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

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

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

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

A. Revisions, Clarifications, and Corrections to Draft EIR Sections and Appendices

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

Section IV.A. Air Quality

Revise text on page IV.A-14 through page IV.A-17 as follows:

(i) Air Quality Management Plan and Regional Transportation Plan/Sustainable Communities Strategy

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2016 <u>and 2022 </u>AQMP<u>s</u> includes strategies to ensure that <u>the</u> rapidly approaching attainment deadline~~s~~ for O_3 and $PM_{2.5}$ are met and that public health is protected to the maximum extent

feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[15] sufficiently to meet the ~~upcoming~~ O_3 standard deadlines, as NO_X plays a critical role in the creation of O_3. ~~The AQMP's strategy to meet the 8-hour O_3 standard in 2023 should lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard by 2022.~~ Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16,17]

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, state, and local levels and industries. The 2016 and 2022 AQMPs are ~~is~~ composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and USEPA.

The AQMPs also incorporates the transportation strategy and transportation control measures from SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan and adopted 2020–2045 RTP/SCS (2020–2045 RTP/SCS Plan).[18] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the ~~2016~~ 2022 AQMP, are based on SCAG's ~~2016–2040~~ 2020–2045 RTP/SCS.

The 2016 AQMP forecasts the 2031 emissions inventories ‘‘with growth’’ based on SCAG’s 2016–2040 RTP/SCS. The region is projected to see a 12-percent growth in population, 16-percent growth in housing units, 23-percent growth in employment, and 8-percent growth in VMT between 2012 and 2031. The 2022 AQMP forecasts the 2037 emissions inventories “with growth” based on SCAG’s 2020–2045 RTP/SCS. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, a 11-percent growth in employment, and an 5-percent growth in vehicle miles traveled between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state and federal levels.[20]

~~On September 3, 2020, SCAG’s Regional Council adopted the 2020–2045 RTP/SCS. The 2020–2045 RTP/SCS was determined to conform to the federally mandated state implementation plan (SIP), for the attainment and maintenance of NAAQS standards. On October 30, 2020, CARB also accepted SCAG’s determination that the SCS met the applicable future state GHG reduction targets of 19 percent. The 2020–2045 RTP/SCS will be incorporated into the forthcoming 2022 AQMP.~~

On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP is focused on attaining the 2015 8-hour O_3 standard of 70 parts per billion. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated development of available clean technologies, incentives and other CAA measures to achieve this standard. SCAQMD’s strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across the federal, state, and local levels and industries. Both AQMPs are composed of stationary mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and USEPA. Both AQMPs incorporate the transportation strategy and transportation control measures from the applicable SCAG RTP/SCS, 2016–2040 RTP/SCS and 2020–2045 RTP/SCS respectively.[20A, 20B]

[19] *SCAQMD, Final ~~2016~~ 2022 AQMP, ~~2017 p. ES-2, www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp, accessed December 9, 2021~~ 2022, Appendix IV-C.*

[20] *SCAQMD, Final ~~2016~~ 2022 AQMP, ~~Figure 1-4~~ Table 3-3.*

[20A] *SCAG, Final 2016 RTP/SCP*, 2016.

[20B] SCAG, *Final 2020 RTP/SCS*, 2020.

Revise text from the third paragraph on page IV.A-20 through the first paragraph of page IV.A-23 as follows:

SCAQMD has the responsibility for ensuring that all national and state ambient air quality standards are achieved and maintained throughout the Air Basin. To meet the standards, SCAQMD has adopted a series of AQMPs. ~~The~~ Both the 2016 and 2022 AQMPs include~~s~~ strategies to ensure that rapidly approaching attainment deadlines are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[26] sufficiently to meet the upcoming ozone standard deadlines. The 2016 AQMP provides a baseline year 2012 inventory of 512 tons per day (tpd) of NO_X and modeling results show that NO_X emissions are projected to be 214 tpd in the 8-hour ozone attainment year of 2031, due to continued implementation of already adopted regulatory actions ("baseline emissions"). The 2022 AQMP provides a baseline year 2018 inventory of 351 tons per day (tpd) of NO_X and modeling results show that NO_X emissions are projected to be 184 tpd in the 8-hour O_3 attainment year of 2037, due to continued implementation of already adopted regulatory actions baseline emissions. The 2016 AQMP suggests that total Air Basin emissions of NO_X must be reduced to 96 tpd by 2031 to attain the 8-hour ozone standard. The 2022 AQMP suggests that total Air Basin emissions of NO_X must be reduced to 60 tpd in 2037 to attain the 8-hour O_3 standard. Although the existing air regulations and programs will continue to lower NO_X emissions in the region, an additional ~~55~~ 83-percent reduction in the year ~~2031 are~~ 2037 is necessary to attain the 8-hour ozone standard.[27,28]

The overall control strategy is an integrated approach relying on fair-share emission reductions from federal, state and local levels. ~~The 2016~~ Both AQMPs ~~is~~ are composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA. In addition, SCAG's 2016–2040 RTP/SCS and 2020–2045 RTP/SCS[29,30] include transportation programs, measures, and strategies generally designed to reduce VMT, which are contained in the AQMP.

Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the integration of regional land use programs, measures, and strategies. SCAQMD combines its portion of the AQMP with those prepared by SCAG. The RTP/SCS and Transportation Control Measures (TCMs), included as Appendix IV-C to the 2016 and 2022 AQMPs for the Basin, are based on SCAG's 2016–2040 RTP/SCS and 2020–2045 RTP/SCS, respectively.

The 2016 AQMP forecasts the 2031 emissions inventories "with growth" based on SCAG's 2016–2040 RTP/SCS. The region is projected to see a 12 percent growth in population, 16 percent growth in housing units, 23 percent growth in employment, and 8 percent growth in VMT between 2012 and 2031. The 2022 AQMP forecasts the 2037 emissions inventories "with growth" based on SCAG's 2020–2045 RTP/SCS. The region is projected to see a 12-percent growth in population, 17-percent growth in housing units, 11-percent growth in employment, and 5-percent growth in vehicle miles traveled between 2018 and 2037.

Despite this regional growth, air quality has improved substantially over the years, primarily due to the impacts of air quality control programs at the local, state, and federal levels. The graphic included in Figure IV.A-1 on page IV.A-22 shows the percent change in air quality along with demographic data for the four-county region from the ~~2016~~ 2022 AQMP. In particular, Figure IV.A-1 illustrates the trends since 1990 of the 8-hour O_3 levels, the 1-hour O_3 levels, and annual average $PM_{2.5}$ concentrations (since 1999), compared to the regional gross domestic product, total employment and population. Human activity in the region has an impact on achieving reductions in emissions. However, the O_3 and particulate matter levels continue to trend downward as the economy and population increase, demonstrating that it is possible to maintain a healthy economy while improving public health through air quality improvements.[31]

[27] *Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final ~~2016~~ 2022 AQMP for detailed discussion).*

[28] *SCAQMD, Final ~~2016~~ 2022 AQMP, ~~2017 (page ES-2)~~ 2022, p. ES-4.*

Revise the first full paragraph on page IV.A-45 as follows:

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with ~~SCAQMD guidance and the CARB Handbook~~

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[66A] SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*.[66B] Given that Page 2-3 of the SCAQMD guidance states that "the potential for public health impacts remains unchanged when siting sensitive receptors near a pollution source or a pollution source near a sensitive receptor," the City as Lead Agency has elected to use the siting distances in Table 1-1 of the CARB Handbook for evaluating health risk impacts from both TAC sources and sensitive uses. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources and evaluating the potential for such sources to cause significant TAC impacts. If the qualitative evaluation determines the potential for significant impacts from a new TAC source, or modification of an existing TAC emissions source, a more detailed dispersion analysis is conducted to evaluate estimated Project TAC emissions against the applicable SCAQMD significance thresholds based on downwind sensitive receptor locations.

[66A] *CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.*

[66B2] *SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.*

Revise the first two paragraphs of Section 3.d.(1)(a)(ii) on page IV.A-48 as follows:

(ii) Criterion 2

With respect to the second criterion for determining consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS and 2020–2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) Project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City's General Plan and SCAG's 2016–2040 RTP/SCS. As noted above, the 2020–2045 RTP/SCS has recently been adopted and ~~is anticipated to~~ forms the basis of the ~~next~~ 2022 AQMP. Therefore, a comparison of population, housing, and employment growth projections from SCAG's 2020–2045 RTP/SCS is also provided below.

