



DEPARTMENT OF CITY PLANNING

APPEAL STAFF RECOMMENDATION REPORT

City Planning Commission

Date: July 14, 2016
Time: After 8:30 a.m.*
Place: City Hall, 3rd Floor
Board of Public Works Hearing Room
200 North Spring Street, Room 340
Los Angeles, CA 90012

Public Hearing: May 16, 2016
Appeal Status: Pursuant to Sec. 17.03 of the LAMC, the tract is appealable to the City Council.

Expiration Date: July 17, 2016

Multiple Approval: Yes

Case No.: TT-71751-1A
CEQA No.: ENV-2011-2460-EIR
SCH No. 2011101035
Incidental Cases CPC-2011-2459-GPA-ZC-SP-SN-CA, CPC-2011-2462-DA
Related Cases: None
Council No.: 13 – Mitch O’Farrell
4 – David Ryu
Plan Area: Hollywood
Wilshire
Specific Plan: None
General Plan: *Existing:* Industrial Limited Manufacturing, Commercial Manufacturing; Neighborhood Office Commercial;
Proposed: General Commercial or Regional Center/Regional Commercial
Zone: *Existing:* RD1.5-1XL; R3-1XL; R3-1; C2-1; [Q]C2-1; [Q]C2-1VL; [Q]M1-1;[Q]M1-2D
Proposed: PPSP
Appellants: Mary Ann Biewener;
Paramount Pictures Corporation
Applicant: Paramount Pictures Corporation

PROJECT LOCATION: 5555 W. Melrose Avenue, Los Angeles, CA 90038; and various addresses.

PROPOSED PROJECT: TT-71751 was approved for property located on the north side of Melrose Avenue between Gower Street and Van Ness Avenue and the south side of Melrose Avenue between Irving Boulevard and Bronson Avenue, for a 10-lot subdivision for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses, the removal of approximately 536,600 square feet of stage, production office, support, office, and retail uses, a net increase of approximately 1,385,700 square feet of floor area, under the guidance of the Paramount Pictures Specific Plan encompassing the main studio property of approximately 56 acres (the Main Lot) and six surrounding properties comprising approximately 6 acres (the Ancillary Lots).

REQUESTED ACTION:

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the Certification of the Environmental Impact Report (EIR), ENV-2011-2460-EIR, SCH No. 2011101035, for the above-referenced project, and Adoption of the Statement of

Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;

2. Pursuant to Section 21801.6 of the California Public Resources Code, the Adoption of the proposed Mitigation Monitoring Program;
3. Pursuant to Section 21081 of the California Public Resources Code, the Adoption of the required Findings for the adoption of the EIR;
4. Pursuant to LAMC section 17.03 of the Los Angeles Municipal Code, consideration of an appeal of the entire action of the Deputy Advisory Agency's approval of Tentative Tract No. 71751;
5. Pursuant to LAMC section 17.03 of the Los Angeles Municipal Code, consideration of an appeal, in part, of Conditions 10, 11, 15, 18, 22, S-1 and S-3 of the Deputy Advisory Agency's letter of determination approving Tentative Tract No. 71751, pursuant to Section 17.03 of the Los Angeles Municipal Code.

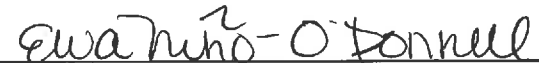
RECOMMENDED ACTIONS:

1. **Recommend** that the City Planning Commission **Certify** that it has reviewed and considered the information contained in the Draft and Final Environmental Impact Report, Environmental Clearance No. **ENV-2011-2460-EIR**, (SCH. No. 2011101035), including the accompanying mitigation measures, the Mitigation Monitoring Program, **Adopt** the related environmental Findings, the Statement of Overriding Considerations, and the Mitigation Monitoring Program as the environmental clearance for the proposed project and find that:
 - a. The Environmental Impact Report (EIR) for the Paramount Pictures Master Plan Project, which includes the Draft EIR and the Final EIR, has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State and City of Los Angeles CEQA Guidelines;
 - b. The Project's EIR is presented to the City Planning Commission (CPC) as a recommending and decision-making body of the lead agency; and the CPC reviewed and considered the information contained in the EIR prior to certification of the EIR and recommending the project for approval, as well as all other information in the record of proceedings on this matter; and
 - c. The Project's EIR represents the independent judgment and analysis of the lead agency.
2. **Deny** in part, grant in part, the appeals for TT-71751, to allow proposed technical corrections and clarifications, attached herein as Exhibit D, to the tract's Letter of Determination,;
3. **Adopt** the attached Findings;
4. **Advise** the Applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
5. **Advise** the Applicant that, pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to, or concurrent with, the Environmental Notices and Determination (NOD) filing.

VINCENT P. BERTONI, AICP
Director of Planning


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Elva Nuño-O'Donnell, City Planner


Charles J. Rausch, Deputy Advisory Agency
Associate Zoning Administrator

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than 7 days prior to the meeting by calling the Commission Executive Assistant (213) 978-1300 or by email at CPC@lacity.org.

