

II. Responses to Comments

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A. Introduction

Sections 21091(d) and 21092.5 of the Public Resources Code (PRC) and CEQA Guidelines Section 15088 govern the lead agency’s responses to comments on a Draft EIR. CEQA Guidelines Section 15088(a) states that “[T]he lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments that were received during the notice comment period and any extensions and may respond to late comments.” In accordance with these requirements, this section of the Final EIR provides the responses prepared by the City of Los Angeles Department of City Planning (City) to each of the written comments received regarding the Draft EIR.

Section II.B, Matrix of Comments Received on the Draft EIR, includes a table that summarizes the environmental issues raised by each commenter regarding the Draft EIR. Section II.C, Responses to Comments, provides the City’s responses to each of the written comments raised in the comment letters received on the Draft EIR. Copies of the original comment letters are provided in Appendix FEIR-1 of this Final EIR.

II. Responses to Comments

B. Matrix of Comments Received on the Draft EIR

Table II-1
Matrix of Comments Received on the Draft EIR

Letter No.	Commenter	Executive Summary	Project Description	Environmental Setting	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy	Geology and Soils (including Paleontological Resources)	Greenhouse Gas Emissions	Hazards and Hazardous Materials	Hydrology and Water Quality—Hydrology	Hydrology and Water Quality—Water Quality	Land Use	Noise	Population and Housing	Public Services—Fire Protection	Public Services—Police Protection	Public Services—Schools	Public Services—Parks and Recreation	Public Services—Libraries	Transportation	Tribal Cultural Resources	Utilities and Service Systems—Water Supply and Infrastructure	Utilities and Service Systems—Wastewater	Utilities and Service Systems—Solid Waste	Utilities and Service Systems—Energy Infrastructure	Cumulative Impact	Alternatives	General/Other	CEQA	Mitigation Measures	Support		
STATE AND REGIONAL																																				
1	<p>Alan Lin, P.E. Transportation Engineer Caltrans 100 S. Main St., MS 16 Los Angeles, CA 90012-3721</p> <p>Anthony Higgins Acting LDR/CEQA Branch Chief Caltrans 100 S. Main St., MS 16 Los Angeles, CA 90012-3721</p>																						X													
2	<p>Danica Nguyen Air Quality Specialist, CEQA-IGR Planning, Rule Development & Implementation SCAQMD 21865 Copley Dr. Diamond Bar, CA 91765-4182</p> <p>Sam Wang Program Supervisor, CEQA IGR Planning, Rule Development & Implementation SCAQMD 21865 Copley Dr. Diamond Bar, CA 91765-4182</p>					X																														

Table II-1 (Continued)
Matrix of Comments Received on the Draft EIR

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3	<p>Albert C. Lew Wastewater Engineering Svcs Div. Department of Public Works LA Sanitation</p> <p>Rowena Lau Division Manager Wastewater Engineering Svcs Div. Department of Public Works LA Sanitation</p>																									X						X				
ORGANIZATIONS																																				
4	<p>Shreyas Pingle Paralegal and Case Manager obo Western Carpenters Mitchell M. Tsai Law Firm 139 S. Hudson Ave., Ste. 200 Pasadena, CA 91101-4990</p> <p>Jeremy Herwitt obo Western Carpenters Mitchell M. Tsai Law Firm 139 S. Hudson Ave., Ste. 200 Pasadena, CA 91101-4990</p>																																			X

II. Responses to Comments

C. Comment Letters

Comment Letter No. 1

Alan Lin, P.E.
Transportation Engineer
Caltrans
100 S. Main St., MS 16
Los Angeles, CA 90012-3721

Anthony Higgins
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Comment No. 1-1

Attached please find the Caltrans comment letter!

Thank you for the opportunity to review this comment!

