171.14 of the Cultural Heritage Ordinance. While compliance with these standards would be based on the construction documents reviewed by OHR prior to issuance of a building permit, Appendix B demonstrates that the Modified Project would comply with these standards.

Potential Impacts to Off-Site Historical Resources

The EIR analyzed the following historical resources in the Project Site Vicinity:

- The Original Farmers Market (6333 W. 3rd Street)
- Rancho La Brea Adobe (6301 W. 3rd Street)
- Chase Bank (312 N. Fairfax Avenue)
- Fairfax Theater (7901-7909 W. Beverly Boulevard)
- Air Raid Siren No. 25

The EIR analysis determined that the Original Project would not include the demolition, relocation, rehabilitation, alteration or conversion of any of these resources and would not result in adverse impacts. All five resources would remain intact and continue to convey their historical significance after implementation of the Original Project and their historical significance and integrity would not be materially impaired.

Because the Modified Project represents a reduced version of the Original Project that would remain contained within the Project Site, analysis of potential impacts from the Modified Project to historical resources in the Project Site Vicinity would be the same. The Modified Project would not include the demolition, relocation, rehabilitation, alteration, or conversion of the five historical resources listed above and would not result in adverse impacts to any of the five resources. Similarly, the Modified Project would not alter the surroundings of the five historical resources such that their immediate setting would be adversely affected. All five historical resources would remain intact and continue to convey their historical significance after implementation of the Modified Project, and their historical significance and integrity would not be materially impaired.

After implementation of the Modified Project, the five historical resources listed above would retain their eligibility for historic listing and the Modified Project would, therefore, not result in adverse impacts to historical resources in the Project Site Vicinity, and the potential impact would be less than

significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Cumulative Impacts

The EIR identifies 68 related projects for the assessment of potential cumulative impacts. In assessing cumulative impacts on historical resources, the focus is on related projects located in the Project Site vicinity that have the potential to contribute to alterations to identified historical resources on the Project Site and in the Project Site Vicinity. There are three such related projects in the vicinity: Related Projects 1, 4 and 11. As discussed in detail in the EIR, the combined impact of the Original Project and related projects would not materially impair the Primary Studio Complex and other historical resources in the Project Site Vicinity, and their historical significance would not be adversely affected. As the Modified Project includes an overall reduction in development as well as reductions in massing and height, with taller development located within the central portion of the Project Site, the Modified Project would not result in any additional impacts that would be cumulatively considerable. Cumulative impacts would continue to be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Summary

The Modified Project would not result in an adverse change to the integrity or significance of the Primary Studio Complex or any historical resources located in the Project Site Vicinity. Therefore, impacts on historical resources would be less than significant as defined by CEQA. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.2.2 Archaeological Resources

As discussed in Section IV.B, Cultural Resources, of the Draft EIR, given that the Original Project would include excavations to a maximum depth of approximately 45 feet below ground surface, there may be a potential to encounter unknown archaeological resources that could be present at the Project Site. However, Mitigation Measure CUL-MM-1, which includes retention of a qualified archaeologist to implement a Cultural Resource Monitoring and Treatment Plan to address the potential discovery of archaeological resources, would be implemented as part of the Original Project. With implementation of Mitigation Measure CUL-MM-1, the Original Project's impacts on archaeological resources would be less than significant.

As discussed above, the Modified Project would not increase the amount, quantity, depth or location of grading and excavation activities that would occur within the Project Site. Rather, these construction activities would continue to be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction). As such, the Modified Project would not increase the potential to encounter archaeological resources during grading and excavation activities when compared with the Original Project. In addition, the Modified Project would continue to implement Mitigation Measure CUL-MM-1. Therefore, under the Modified Project, project-level and cumulative impacts to archaeological resources would continue to be less-than-significant with implementation of mitigation. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.3 Energy

2.2.3.1 Potential Impacts Associated with Wasteful, Inefficient or Unnecessary Consumption of Energy Resources

Construction

As with the Original Project, construction activities associated with the Modified Project would consume electricity to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Construction activities typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling demolition materials and excavated soils to off-site reuse and disposal facilities). Section IV.C, Energy, of the Draft EIR demonstrates that with compliance with applicable state and local energy efficiency standards, construction of the Original Project would result in less than significant project-level and cumulative environmental impacts due to the wasteful, inefficient, and unnecessary consumption of energy resources.

The energy consumption for construction of the Modified Project would be reduced compared to the Original Project due to the reduction in the overall amount of construction. Furthermore, as with the Original Project, construction activities under the Modified Project would comply with all applicable regulatory requirements relating to energy use. Therefore, like the Original Project, impacts due to the wasteful, inefficient, and unnecessary consumption of energy resources during construction of the Modified Project would be less than significant and such impacts would be reduced when compared with the Original Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Operation

As discussed in Section IV.C, Energy, of the Draft EIR, during operation of the Original Project, energy would be consumed for multiple purposes, including, but not limited to, the following: HVAC; refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during Original Project operations in conjunction with water usage, solid waste disposal, and vehicle trips. As discussed in the Draft EIR, the Original Project would comply with all applicable regulatory requirements related to energy use, including Title 24, which includes the CALGreen Code requirements, as well as the City's All Electric Ordinance. In addition, the Original Project would implement PDF GHG-PDF-1 that requires the Original Project to meet LEED Gold or equivalent green building standards, which would reduce the overall energy usage beyond CALGreen Code requirements, and PDF GHG-PDF-2, which requires photovoltaic panels on the Project Site capable of generating a minimum of 2,000,000 kWh annually. Furthermore, the Original Project represents an infill development that is well-served by public transportation. The Original Project would also implement VMT reduction measures to further reduce vehicle trips and associated energy usage, including providing a bicycle parking supply consistent with LAMC requirements. Therefore, the Original Project would result in less than significant project-level and cumulative environmental impacts due to the wasteful, inefficient, and unnecessary consumption of energy resources during operation.

The Modified Project would implement the same regulatory requirements and PDFs as the Original Project. In addition, the Modified Project would result in a reduction in floor area as well as increase the Project's TDM trip reduction commitment. The Modified Project would also include a reduction in parking spaces, which would further reduce daily trips and VMT. As such, like the Original Project, project-level and cumulative impacts due to the wasteful, inefficient, and unnecessary consumption of energy resources during operation of the Modified Project would be less than significant and would be reduced when compared with the Original Project.

2.2.3.2 Potential to Conflict with State or Local Energy Plans

As demonstrated by the analysis in Section IV.C, Energy of the Draft EIR, the Original Project would not conflict with or obstruct the existing applicable energy conservation plans or violate state or local energy standards for renewable energy or energy efficiency. As such, project-level and cumulative impacts associated with consistency with energy plans under the Original Project would be less than significant.

As discussed above, the Modified Project would implement the same regulatory requirements and PDFs related to energy conservation as the Original Project. Furthermore, as discussed above, the Modified Project also represents an infill project well-served by public transit. Like the Original Project, the Modified Project would also provide new job opportunities within an infill area consistent with the Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As such, like the Original Project, the Modified Project would not conflict with or obstruct the existing applicable energy conservation plans or violate state or local energy standards for renewable energy or energy efficiency and project-level and cumulative impacts would be less than significant. In addition, with the reduction in floor area and parking spaces and the increased trip reduction commitment under the Modified Project, the less-than-significant impacts associated with the potential to conflict with state or local energy plans would be reduced when compared with the Original Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.4 Geology and Soils

The Original Project's potential impacts associated with geology and soils were evaluated in Section IV.D, Geology and Soils, of the Draft EIR and the associated Preliminary Geotechnical Engineering Investigation and Geotechnical Investigation Addenda included as Appendix E of the Draft EIR, and confirmed in the Geotechnical Addendum included as Appendix FEIR-19 of the Final EIR and the Subsidence Evaluation included in Appendix FEIR-13 of the Final EIR. As demonstrated by these analyses, under the Original Project, potential impacts associated with geology and soils would be less than significant with compliance with regulatory requirements and implementation of PDF GEO-PDF-1, which requires the Original Project to be built in compliance with the recommendations within the Preliminary Geotechnical Engineering Investigation. The following evaluation of potential impacts associated with geology and soils under the Modified Project is based on the Technical Memorandum—Modified Project Evaluation (Geotechnical Memorandum) prepared by Geotechnologies, Inc. in February 2024 and included as Appendix D of this Erratum.

2.2.4.1 Potential Impacts Associated With Earthquake Faults, Seismic Shaking, Ground Failure, and Landslides

As discussed above, no changes associated with the quantity, depth, or location of grading and excavation activities would occur under the Modified Project. Rather, the Modified Project would result in a reduction in total development within the Project Site. In addition, the geologic setting would not change with the Modified Project. In particular, no known active or potentially active faults have been mapped within or immediately adjacent to the Project Site. In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone.

With regard to seismic shaking, as with the Original Project, the Modified Project would comply with the Los Angeles Building Code (LABC), which incorporates the current seismic design standards of the California Building Code (CBC), with City amendments, to minimize seismic ground shaking impacts, and to minimize losses from an earthquake and maximize earthquake safety. The Modified Project would also be designed in accordance with the recommendations of the referenced geotechnical reports and the requirements of the LABC and would be required to comply with the plan review and permitting requirements of Los Angeles Department of Building and Safety (LADBS). The seismic design parameters set forth in the geotechnical reports and the LABC would be enforced by the LADBS for the construction of the Modified Project.

The liquefaction analyses presented in the referenced geotechnical reports and EIR remains the same for the Modified Project. The analyses concluded that the liquefaction potential for the soils underlying the Project Site is low under the Maximum Considered Earthquake Peak Ground Motion (PGAM), with a 2,475-year return period. Therefore, the potential for seismically induced ground failures and/or lateral spreading associated with liquefaction effects is also determined to be low.

With regard to landslides, the probability of seismically-induced landslides occurring on the Project Site remains low due to the minimal change in elevation throughout and adjacent to the Project Site.

Based on the above, as with the Original Project, project-level and cumulative impacts associated with earthquake faults, seismic shaking, liquefaction and landslides would be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.4.2 Potential Impacts Associated with Soil Erosion or Loss of Topsoil

As with the Original Project, the Modified Project would not result in substantial soil erosion or the loss of topsoil. All grading activities would be required to comply with applicable provisions of the LABC, which addresses grading, excavations, and fills. Project Site grading would be permitted and enforced by the LADBS, which includes requirements and standards designed to ensure that substantial soil erosion does not occur. Additionally, the Modified Project would be required to comply with the City's Low Impact Development (LID) ordinance and implement standard erosion controls to limit stormwater runoff, which can contribute to erosion.

