

Appendix G

Noise Report

To	Stephanie Eyestone Jones/ Eyestone Environmental	Project number
		2021124
cc		File reference
		M-TVC-02.21.24
From	Sean Bui, P.E.	Date
		February 2024
Subject	TVC 2050 Project Modified Project Supplemental Noise Impact Analysis	

This Supplemental Noise Impact Analysis report (Report) provides an update to the noise impact analysis prepared for the TVC 2050 Project Draft Environmental Impact Report (Draft EIR), dated July 2022, and Final Environmental Impact Report (Final EIR), dated November 2023 (Original Project). This analysis was conducted to determine whether the potential modifications to the proposed project (Modified Project) could result in any new significant impacts or substantially increase the severity of previously identified impacts as compared to those analyzed in the EIR for the Original Project.¹

MODIFIED PROJECT DESCRIPTION

Subsequent to the completion of the Final EIR, modifications to the Project have been made in response to community input. These modifications are summarized in Table 1 of Erratum No. 1 to the EIR. 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 TDM trip reduction commitment from 15 to 30 percent; refinement 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. These modifications have been incorporated into an updated draft of the proposed Specific Plan. 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. Note that no changes to proposed construction activities would occur under the Modified Project, including as to excavation quantities, export of soil, haul routes, and depth of grading. In addition, the Modified Project would comply with the same applicable

¹ The thresholds of significance used to determine whether the Modified Project would cause a new significant impact in the area of noise or substantially increase the severity of a significant impact already identified in the EIR are provided in Erratum No. 1 to the Environmental Impact Report. Those thresholds of significance were used in reaching the conclusion in this report that the Modified Project would not cause a new significant impact in the area of noise or substantially increase the severity of a significant impact already identified in the EIR.

February 2024

regulatory requirements, Project design features (Project Design Features NOI-PDF-1 through NOI-PDF-5), and mitigation measures (Mitigation Measure NOI-MM-1) as the Original Project.

To date, AES has prepared the noise calculations included in Appendix J of the Draft EIR and the supplemental noise calculations included in Appendix FEIR-16 of the Final EIR.

CONSTRUCTION NOISE AND VIBRATION IMPACTS

Construction Noise

Construction of the Modified Project would generate noise similar to the Original Project, from the following construction-related activities and sources: demolition, grading and excavation, mat foundation, structure/enclosure, architectural coating/finish, and paving and asphaltting; construction workers traveling to and from the Project Site; and delivery and hauling of construction supplies and debris to and from the Project Site. 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 sf versus 1,874,000 sf 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Construction Vibration

Construction of the Modified Project would utilize the same construction equipment as for the Original Project. As noted above, the types of construction activities for the Modified Project would be similar to the Original Project, although the amount and 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, the Modified Project would not result in any new significant vibration impact or an increase in the severity of a previously disclosed impact in the EIR.

Operational Noise and Vibration 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), parking facilities, vehicle movements, loading dock and trash compactors, mobility hub, and off-site roadway traffic. There is an existing commercial use in the vicinity of the Project Site, the Gilmore Adobe (also referred to as the Rancho La Brea Adobe). However, commercial use is not a sensitive receptor for purposes of the

February 2024

noise analysis under CEQA. Nonetheless, as was done in the Final EIR for the Original Project, the Gilmore Adobe was treated hypothetically as a residential use and is included in the noise analysis (as receptor R9) for informational purposes.

On-Site Operational Noise

Helipad

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; it is also approximately 45 feet higher than the location analyzed in the EIR with the Original Project. The future operation of the 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Mechanical Equipment

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 Project Design Feature NOI-PDF-3, all outdoor mounted mechanical equipment will be enclosed or screened from off-site noise-sensitive receptors. Table 1 on page 4 presents the estimated noise levels at the off-site receptor locations from mechanical equipment during operation of the Modified Project. As shown in Table 1, the estimated mechanical equipment noise levels for the Modified Project would be similar to the Original Project. Therefore, 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Studio-Related Production

Under the Modified Project, the total outdoor area used for studio outdoor production activities would be reduced by approximately 13 percent from approximately 585,902 square feet (Original Project) to approximately 506,850 square feet (Modified Project). The basecamp areas at Project Grade would be reduced from approximately 227,600 square feet (Original Project) to approximately 125,010 square feet (Modified Project), an approximately 29 percent reduction. In addition, the outdoor production activity and basecamp areas under the Modified Project would also be less than the existing conditions. Therefore, noise levels associated with outdoor studio production activities would be expected to be somewhat lower than levels anticipated under both the Original Project and existing conditions. Similar to the Original Project, outdoor production activities will 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 Project Design Feature NOI-PDF-5. Noise sources associated with outdoor production activities (including basecamp) include, but are not

February 2024

limited to, basecamp activities, setup and takedown of production equipment, construction of sets, loading and unloading of production vehicles, vehicular circulation, filming activities, etc.