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Exhibits (Attached and/or link provided):

A – Vicinity Map and Radius Map

B – Appeal Documents

C – TT-71751 Advisory Agency Decision Letter (including Findings, Mitigation Monitoring Program, CEQA Findings and Statement of Overriding Considerations)

D – Corrections and Clarifications to Specific Conditions of the Advisory Agency Decision Letter

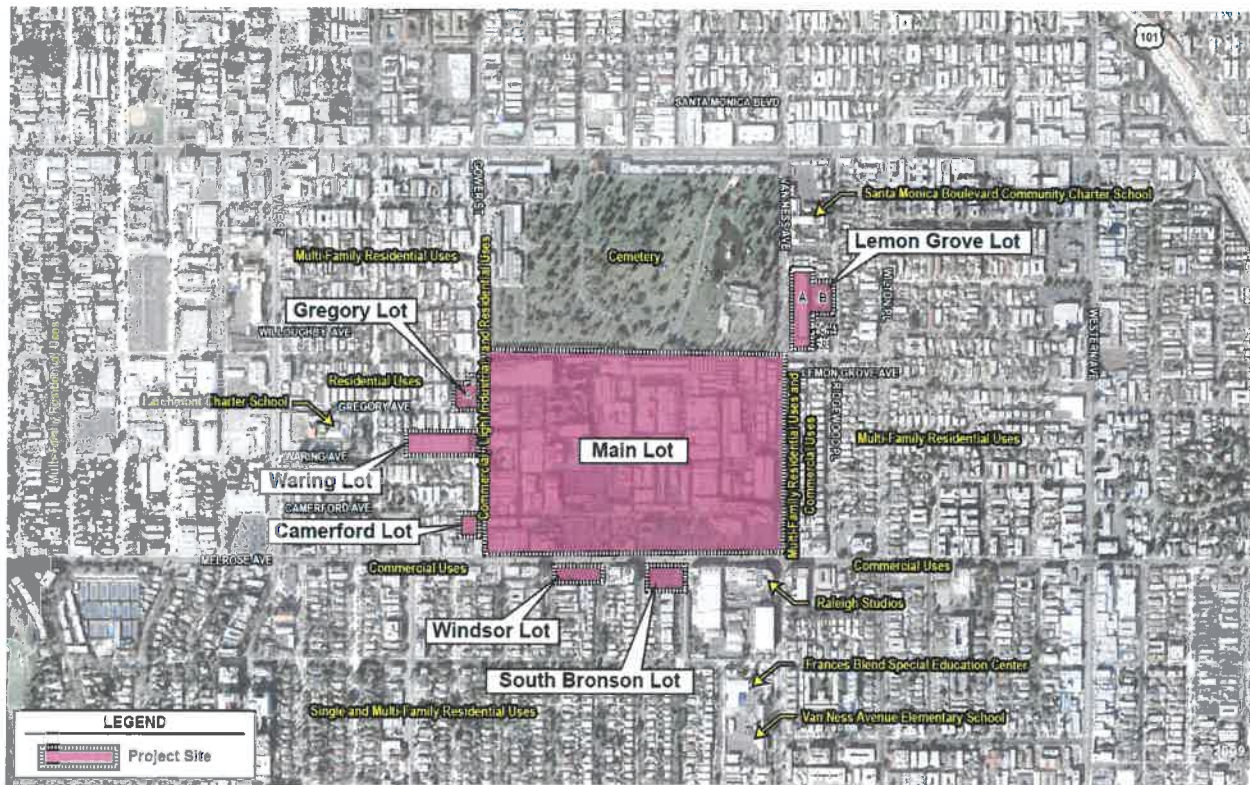
E – Environmental Impact Report - ENV-2011-2460-EIR
<http://planning.lacity.org/eir/Paramount/ParamountCoverPg.htm>

F –TT-71751 tract map

PROJECT ANALYSIS

Project Summary

The majority of the Project Site is located within the Hollywood Community Plan north of Melrose Avenue. Two additional ancillary lots, located south of Melrose Avenue, are located within the Wilshire Community Plan. The Paramount Pictures Corporation is proposing the Paramount Pictures Master Plan Project (the Project) consisting of improvements to Paramount Studios. Implementation of the Project would be governed by the Paramount Pictures Specific Plan (including a Historic Preservation Plan). The Paramount Studios property comprises the main studio property of approximately 56 acres (the Main Lot) and six surrounding properties of approximately 6 acres (the Ancillary Lots). The proposed Specific Plan would allow for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses. Demolition of approximately 536,600 square feet of stage, production office, support, office, and retail uses, would result in a net increase of approximately 1,385,700 square feet for a total of 3,284,400 square feet of development within the Project Site.