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced DEIR. The East End Studios ADLA Project involves the development of a new multi-story production studio campus totaling 675,611 square feet of floor area on an approximately 14.6-acre (635,551 net square-foot) site. The Project would include 299,012 square feet of studio uses within five studio buildings; 69,192 square feet of production support space within three covered areas, adjacent to the studio buildings; and 307,407 square feet of office use within two five-story buildings. Up to 8,000 square feet of ground floor areas within the office buildings could be utilized as retail space, including up to 4,000 square feet of restaurant space, or as additional common areas for the office tenants. Two existing warehouse structures totaling approximately 311,000 square feet would be demolished.

The Project Site is located within 0.25 miles of a Major Transit Stop and bus stop at Central Street & 6th Street which is served by the Los Angeles County Metropolitan Transit Authority (Metro) Lines 16, 18, 53, 60, 62, and 720. Additionally, the Project Site is located

approximately 0.85 miles south of the Metro Little Tokyo/Arts District Station, which serves the A and E Lines. The A Line travels between Azusa and Long Beach and the E Line travels between Santa Monica and East Los Angeles.

The project is expected to generate approximately 3,815 daily vehicle trips, totaling 27,985 daily vehicle miles traveled (VMT). This results in a daily work VMT per employee of 5.5, which is below the Central APC's significance threshold of 7.6 VMT per employee. Therefore, the project would not cause a significant impact regarding work VMT per employee, as estimated by the VMT Calculator.

The project will include carpool/vanpool loading areas, walkways between buildings, and public sidewalks. It will provide pedestrian connectivity within the site and to surrounding areas through walkways between buildings across all locations. Additionally, the project will implement transportation demand management (TDM) measures for visitors and employees, such as a reduced parking supply and 68 short-term and 105 long-term bicycle parking spaces.

Response to Comment No. 1-1

This introductory comment summarizes the Project, the Project Site's location in proximity to transit, as well as the VMT analysis included in Section IV.I, Transportation, of the Draft EIR, which as correctly stated by the commenter concludes that the Project would not result in a significant impact regarding VMT. The comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 1-2

The Project Design Features (PDFs) that contribute to reducing the project's VMT are outlined below and have been incorporated into the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

Each of these TDM strategies has been empirically shown to reduce trip generation or influence mode choice, effectively lowering VMT. We recommend the following additional TDM measures for the City's consideration:

1. Limit Parking Supply
2. Provide Traffic Calming Features
3. Encourage Remote Work and Telecommuting

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Response to Comment No. 1-2

This comment identifies categories of TDM measures outlined in the City's current VMT Calculator that effectively reduce VMT, and also outlines other TDM measures for the City's consideration, including limiting parking supply, providing traffic calming features, and encouraging remote work and telecommuting. The additional measures outlined in the comment are already incorporated into the City's VMT Calculator, and were therefore considered as part of the Project VMT analysis. As detailed in Section IV.I, Transportation, of the Draft EIR, for the purposes of providing a conservative analysis, the VMT analysis already accounted for the Project's reduced parking supply and bicycle parking in accordance with the LAMC in the VMT evaluation. However, the Project would implement further TDM strategies in accordance with the requirements of the City's TDM Ordinance, including short-term and long-term bicycle parking and storage, pedestrian connections to off-site pedestrian facilities, and concentrating employment in proximity to transit opportunities, that encourage utilization of alternative transportation modes to reduce single occupancy vehicle trips, ensure safety, reduce VMT, support accessibility, and reduce GHG emissions. These strategies are consistent with the recommended measures in the FHWA reference document identified by the comment and, as provided in Section IV.I, Transportation, of the Draft EIR, the Project's impacts related to VMT would be less than significant. As such, given that the Project does not result in significant impacts regarding VMT, additional measures or TDM strategies are not required as part of the Project. Nevertheless, the suggestion in this comment to consider additional TDM options is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment No. 1-3

The project's Transportation Analysis includes an evaluation of the following Caltrans facilities in the study area where the project would add 25 or more peak hour trips to the off-ramps:

- I-10 Eastbound Off-Ramp to Porter Street
- I-10 Westbound Off-Ramp to Mateo Street/Enterprise Street
- I-10 Westbound Off-Ramp to 8th Street

As stated on page 96 of Appendix I Transportation, Table 14 Queuing Analysis for Future Conditions (Year 2026) has been completed. However, a queuing analysis for both Existing without Project Condition and Existing with Project Condition should also be provided. Additionally, the report should clarify whether actual signal timing for the Existing condition was obtained from Caltrans/City of Los Angeles. [sic]

Response to Comment No. 1-3

The freeway safety analysis included in the Draft EIR was conducted in accordance with the guidelines and methodologies established by the Lead Agency (i.e., the City). Section 2.2.4 of the LADOT's *Transportation Assessment Guidelines* requires a queuing study of the 95th percentile ramp queue for Future with Project Conditions, as calculated using the Highway Capacity Manual, 6th Edition methodology and signal timing assumptions based on actual LADOT signal timing plans obtained at the time of the preparation of the Transportation Assessment. As detailed in Section IV.I, Transportation, of the Draft EIR, the addition of Project traffic to future conditions would not cause any of the three analyzed freeway off-ramp queues to extend beyond the available ramp storage or add more than two car lengths to a queue that extends onto the freeway mainline during either the A.M. or P.M. peak hour. Thus, the Project would not result in a significant safety constraint, and no mitigation would be required.

The commenter requested additional freeway off-ramp queuing analysis under Existing Conditions and Existing with Project Conditions. It should be noted that the Future conditions analysis included in the Draft EIR provides a conservative analysis as it evaluates future traffic volume forecasts that considers ambient growth traffic conditions for the Project's Future buildout year as well as growth from related projects. Nevertheless, a supplemental freeway off-ramp analysis of Existing Conditions and Existing with Project Conditions was conducted and is provided in Appendix FEIR-2 of this Final EIR for informational purposes only. As detailed in the supplemental analysis, the 95th percentile queue at the three analyzed off-ramp locations would not extend beyond the available storage capacity with and without the addition of Project traffic or add more than two car

lengths to a queue that extends onto the freeway mainline under either the A.M. or P.M. peak hour under Existing Conditions. Thus, the conclusions of the Existing Conditions analysis would be consistent with the Future Conditions analysis presented in the Draft EIR. Thus, no further analysis or mitigation measures would be required.

Comment No. 1-4

For this new development, a post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting may be considered and prepared. Additional mitigation measures should be implemented if the post-development VMT analysis discloses any significant impacts. This analysis, which may include interviews with and surveys of project occupants, will provide new data to help validate the City's VMT model results.

The collected data can include, among other things, where the trips are coming from, when the trips are taking place, what transportation mode is used, and why those transportation modes were selected. This survey data would be useful 1) to validate existing VMT threshold, 2) to assist in setting future VMT threshold, and 3) to identify suitable TDM to apply as minimization or mitigation measures for the future. These measures could be implemented in the event the post-development VMT analysis discloses any significant impacts.

Response to Comment No. 1-4

This comment states that a post-development VMT analysis should be conducted to validate the Project's VMT traffic modeling results and future VMT thresholds. The City as the Lead Agency has the discretion to select the appropriate methodologies and thresholds of significance for evaluating a project's VMT, as detailed in CEQA Guidelines Sections 15064.3 and 15064.7, respectively. The Project was evaluated for potential VMT impacts based on the adopted guidelines of the City of Los Angeles, the Lead Agency. Consistent with the Office of Planning and Research (OPR) Technical Advisory, the City developed a methodology to analyze potential VMT impacts and adopted its own thresholds, which are supported by substantial evidence as documented in the VMT Calculator Documentation. The City's TAG and associated VMT Calculator are reviewed and updated periodically by LADOT. Substantial evidence means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. (See PRC Section 21080(e); CEQA Guidelines Section 15384(a).) Based on the City's significance thresholds and guidelines, the Project would not result in a significant VMT-related impact, and no further analysis, mitigation measures, or future monitoring would be required, including, without limitation, post-development review.