Table 1. Estimated Noise Levels from Mechanical Equipment

Receptor Location	Existing Ambient Noise Levels, (dBA (Leq))	Estimated Noise Levels from Mechanical Equipment, (dBA (Leq))		Ambient + Project Noise Levels, (dBA (Leq))		Significance Criteria ^a	Noise Increase Over Existing Ambient Noise Levels, (dBA (Leq))		Significant Impact?
		Original Project	Modified Project	Original Project	Modified Project		Original Project	Modified Project	
R1	53.3	48.6	49.4	54.6	54.8	58.3	1.3	1.5	No
R2	60.7	36.5	39.6	60.7	60.7	65.7	0.0	0.0	No
R3	67.5	37.0	38.6	67.5	67.5	72.5	0.0	0.0	No
R4	65.8	31.4	34.4	65.8	65.8	70.8	0.0	0.0	No
R5	57.8	39.7	42.2	57.9	57.9	62.8	0.1	0.1	No
R6	54.2	35.0	35.1	54.3	54.3	59.2	0.1	0.1	No
R7	53.1	41.3	38.4	53.4	53.2	58.1	0.3	0.1	No
R8	65.0	44.7	36.2	65.0	65.0	70.0	0.0	0.0	No
R9 ^b	52.1	42.3	41.4	52.5	52.5	57.1	0.4	0.4	No

^a Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.

^b Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

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 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. Therefore, similar to the Original Project, the potential 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Outdoor Roof Deck Gathering Spaces

Similar to the Original Project, the Modified Project would include outdoor roof deck gathering spaces. The Modified Project would have a total of approximately 44,760 square feet of outdoor roof deck (terrace) area. The noise analysis for the Modified Project is based on a maximum of 2,984 people, based on 15 square feet per person per the building code, which would be less than the assumed maximum 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 (Leq-1hr) and 95 dBA (Leq-1hr) at a distance of 25 feet from the amplified speaker sound systems, as specified in Project Design Feature NOI-PDF-4. These noise levels would ensure that any amplified sound

February 2024

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 2 below presents the estimated noise levels at the off-site receptor locations from the outdoor uses. As shown in Table 2, 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, noise impacts from outdoor uses 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Table 2. Estimated Noise Levels from Outdoor Uses

Receptor Location	Existing Ambient Noise Levels (dBA (L_{eq}))	Estimated Noise Levels from Outdoor Uses (dBA (L_{eq}))		Ambient + Project Noise Levels (dBA (L_{eq}))		Significance Criteria ^a	Noise Increase Over Existing Ambient Noise Levels, (dBA (L_{eq}))		Significant Impact?
		Original Project	Modified Project	Original Project	Modified Project		Original Project	Modified Project	
R1	53.3	55.2	55.2	57.4	57.4	58.3	4.1	4.1	No
R2	60.7	48.1	48.0	60.9	60.9	65.7	0.2	0.2	No
R3	67.5	58.4	53.7	68.0	67.7	72.5	0.5	0.2	No
R4	65.8	50.3	47.4	65.9	65.9	70.8	0.1	0.1	No
R5	57.8	59.2	56.0	61.6	60.0	62.8	3.8	2.2	No
R6	54.2	53.1	50.6	56.7	55.8	59.2	2.5	1.6	No
R7	53.1	55.8	52.8	57.7	56.0	58.1	4.6	2.9	No
R8	65.0	54.0	56.2	65.3	65.5	70.0	0.3	0.5	No
R9 ^b	52.1	50.2	54.7	54.3	56.6	57.1	2.2	4.5	No

^a Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.