Revise the paragraph on page IV.A-49 as follows:

As discussed in the Initial Study included as Appendix A of this Draft EIR, development of the Project would result in approximately 632 new residents. According to the 2016–2040 RTP/SCS, the population forecast for the City of Los Angeles Subregion in 2020 is approximately 4,063,757 persons.[70] In 2025, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 4,200,168 persons.[71] Thus, the Project's net increase of approximately 632 new residents would constitute approximately 0.46 percent of the population growth forecasted between 2020 and 2025 by the 2016–2040 RTP/SCS.[72] The Project would result in approximately 270 residential households. According to the 2016–2040 RTP/SCS, the housing forecast for the City of Los Angeles Subregion in 2020 is approximately 1,429,729 households.[73] In 2025, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,494,871 households.[74] Thus, the Project's net increase of approximately 270 residential households would constitute approximately 0.41 percent of the housing growth forecasted between 2020 and 2025 by the 2016–2040 RTP/SCS.[75] The Project would result in approximately 43 net new employment positions on the Project Site based on employee generation rates published by LADOT and the Department of City Planning. This includes occupancy of the existing 4,000 square feet of vacant floor area within the existing commercial space that is assumed to be occupied by a high-turnover restaurant in the future. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2020 is approximately 1,827,100 employees.[76] In 2025, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,912,600 employees.[77]

Thus, the Project's net increase of approximately 43 employees would constitute approximately 0.05 percent of the employment growth forecasted between 2020 and 2025 by the 2016–2040 RTP/SCS.[78] ~~**Because 2016–2040 RTP/SCS projections form the basis of the 2016 AQMP, the Project would be consistent with the projections in the AQMP.**~~ **As similar population projections form the basis of the 2016 and 2022 AQMPs, the Project would be consistent with the projections in the AQMP.**

Revise the second and third full paragraphs on page IV.A-50 as follows:

As an infill development located in an HQTA, the Project advances goals of the AQMP and RTP/SCS to reduce VMT and related vehicle emissions. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the integration of regional land use programs, measures, and strategies. SCAQMD combines its portion of the Plan with those prepared by SCAG. The RTP/SCS and TCMs, included as Appendix IV-C to the ~~2016~~ 2022 AQMP/SIP for the Basin, are based on SCAG's ~~2016–2040~~ 2020–2045 RTP/SCS.

With regard to land use developments such as the Project the AQMP's 2020-2045 ~~2016–2040~~ RTP/SCS land use control measures (i.e., goals and policies) focus on the reduction of vehicle trips and VMT. CARB adopted a target reduction for the SCAG region of 19 percent for 2035 from passenger vehicle use. The Project would introduce a complementary mix of land uses contributing to the development of Hollywood as a major center for resident, employment and retail services. The Project would also provide required short- and long-term bicycle parking spaces in compliance with the requirements of the Los Angeles Municipal Code (LAMC). The increase in transit accessibility and the bicycle parking spaces provided on-site would further reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation. The Project design would also provide pedestrian access that minimizes barriers and links the Project Site with external streets to encourage people to walk instead of drive. The Project trip-generation estimates provided by Gibson Transportation Consulting, Inc.[77] account for these Project features by taking a credit for transit and walking for future visitors and employees. Accounting for these sustainability features would contribute to a 32-percent reduction in Project-related transportation VMT and emissions in comparison to the standard rates within the LADOT VMT model for a project within the City. This reduction in VMT would support the goals of the ~~2016–2040~~ 2020–2045 RTP/SCS of an estimated ~~18-percent~~ 19-percent decrease in per capita GHG

emissions from passenger vehicles by 2035~~ and 21 percent decrease in per capita GHG emissions from passenger vehicles by 2040~~.[78] **Accordingly, the Project would support AQMP and RTP/SCS objectives of reducing VMT and the related vehicular air emissions.**

Revise the second full paragraph on page IV.A-53 as follows.

In conclusion, analysis of Threshold (a) was based on the Project's consistency with the AQMP as well as the City of Los Angeles plans and policies. The determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the Air Basin. As discussed above, the Project would not increase the frequency or severity of an existing air quality violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, because the Project is consistent with growth projections that form the basis of the 2016 and 2022 AQMP, the Project would be consistent with the emissions forecasts in the AQMP. Furthermore, as the Project implements feasible air quality mitigation measures, which would reduce air quality impacts, the Project meets this AQMP consistency criterion. Additionally, as the Project would support the City's and SCAQMD's objectives of reducing VMT and the related vehicular air emissions, the Project would be consistent with AQMP control measures.

Strike the first paragraph of Section IV.A(1)b(b)iii on page IV.A-64 and renumber all subsequent footnotes in the section as follows.