Additionally, the comment asserts that the post-development data would be useful to validate the City's existing and future VMT thresholds, as well as identify suitable TDM to apply as mitigation measures for the future. While this is not a comment on the adequacy of the Draft EIR, the commenter is referred to Section IV.I, Transportation, the Draft EIR which explains that TDM reductions for the Project were applied according to the guidance found in the City's VMT Calculator Documentation and the TDM Strategies Appendix, which have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT.

Comment No. 1-5

Construction activities could interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. When preparing a detailed Construction Traffic Management Plan (CTMP), the following elements should also be included:

- Advance notification to adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of construction.
- Pedestrian/bicycle connections to the bus stops shall remain unblocked. If a bus stop is temporarily relocated during construction, advance notification of relocated stop shall be provided to the public.
- Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Response to Comment No. 1-5

As detailed in Section IV.I, Transportation, of the Draft EIR, the Project would implement Project Design Feature TR-PDF-1, Construction Traffic Management Plan, which would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan would be prepared and submitted to the City for review and approval prior to commencing construction. The comment also notes the need to obtain a permit from Caltrans for oversized transport vehicles to use state highways and recommends that large truck trips be limited to off peak hours, but does not raise any specific, substantive issues on the content of the DEIR. Nonetheless, the Project will comply with applicable Caltrans requirements. The Project is not anticipated to require work within a State right-of-way, and the Project is not anticipated to require use of oversized transport vehicles on State Highways during construction activities. However, if necessary, a Caltrans transportation permit will be sought for use of oversized transport vehicles on State highways. In addition, construction

traffic would occur outside of peak travel periods, to the extent feasible, and trucks would be covered appropriately, to the satisfaction of Caltrans.

Comment No. 1-6

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2023-04586-DEIR.

Response to Comment No. 1-6

This closing comment identifying the project coordinator and contact information is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 2

Danica Nguyen
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
SCAQMD
21865 Copley Dr.
Diamond Bar, CA 91765-4182

Sam Wang
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Comment No. 2-1

Attached are South Coast AQMD staff's comments on the Draft Environmental Impact Report (EIR) for the **Proposed East End Studios ADLA Project (ENV-2022-5830-EIR)** (SCH No.: **2023020196**) (South Coast AQMD Control Number: LAC240801-09). Please contact me if you have any questions regarding these comments.

Draft Environmental Impact Report (EIR) for the Proposed East End Studios ADLA Project (Proposed Project) (SCH No.: 2023020196)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Los Angeles is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff (Staff) has provided a brief summary of the project information and prepared the following comments organized by topic of concern.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project will develop a multi-story production studio campus totaling 657,611 square feet (sq. ft) on an approximately 14.6-acre site.¹ The Proposed Project would include²:

- 299,012 sq. ft of studio uses with five buildings,
- 69,192 sq. ft of production support space,

- 307,407 sq. ft of office use,
- Up to 8,000 sq. ft can be used as retail space,
- Up to 4,000 sq. ft of restaurant space,
- Demolition of two existing warehouses totaling approximately 311,000 sq. ft

The Proposed Project is located at 1206–1338 East 6th Street, 1205–1321 Wholesale Street, 1210–1361 Produce Street, 635 and 639 Mill Street, and 640 South Alameda Street.³ Based on the aerial photograph, Staff found that the nearest sensitive receptor (e.g., elementary school) is less than 500 feet south of the Proposed Project. The construction is anticipated to begin in 2024 and be completed in 2026.⁴

¹ Draft EIR. Page II-1.

² Ibid.

³ Ibid.

⁴ Ibid. Page II-20.