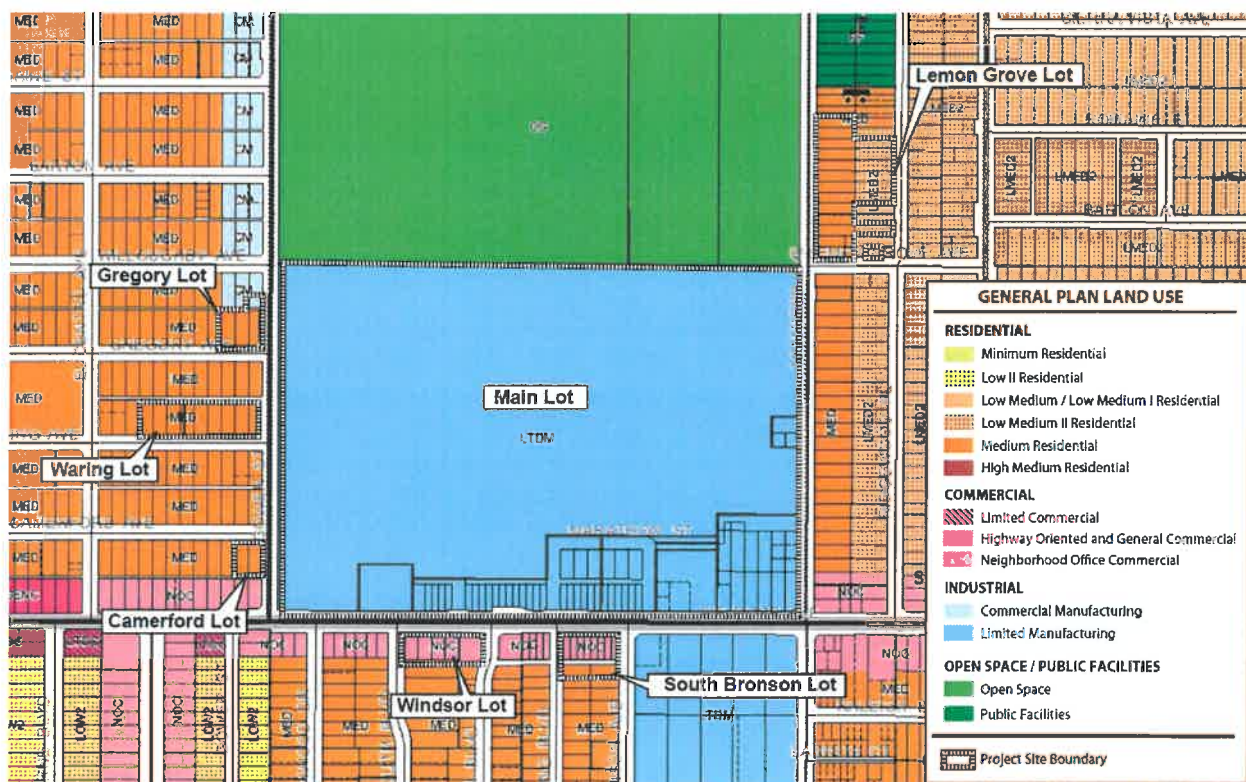


Background

General Plan Land Use Designations

The Main Lot is designated for Limited Manufacturing land uses by the Hollywood Community Plan. Ancillary Lots located in the Hollywood Community Plan area, include the Gregory Lot (Parcels A and B), Waring Lot, Camerford Lot, and Lemon Grove Lot (Parcels A, B, C, and D), are designated Medium Residential by the Hollywood Community Plan, with the exception of Parcel B of the Gregory Lot, which is designated for Commercial Manufacturing, and Parcels B, C, and D of the Lemon Grove Lot, which are designated Low Medium II residential. The Windsor Lot and South Bronson Lot are located within the Wilshire Community Plan area. Both lots are designated as Neighborhood Office Commercial, with the exception of two parcels in the southerly portion of the South Bronson Lot which are designated as Medium Residential.

The Project Site is located in an urbanized area that is developed with a diverse mix of land uses. In general, the major arterials in the Project vicinity, including Melrose Avenue, Santa Monica Boulevard, Vine Street, and Western Avenue, are lined with commercial, industrial, and some residential uses, with residential neighborhoods interspersed between the major arterials.



The majority of the Main Lot is currently zoned [Q]M1-2D (Qualified Limited Industrial, Height District 2 with Development Limitation). Portions of the southern half of the Main Lot, including the area of the KCAL Building and a portion of the surface parking lot to its east, as well as an area between the two main entrances to the Main Lot, and the adjacent surface parking lot to the south, are zoned [Q]M1-1 (Qualified Limited Industrial, Height District 1). A small parcel on the Main Lot's southeast corner is zoned [Q]C2-1 (Qualified Commercial, Height District 1). With respect to the Ancillary Lots, except for Parcel B of the Gregory Lot, which is zoned [Q]C2-1VL (Qualified Commercial, Height District 1VL), the Ancillary Lots west of Gower Street (i.e., Parcel A of the Gregory Lot, and the Waring and Camerford Lots) are zoned R3-1XL (Multiple Dwelling Residential, Height District 1XL).