As with the Original Project, once the Modified Project is constructed and operational, the potential for soil erosion would be relatively low since the Project Site would be fully developed and

landscaped, and no soils would be left exposed. Therefore, the Modified Project would not result in substantial soil erosion or the loss of topsoil. As with the Original Project, project-level and cumulative impacts would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.4.3 Potential Impacts Associated with Unstable Geological Units or Soils

With regard to landslides, as discussed in the EIR, the Project Site is not located in a landslide area as mapped by the State or the City and the probability of seismically-induced landslides occurring on the Project Site is considered low due to the minimal change in elevation throughout and adjacent to the Project Site. As such, like the Original Project, the Modified Project would result in less than significant impacts associated with landslides.

With regard to liquefaction, as discussed above, the liquefaction potential for the Project Site is low. As such, the potential for seismically induced ground failures and/or lateral spreading associated with liquefaction effects is also determined to be low and potential impacts associated with seismically induced ground failures and/or lateral spreading under the Modified Project would be less than significant.

With regard to dewatering, as discussed in the EIR, temporary shoring and temporary construction dewatering would be required during excavation and construction of the proposed subterranean parking structure. A temporary cut-off wall system was preliminarily recommended for shoring and excavation of the proposed subterranean parking structure and the documentation for this system was submitted and approved by the City of Los Angeles Department of Building and Safety Grading Division (LADBS Grading) under Log # 117112-01.

In addition, a temporary dewatering analysis using the cut-off wall system was performed by Geosyntec in 2023 and a subsidence analysis was performed by Geotechnologies, based on the dewatering analysis performed by Geosyntec. Based on these analyses that are included in the EIR, the groundwater drawdown effects (cone of depression) due to temporary dewatering for the Original Project would result in less than ½ inch of settlement for areas located in the immediate vicinity of the Project Site. The magnitude of any potential settlement would decrease with increased distance away from the excavation. In addition, for properties located further away from the excavation, the anticipated subsidence effects as a result of dewatering would be negligible. As such, with the implementation of regulatory groundwater infiltration control measures and shoring techniques, as necessary, the depth and extent of groundwater drawdown would be reduced and result in less than significant impacts, including subsidence effects on the surrounding properties and structures.

The dewatering analysis that was conducted was based on the configuration of the subterranean parking for the Original Project. The subterranean envelope is to remain unchanged in the Modified Project, meaning that excavation depths identified in the Original Project would not change. Therefore, the dewatering simulation and analysis and the subsidence analysis and conclusions are not affected by the Modified Project, and impacts would remain less than significant for the Modified Project.

With regard to unstable soils, as discussed in the EIR, the consolidation tests performed on collected soil samples did not exhibit hydro-collapse upon saturation. Accordingly, the soils

underlying the Project Site are not considered prone to sudden collapse or hydroconsolidation. The existing fill soils would either be removed by the excavation of the subterranean structures or be removed and recompact for support of at-grade structures. Therefore, the Modified Project would not be impacted by any unstable geologic unit or soil that is unstable or collapsible.

In summary, based on the above, project-level and cumulative impacts associated with unstable geologic or soils, including impacts related to landslides, lateral spreading, subsidence, liquefaction and collapse would continue to be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.4.4 Potential Impacts Associated With Expansive Soils

As discussed in the EIR, the on-site geologic materials are in the low to very high expansion range and the Expansion Index for the on-site soils was found to vary between 35 to 130. Any required import materials would have an Expansion Index of less than 50 consistent with PDF GEO-PDF-1. Because the location and underlying geological conditions have not changed, the analysis in the EIR is still applicable to the Modified Project. As such, with continued implementation of regulatory requirements and PDF GEO-PDF-1, project-level and cumulative impacts associated with expansive soils under the Modified Project would continue to be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.4.5 Potential Impacts Associated with Paleontological Resources

As discussed in Section IV.D, Geology and Soils, of the Draft EIR, given that the Original Project would include excavations to a maximum depth of approximately 45 feet below ground surface, there may be a potential to encounter unknown paleontological resources that could be present at the Project Site. However, Mitigation Measure GEO-MM-1, which includes retention of a qualified paleontologist to implement a Paleontological Resource Mitigation and Treatment Plan to address the potential discovery of paleontological resources, would be implemented as part of the Original Project. With implementation of Mitigation Measure GEO-MM-1, the Original Project's impacts on paleontological resources would be less than significant.

As discussed above, the Modified Project would not increase the amount, quantity, depth or location of grading and excavation activities that would occur within the Project Site. Rather, these construction activities would continue to be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction). As such, the Modified Project would not increase the potential to encounter paleontological resources during grading and excavation activities when compared with the Original Project. In addition, the Modified Project would continue to implement Mitigation Measure GEO-MM-1. Therefore, under the Modified Project, project-level and cumulative impacts to paleontological resources would continue to be less than significant with implementation of mitigation. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.5 Greenhouse Gas Emissions

2.2.5.1 Project GHG Emissions and Potential Conflict With Plans, Policies or Regulations Adopted to Reduce GHG Emissions

Section IV.E, Greenhouse Gas Emissions, of the Draft EIR focuses on the Original Project's consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating greenhouse gas (GHG) emissions. As demonstrated therein, based on the Original Project's location, land use characteristics, and design together with implementation of PDF GHG-PDF-1 that includes specific sustainability features and PDF GHG-PDF-2 that sets forth minimum requirements for photovoltaic panels, the Original Project would be consistent with statewide, regional and local climate change mandates, plans, policies, and recommendations. More specifically, the plan consistency analysis provided in the Draft EIR demonstrates that the Original Project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in CARB's 2008 Climate Change Scoping Plan and subsequent updates, SCAG's 2020–2045 RTP/SCS, and the Green New Deal.³ As such, the Original Project's incremental increase in GHG emissions and the associated project and cumulative impacts related to climate change were concluded to be less than significant.

As with the Original Project, the Modified Project would generate GHG emissions from construction and operation. As discussed above, the Modified Project would not change the quantity, depth or location of grading and excavation activities that would occur within the Project Site. In addition, construction activities, including types of equipment, hours of operation, and haul routes, would be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction). The depth of grading would also be within the grading envelopes specified in Figure 3 of Appendix FEIR-13. However, new floor area to be constructed under the Modified Project would be reduced by 150,000 square feet when compared with the Original Project. As such, the overall duration of construction activities under the Modified Project would be reduced somewhat, thereby reducing the overall GHG emissions during construction.

As discussed in Section IV.E, Greenhouse Gas Emissions, of the Draft EIR, GHG emissions from operation of a development project are based on mobile sources (daily trips), energy consumption, area sources, stationary sources, generation of solid waste, and use of water and wastewater. The majority of the GHG emissions are associated with daily trips generated and the energy consumption associated with the proposed land uses. As discussed above, the Modified Project would include less development, consume less energy, and generate fewer daily vehicle trips than the Original Project. In addition, the Modified Project would double its TDM trip reduction commitment from 15 to 30 percent, which would further reduce vehicle trips during operation. Thus, the amount of GHG emissions generated would be less than the Original Project. In addition, the Modified Project would be developed at the same location and include the same land use characteristics and sustainability features (including PDFs GHG-PDF-1 and GHG-PDF-2) as the Original Project. The Modified Project would also comply with the City's Green Building Ordinance, as applicable.

³ Appendix B-3 in Appendix FEIR-9 of the Final EIR also provides an analysis of how the Original Project is consistent with CARB's 2022 Scoping Plan Update (which was released after the Draft EIR was circulated).

Therefore, like the Original Project, the Modified Project would be consistent with the GHG reduction goals and objectives included in adopted state, regional, and local regulatory plans, CARB's 2008 Climate Change Scoping Plan and subsequent updates (including CARB's 2022 Scoping Plan Update), SCAG's 2020–2045 RTP/SCS, and the Green New Deal. Thus, project and cumulative impacts related to GHG emissions for the Modified Project would be less than significant and less than those under the Original Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6 Hazards and Hazardous Materials

The following analysis is based on Modified Project Evaluation Technical Memorandum (Hazards Memorandum) prepared by Geosyntec in February 2024 and included as Appendix E of this Erratum.

2.2.6.1 Potential Hazards Due to Routine Transport, Use or Disposal of Hazardous Materials

Section IV.F, Hazards and Hazardous Materials, of the Draft EIR concluded that potential project-level and cumulative impacts associated with the routine transport, use and disposal of hazardous materials would be less than significant. The Modified Project would not change the types of uses within the Project Site or the associated types of hazardous materials used. In addition, like the Original Project, the Modified Project would implement the same PDFs set forth in the EIR (i.e., PDFs HAZ-PDF-1 through HAZ-PDF-4) that include implementation of various safety plans as part of the operation of the Project. In addition, as with the Original Project, construction activities under the Modified Project would comply with all applicable federal, state, and local requirements concerning the transport, use, storage, management, and disposal of hazardous materials. Therefore, as with the Original Project, project-level and cumulative impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of the Modified Project would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6.2 Potential Impacts Associated with Reasonably Foreseeable Upset and Accident Conditions

Section IV.F of the Draft EIR concludes that potential impacts of the Original Project related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant with implementation of regulatory compliance requirements, PDFs, and mitigation measures. The Modified Project would not change the types of uses within the Project Site or the associated types of hazardous materials used. As discussed above, daily construction activities would also not change with the Modified Project. In addition, like the Original Project, the Modified Project would implement the same PDFs set forth in the EIR (i.e., PDFs HAZ-PDF-1, HAZ-PDF-2, HAZ-PDF-5 and HAZ-PDF-6 regarding safety plans and management of lead-based paint [LBP] and asbestos containing materials [ACMs]) and the same mitigation measures in the EIR regarding hazards (i.e., Mitigation Measures HAZ-MM-1 and HAZ-MM-2 regarding implementation of a Soil Management Plan [SMP] and controls for subsurface gases). Therefore, as with the Original Project, with implementation of these PDFs, mitigation measures and regulatory compliance requirements, the Modified Project would not exacerbate the risk of upset and accident conditions at the Project Site associated with hazardous wastes, underground and aboveground storage tanks, polychlorinated biphenyls (PCBs), ACMs, LBP,

operation or re-abandonment of oil wells, or methane gas. Project-level and cumulative impacts would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6.3 Potential Impacts Associated with Emitting or Handling of Hazardous Materials within One-quarter Mile of a School

Section IV.F of the Draft EIR concludes that potential impacts of the Original Project related to the emission or handling of hazardous materials within one-quarter mile of a school would be less than significant. The Modified Project would not change the types of uses within the Project Site or the associated types of hazardous materials used. As discussed above, daily construction activities also would not change with the Modified Project. Therefore, as with the Original Project, with compliance with applicable regulatory requirements, the Modified Project would not create a significant hazard to nearby schools. Therefore, project-level and cumulative impacts regarding potential emissions or the handling of hazardous materials and wastes within one-quarter mile of an existing school would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6.4 Potential Impacts Associated with Inclusion of the Project Site on a List of Hazardous Materials Sites

Section IV.F of the Draft EIR concludes that potential impacts of the Original Project associated with the inclusion of the Project Site on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant with implementation of mitigation measures. While there are currently no violations and no ongoing regulatory cases have been identified for the Project Site, the Project Site is recorded on the "HIST CORTESE" list of sites compiled pursuant to Government Code Section 65962.5.