~~When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[84] SCAQMD adopted similar recommendations in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*.[85] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.~~

~~[84] CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.~~

~~[85] SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.~~

Section IV.E. Greenhouse Gas Emissions

Section IV.E, Greenhouse Gas Emissions, page IV.E-19, add the following before the Cap-and-Trade Program:

(iii) 2022 Update to the Climate Change Scoping Plan

The 2022 Update to the Climate Change Scoping Plan was approved by CARB on November 2022 and built upon the previous Scoping Plans. The 2022 Scoping Plan outlines a technologically feasible, cost-effective, and equity-focused path to achieve carbon neutrality by 2045 or earlier. The major element of this plan is the aggressive reduction of fossil fuels by 86 percent in 2045 relative to 2022. This means a rapid adoption of zero-emission transportation and phasing out fossil fuel for home heating.[32A] A consistency analysis with the 2022 Scoping Plan is included in Appendix FEIR-2 of this Final EIR.

[32A] *CARB, 2022 Scoping Plan for Achieving Carbon Neutrality, November 2022.*

Section IV.E, Greenhouse Gas Emissions, page IV.E-33, add the following local regulations:

(f) City of Los Angeles All-Electric Buildings

Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 43 percent of greenhouse gas emissions—more than any other sector in the City. These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

(g) Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising 20 percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

(h) Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016. The

Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

Section IV.G. Noise

Page IV.G-32, add Project Design Feature NOI-PDF-5, as follows:

NOI-PDF-5: Stationary construction equipment (e.g., generators and air compressors), should be integrated with a temporary noise barrier and be located as far from noise-sensitive receptors, as feasible.

Update NOI-MM-1 on page IV.G-47 as follows:

NOI-MM-1: Temporary and impermeable sound barriers shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. The Applicant shall provide an on-site acoustics test to document that the temporary construction noise barriers provide the specified noise reductions.

- Along the northern property line of the Project Site between the construction areas and the Triangle Square Apartments (receptor location R1), the Cosmo Lofts (receptor location R6), and the Sound Factory recording studio (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor locations R1 and R7, and 10-dBA noise reduction at the ground level of receptor location R6.
- Along the eastern property line of the Project Site between the construction areas and the Triangle Square Apartments (receptor location R1) and the Los Angeles Film School (receptor location R2). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor location R1 and 8-dBA noise reduction at the ground level of receptor location R2.

Section IV.K.1 Utilities and Service Systems—Water Supply and Infrastructure

Replace Table IV.K.1-2 on page IV.K.1-16 with Revised Table IV.K.1-2 below.

Revised Table IV.K.1-2
LADWP Water Supply

Fiscal Year Ending	Los Angeles Aqueducts (af)	Local Groundwater (af)	MWD (af)	Recycled Water (af)	Transfer, Spread, Spills, and Storage (af)	Total (af)
2016	57,853	79,056	339,975	9,913	-3,509	490,306
2017	224,724	50,439	216,299	8,032	9,350	490,144
2018	307,671	21,760	182,706	9,778	-200	522,116
2019	312,456	32,233	137,775	7,512	~~-1,710~~ 1,710	488,266
2020	292,095	34,363	152,647	9,641	~~-1,155~~ 1,155	487,591

af = acre-feet.
Source: LADWP, Water Supply Assessment for the Sunset and Wilcox Project, June 30, 2021.

Replace Table IV.K.1-4 on page IV.K.1-25 with Revised Table IV.K.1-4 below.

Revised Table IV.K.1-4
City of Los Angeles Water Demand Projections
(thousand afy)

Hydrological Conditions	Years				
	2025	2030	2035	2040	2045
Average Year	642.6	660.2	678.8	697.8	710.5
Single Dry Year (FY 2014–2015)	674.7	693.2	712.7	732.7	746
~~Multi-Dry Year (2011–2015)~~	~~662.3~~	~~680.4~~	~~699.6~~	~~719.2~~	~~732.3~~

afy = acre-feet per year
Source: LADWP, 2020 Urban Water Management Plan, Exhibits 11E, 11F, and 11G.

B. Effect of Corrections and Revisions

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

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

> *(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
>
> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
>
> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
>
> *(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
>
> *(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (Mountain Lion Coalition v. Fish and Game Com. (1989) 214 Cal.App.3d 1043)*

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

The information contained in this section clarifies, amplifies, or refines information in the Draft EIR but does not make any changes that would meet the definition of "significant new information" as defined above. The information added to the Draft EIR does not change the Draft EIR in a way that deprives the public of a meaningful opportunity to comment upon a new or substantially increased significant environmental effect of the Project or disclose a feasible alternative or mitigation measure the Applicant has declined to adopt. The revisions, clarifications, and corrections to the Draft EIR would not result in new significant impacts or increase any impact already identified in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation of the Draft EIR is not required.