Response to Comment No. 2-1

This comment introduces the commenter and summarizes the Project as set forth in Section II, Project Description, of the Draft EIR. Specific comments regarding the Draft EIR are provided and responded to below.

Comment No. 2-2

South Coast AQMD Staff's Comments on the Draft EIR

South Coast AQMD Air Permits and Role as a Responsible Agency

Based on the Draft EIR, the Proposed Project would include standby diesel generators and spray booths. ⁵ [sic] Thus, air permits from South Coast AQMD will be required, and the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Sections 15086, [sic] the Lead Agency is required to consult with South Coast AQMD. CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of evaluating the applications for air permits. For these reasons, the Final EIR should include a discussion about any new stationary and portable equipment requiring South Coast AQMD air permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project.

The Final EIR should also include calculations and analyses for construction and operation emissions for the new stationary and portable sources, as this information will also be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at: <http://www.aqmd.gov/home/permits>.

⁵ Ibid.

Response to Comment No. 2-2

The commenter is correct that the Project would include the use of diesel generators and spray paint booths. These uses were evaluated as part of the Draft EIR, as described below. Per the commenter, as these uses would require a permit from the SCAQMD, the SCAQMD would be a Responsible Agency. As part of the public review process for the Project, the City has provided the SCAQMD opportunities to review and comment on the environmental impacts of the Project. First, the SCAQMD was provided notification at the time the Notice of Preparation (NOP) was released in February 2023. The SCAQMD was also notified of the opportunity to review and comment on the Project at the time of release of the Draft EIR in July 2024, at which time the SCAQMD requested the modeling data associated with the air quality impact analysis on August 6, 2024. This requested information was provided to the SCAQMD on August 15, 2024. Subsequently, the SCAQMD provided the comments included in this comment letter, which are responded to below.

With regard to the evaluation of emissions generated by the use of diesel generators and spray paint booths during operation of the Project, the Draft EIR provided a thorough discussion and calculation of emissions associated with standby diesel generators and spray booths. This evaluation is included in Section IV.A, Air Quality, and Appendix B (Air Quality and Greenhouse Gas Emissions) of the Draft EIR. Specifically, Section IV.A, Air Quality, page IV.A-43, identifies the methodology used to calculate emissions from emergency generators and states that "Emissions associated with use of emergency generators were calculated using CalEEMod, in which emission factors are based on Table 3.4-1 (Gaseous Emission Factors for Large Stationary Diesel Engines) from EPA's AP-42: Compilation of Air Pollutant Emission Factors. The emissions are based on the horsepower rating of the diesel generator and the number of hours operated per year for testing purposes." Further detailed discussion on the methodology is provided on page 11 of Appendix B-1 (Air Quality and Greenhouse Gas Emissions methodology). Additionally, it was acknowledged on page IV.A-71 of Section IV.A, Air Quality, of the Draft EIR that the Project would include standby diesel generators, which would be used for emergencies only. These generators would be tested on a monthly basis and comply with SCAQMD rules regarding distance to sensitive receptors. Specifically, Rule 1470 requires emergency

generators greater than 750 horsepower that would be located within 50 meters of a sensitive receptor to reduce PM emissions from 0.15 grams per brake horsepower to 0.02 grams per brake horsepower (an 87-percent reduction in PM emissions). The CalEEMod output file (Project Construction and Operations) in Appendix B-4.1 provided the operational parameters required to calculate emissions from the proposed emergency generators including the number of generators, horsepower rating, load factor, hours of operation per day, and hours of operation per year. The pollutant emissions from the emergency generators (stationary sources) were disclosed in Table IV.A-7 on page IV.A-63 of the Draft EIR.