As discussed above, construction and operational activities would not change under the Modified Project. In addition, like the Original Project, the Modified Project would implement Mitigation Measures HAZ-MM-1 and HAZ-MM-2 that include implementation of a SMP and controls for subsurface gases. Therefore, with implementation of these mitigation measures and compliance with applicable regulatory requirements, project-level and cumulative impacts related to inclusion of the Project Site on a list of hazardous materials sites would continue to be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6.5 Potential Impacts Associated with Proximity to a Public Airport

As evaluated in the Initial Study included as Appendix A of the Draft EIR, the Project Site is not located within two miles of an airport, private airstrip, or within an area subject to an airport land use plan. Therefore, as with the Original Project, the Modified Project would not result in any impacts associated with proximity to a public airport. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6.6 Potential Impacts Associated with and Adopted Emergency Response or Evacuation Plan

As evaluated in the Initial Study included as Appendix A of the Draft EIR, the Original Project would not result in significant impacts associated with emergency response. As with the Original Project, during construction of the Modified Project, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Also similar to the Original Project, operation of the Modified Project would generate vehicle trips in the Project Site vicinity and would result in limited modifications to Project Site access. Additionally, the Modified Project would also comply with LAFD access requirements and would not impede emergency access within the Project Site vicinity. As such, project and cumulative impacts associated with emergency access would continue to be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.6.7 Potential Impacts Associated with Wildland Fires

As evaluated in the Initial Study included as Appendix A of the Draft EIR, the Original Project would not result in significant project or cumulative impacts associated with the risk of loss, injury, or death involving wildland fires. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Additionally, the proposed uses would not create a fire hazard that has the potential to exacerbate current environmental conditions relative to wildfires. Therefore, as with the Original Project, no project or cumulative impacts associated with wildlands would occur under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.7 Hydrology and Water Quality

The following analysis is supported by the Utilities Technical Memorandum prepared by KPFF in February 2024 and included as Appendix F of this Erratum.

2.2.7.1 Potential Impacts Associated with Violation of Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Groundwater Quality

Impacts associated with the potential to degrade surface water quality and groundwater were fully evaluated in Section IV.G, Hydrology and Water Quality, of the Draft EIR. As concluded therein, with compliance with applicable regulatory requirements, construction and operation of the Original Project would result in less than significant project-level and cumulative impacts associated with surface water and groundwater quality.

As discussed above, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading. In addition, like the Original Project, the Modified Project would implement National Pollutant Discharge Elimination System (NPDES) and City requirements that require implementation of a Storm Water Pollution Prevention Plan (SWPPP) and a Project Site-specific Erosion Control Plan.

These required plans and regulations would include erosion control best management practices (BMPs) that would intercept runoff and would require temporary pumps and filtration during temporary dewatering. In addition, as discussed above in Section 2.2.7, the Modified Project would continue to implement Mitigation Measures HAZ-MM-1 and HAZ-MM-2 regarding implementation of a SMP and controls for subsurface gases, which would also serve to protect groundwater quality. Therefore, as with the Original Project, project-level and cumulative construction impacts associated with surface water and groundwater quality would be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

As discussed in the Utilities Technical Memorandum, the storm water discharge for the 50-Year storm event per the Los Angeles County Hydrology Manual is approximately 53.53 cubic feet per second (cfs) under existing conditions and would have remained the same under the Original Project. The Modified Project would decrease the level of imperviousness within the Project from approximately 90 percent to approximately 83 percent, which would decrease the 50-Year storm event discharge to below 53.53 cfs. In other words, the Modified Project would increase the amount of pervious surfaces. This increase in pervious surface would be beneficial since it would allow more storm water to permeate into the soil, reduce urban runoff by increasing biomass, and reduce the concentration of pollutants of concern due to the reduction in paved surfaces. In addition, as with the Original Project, during operation, the Modified Project would implement BMPs required by the City's Low Impact Development (LID) Ordinance that would target potential pollutants that could potentially be carried in stormwater runoff. These would include implementation of a new stormwater treatment system. Furthermore, any hazardous materials used on-site would be handled in accordance with manufacturers' instructions and all applicable regulatory requirements such that no hazardous materials would contaminate or otherwise affect groundwater. Therefore, as with the Original Project, project-level and cumulative impacts related to surface water and ground water quality during operation of the Modified Project would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.7.2 Potential Impacts Associated with Decrease of Groundwater Supplies or Interference with Groundwater Recharge

As discussed in Section IV.G, Hydrology and Water Quality, of the Draft EIR and within Appendix FEIR-13, Dewatering Analysis, of the Final EIR, potential project-level and cumulative impacts related to groundwater supplies would be less than significant with construction and operation of the Original Project.

As discussed above, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading. As such, no changes to the analysis of groundwater supplies included in the EIR would result from the Modified Project. Therefore, as with the Original Project, due to the limited and temporary nature of dewatering operations during construction, and with compliance with all applicable regulatory requirements, project-levels and cumulative impacts to regional groundwater levels with the Modified Project would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

As with the Original Project, consistent with LID requirements to reduce the quantity and improve the quality of runoff that leaves the Project Site, the Modified Project would include the installation of stormwater capture and use of biofiltration/bioretenion BMPs as established by the LID Manual. Additionally, as the Modified Project would be approximately 83 percent impervious (as compared to the Original Project, which was approximately 90 percent impervious), limited groundwater recharge would occur. Therefore, as with the Original Project, under the Modified Project, potential project-level and cumulative impacts related to groundwater supply and recharge would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.7.3 Potential Impacts Associated with Substantial Alteration of Drainage Patterns Resulting in Erosion, an Increase in Surface Water Runoff and Flooding, Exceedance of the Capacity of Stormwater Drainage Systems, Polluted Runoff, or Impedance or Redirection of Flood Flows

As discussed in Section IV.G, Hydrology and Water Quality, of the Draft EIR, with implementation of regulatory requirements, project-level and cumulative impacts associated with drainage patterns would be less than significant.

Similar to the Original Project, construction of the Modified Project would not occur adjacent to a stream or a river. As discussed above, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading. In addition, like the Original Project, the Modified Project would implement NPDES and City requirements that require implementation of a SWPPP and a Project Site-specific Erosion Control Plan. These required plans and other regulations would include erosion control BMPs that would intercept runoff and would require temporary pumps and filtration during temporary dewatering. Therefore, as with the Original Project, potential project-level and cumulative impacts related to drainage patterns during construction would be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

As discussed above, the Modified Project would decrease the level of imperviousness within the Project Site to approximately 83 percent, which would decrease the 50-Year storm event discharge to below 53.53 cfs. This increase in pervious surface would be beneficial since it would allow more storm water to permeate into the soil, reduce urban runoff by increasing biomass, and reduce the concentration of pollutants of concern due to the reduction in paved surfaces. The Modified Project would also seek to discharge storm water to the southwest corner of the Project Site, matching the drainage pattern of the existing Project Site. In addition, as with the Original Project, during operation, the Modified Project would implement BMPs required by the City's LID Ordinance that would capture runoff and target potential pollutants that could potentially be carried in stormwater runoff. Therefore, under the Modified Project, project-level and cumulative impacts related to drainage patterns during operation would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.7.4 Potential Impacts Associated with Flood Hazards, Tsunami, or Seiche Zones, or Risk Release of Pollutants Due to Inundation

As determined in Section IV.G, Hydrology and Water Quality, of the Draft EIR, the Original Project would result in less than significant project-level and cumulative impacts associated with flood hazards, tsunami, seiche zones, and release of pollutants due to inundation.

The Project Site location is unchanged from the Original Project to the Modified Project, and the Project Site is not located in a flood hazard, tsunami, or seiche zone, or in an area expected to result in impacts related to inundation. Therefore, the Modified Project's project-level and cumulative impacts would also be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.7.5 Potential Impacts Associated with Conflict with or Obstruction of a Water Quality Control Plan or Sustainable Groundwater Management Plan

As determined in Section IV.G, Hydrology and Water Quality, of the Draft EIR, the Original Project would result in less than significant project-level and cumulative impacts associated with a potential to conflict with a water quality control plan or sustainable groundwater management plan.

As discussed above, as with the Original Project, construction of the Modified Project would implement NPDES and City requirements that would include implementation of BMPs to ensure water quality and groundwater are not significantly impacted by construction activities. Similarly, as with the Original Project, the Modified Project would implement applicable regulatory requirements during operation, including LID BMPs that would filter and control runoff. Therefore, potential project-level and cumulative impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would continue to be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.8 Land Use

2.2.8.1 Potential Impacts Associated with Physical Division of an Established Community

As evaluated in the Initial Study included as Appendix A of the Draft EIR, the Original Project would not divide an established community. As with the Original Project, the Modified Project includes the development of studio-related uses, associated circulation improvements, parking facilities, landscaping, and open space within the Project Site. These uses would be consistent with the existing uses on-site as well as the other commercial developments located adjacent to and in the general vicinity of the Project Site. All proposed development would continue to occur within the boundaries of the Project Site. Therefore, as with the Original Project, the Modified Project would not physically divide an established community. Project and cumulative impacts would continue to be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.8.2 Potential Impacts Associated with a Conflict with Land Use Plans, Policies, or Regulations Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect

As demonstrated by the analysis in Section IV.H, Land Use and Planning, of the Draft EIR, under the Original Project, potential impacts associated with a conflict with land use plans, policies and regulations would be less than significant.

With the exception of the General Plan Amendment discussed further below, the Modified Project would include the same entitlements as the Original Project; specifically, adoption of a Specific Plan and an associated General Plan Amendment and Vesting Zone Change, establishment of a Sign District, a Vesting Tentative Tract Map, and a Development Agreement. In addition, under the Modified Project, the unincorporated County parcel would continue to be annexed to the City.

As discussed above, the Modified Project proposes to change the General Plan land use designations from Community Commercial, Limited Commercial, and Neighborhood Commercial to a unified Community Commercial land use designation across the entire Project Site. Consistent with the Community Commercial land use designation, the Modified Project accommodates land uses that create a high-activity, pedestrian-oriented multi- and mixed-use center. Furthermore, the Community Commercial designation would provide on-going compatibility between the Project Site and its surrounding land uses, in addition to existing and proposed operations. Notably, located to the south of the Project Site is The Grove and The Original Farmers Market, which are high-intensity commercial uses situated on parcels all designated Community Commercial.