GENERALIZED ZONING

- PF, A1
- R1
- R2, RD, R3, R4
- C1, C2, C4
- M1

Project Site Boundary

The Ancillary Lot east of Van Ness Avenue (i.e., the Lemon Grove Lot) includes three zoning designations. The western half of the Lemon Grove Lot (Parcel A), currently developed with a parking garage, is primarily zoned R3-1XL (Multiple Dwelling Residential, Height District 1-XL). The two most northern lots of Parcel A are zoned R3-1 (Multiple Dwelling Residential, Height District 1). To the immediate east, Parcel B of the Lemon Grove Lot, which is currently developed with a surface parking lot, and Parcels C and D, which are both currently undeveloped, are zoned RD1.5-1XL (Restricted Density Multiple Dwelling Residential, Height District 1-XL).

Adjacent Uses:

To the east of the Project Site are multi-family residential and commercial uses. In addition, Santa Monica Boulevard Community Charter School is located across Van Ness Avenue, north of the Lemon Grove Lot. To the south of the Main Lot are Raleigh Studios and commercial uses along Melrose Avenue, with single- and multi-family residential uses further to the south. Van Ness Avenue Elementary School also is located further to the south of the Project Site along Van Ness Avenue. Land uses to the west of the Project Site include commercial, including a pre-school, light industrial, and residential uses along Gower Street, with predominantly multi-family residential uses located further to the west. Larchmont Charter School is also located further to the west on El Centro Avenue. To the north, a cemetery abuts the northern boundary of the Main Lot, and commercial and light industrial uses are located along Santa Monica Boulevard.

Streets and Access

Primary regional access to the Project Site is provided by US-101 (the Hollywood Freeway), which runs in a northwesterly/southeasterly direction approximately 0.6 mile northeast of the Project Site at its closest point. Van Ness Avenue is to the east of the Main Lot, classified in the Mobility Plan 2035 as a Modified Local Street, and dedicated to a 60-foot right-of-way and a 40-foot improved roadway width. Melrose Avenue is to the south of the Main Lot, classified as an Avenue II, and dedicated to an 86-foot width with an improved roadway width of 56 feet. Gower Street is to the west of the Main Lot, classified as a Modified Avenue III, and dedicated to a 72-foot width with a 48-foot-wide improved roadway. The Main Lot's northern boundary is the Hollywood Forever Cemetery, which is itself bound on the north by businesses fronting Santa Monica Boulevard, California State Route 2, which is classified by the City as a Modified Avenue I and dedicated to a 104-foot width with an improved roadway width of 74 feet. The remaining streets in the immediate vicinity are classified as Local Streets and have a 60-foot right-of-way dedication with an improved roadway width of 36 feet.

Public Transit

The Project area is well-served by public transit operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation's DASH service. Metro also operates the Red Line and Purple Line subways to the north and south of the Project Site, respectively. Metro and DASH connections are available to these subway lines, which then provide connections to the entire Metro rail system.

Metro Bus Line 10 serves the Project Site directly along Melrose Avenue between downtown Los Angeles and West Hollywood. Metro Bus Lines 4 and 704 run along Santa Monica Boulevard between downtown Los Angeles and the City of Santa Monica. Metro Bus Lines 207 and 757 run north-south along Western Avenue between Hollywood Boulevard and Imperial Boulevard in South Los Angeles. Metro Bus Line 210 runs along Vine Street in the Project vicinity as part of a north-south route that takes it from Hollywood Boulevard to Artesia Boulevard in Redondo Beach.

LADOT DASH routes directly serving the Project Site include the Hollywood/Wilshire Line and the Larchmont Shuttle.

Case Background

Pursuant to Sec. 12.36 of the LAMC, the Applicant is seeking multiple approvals including a Tentative Tract, General Plan Amendment, Zone Change, Specific Plan, Sign District and Code Amendment and Development Agreement.

The public hearing for Tentative Tract Map 71751 was held before the Advisory Agency on May 16, 2016 as a concurrent hearing wherein a Hearing Officer also took testimony on behalf of the City Planning Commission for CPC-2011-2459-GPA-ZC-SP-SN-CA and CPC-2011-2462-DA. The hearing was attended by approximately 150 individuals, 42 of which presented testimony in support and opposition of the proposed Project. The Advisory Agency took Tentative Tract Map 71751 under advisement to consider the facts of the case and the public testimony prior to rendering a decision.

On June 7, 2016, acting within its authority, the Advisory Agency issued a letter of determination conditionally approving Tentative Tract Map No. 71751, permitting a 10-lot subdivision for the Main Lot and one ancillary lot (Bronson Lot) and the construction of approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses, the removal of approximately 536,600 square feet of stage, production office, support, office, and retail uses, a net increase of approximately 1,385,700 square feet of floor area. The Advisory Agency further certified the EIR, adopted the Findings, Mitigation Monitoring Program and Statement of Overriding Considerations as the environmental clearance for the tract.