Regarding spray paint booths, as described in Section IV.A, Air Quality, page IV.A-44, modern studios, such as the Project, function in a manner that provides each individual production with the flexibility to choose how to use their space to meet their specific needs. Traditional set making and processes, such as fabrication and painting, have shifted to digital production and virtual environments, reducing the need for physical construction techniques. Thus, paint usage related to production support would be limited. For purposes of the Draft EIR analysis, it was conservatively assumed that the Project would include a spray paint booth with use of up to three gallons per day of spray paint during operations. Emissions from spray paint usage were calculated using the SCAQMD Annual Emissions Reporting (AER) methodology. Spray paint booths would be required to obtain necessary SCAQMD permits and comply with applicable rules (e.g., efficient paint sprayers and High Efficiency Particulate Air (HEPA) filtration with 99.97 percent PM₁₀ filtration). Appendix B-2.7 (Spray Booth Calculations) of the Draft EIR provides the detailed calculations regarding paint spray booth emissions and a summary of these emissions is included in Table IV.A-7 on page IV.A-63 of the Draft EIR.

Per SCAQMD's emailed request dated August 6, 2024, the City provided electronic copies of CalEEMod output files (construction and operational emissions) and emission calculation files (including paint spray booth emissions) for review of the Draft EIR.¹

Comment No. 2-3

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses

¹ SCAQMD, Danica Nguyen, Email (Technical Data Request: Draft Environmental Impact Report (EIR) for the Proposed East End Studio ADLA Project, Environmental Case No.: ENV-2022-5830-EIR), August 6, 2024.

to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Response to Comment No. 2-3

The City has coordinated with SCAQMD regarding its comments on the Draft EIR. As requested, the City's responses to SCAQMD's comments will be sent to the SCAQMD as part of this Final EIR distribution prior to certification of this Final EIR. The City, in making the findings for the Project, will comply with the requirements of CEQA Guidelines Section 15091. As noted in the responses above, all of the SCAQMD's comments have been fully addressed and the conclusions in the Draft EIR have been confirmed.

Comment Letter No. 3

Albert C. Lew
Wastewater Engineering Svcs Div.
Department of Public Works
LA Sanitation

Rowena Lau
Division Manager
Wastewater Engineering Svcs Div.
Department of Public Works
LA Sanitation

Comment No. 3-1

Please find attached the official response. Contact us if you have any questions.

This is in response to your July 25, 2024 Notice of Completion and Availability of Draft Environmental Impact Report for the proposed East End Studios ADLA Project located at 1206 East 6th St, Los Angeles, CA 90071. LA Sanitation, Wastewater Engineering Services Division has received and logged the notification. Upon review, there were no changes to the project and the previous response is valid. Please notify our office in the instance that additional environmental review is necessary for this project.

If you have any questions, please call Than Win at (323) 342-6268 or email at than.win@lacity.org.

Response to Comment No. 3-1

This introductory comment confirms that the Notice of Completion and Availability of the Draft EIR was received by LA Sanitation and provides a point of contact that will be included on future public mailings for the Project. The comment also notes that LA Sanitation reviewed the Draft EIR and that their previous response is valid. This comment is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.

Comment Letter No. 4

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Comment No. 4-1

Please find attached the comment letter our office is submitting regarding the Draft EIR for the East End Studios ADLA Project (SCH 2023020196).

Please let us know if you have any questions or concerns. We would greatly appreciate confirmation of receipt.

On behalf of the Western States Regional Council of Carpenters (“**Western Carpenters**” or “**WSRCC**”), my Office is submitting these comments for the City of Los Angeles’ (“**City**”) Draft Environmental Impact Report (“**DEIR**”) (SCH No. 2023020196) for the East End Studios ADLA Project (“**Project**”).

WSRCC would like to express its support for this Project. After further reviewing this Project, WSRCC believes that the Project will benefit the environment and the local economy by practicing protocols that will protect worker health and safety and will incorporate adequate environmental mitigation.

Should the City have any questions or concerns, the City should feel free to contact my office.

Response to Comment No. 4-1

This comment expressing support for the Project is noted for the administrative record and will be forwarded to the decision-makers for review and consideration.