In addition, the majority of the Project Site (approximately 60 percent) is currently designated Community Commercial, and the proposed General Plan Amendment would change the land use designations of the remainder of the Project Site to a unified Community Commercial designation. Television City is identified as a part of the Beverly-Fairfax Community Commercial Center in the Wilshire Community Plan, which is approximately 34 acres in size and generally bounded by Beverly Boulevard on the north, 3rd Street on the south, Gardner Avenue on the east, and Fairfax Avenue on the west.⁴ As stated in the Wilshire Community Plan, the Beverly-Fairfax Community Commercial Center “includes the Farmer’s Market shopping complex; CBS Television City Studios; and the Pan Pacific Regional Park. The area has been developed with commercial land uses ranging from one and two-story retail to high-rise office, multiple apartment towers, wholesale nurseries, and large shopping centers.”⁵ Generally, parcels within Community Centers are developed with Floor Area Ratios (FARs) ranging from 1.5 to 3. The Modified Project proposes an FAR of approximately 1.61, which is less than the 1.75 FAR proposed under the Original Project and represents a minor increase from the existing 1.5 FAR (an approximately seven percent increase). The Modified Project’s proposed FAR is consistent with and on the lower end of the general FAR range for properties designated as Community Commercial. Further, the Modified Project is in conformance with the

⁴ City of Los Angeles, Wilshire Community Plan, 2001, p. III-7.

⁵ City of Los Angeles, Wilshire Community Plan, 2001, p. III-7 to III-8.

goals, objectives, and policies the Framework Element sets forth for properties designated as Community Commercial as shown in Table 3 on page 57.⁶

As discussed above, the Modified Project would include the development of the same uses and improvements as the Original Project, but with a reduction of 150,000 square feet of floor area. In addition, under the Modified Project, building heights and massing would be reduced and setbacks and stepbacks would be increased. As such, with the exception of the analysis related to the General Plan Amendment, which is presented above, the land use consistency analysis provided in Section IV.H, Land Use and Planning, and Appendix I, Land Use Plans Consistency Analysis Tables, of the Draft EIR would not change under the Modified Project. Specifically, as with the Original Project, with approval of the requested land use entitlements, the Modified Project would be consistent with the applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site and that were adopted to avoid or mitigate an environmental effect, including, but not limited to, the City's General Plan Framework Element, Wilshire Community Plan, LAMC, and SCAG's 2020–2045 RTP/SCS. Therefore, like the Original Project, under the Modified Project, project-level and cumulative impacts related to potential conflicts with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

⁶ The Framework Element's "Community Centers" land use designation is commonly understood to be equivalent to designations such as "Community Commercial" contained in the Wilshire Community Plan.

Table 3
Applicable Goals, Objectives, and Policies of the General Plan Framework Element—Land Use Chapter
(Community Commercial)

Objective/Policy	Would the Project Conflict?
Land Use Chapter	
<p>Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.</p>	<p>No Conflict. The Modified Project includes the continuation of the existing studio use and would involve the modernization and expansion of Television City to meet the contemporary needs and changing demands of the entertainment industry. The Modified Project would allow for a total of up to 1,724,000 square feet of sound stages, production support, production office, general office, and retail uses within the Project Site. These uses would be consistent with the existing uses on-site as well as the surrounding uses. The specific mix of uses ultimately constructed would depend upon market demand, and flexibility would be allowed in locating the various uses within the Project Site. Amenities available on-site for studio employees and visitors would include a Mobility Hub, ancillary retail and commissary uses, childcare and fitness facilities, etc. As such, the Modified Project would not conflict with this objective.</p>
<p>Policy 3.9.4: Promote the development of para-transit or other local shuttle system and bicycle amenities that provide access for residents of adjacent neighborhoods, where appropriate and feasible.</p>	<p>No Conflict. The Modified Project includes both a shuttle system and bicycle amenities as part of its Mobility Hub. Specifically, the Mobility Hub would support shuttle service between the planned Metro D (Purple) Line Wilshire/Fairfax Station and the Project Site, as well as future shuttle services connecting to other existing and/or future transit stations (e.g., the Metro B (Red) Line or Crenshaw North Extension). Furthermore, the Mobility Hub would include bicycle-related services such as valet service, repair stands, showers, and lockers. The Modified Project would also provide on-site bicycle parking in accordance with the LAMC. Thus, the Modified Project would not conflict with this policy.</p>
<p>Policy 3.9.5: Promote pedestrian activity by the design and siting of structures in accordance with Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.</p>	<p>No Conflict. As previously discussed, the Modified Project would enhance the public realm through pedestrian-oriented streetscape improvements, while continuing to provide for the unique security needs of a working production studio. In particular, the Modified Project has been designed to restore meaningful views of the HCM from Beverly Boulevard (which are currently obstructed). In addition, sidewalks around the Project Site perimeter would be expanded in certain areas and upgraded with new landscaped parkways and frontage areas, to meet the City's sidewalk requirements, provide transitions between sidewalks and building edges, further separate pedestrians from vehicle traffic, and screen certain Modified Project components such as parking areas. A minimum of approximately 28,900 square feet of open space would be provided along the Project Site boundaries. These perimeter areas would include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Furthermore, the location</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element—Land Use Chapter
(Community Commercial)

Objective/Policy	Would the Project Conflict?
	and design of development within the Project Site would promote pedestrian activity. Specifically, internal circulation routes, including drives, sidewalks, and pathways, would be introduced to facilitate efficient access to all buildings and parking areas from the various Modified Project driveways, and pedestrian bridges may be used to connect production areas within the buildings. Thus, the Modified Project would promote pedestrian activity and represent a positive contribution to the commercial and pedestrian environment in the Wilshire Community Plan area. As such, the Modified Project would not conflict with this policy.
<p>Policy 3.9.6: Require that commercial and mixed-use buildings located adjacent to residential zones be designed and limited in height and scale to provide a transition with these uses, where appropriate.</p>	<p>No Conflict. Although all properties surrounding the Project Site are zoned for commercial uses, the six-story Broadcast Center Apartments are located immediately east of the Project Site. With the exception of Broadcast Center Apartments, surrounding residential areas are separated from the Project Site by major thoroughfares such as Beverly Boulevard and Fairfax Avenue and the dense commercial uses that line them. The Modified Project has been refined to provide a greater buffer, through a 45-foot setback, between the proposed uses and this use. Specifically, within the eastern portion of the Project Site, buildings have been moved further to the west (ranging from approximately 60 feet to 100 feet from the Shared Eastern Property Line), away from the Broadcast Center Apartments, and the sound stages have been relocated primarily to the southeastern portion of the Project Site. In addition, the required setback along the Shared Eastern Property Line west of the Broadcast Center Apartments has been increased from 30 feet to 45 feet. Further, building heights have been reduced, and the taller building heights are located within the central portion of the Project Site. Specifically, buildings to the west of the Broadcast Center Apartments in Subarea C would be limited to a base height limit of 88 feet, and a maximum height of 145 feet would be permitted in up to 40 percent of the Subarea C area (which is 15 feet less than the 160-foot maximum height limit under the Original Project). Buildings south of the Broadcast Center Apartments in Subarea B would be limited to a maximum height of 120 feet (which is 10 feet less than the 130-foot height limit under the Original Project). Thus, the Modified Project does not conflict with this policy.</p>
<p>Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.</p> <p>Policy 3.9.8: Support the development of public and private recreation and small parks by</p>	<p>No Conflict. The Modified Project would enhance the public realm surrounding the Project Site through streetscape improvements to the pedestrian experience, while continuing to provide for the unique security needs of a working production studio. A minimum of approximately 28,900 square feet of open space would</p>

Table 3 (Continued)
Applicable Goals, Objectives, and Policies of the General Plan Framework Element—Land Use Chapter
(Community Commercial)

Objective/Policy	Would the Project Conflict?
<p>incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.</p>	<p>be provided along the Project Site boundaries. These perimeter areas would include landscaping such as trees and shrubs, lighting, wayfinding signage, and pedestrian amenities such as benches and shade structures. Along all street frontages, pedestrian access and safety would be improved, and bus stops and street lighting would be maintained. Visual screening and fencing would be provided around the entire Project Site perimeter within a softened, landscaped edge condition. Landscaping around the Project Site perimeter would incorporate a resilient, durable, and drought-tolerant selection of native and adapted tree, shrub, and groundcover species that can thrive in a developed and urbanized setting, including species to complement those at Pan Pacific Park and the Holocaust Museum LA to the east. The spacing of street trees would provide ample shade for pedestrians, and parkways would be scaled to promote long-term health and longevity. In addition, some of the Modified Project buildings may incorporate landscaped rooftop terraces or decks that would serve as outdoor gathering spaces. Thus, the Modified Project would not conflict with these policies.</p>
<p>Policy 3.9.9: Require that outdoor areas of developments, parks, and plazas located in community centers be lighted for night use, safety, and comfort commensurate with their intended nighttime use, where appropriate.</p>	<p>No Conflict. As with the Original Project, the Modified Project would create a pedestrian-oriented public realm along Beverly Boulevard, Fairfax Avenue, and The Grove Drive and incorporate new landscaping along all public frontages. Street lighting would be maintained along all street frontages, including newly landscaped areas. Bus stops would be upgraded along Fairfax Avenue and Beverly Boulevard to include adequate benches, shelters, lighting, LED displays, and signage to the extent feasible under the City of Los Angeles' current bus shelter contract. Project lighting would be introduced at building entrances and walkways to facilitate pedestrian orientation and clearly identify and secure pedestrian routes between parking areas and building points of entry. Light sources would be shielded and/or directed toward Project Site areas to minimize light spill-over to neighboring properties and the surrounding area while utilizing low-level exterior lights at the Project Site perimeter, as needed, for aesthetic, security, and wayfinding purposes. In addition, the Modified Project would include the same PDFs related to lighting and visibility as the Original Project (i.e., PDFs POL-PDF-3 and POL-PDF-4). As such, the Modified Project would not conflict with this policy.</p>
<p>Source: <i>Eyestone Environmental</i>, 2024.</p>	

2.2.9 Noise

A detailed analysis of potential noise and vibration impacts associated with the Original Project is provided in Section IV.I, Noise, of the Draft EIR. The following evaluation of potential impacts associated with noise and vibration under the Modified Project is based on the Modified Project—Supplemental Noise Impact Analysis Report (Noise Report) prepared by AES in February 2024 and included as Appendix G of this Erratum.