Conclusion

In consideration of the request, the Advisory Agency acted reasonably and within its authority to approve Tentative Tract 71751, and only the tract, as conditioned. Further, the approval of the tentative tract map includes Condition 10.c. and Condition 23 which require compliance with conditions of the incidental cases, CPC-2011-2459-GPA-ZC-SP-SN-CA and CPC-2011-2462-DA, or a modification to the tract if the cases are disapproved. Therefore, in consideration of entitlements processed under the Multiple Approvals ordinance, i.e. the general plan amendment, zone change, specific plan, sign district, code amendment, and development agreement, no abuse of authority occurred wherein the Deputy Advisory Agency only acted on the tract. As such, the action of the Deputy Advisory Agency is correct and appropriate. Further, as the initial decision-maker on a multiple approvals process i.e, the tentative tract, the Advisory Agency had within its purview to certify the EIR, Adopt the Findings, Mitigation Monitoring Program and Statement of Overriding Consideration as the environmental clearance for the tract.

Nevertheless, under the appeal process, the City Planning Commission must now consider recommending certification of the EIR, Adopting the environmental Findings, Mitigation Monitoring Program and Statement of Overriding Considerations to the City Council.

In terms of environmental analysis, the EIR provided a comprehensive analysis of the potential impacts of the Project on off-site uses, including the areas to the south of the Project Site, which include the residential properties south of Melrose Avenue.

Therefore, upon careful consideration of the facts as further elaborated in the following discussion of the appeals, the Department of City Planning staff recommends denying the appeals in part and granting the appeals in part, in order to allow proposed technical corrections that would further clarify conditions and resolve typographical errors, pursuant to Exhibit D attached herein.

Appeals

Appellants: (1) Mary Ann Biewener (Beth Dorris, Attorney)
(2) Paramount Pictures Corporation

Two appeals of Tentative Tract Case No. TT-71751 and ENV-2011-2460-EIR, were filed on June 17, 2016, on the entire decision of the Advisory Agency's letter of determination (LOD), as well as in part to clarify several conditions of the LOD. The Appellants' statements have been summarized in accordance with their issue categories (See Exhibit B for entirety of Appellant letters):

APPEAL POINTS

Appellant No. 1: Mary Ann Biewener

1. *It is unclear if the Advisory Agency certified Environmental Impact Report No. ENV-2011-2460-EIR, (SCH. No. 2011101035), including the accompanying mitigation measures, the Mitigation Monitoring Program, adopted the related environmental Findings, the Statement of Overriding Considerations, and the Mitigation Monitoring Program as the environmental clearance for the proposed project as it was not specifically identified in the grant clause.*

Staff Response: The CEQA Findings of Fact included in the Letter of Determination (LOD) issued by the Advisory Agency¹ on June 7, 2016 (p. 37), state the action of the Advisory Agency included certification of the EIR, adoption of the Mitigation Monitoring Program, the CEQA Findings and Statement of Overriding Considerations.

The grant clause for approving the tract map is subject to Sec. 17.03 of the LAMC, whereas the provisions of certification of an Environmental Impact Report (EIR) are subject to Public Resources Code Section 21082.1(c)(3) and are located within the CEQA Findings beginning on page 44 of the LOD. However, in the instance of an appeal, the City Planning Commission will now consider a recommendation for certification of the Environmental Impact Report No. **ENV-2011-2460-EIR**, (SCH. No. 2011101035), adoption of the Mitigation Monitoring Program, related environmental Findings and Statement of Overriding Considerations.

2. *The EIR Fails to Disclose and Address Significant Aesthetic, Blight, and Safety Impacts Associated with the Proposed Project's Signage.*

Signage:

Staff Response: Potential signage impacts were thoroughly evaluated in the Draft EIR. With incorporation of the detailed Signage Regulations included in the Draft EIR as Appendix C of the proposed Specific Plan, signage would be better integrated within the Project Site because it would be guided by a consistent set of development guidelines. As set forth in Sections IV.A.1, Aesthetics/Visual Quality and Views, and IV.A.2, Artificial Light and Glare of the Draft EIR, signage impacts associated with visual quality, views,

¹ The term "Advisory Agency" is interchangeable with the term "Deputy Advisory Agency" pursuant to Sec. 17.03 of the LAMC authorizing the Director of Planning as the Advisory Agency to appoint a deputy to act in its capacity.

light and glare would be less than significant. The EIR determined that signage would not result in blight or urban decay.

With regard to digital signage, Digital Display Signs would be permitted only in Sub-districts 2, 5, 7, and 8, which comprise, respectively, the Main Lot's Melrose Avenue frontage, the interior of the Main Lot, and the Ancillary Lots along Melrose Avenue (i.e., the South Bronson and Windsor Lots). Digital display signs would be limited to 600 square feet each. A maximum of one scrolling digital display sign would be permitted within Sign Sub-district 2 (the Main Lot's Melrose Avenue frontage). The scrolling digital sign would be limited to 3 feet in height and 300 square feet in overall size. With regard to supergraphic signs, a maximum of two supergraphic signs would be permitted at one time within Sign Sub-district 5 (the interior of the Main Lot) on the east or west facing building façades and architecturally and compositionally integrated into the building's façade.