^b Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

Parking Facilities

The Modified Project would provide 4,930 vehicular parking spaces, as compared to the approximately 5,300 vehicular parking spaces under the Original Project. Similar to the Original Project, the parking spaces would be located within an underground parking structure and an above-ground parking structure (located in the southeastern portion of the Project Site). In addition, the above-ground parking structure under the Modified Project would include less parking spaces, as compared to the Original Project. Table 3 on page 6 presents the estimated noise levels from the above-grade parking levels at the off-site receptor locations. As shown in Table 3, similar to the Original Project, the estimated noise level increase over the ambient noise levels from parking facilities for the Modified Project would be below the significance threshold of 5 dBA. Therefore, 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

February 2024

Table 3. Estimated Noise Levels from Parking Facilities

Receptor Location	Existing Ambient Noise Levels (dBA (Leq))	Estimated Noise Levels from Parking Facilities (dBA (Leq))		Ambient + Project Noise Levels (dBA (Leq))		Significance Criteria ^a	Noise Increase Over Existing Ambient Noise Levels, (dBA (Leq))		Significant Impact?
		Original Project	Modified Project	Original Project	Modified Project		Original Project	Modified Project	
R1	53.3	54.5	43.7	57.0	53.8	58.3	3.7	0.5	No
R2	60.7	48.0	38.6	60.9	60.7	65.7	0.2	0.0	No
R3	67.5	36.1	25.9	67.5	67.5	72.5	0.0	0.0	No
R4	65.8	32.7	25.9	65.8	65.8	70.8	0.0	0.0	No
R5	57.8	37.6	27.8	57.8	57.8	62.8	0.0	0.0	No
R6	54.2	24.1	21.1	54.2	54.2	59.2	0.0	0.0	No
R7	53.1	33.0	22.6	53.1	53.1	58.1	0.0	0.0	No
R8	65.0	37.7	39.9	65.0	65.0	70.0	0.0	0.0	No
R9 ^b	52.1	37.9	45.8	52.3	53.0	57.1	0.2	0.9	No

^a Significance criteria are equivalent to the measured daytime or nighttime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.

^b Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

In addition to the parking operation noise, an analysis was conducted to evaluate the noise levels associated with on-site vehicle movement. Modified Project vehicles (including passenger and truck) would generally access the Project Site along Fairfax Avenue, Beverly Boulevard, and The Grove Drive, similar to the Original Project. The noise analysis was performed based on the vehicle site access traffic distribution as 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. Table 4 and Table 5 on page 7 provide the estimated noise levels under the existing and future conditions during the daytime and nighttime, respectively. As shown in Table 4, the Modified Project would not result in any measurable noise increase during the daytime hours. As shown in Table 5, 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 would be below the 5 dBA significance threshold. Therefore, 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

February 2024

Table 4. On-Site Vehicle Noise Levels – Daytime Hours

Receptor Location	Existing Ambient Noise Levels, (dBA (Leq))	Estimated Noise Levels due to On-Site Vehicles, (dBA (Leq))		Ambient + Project Noise Levels, (dBA (Leq))		Noise Increase from Existing to Future, (dBA (Leq))	Significant Impact?
		Existing	Future	Existing	Future		
R1	61.1	59.4	58.9	63.3	63.1	0.0	No
R2	62.8	47.6	45.0	62.9	62.9	0.0	No
R3	68.5	51.6	45.0	68.6	68.5	0.0	No
R4	67.7	44.1	37.4	67.7	67.7	0.0	No
R5	58.9	44.3	43.5	59.0	59.0	0.0	No
R6	60.4	25.2	20.6	60.4	60.4	0.0	No
R7	56.6	45.1	32.6	56.9	56.6	0.0	No
R8	66.9	47.8	47.9	67.0	67.0	0.0	No
R9 ^a	56.0	39.7	40.0	56.1	56.1	0.0	No

^a Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

Table 5. On-Site Vehicle Noise Levels – Nighttime Hours

Receptor Location	Existing Ambient Noise Levels, (dBA (Leq))	Estimated Noise Levels due to On-Site Vehicles, (dBA (Leq))		Ambient + Project Noise Levels, (dBA (Leq))		Noise Increase from Existing to Future, (dBA (Leq))	Significant Impact?
		Existing	Future	Existing	Future		
R1	53.3	54.3	56.2	56.8	58.0	1.2	No
R2	60.7	41.5	39.5	60.8	60.7	0.0	No
R3	67.5	46.4	41.4	67.5	67.5	0.0	No
R4	65.8	38.8	34.3	65.8	65.8	0.0	No
R5	57.8	38.9	37.9	57.9	57.8	0.0	No
R6	54.2	20.8	16.3	54.2	54.2	0.0	No
R7	53.1	40.5	26.6	53.3	53.1	0.0	No
R8	65.0	44.0	45.3	65.0	65.0	0.0	No
R9 ^a	52.1	34.5	37.7	52.2	52.3	0.1	No