2.2.9.1 Potential Impacts Associated with Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels

Construction

As set forth in Section IV.I, Noise, of the Draft EIR, with implementation of mitigation measures, on-site construction activities associated with the Original Project would result in temporary noise impacts that would be significant and unavoidable on a project and cumulative basis. Off-site construction activities associated with construction trucks would also result in temporary noise impacts that would be significant and unavoidable on a project and cumulative basis.

As discussed in the Noise Report, similar to the Original Project, construction of the Modified Project would generate noise from the following construction-related activities and sources: demolition, grading and excavation; installation of mat foundations, structural/enclosures, architectural coating/finishings, and paving; construction workers traveling to and from the Project Site; and delivery and hauling of construction supplies and debris to and from the Project Site. As with the Original Project, the Modified Project would implement PDFs NOI-PDF-1 (regarding use of equipment with proper shielding devices and maintenance) and NOI-PDF-2 (regarding prohibition of the use of driven piles). In addition, as with the Original Project, the Modified Project would implement Mitigation Measure NOI-MM-1 requiring the use of sound barriers during construction. Although the amount of new construction activities and overall duration of construction would be reduced due to the overall reduction in total floor area (i.e., 1,724,000 square feet versus 1,874,000 square feet under the Original Project), the on- and off-site construction activities and the associated construction noise levels were conservatively assumed to be similar to the Original Project during maximum activity days. As such, noise levels during the maximum activity days, which are used for measuring noise impacts under CEQA, would be similar to those of the Original Project. Therefore, similar to the Original Project, the potential on-site and off-site construction noise impacts would be significant and unavoidable for the Modified Project for the reasons detailed in the EIR. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Operation

As set forth in Section IV.I, Noise, of the Draft EIR, operation of the Original Project would not result in any significant project-level or cumulative noise impacts. The Modified Project would include similar on-site noise sources as the Original Project, including outdoor mechanical equipment, outdoor spaces (including outdoor roof level decks and outdoor studio production activity areas), parking facilities, on-site vehicle movements, loading dock and trash compactors, a Mobility Hub, continued operation of a helipad, and off-site roadway traffic. Each of these operational noise sources is evaluated below.

Mechanical Equipment

Potential noise impacts from mechanical equipment were analyzed in Section IV.I, Noise, of the Draft EIR and were determined to be less than significant. Similar to the Original Project, new mechanical equipment would be located at the roof level and/or within each of the building structures. The Modified Project would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. In addition, with the implementation of PDF NOI-PDF-3, all outdoor mounted mechanical equipment would be enclosed or screened by the building design (e.g., a roof parapet or mechanical screen) from the view of off-site noise-sensitive receptors. As shown in Table 1 of the Noise Report, the estimated mechanical equipment noise levels for the Modified Project would be similar to the Original Project. Therefore, project and cumulative noise impacts from mechanical equipment for the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Outdoor Production Activities and Basecamp Areas

Potential noise impacts from outdoor production activity and basecamp areas were analyzed in Section IV.I, Noise, of the Draft EIR and were determined to be less than significant. In addition, in response to comments on the Draft EIR, a quantitative noise analysis was provided in the Final EIR under the Response to Comment No. 26-146, which confirmed that the noise impacts associated with the outdoor production activities and basecamp operations under the Original Project would be less than significant.

Under the Modified Project, the total outdoor production activity areas would be reduced by approximately 13 percent (from approximately 585,902 square feet under the Original Project to approximately 506,850 square feet under the Modified Project). In addition, the basecamp areas at Project Grade would be reduced by approximately 29 percent (from approximately 227,600 square feet under the Original Project to approximately 125,010 square feet under the Modified Project). Furthermore, the outdoor production activity and basecamp areas under the Modified Project would also be less than existing conditions. Therefore, noise levels associated with outdoor studio production activities would be expected to be lower than levels anticipated under both the Original Project and existing conditions. Similar to the Original Project, outdoor production activities would continue to be prohibited within 200 feet of the Shared Eastern Property Line and receptor location R1 between the hours of 10 P.M. and 7 A.M., as specified by PDF NOI-PDF-5.

Therefore, similar to the Original Project, potential project and cumulative noise impacts from outdoor production activities and basecamp operations would be less than significant. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Outdoor Roof Deck Gathering Spaces

Potential noise impacts from outdoor roof deck gathering spaces were analyzed in Section IV.I, Noise, of the Draft EIR and were determined to be less than significant. Like the Original Project, the Modified Project would include outdoor roof deck gathering spaces. Based on the Initial

Development Plans, the Modified Project would include approximately 44,760 square feet of outdoor roof deck (terrace) area. The building code limits outdoor roof deck occupancy to one person per 15 square feet. Thus, under the Modified Project, these areas could accommodate a maximum of approximately 2,984 people, which would be less than the assumed maximum of 5,000 people under the Original Project. Similar to the Original Project, reference noise levels of 65 dBA for a male and 62 dBA for a female speaking in a raised voice were used for analyzing potential noise impacts from people gathering in outdoor spaces potentially located throughout the Project Site. In addition, the amplified sound system used in the outdoor terraces above the office buildings would be designed so as not to exceed the maximum noise levels of 85 dBA (L_{eq}^{1hr}) and 95 dBA (L_{eq}^{1hr}) at a distance of 25 feet from the amplified speaker sound systems, as specified in PDF NOI-PDF-4. These noise levels would ensure that any amplified sound system would not exceed the significance criterion (i.e., an increase of 5 dBA L_{eq}) at any off-site noise-sensitive receptor location. Table 4 of the Noise Report presents the estimated noise levels at the off-site receptor locations from the outdoor uses. As shown in Table 4, similar to the Original Project, the estimated noise level increase over the ambient noise levels from outdoor uses for the Modified Project would be below the significance threshold of 5 dBA. Therefore, project and cumulative noise impacts from outdoor gathering spaces under the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Parking Facilities

Potential noise impacts from parking facilities were analyzed in Section IV.I, Noise, of the Draft EIR and were determined to be less than significant. The Modified Project would provide approximately 4,930 vehicular parking spaces on-site, which is less than the approximately 5,300 vehicular parking spaces under the Original Project. Similar to the Original Project, the parking spaces under the Modified Project would be located within below-grade parking facilities and an above-ground parking structure located in the southeastern portion of the Project Site. However, the above-ground parking structure under the Modified Project would include less parking spaces and would be further set back from receptor location R1 (Broadcast Center Apartments), as compared to the Original Project. Table 5 of the Noise Report presents the estimated noise levels from the above-grade parking levels at the off-site receptor locations. As shown therein, similar to the Original Project, the estimated noise level increase over the ambient noise levels from parking facilities under the Modified Project would be below the significance threshold of 5 dBA. In addition, noise levels at receptor location R1 would be reduced from approximately 3.7 dBA to 0.5 dBA. Therefore, project and cumulative noise impacts from parking facilities for the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

On-Site Vehicle Noise

Potential noise impacts from on-site vehicles were analyzed in the EIR and were determined to be less than significant. Modified Project vehicles (including passenger vehicles and trucks) would generally access the Project Site along Fairfax Avenue, Beverly Boulevard, and The Grove Drive, similar to the Original Project. Based on the vehicle site access traffic distribution provided by Gibson Transportation Consulting, Inc., Modified Project trucks would generally access the Project Site along Fairfax Avenue (approximately 23 percent) and Beverly Boulevard (approximately 67 percent), and a minimal number of trucks would access the Project Site from the driveway on The Grove Drive

(approximately 10 percent). Passenger vehicle distributions would include approximately 23 percent along Fairfax Avenue, approximately 40 percent along Beverly Boulevard, and approximately 37 percent along The Grove Drive. Tables 6 and 7 of the Noise Report provide the estimated noise levels under the existing and future conditions during the daytime and nighttime, respectively. As shown in Table 6 of the Noise Report, vehicular noise from the Modified Project would not result in any measurable noise increase during the daytime hours. As shown in Table 7 of the Noise Report, the Modified Project would result in a maximum noise increase of approximately 1.2 dBA at receptor location R1 during the nighttime hours. A change of up to 3 dBA in ambient noise levels is considered to be a barely perceivable difference. Thus, an increase of up to 1.2 dBA would not be perceptible. In addition, the estimated noise levels from on-site vehicles would be below the 5 dBA significance threshold. Therefore, project and cumulative noise impacts from the on-site vehicle movements for the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Loading Dock and Trash Collection Areas

Potential noise impacts from loading dock and trash collection areas were analyzed in Section IV.I, Noise, of the Draft EIR and were determined to be less than significant. Similar to the Original Project, under the Modified Project, loading docks/areas would be located throughout the Project Site in support of the proposed production activities. The trash compactors would be located inside the below-grade parking facilities (below Project Grade) or within enclosed areas and, thus, would be shielded from off-site sensitive receptors. Table 8 of the Noise Report presents the estimated noise levels from the loading operations under the Modified Project. As shown in Table 8, similar to the Original Project, the estimated noise level increase over the ambient noise levels from loading and trash compactors for the Modified Project would be below the significance threshold of 5 dBA. Therefore, project and cumulative noise impacts from loading dock and trash compactor operations for the Modified Project would be less than significant, similar to the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Mobility Hub

Potential noise impacts from the Mobility Hub were analyzed in the EIR and were determined to be less than significant. Similar to the Original Project, the Modified Project would include a Mobility Hub to provide access for passenger pick-up/drop-off zones, including shuttles, 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 Modified Project buildings and an approximately 12-foot-high wall along the southern property line. Noise levels associated with the Mobility Hub would include vehicles and shuttles for drop off and pick up. Table 7 of the Noise Report provides the estimated noise levels associated with the Mobility Hub. As shown in Table 7, similar to the Original Project, noise levels generated by the operation of the Mobility Hub under the Modified Project would be well below and would not result in any increase of the existing daytime and nighttime ambient noise levels. Therefore, project and cumulative noise impacts from the Mobility Hub operations for the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Helipad

Potential noise impacts from the helipad for the Original Project were analyzed in the EIR and determined to be less than significant. The potential helipad under the Modified Project would remain within the central portion of the Project Site, but at a higher elevation. The potential new helipad would be located approximately 180 feet higher than and 140 feet north of the existing location from a vertical and horizontal perspective, respectively. The potential new helipad would also be approximately 45 feet higher than the location analyzed in the EIR for the Original Project. Operation of the potential new helipad would be similar to existing conditions, including the number of flights and flight path. Noise levels associated with the helicopter operations at the off-site sensitive receptors depend on the distance between the helicopter and the receptor location. Raising the helipad to a higher elevation would increase the vertical distance between the helicopter activities (e.g., take-off, taxiing, hovering, final approach, and landing), which would result in a reduced noise level, as compared to existing conditions. Therefore, noise impacts associated with the helipad operation under the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

Off-Site Operational Noise

Potential noise impacts from off-site vehicle noise were analyzed in Section IV.I, Noise, of the Draft EIR and were determined to be less than significant. The Modified Project would generate less trips than the Original Project due to the reduction in the overall development program. As provided in the Supplemental Transportation Assessment for the TVC 2050 Project, the Modified Project would generate approximately 699 and 738 net new trips during the morning and afternoon peak hours, respectively, which represents a reduction of approximately 88 and 117 vehicle trips during the morning peak and afternoon peak hours, respectively. Off-site vehicle noise levels are dependent on the traffic volumes. Therefore, the off-site vehicle noise levels associated with the Modified Project would be less than the Original Project. As such, noise impacts associated with off-site vehicles under the Modified Project would be less than significant, as with the Original Project. In addition, the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

In summary, operation of the Modified Project would result in less than significant project and cumulative impacts related to noise. As such, operation of the Modified Project would not result in any new significant noise impacts or an increase in the severity of a previously disclosed impact in the EIR.