As set forth in the Final EIR, the proposed Signage Regulations have been updated to provide that digital display signs and the scrolling digital display sign, along with projected image signs, would not be permitted to exceed a nighttime brightness level of 300 candelas per square meter.

Potential signage impacts on views and historic buildings and sleep patterns

Staff Response: The proposed Signage Regulations would ensure that Project signage is integrated with and enhances the character of the Project Site. Since the 1930s, large-scale entertainment signage has been located on the Main Lot's perimeter. Under the proposed Signage Regulations, much of the Project's signage would continue to promote the Studio's identity, such as through the use of entryway identity signs and perimeter signage devoted to entertainment products (e.g., films and television shows). Similar to existing conditions, additional signage would be located within the site interior, the majority of which would not be visible from off-site. Where signage would be visible from off-site areas, the Signage Regulations address the placement of specific types of signs within the context of the surrounding environment. Furthermore, signage would be affixed to structures or would be placed at the ground level. Thus, views of the Hollywood Hills would not be blocked. In addition, based on the types of signage proposed by the Sign Regulations, signage provided at the ground level would not be of a size that would block a view of a historic building. In terms of impacts to sleep patterns, the proposed types of signs as proposed by the sign regulations, and in addition to the proposed reduction of nighttime brightness levels of digital display signs, projected image signs, and scrolling digital display signs from 600 to 300 candelas per square meter, would be sufficiently bright enough to disrupt sleep patterns of residential occupants.

Potential signage impacts on residential uses and sleep patterns

Staff Response: As discussed in Section IV.A.2, Artificial Light and Glare, lighting from signage would be similar to or less than the lighting levels already found within the Project vicinity and would be less than 2.0 footcandles at all off-site sensitive receptors. Thus, with incorporation of the Sign Regulations, lighting from signage would not be bright enough or create sufficient contrast to interfere with sleep patterns or residential activities.

Potential signage Impacts on Traffic Safety

Staff Response: Existing arterial corridors in Hollywood, such as Melrose Avenue, include a variety of existing signage in and around the area, including two existing off-site billboard signs on the Project Site and entertainment signs, e.g. entry gates, water tower sign and six movie poster signs, at Melrose Avenue and Gower Street. Accordingly, signage permitted under the proposed Signage Regulations is not expected to substantially affect traffic safety given the signage already present in the vicinity as well as the low traffic speeds pursuant to posted speed limits on the surrounding street system. In particular, the refresh rate of the Project's digital display signs were analyzed to be restricted to no more than one refresh event every eight seconds, with a one-second transition between images. Although such signs would not be located adjacent to a freeway, the proposed refresh rate would be consistent with both Federal Highway Administration (FHWA) guidance that electronic signs should not change content more frequently than once every eight seconds, as well as Caltrans' Outdoor Advertising Act, which specifies that electronic signs facing a freeway should not have flashing images (defined as a light or message that changes more than once every four seconds). Further, the FHWA has studied driver behavior in the presence of digital signs and found that digital billboards do not result in a decrease in overall driver attention to the forward roadway.² Thus, the signage analyzed in the EIR was not expected to result in significant impacts associated with driver safety and pedestrian safety.

Illumination Plan is Deferred Mitigation

Staff Response: Appellant states the Illumination Plan as required in the proposed Paramount Pictures Specific Plan, is deferred mitigation and as such does not address the impacts of the proposed signage. However, as discussed below and within Section IV.A.2, Artificial Light and Glare, of the Draft EIR, the lighting analysis is based on a conservative set of detailed assumptions regarding light fixtures and signage within the Project Site. The analysis demonstrates that lighting impacts associated with the Project would be less than significant with the incorporation of design practices. The lighting analysis does not include a mitigation measure that represents deferred mitigation. Rather, the EIR section cites the Project Design Features (including lighting regulations) that are already required as part of the Sign Regulations. These Project Design Features/Sign Regulations provide that a sign illumination plan be submitted to the Director of Planning to confirm that lighting for the sign complies with the Sign Regulations, which will ensure that lighting impacts associated with the ultimate lighting for the Project will be less than significant. In other words, the Illumination Plan functions as a verification of compliance and not deferred mitigation.

Cumulative Effect of all Project Signage in Simultaneous Operation not Analyzed in EIR

² Specifically, the FHWA study found that drivers may glance more frequently at electronic signs than standard billboards, but there is no substantial decrease in the proportion of time the driver spends looking at the road ahead. Additionally, in the study experiments the longest glance at an electronic sign was 1.335 seconds, compared to 1.284 seconds spent looking at a standard billboard, both of which are less than the guidance from the National Highway Traffic Safety Administration indicating that taking one's eyes off the road for two seconds or more presents a safety risk. Source: Federal Highway Administration, Driver Visual Behavior in the Presence of Commercial Electronic Variable Message Signs (CEVMS), September 2012, www.fhwa.dot.gov/real_estate/oac/visual_behavior_report/final/cevmsfinal.pdf, accessed March 17, 2016.