^a Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

Loading Dock and Trash Collection Areas

Similar to the Original Project, loading docks/areas would be located throughout the Project Site in support of the production activities under the Modified Project. The trash compactors would be located inside the

February 2024

subterranean parking facilities (below the podium level) or within enclosed areas and, thus, would be shielded from the off-site sensitive receptors. Table 6 below presents the estimated noise levels from the loading operations. As shown in Table 6, 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, 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Table 6. Estimated Noise Levels from Loading and Trash Compactors

Receptor Location	Existing Ambient Noise Levels, (dBA (Leq))	Estimated Noise Levels from Loading and Trash Compactor, (dBA (Leq))		Ambient + Project Noise Levels, (dBA (Leq))		Significance Criteria ^a	Noise Increase Over Existing Ambient Noise Levels, (dBA (Leq))		Significant Impact?
		Original Project	Modified Project	Original Project	Modified Project		Original Project	Modified Project	
R1	61.1	64.1	64.2	65.9	65.9	66.1	4.8	4.8	No
R2	62.8	54.3	50.6	63.4	63.1	67.8	0.6	0.3	No
R3	68.5	58.5	46.5	68.9	68.5	73.5	0.4	0.0	No
R4	67.7	48.6	38.5	67.8	67.7	72.7	0.1	0.0	No
R5	58.9	59.6	48.6	62.3	59.3	63.9	3.4	0.4	No
R6	60.4	41.6	36.4	60.5	60.4	65.4	0.1	0.0	No
R7	56.6	55.7	35.3	59.2	56.6	61.6	2.6	0.0	No
R8	66.9	42.9	41.5	66.9	66.9	71.9	0.0	0.0	No
R9 ^b	56.0	46.2	50.5	56.4	57.1	61.0	0.4	1.1	No

^a Significance criteria are equivalent to the measured daytime ambient noise levels, whichever is lower plus 5 dBA, per the City of Los Angeles Noise Regulations.

^b Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

Mobility Hub

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 on page 9 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 Mobility Hub operation 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, 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

February 2024

Table 7. Estimated Noise Levels from Mobility Hub

Off-Site Receptor Location	Existing Ambient Noise Levels, (dBA (Leq))		Estimated Noise Levels due to Mobility Hub, (dBA (Leq))		Ambient + Project Noise Levels, (dBA (Leq))		Noise Increase due to Project, (dBA (Leq))	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	61.1	53.3	1.7	0.0	61.1	53.3	0.0	0.0
R2	62.8	60.7	0.0	0.0	62.8	60.7	0.0	0.0
R3	68.5	67.5	3.1	0.0	68.5	67.5	0.0	0.0
R4	67.7	65.8	0.0	0.0	67.7	65.8	0.0	0.0
R5	58.9	57.8	10.6	5.5	58.9	57.8	0.0	0.0
R6	60.4	54.2	9.0	3.9	60.4	54.2	0.0	0.0
R7	56.6	53.1	23.5	18.4	56.6	53.1	0.0	0.0
R8	66.9	65.0	41.9	36.9	66.9	65.0	0.0	0.0
R9 ^a	56.0	52.1	13.5	8.4	56.0	52.1	0.0	0.0

^a Receptor R9 is a commercial use but was hypothetically considered to be a noise sensitive receptor for informational purposes.

Off-Site Operational Noise

With regard to operational off-site (vehicle) noise, 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 impact or an increase in the severity of a previously disclosed impact in the EIR.

Operational Vibration

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 impact or an increase in the severity of a previously disclosed impact in the EIR.

February 2024

SUMMARY

As analyzed above, the noise impacts associated with the Modified Project's on- and off-site construction activities would be similar to the Original Project. Construction noise Project design features and mitigation measures specified for the Original Project would be implemented for the Modified Project. However, construction noise impacts from on-site and off-site would remain significant and unavoidable, similar to the Original Project. In addition, similar to 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.

The Modified Project's noise levels from on- and off-site operational noise sources, including mechanical equipment, outdoor spaces (including outdoor roof level decks and outdoor studio production), parking facilities, vehicle movements, loading dock and trash compactors, Mobility Hub, helipad, and off-site vehicles would be similar to the estimated noise levels for the Original Project. As analyzed above, noise impacts associated with the Modified Project would be similar to the Original Project and would be less than significant.

Therefore, as compared to the Original Project, the Modified Project would not involve new significant environmental effects or substantially increase the severity of previously identified significant effects related to noise and vibration.