2.2.9.2 Potential Impacts Associated with the Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Construction

Impacts associated with vibration during construction of the Original Project were fully evaluated in Section IV.I, Noise, of the Draft EIR. Project and cumulative on- and off-site vibration impacts associated with building damage were demonstrated to be less than significant. Project-level impacts associated with human annoyance during on-site construction activities were concluded to be significant and unavoidable and cumulative impacts associated with human annoyance during on-site

construction activities were concluded to be less than significant. Both project-level and cumulative impacts associated with human annoyance due to off-site trucks were concluded to be significant and unavoidable.

As noted above, the types of construction activities for the Modified Project would be similar to the Original Project, although the duration of construction activities would be reduced. While the overall amount and duration of construction activities would be reduced for the Modified Project, the on- and off-site construction activities and the associated vibration levels would be expected to be similar to those of the Original Project as construction vibration impacts are evaluated based on the maximum (peak) vibration levels generated by each type of construction equipment. As such, peak vibration levels generated by construction equipment and construction truck trips for the Modified Project would be similar to those of the Original Project. Accordingly, as with the Original Project, construction activities for the Modified Project would result in significant and unavoidable on- and off-site vibration impacts with respect to human annoyance and less-than-significant on- and off-site vibration impacts with respect to building damage, for the reasons explained in the EIR. In addition, cumulative impacts associated with off-site construction trucks would also continue to be significant and unavoidable and cumulative impacts associated with building damage and human annoyance from on-site construction activities would continue to be less than significant. In addition, the Modified Project would not result in any new significant vibration impacts or an increase in the severity of a previously disclosed impact in the EIR.

Operation

Impacts associated with vibration during operation of the Original Project were fully evaluated in Section IV.I, Noise, of the Draft EIR. Project-level and cumulative vibration impacts associated with human annoyance and building damage were demonstrated to be less than significant.

Similar to the Original Project, sources of vibration related to operation of the Modified Project would include vehicle circulation, delivery trucks, and building mechanical equipment. As with the Original Project, vibration from operation of the Modified Project would not generate excessive ground-borne vibration levels that would be perceptible in the vicinity of the Project Site. Therefore, vibration impacts associated with operation of the Modified Project would be less than significant, similar to the Original Project. In addition, the Modified Project would not result in any new significant vibration impacts or an increase in the severity of a previously disclosed impact in the EIR.

2.2.9.3 Potential Impacts Associated with Exposure of People to Excessive Noise Levels Due to Proximity to a Private Airstrip or Public Airport

As discussed in the Initial Study included as Appendix A of the Draft EIR, the Project Site is not located within the vicinity of a private airstrip, within 2 miles of an airport or within an area subject to an airport land use plan. As such, no impacts associated with proximity to an airport or airstrip would occur under either the Original Project or the Modified Project.

2.2.10 Public Services—Fire and Police Protection

2.2.10.1 Potential Impacts Associated with Fire Protection

Section IV.J.1, Public Services—Fire Protection, of the Draft EIR evaluated potential impacts associated with fire protection and concluded that the Original Project would result in less than significant project-level and cumulative impacts associated with the provision of new or physically altered fire protection facilities.

With regard to fire protection facilities, the Modified Project would reduce the on-site daytime population due to the reduction of 150,000 square feet of general office floor area. As such, the overall demand for fire protection services would be reduced under the Modified Project when compared with the Original Project. In addition, as set forth in the Technical Memorandum prepared by Simpson Gumpertz & Heger Inc. (SGH) (SGH Technical Memorandum) and included as Appendix H of this Erratum, the Modified Project would continue to comply with applicable regulatory requirements including those set forth by the California Fire Code and the LAMC and listed in LAFDs August 6, 2021, letter regarding the Original Project. In particular, as described in the SGH Technical Memorandum, fire safety access to Modified Project buildings and fire flows would comply with LAMC requirements. Thus, as concluded in the SGH Technical Memorandum, with the implementation of the fire protection features described in the LAFD Letter and compliance with all applicable regulatory requirements, the Modified Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, and potential impacts from the Modified Project would be less than significant, as with the Original Project. Cumulative impacts would also continue to be less than significant. In addition, the Modified Project would not result in any new significant impact or an increase in the severity of a previously disclosed impact in the EIR.

2.2.10.2 Potential Impacts associated with Police Protection

Section IV.J.2, Public Services—Police Protection, of the Draft EIR evaluated potential impacts associated with police protection and concluded that the Original Project would result in less than significant project-level and cumulative impacts associated with the provision of new or physically altered police protection facilities.

With regard to police protection facilities, the Modified Project would reduce the on-site daytime population due to the reduction of 150,000 square feet of general office floor area. As such, the overall demand for police protection services would be reduced under the Modified Project when compared with the Original Project. In addition, like the Original Project, the Modified Project would implement PDFs POL-PDF-1 through POL-PDF-7 that include security measures during construction, implementation of a security plan, appropriate lighting, visible entries and exits, and consultation with LAPD. As such, the Modified Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protections facilities, and potential impacts from the Modified Project would be less than significant as with the Original Project. Cumulative impacts would also continue to be less than significant. In addition, the Modified Project would not result in any new significant impact or an increase in the severity of a previously disclosed impact in the EIR.

2.2.11 Transportation

A detailed analysis of transportation impacts associated with the Original Project is provided in Section IV.K, Transportation, and Appendix M of the Draft EIR. As demonstrated therein, the Original Project would not result in any significant project-level or cumulative impacts associated with transportation.

The following evaluation of potential impacts associated with transportation under the Modified Project is based on the Supplemental Transportation Assessment for the TVC 2050 Project (Supplemental Transportation Assessment) prepared by Gibson Transportation Consulting, Inc., in February 2024 and included as Appendix C of this Erratum.

Trip Generation Under the Modified Project

As discussed above, the Modified Project would reduce the general office floor area by 150,000 square feet. As such, the Modified Project would result in an approximately nine percent reduction in both daily vehicle trips and total VMT. The Modified Project trip generation estimates were prepared using the same trip rates assumed in the Transportation Assessment for the Original Project, as the proposed studio uses would remain the same under the Modified Project. Table 2 of the Supplemental Transportation Assessment shows the net Modified Project trip generation estimates during the morning and afternoon peak hours. As shown therein, the Modified Project is estimated to generate 699 net new trips during the morning peak hour (500 in, 199 out) and 738 net new trips during the afternoon peak hour (236 in, 502 out). As shown in Table 3 of the Supplemental Transportation Assessment, the Modified Project represents a reduction of approximately 88 trips during the morning peak hour and approximately 117 trips during the afternoon peak hour. In addition, as shown in Table 5 of the Supplemental Transportation Assessment, the Modified Project would generate a gross total of approximately 12,194 daily trips and approximately 86,786 total VMT (a decrease of approximately 1,260 daily trips and approximately 9,079 total VMT compared to the Original Project). Furthermore, the Modified Project would double the TDM commitment from 15 percent to 30 percent, resulting in further reductions in daily vehicle trips and total VMT when compared to the Original Project.

Transportation Improvements Under the Modified Project

The Modified Project would implement the same transportation improvements and PDFs as the Original Project. These improvements would include, but not be limited to:

- Installation of an on-site Mobility Hub to support multi-modal mobility;
- Implementation of Project-adjacent mobility improvements, including reconstructed and improved sidewalks, transit stops, and landscaping;
- Implementation of a TDM program to reduce single-occupant trips to and from the Project Site, including provision of a van or shuttle service between the Mobility Hub and the Metro D Line Wilshire/Fairfax Station;
- Installation of a pedestrian hybrid beacon on Melrose Avenue as part of Vision Zero;

- Installation of transportation systems management improvements including signal upgrades, new controllers and cabinets, vehicle detection loops, flashing yellow arrows, and leading pedestrian intervals at key locations;
- Installation of left-turn arrows at three intersections (Fairfax Avenue & 3rd Street, Martel Avenue / Hauser Boulevard & 3rd Street, and La Brea Avenue & 3rd Street);
- Installation of bicycle improvements on Rosewood Avenue, including a mini-roundabout at Martel Avenue; and
- Funding of a neighborhood traffic management plan to explore and implement traffic calming measures in the neighborhoods north and west of the Project Site.

2.2.11.1 Potential Impacts Associated with a Conflict with Plans, Policies and Regulations Addressing the Circulation System

Section IV.K, Transportation, of the Draft EIR provided a detailed review of the Original Project's consistency with all applicable plans, programs, ordinances, and policies addressing the circulation system. These include provisions from the City's Mobility Plan and Land Use Element of the General Plan, Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (Los Angeles Department of City Planning [LADCP], March 2015), the LAMC, Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025 (August 2015), and Citywide Design Guidelines (LADCP Urban Design Studio, October 2019). The analysis concluded that project-level and cumulative impacts associated with a conflict with plans, policies and regulations regarding the circulation system would be less than significant.

The Modified Project, as compared to the Original Project, does not affect the consistency analysis or conclusions for any of these plans, programs, ordinances, or policies. The Modified Project proposes the same types of studio land uses and does not materially change access, circulation, road or sidewalk widths, or design. Like the Original Project, the Modified Project would comply with LAMC requirements regarding bicycle parking and TDM measures. The Modified Project would also provide the same off-site transportation improvements and benefits as proposed for the Original Project and would incorporate the same transportation PDFs included in the EIR. Therefore, the Modified Project would not conflict with plans, programs, ordinances, or policies on an individual basis and would have a less than significant impact with respect to Threshold T-1. No mitigation would be required.