Staff Response: The analysis of cumulative lighting impacts within Section IV.A.2, Artificial Light and Glare, of the Draft EIR is based on a photometric study that analyzed a combination of all potential lighting associated with Project office and retail uses as well as from parking areas and signage. The photometric study provides calculated potential light spill levels from the proposed Project's combined lighting sources at the street, sidewalk and neighboring property lines. A range of light fixtures that are anticipated to be used for the proposed Project were analyzed and, to be conservative, the light fixtures that would have the greatest potential light impact were included in the photometric study, thus providing a comprehensive analysis of all lighting sources on a cumulative basis. The analysis concluded that with design features such as shielding of light sources from adjacent residential uses and directing lighting to specific areas to be lit to limit spill-over onto adjacent uses, lighting from the Project, including lighting from signage, would not exceed 2 foot-candles and would be less than significant.

In addition, the lighting analysis described in Section IV.A.2, Artificial Light and Glare, of the Draft EIR addressed potential impacts related to the brightness of artificial light sources, including signage, building and security lighting, building interior lighting, lit parking lots and other Project lighting. The methodology for this analysis included determining adjacencies between the Project Site and surrounding residential neighbors, evaluating the existing lighting conditions at and around the Project Site; reviewing existing regulatory requirements and professional standards; evaluating proposed Project lighting; and developing new lighting guidelines or recommendations for the Project.

The Project area is urbanized with a mix of commercial, office, light industrial, institutional, and entertainment uses, as well as residential uses. Since the Project Site and all of the adjacent areas are already affected by lighting from existing, directly adjacent and immediate development within the area, new light sources must be directly visible or extremely prominent to the light-sensitive uses to have any measurable effect. A total of fourteen locations were selected at points of optimal view of the Project Site from the surrounding residential area to evaluate potential brightness impacts. Based on existing lighting levels in the area and the proposed Project lighting and regulations, the Project building, parking and security lighting would be consistent with existing lighting and the glare contrast for Project signage would not exceed levels at which discomfort glare could potentially be caused (30:1) as compared to the existing lighting levels with the area. With incorporation of the project design features, the Draft EIR concluded that Project impacts with regard to nighttime glare would be less than significant.

Similarly, Section IV.A.1, Aesthetics/Visual Quality and Views, of the Draft EIR also evaluates the combined impacts of all signage within the Project Site. Specifically, the view impacts analysis accounts for all signage within a given viewpoint and the aesthetic impacts analysis considered the elevations of the Project Site from all directions with all signage.

Signage Mitigation Measures and Alternatives

Staff Response: The EIR does not identify significant impacts associated with signage. Thus, no mitigation measures or alternatives are required. Nonetheless, in response to comments from the community the Applicant has proposed a modification to the signage program such that digital display signs and the scrolling digital display sign, along with projected image signs, would not be permitted to exceed a nighttime brightness level of

300 candelas per square meter. Further, in its letter to the City dated May 23, 2016, the Applicant proposed to not have digital signage for the first 5 years of the Project.

3. *The EIR Fails to Address the Aesthetic, Noise, Parking, Traffic, Emergency Access, and Safety Impacts Associated with the Plymouth Gate.*

Plymouth Gate

As discussed in the Final EIR, Intersection No. 39, Plymouth Boulevard & Melrose Avenue, is the nearest study intersection to the Plymouth Gate. Intersection No. 39 is projected to operate at LOS A during the morning and afternoon peak hours under both Existing with Project Conditions (Year 2011) and Future with Project Conditions (Year 2038). Therefore, potential Project operational access impacts at Plymouth Gate would be less than significant.

The EIR does not presume that Paramount guests and employees will not use residential streets. Rather, specifically with regard to whether the Plymouth Gate would be accessed via Plymouth Boulevard from the south, the EIR explains that because the Plymouth Gate would not align with Plymouth Boulevard, the potential for drivers to approach or depart the Plymouth Gate via Plymouth Boulevard would be reduced. Thus, the Final EIR correctly states that it is not expected that accessing the Plymouth Gate via Plymouth Boulevard, with a right turn on to Melrose Avenue and a left turn into the gate, would be a common path of travel. The design of the driveway and its access control will be subject to the review and approval of the Los Angeles Department of Transportation. All access within and adjacent to the Project Site will also comply with the emergency access requirements of the Los Angeles Fire Department.

The EIR fully evaluates the aesthetic, noise, parking, traffic, emergency access, and safety impacts of the Project.

Aesthetics

Staff Response: As discussed in Section IV.A.1, Aesthetics/Visual Quality and Views, of the Draft EIR, overall, the proposed building heights would be similar to and/or compatible with those currently present both on-site and in the surrounding area. The majority of the building heights across the Project Site would be substantially similar to other buildings in the Project vicinity, such as the four-story Raleigh Studios, and other existing mid-rise structures that would remain on-site. These buildings would be separated from off-site areas by arterial streets and building heights along the Main Lot's eastern, southern, and western perimeters that would be limited to 60 feet in height, with many of the existing low- to mid-rise structures remaining, thus continuing the existing trend of reduced building heights along the property edges.