With regard to cumulative impacts, the only Related Project on the same block is the remodel of the Holocaust Museum Los Angeles (HMLA). The HMLA's vehicular access, located on The Grove Drive north of the Modified Project's signalized driveway, would not change from existing conditions. Further, the HMLA project was separately reviewed and approved by the City and found not to result in inconsistencies with plans, programs, ordinances, or policies. Therefore, the Modified Project would not conflict with plans, programs, ordinances, or policies on a cumulative basis and would have a less than significant impact with respect to Threshold T-1. No mitigation would be required.

Based on the above, the Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to this CEQA threshold.

2.2.11.2 Potential Impacts Associated with Inconsistency with CEQA Guidelines Section 15064.3 (Regarding Causing Substantial VMT)

As set forth in Section IV.K, Transportation, of the Draft EIR, the Original Project would result in less than significant project and cumulative impacts related to VMT. The Supplemental Transportation Analysis provides a VMT analysis for the Modified Project following the same methodology and impact criteria used for the Original Project in the EIR. The VMT analysis used the VMT Calculator's Custom Land Use feature to represent the gross total Modified Project development for sound stages, production support, production office, and general office. The 20,000 square feet of retail space was separately input into the VMT Calculator and was treated as high-turnover restaurant space to provide the most conservative analysis. As shown in Table 4 of the Supplemental Transportation Analysis, the Modified Project would generate approximately 14,385 daily trips and approximately 6,756 employees. The non-retail employees are expected to have daily travel characteristics and working hours similar to general office employees and, therefore, consistent with the EIR, the trip production and attraction characteristics were matched to the general office land use in the VMT Calculator. The retail space, separately input into the VMT Calculator (as retail is a pre-defined land use), would generate approximately 80 additional retail employees for which the VMT Calculator approximates 1,700 additional daily trips prior to performing its calculations. As in the EIR, the VMT analysis was conservatively conducted without including the trip-reducing effects of any TDM measures.

Table 4 on page 70 summarizes the results of the VMT analysis for the Modified Project along with a comparison to the Original Project. As shown therein, the Modified Project would generate a gross total of approximately 12,194 daily trips and approximately 86,786 total VMT. This represents a decrease of approximately 1,260 daily trips and approximately 9,079 total VMT compared to the Original Project. The Modified Project would generate 6.9 work VMT per employee compared with 6.7 work VMT per employee for the Original Project. This remains below the significant impact threshold of 7.6 work VMT per employee and, therefore, the Modified Project's VMT impact would be less than significant and no mitigation would be required.

The Modified Project would also not result in a cumulatively significant impact, as a less than significant impact conclusion using an efficiency-based impact threshold (e.g., work VMT per employee) shows that a project is consistent with the long-term VMT and greenhouse gas emission goals of the Connect SoCal—The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Governments, adopted September 3, 2020.

Based on the above, the Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to this CEQA threshold.

2.2.11.3 Potential Impacts Associated with Design Hazards Due to a Geometric Design Feature or Incompatible Use

As discussed in Section IV.K, Transportation, of the Draft EIR, the Original Project would not result in significant project or cumulative impacts regarding transportation hazards associated with an incompatible use. As discussed in detail above, the Modified Project would not change the proposed studio land uses compared with the Original Project. As such, it would not affect the conclusion from the EIR that the impact relative to an incompatible use would be less than significant.

Table 4
VMT Analysis Summary and Comparison

Project Information	Original Project	Modified Project
Land Use		
Sound Stage, Production, and Office Uses ^a	1,854,000 sf	1,704,000 sf
Retail	20,000 sf	20,000 sf
Gross Total Project VMT Analysis^b		
Residential Population ^c	N/A	N/A
Employee Population ^c	7,832	6,836
Project Area Planning Commission	Central	Central
Travel Behavior Zone (TBZ) ^d	Compact Infill	Compact Infill
Maximum Allowable VMT Reduction ^e	40%	40%
Gross Total Daily Vehicle Trips	13,454	12,194
Gross Total Daily VMT	95,865	86,786
Total Household VMT Household VMT per Capita ^f	—	—
Impact Threshold	6.0	6.0
Significant Impact	No	No
Total Work VMT	52,194	46,867
Work VMT per Employee ^g	6.7	6.9
Impact Threshold	7.6	7.6
Significant Impact	No	No
<p>^a A custom land use was developed based on information in Table 4 of the Supplemental Transportation Assessment for the TVC 2050 Project.</p> <p>^b The gross total Project analysis based on the City of Los Angeles VMT Calculator Version 1.3 (July 2020) (VMT Calculator). The VMT forecasts incorporate VMT reductions associated with the implementation of TDM strategies as part of the Project and includes provision of LAMC-required bicycle parking and bicycle amenities.</p> <p>^c The Project does not include residential uses, therefore, residential population and Household VMT do not apply to the Project. Total employment population estimates include sound stage, production support, and office employment estimates detailed in Table 4 of the Supplemental Transportation Assessment for the TVC 2050 Project and retail employment factors detailed in City of Los Angeles VMT Calculator Documentation (LADOT and DCP, May 2020).</p> <p>^d A "Compact Infill" TBZ is characterized in City of Los Angeles VMT Calculator Documentation as higher density neighborhoods that include multi-story buildings and well connected streets.</p> <p>^e The maximum allowable VMT reduction is based on the Project's designated TBZ as determined from Transportation Demand Management Strategies in LA VMT Calculator (LADOT, November 2019) and Quantifying Greenhouse Gas Mitigation Measures (California Air Pollution Control Officers Association, 2010).</p> <p>^f Household VMT per Capita is based on the "home-based work production" trip types.</p> <p>^g Work VMT per Employee is based on the "home-based work attraction" trip types.</p> <p>Source: Gibson Transportation Consulting Inc., 2024.</p>		

As discussed above, the Modified Project includes minor modifications to Project Site access. These changes would not materially affect the anticipated distribution of vehicle traffic on streets around the Project Site. Consistent with the Original Project, the Modified Project's driveways would each be designed with adequate sight distance and visibility, and the design and control of each

would be reviewed and approved by the applicable City departments including but not limited to the Los Angeles Department of Transportation and the LADCP. As such, the Modified Project would not present unusual or new obstacles that would be considered hazardous to vehicles, pedestrians, or bicycles. With regard to cumulative impacts, as noted above, HMLA is renovating its building but maintaining the existing access driveway on The Grove Drive with its existing limited parking supply. Vehicular trips from the Modified Project would not present a hazard to the operation of the existing HMLA driveway, which would not change.

Thus, the Modified Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility and, therefore, consistent with the EIR, the impact is considered less than significant on an individual and cumulative basis and no mitigation is required. The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to this CEQA threshold.

2.2.11.4 Potential Impacts Associated with Emergency Access

Emergency Access

The Draft EIR analyzed whether the Original Project would result in inadequate emergency access based on construction or operation of the Original Project. Because the Original Project would include a detailed Construction Traffic Management Plan (PDF TR-PDF-1) containing street closure information, a detour plan, haul routes, and a staging plan, and because the Original Project would comply with Los Angeles Fire Department access requirements and would not impede emergency access within the vicinity, the Draft EIR concluded that the Original Project would not result in inadequate emergency access, the impact would be less than significant, and no mitigation is required. Because the Modified Project would generate fewer trips, as shown in Table 3, would include PDF TR-PDF-1, and would have similar access designed to comply with City requirements, it would also have a less than significant impact on an individual and cumulative basis and no mitigation is required. The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to emergency access.

Freeway Safety Analysis

Section IV.K, Transportation, of the Draft EIR reviewed the potential for safety impacts at freeway off-ramps as a result of increased traffic from the Original Project. The City's methodology includes a series of criteria to determine what off-ramps must be analyzed and whether a project's effect on off-ramp queues could result in a safety impact. Based on these criteria, the EIR analyzed one off-ramp—the US 101 southbound off-ramp to Highland Avenue—and found that trips from the Original Project would negligibly affect queues, and impacts would be less than significant. The Modified Project would generate fewer trips, and would, therefore, have a lesser effect on traffic at that off-ramp. Therefore, the Modified Project would also have a less than significant impact on freeway safety on an individual and cumulative basis and no mitigation is required. The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to freeway safety.

2.2.12 Tribal Cultural Resources

2.2.12.1 Potential Impacts Associated with a Substantial Adverse Change in the Significance of Tribal Cultural Resources

As discussed in Section IV.L, Tribal Cultural Resources, of the Draft EIR, no known tribal cultural resources have been identified that would be impacted by the Original Project, and potential project-level and cumulative impacts associated with tribal cultural resources would be less than significant. In addition, as part of the Final EIR, Mitigation Measure Cul-MM-1 was refined to require coordination with a Tribal Consultant to provide monitoring during ground disturbance activities.

As discussed above, the Modified Project would not increase the amount, quantity, depth or location of grading and excavation activities that would occur within the Project Site. Rather, these construction activities would continue to be consistent with those set forth in the EIR (refer to Appendix FEIR-8 of the Final EIR, Details of Buildout and Construction). As such, the Modified Project would not increase the potential to encounter tribal cultural resources during grading and excavation activities when compared with the Original Project. In addition, the Modified Project would continue to implement Mitigation Measure CUL-MM-1. Therefore, under the Modified Project, project and cumulative impacts to tribal cultural resources would be less than significant. The Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to tribal cultural resources.

2.2.13 Utilities and Service Systems

2.2.13.1 Potential Impacts Associated with New or Expanded Water, Wastewater, Stormwater, Energy or Telecommunications Infrastructure, the Construction of Which Could Cause Significant Environmental Effects

The following analysis is supported by the Utilities Technical Memorandum prepared by KPFF in February 2024 and included as Appendix F of this Erratum.

Water Infrastructure

Section IV.M.1, Utilities and Service Systems—Water Supply and Infrastructure, of the Draft EIR demonstrates that potential project-level and cumulative impacts associated with water infrastructure would be less than significant under the Original Project. In particular, the Original Project would connect to the existing off-site water lines and no expanded main water facilities would be required for the Original Project. In addition, there is adequate fire flow available in the existing system to accommodate the Original Project.

As discussed above, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading. As such, no changes to the temporary demand for water and the associated demand for water infrastructure during construction would occur under the Modified Project. Therefore, project-level and cumulative impacts associated with water infrastructure would continue to be less than significant with the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

As demonstrated by the Utilities Technical Memorandum, with the reduction in overall floor area and basecamp uses, the exchange of sound stage floor area for production support floor area, and the increase in landscaping and existing floor area to remain, the Modified Project would result in a reduced water demand of approximately 11,637 gallons per day (gpd) when compared with the Original Project. In addition, fire flow requirements would not change with the Modified Project. As such, no increased demand for water infrastructure would occur with the Modified Project. Thus, project-level and cumulative impacts associated with water infrastructure would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Wastewater Infrastructure

Section IV.M.2, Utilities and Service Systems—Wastewater, of the Draft EIR demonstrates that potential project-level and cumulative impacts associated with wastewater infrastructure would be less than significant under the Original Project. In particular, the Hyperion Water Reclamation Plant (HWRP) and existing off-site sewer lines have sufficient capacity to treat the sewer generation flows from the Original Project.

As discussed above, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading. As such, no changes to wastewater flows and the demand for wastewater infrastructure during construction would occur. Therefore, project-level and cumulative impacts associated with wastewater infrastructure would continue to be less than significant with the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

As demonstrated by the Utilities Technical Memorandum, with the reduction in overall floor area and basecamp uses, the exchange of sound stage floor area for production support floor area, and the increase in existing floor area to remain, the Modified Project would generate a reduction of approximately 26,352 gpd of wastewater when compared with the Original Project. As such, no increased demand for wastewater treatment or infrastructure would occur with the Modified Project. Thus, project-level and cumulative impacts associated with wastewater infrastructure would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Stormwater Infrastructure

As discussed in Section 2.2.7 above, the Modified Project would result in a reduction in storm water discharge when compared with the Original Project. As the existing storm water system has adequate capacity to accommodate the Original Project, sufficient capacity would also be available to accommodate the Modified Project. Thus, project-level and cumulative impacts associated with storm water infrastructure would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Energy Infrastructure

Section IV.M.3, Utilities and Service Systems—Electric Power, Natural Gas, and Telecommunications Infrastructure, of the Draft EIR demonstrates that potential impacts associated with energy infrastructure would be less than significant under the Original Project. In particular, LADWP and SoCalGas both confirmed that adequate infrastructure is available to accommodate the Original Project.

As discussed above, no changes to proposed construction activities would occur under the Modified Project, including activities related to excavation quantities, export of soil, haul routes, and depth of grading. As such, no changes to the demand for electricity during construction would occur. As with the Original Project, construction activities under the Modified Project would not utilize the existing natural gas infrastructure system in the Project vicinity. Therefore, project-level and cumulative impacts associated with energy infrastructure during construction would continue to be less than significant with the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

As discussed above in Section 2.2.1.2, the reduction in overall floor area and basecamp areas and the exchange of sound stage floor area for production support floor area would result in an overall reduced demand for energy under the Modified Project. As such, no increased demand for energy infrastructure would occur with the Modified Project. Thus, project-level and cumulative impacts associated with energy infrastructure associated with operation of the Modified Project would also be less than significant. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

Telecommunications Infrastructure

Section IV.M.3, Utilities and Service Systems—Electric Power, Natural Gas, and Telecommunications Infrastructure, of the Draft EIR demonstrates that potential project-level and cumulative impacts associated with telecommunications infrastructure would be less than significant under the Original Project. With the reduction in overall floor area, the Modified Project would result in a reduced demand for telecommunications infrastructure. As such, project-level and cumulative impacts associated with telecommunications infrastructure would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.13.2 Potential Impacts Associated with Water Supplies During Normal, Dry, and Multiple Dry Years

A Water Supply Assessment (WSA) was prepared for the Original Project and adopted by LADWP (refer to Appendix N of the Draft EIR). The WSA concluded that LADWP would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. As such, potential project-level and cumulative impacts associated with water supplies were determined to be less than significant under the Original Project.

As demonstrated by the Utilities Technical Memorandum, with the reduction in overall floor area and basecamp areas, the exchange of sound stage floor area for production support floor area, and the increase in landscaping and existing floor area to remain, the Modified Project would result in a reduced demand of approximately 11,637 gpd of water when compared with the Original Project. As such, no increased demand for water supplies would occur with the Modified Project. Thus, project-level and cumulative impacts associated with water supplies would also be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.13.3 Potential Impacts Associated with Wastewater Treatment

Section IV.M.2, Utilities and Service Systems—Wastewater, of the Draft EIR demonstrates that the HWRP has sufficient capacity to treat the Original Project and other related projects. As such, potential project-level and cumulative impacts associated with wastewater treatment capacity were determined to be less than significant under the Original Project.

As discussed above, the Modified Project would discharge a reduced amount of sewage to the HWRP when compared with the Original Project. Therefore, as with the Original Project, the Modified Project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Modified Project's projected demand in addition to the provider's existing commitments. Thus, potential project-level and cumulative impacts associated with wastewater treatment capacity would be less than significant under the Modified Project. The Modified Project would not result in a new significant impact or substantially increase the severity of a previously identified impact presented in the EIR.

2.2.14 Other Environmental Topics

The following environmental topics were fully addressed in the Initial Study included in Appendix A to the Draft EIR and determined to result in a less than significant impact or no impact under the Original Project. As demonstrated by the following discussion, under the Modified Project, potential impacts associated with these environmental topics would similarly result in a less than significant impact or no impact.

- **Aesthetics**—In accordance with Senate Bill (SB) 743 (PRC Section 21099(d)) aesthetic impacts of a residential, mixed use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment. As with the Original Project, the Modified Project is an employment center project that would be located on an infill site within a TPA. Therefore, in accordance with PRC Section 21099(d)(1), the Modified Project's aesthetic impacts are not considered to be significant impacts on the environment and therefore do not require further evaluation under CEQA.
- **Agriculture and Forestry Resources**—The Project Site is located in an urbanized area of the City of Los Angeles and is developed with studio uses and surface parking. The Project Site and surrounding area are not zoned for agricultural or forest uses, and no agricultural or forest lands occur on-site or in the vicinity of the Project Site. Therefore, as with the Original Project, no project or cumulative impacts to agriculture and forestry resources would occur under the Modified Project.

- **Biological Resources**—The Project Site is located in an urbanized area and is currently developed with studio-related uses. Landscaping within the Project Site is limited to minimal ornamental landscaping and hardscape features, and there are no waterbodies on-site. Street trees are also located along Beverly Boulevard and Fairfax Avenue. None of the trees within or adjacent to the Project Site are protected under the City of Los Angeles Native Tree Protection Ordinance. Furthermore, there are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. In addition, the U.S. Fish and Wildlife Service (USFWS) database of conservation plans and agreements do not show any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans applicable to the Project Site. Like the Original Project, as part of the Modified Project, tree removals would occur in accordance with applicable City requirements and the Migratory Bird Treaty Act. Thus, as concluded in the Initial Study, project and cumulative impacts to biological resources under the Modified Project would be less than significant.
- **Mineral Resources**—No mineral extraction operations currently occur on the Project Site. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone or Surface Mining District where significant mineral deposits are known to be present or within a mineral producing area as classified by the California Geologic Survey. The majority of the Project Site is located within a City designated oil drilling area, but has been developed with the Television City studio since the 1950s. Therefore, as concluded in the Initial Study, the Modified Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No project or cumulative impacts would occur.
- **Population and Housing**—The Project Site does not include any housing and thus no displacement of housing would occur as a result of the Modified Project. Further, as the Project Site is located in an urbanized area with an established network of roads and other urban infrastructure, like the Original Project, the Modified Project would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth. As set forth in the Initial Study, the additional employment growth under the Original Project would be consistent with expected employment growth within the City. As the Modified Project would result in a slight reduction in employment due to the reduction in office uses, the Modified Project would also be consistent with expected growth in the City. Thus, project and cumulative impacts associated with population and housing under the Modified Project would be less than significant.
- **Schools, Parks and Libraries**—The Initial Study concluded that project and cumulative impacts to schools, parks and libraries under the Original Project would be less than significant. The Modified Project would result in a reduction in development that would result in a reduction in the demand for schools, parks and libraries. Furthermore, with the Modified Project, the Applicant would continue to be required to pay development fees for schools to LAUSD prior to the issuance of building permits. Therefore, as concluded in the Initial Study, project and cumulative impacts related to schools, parks and libraries would also be less than significant under the Modified Project.
- **Solid Waste**—The Initial Study concluded that project and cumulative impacts associated with the demand for solid waste facilities under the Original Project would be less than significant. The Modified Project results in a reduction in development when compared with the Original Project and thus would result in a corresponding reduced demand for solid waste facilities. In addition, like the Original Project, the Modified Project would comply with SB 1374 and LAMC Sections 66.32 through 66.32.5 (Ordinance No. 181,519) regarding recycling and disposal of waste during construction, and the City of Los Angeles

Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of a specified size. Thus, project and cumulative impacts related to solid waste would continue be less than significant under the Modified Project.

- Wildfire—The Project Site is located in an urbanized, generally flat area, and there are no wildlands or steep slopes located in the vicinity of the Project Site. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone, nor is it located within a City-designated fire buffer zone. Therefore, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, as concluded in the Initial Study, no impacts regarding wildfire risks or related post-fire conditions would occur under the Modified Project.

Based on the above, the Modified Project would not result in a new significant impact or an increase in the severity of a previously disclosed impact in the EIR related to these environmental topics.

2.2.15 Comparative Analysis of Alternatives

As discussed above, as with the Original Project, the Modified Project would result in significant and unavoidable impacts related to regional construction-related emissions of NO_x; on- and off-site noise during construction; and on- and off-site vibration during construction (based on the significance threshold for human annoyance). As with the Original Project, under the Modified Project cumulative impacts associated with regional construction-related NO_x emissions, on- and off-site noise during construction, and off-site vibration during construction (based on the significance threshold for human annoyance) would also be significant and unavoidable. In addition, as with the Original Project, under the Modified Project both Project-level and cumulative impacts associated with emissions of NO_x and VOCs would be significant and unavoidable under a long-term buildout scenario due to concurrent construction and operations.

As demonstrated by the analysis above, the Modified Project would result in the same significant and unavoidable impacts as the Original Project. In addition, the Modified Project would not result in any new significant impacts, or a substantial increase in the severity of the impacts identified above. As required by CEQA Guidelines Section 15126.6(a), Section V, Alternatives, of the Draft EIR evaluates “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Thus, as the Modified Project results in the same significant impacts of the Original Project, the comparative analysis of alternatives in Section V, Alternatives, of the Draft EIR remains applicable to the Modified Project. Refer to Section V, Alternatives, of the Draft EIR for the analysis of five alternatives that were evaluated.

3. Conclusion

Based on the analysis presented above, the changes to the EIR set forth in this Erratum do not result in any of the conditions set forth in Section 15088.5 of the CEQA Guidelines requiring recirculation of the EIR. Specifically, the information included in this Erratum does not disclose any new significant impacts or a substantial increase in the severity of an impact already identified in the EIR, nor does it contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible alternative or mitigation measure that the Applicant has declined to adopt. All of the information added in this Erratum merely clarifies, corrects, adds to, or makes insignificant modifications to information in the EIR. The City has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.