As also discussed in Section IV.A.1, Aesthetics/Visual Quality and Views, and Section IV.G, Land Use, of the Draft EIR, the overall floor area ratio on the Project Site would potentially increase from approximately 0.7:1 under current conditions to a site-wide density of 1.2:1 upon buildout of the proposed Specific Plan (based on the Conceptual Site Plan). The Project Site already exhibits some contrast with the surrounding area in terms of building heights and density. Existing buildings, security walls, and gates currently extend along the Main Lot's property lines. The lack of setbacks and the dense building placement, particularly along the Main Lot's northern and western property lines,

create a denser appearance when compared to other land uses adjacent to the Project Site. Thus, the increase in density that would occur under the proposed Project, particularly along the Melrose Avenue frontage, would not be out of character for the Project Site or its relationship to the surrounding area and would largely represent infill development. Furthermore, the proposed Project's potential maximum floor area ratio of 1.2:1 is less than the currently allowed floor area ratio on the Project Site, which ranges from 1.5:1 on the Main Lot to 3:1 on several Ancillary Lot parcels. Thus, the potential density of the proposed Project would be consistent with the scope of development envisioned for the Project Site by existing planning regulations. Overall, as the Draft EIR concludes, the proposed Project's density would be compatible with the existing developed nature of the Project Site and surrounding area.

As also explained in the Draft EIR, implementation of the proposed Project would increase development on the Ancillary Lots. The residential uses in the Project vicinity are interspersed among an eclectic mix of low- and mid-rise commercial, retail, institutional, educational, and light industrial uses focused along the Melrose Avenue and Santa Monica Boulevard commercial corridors. Development within the Ancillary Lots would infill what are primarily surface parking lots with uses that are compatible with the mixed-use, low- to mid-rise character of the area. The heights of the new buildings on the Ancillary Lots would not exceed 45 feet, except in the case of Parcels A and B of the Lemon Grove Lot, where building heights would not exceed 55 feet, consistent with the height of the existing parking structure on Parcel A. As the Draft EIR concludes, these building heights would be compatible with the low- to mid-rise uses in the Project vicinity, and the land uses proposed on the Ancillary Lots would also be compatible with surrounding development in terms of land use type, development density, and overall design.

The Draft EIR evaluated the proposed Project in terms of visual compatibility as well as land use compatibility in Section IV.A.1, Aesthetics/Visual Quality and Views, and Section IV.G, Land Use. With respect to visual compatibility, the analysis considered the introduction of contrasting features that could contribute to a decline in overall visual character (e.g., the introduction of contrasting features that overpower familiar features, eliminate context or associations with history, or create visual incompatibility where there may have been apparent efforts to maintain or promote a thematic or consistent character). The purpose of the land use compatibility analysis was to determine whether the proposed Project would be compatible in terms of use, size, density, intensity, scale, and other physical and operational factors with surrounding land uses and development.

Based on the analysis presented in Section IV.A.1, Aesthetics/Visual Quality and Views, of the Draft EIR, the proposed Project would not cause any of the following: substantial degradation of the existing visual character or quality of the Project Site or the surrounding vicinity; removal or development of a substantial amount of existing open space; a substantial degree of contrast between proposed features and existing features that represent the Project Site's aesthetic image; or the development of buildings that detract from the existing style or image of the Project Site or surrounding area due to density, height, bulk, setbacks, signage, or other physical elements. As such, the Draft EIR concluded the proposed Project would not substantially alter, degrade, or eliminate the existing visual character of the Project Site or surrounding area, including existing visual features or resources, or introduce elements that substantially detract from the visual character. Therefore, as concluded in the Draft EIR, impacts related to aesthetics/visual quality would be less than significant.

Based on the analysis provided in the EIR, the proposed Project is considered compatible with the surrounding area in terms of both land use type and design. As such, the proposed Project would not substantially and adversely change the existing land use relationships between the Project Site and existing off-site uses. Furthermore, the proposed Project would not disrupt, divide, or isolate any existing neighborhoods or communities. As such, as concluded in the EIR, the proposed Project's impacts related to land use compatibility would be less than significant.

4. *The Proposed Project's Scale and Placement Create Significant Adverse Aesthetic Impacts Inadequately addressed or Mitigated in the EIR or MMP.*

Larchmont Heights ICO

Staff Response: The referenced ICO (Ordinance No. 183497) relates to the issuance of building permits for the construction of single-family dwellings on RA, RE, RS, and R1 zoned lots in designated neighborhoods, including Larchmont Heights. Pursuant to Section 3.B of the ICO, no building permit shall be issued for a project in Larchmont Heights unless the proposed structure's residential floor area does not exceed 120% of the prior or existing structure's residential floor area. The prohibition does not apply where there has been no single-family dwelling on a lot in the five years before the effective date of the ordinance. Larchmont Heights is not currently subject to an HPOZ or a pending or proposed HPOZ. The analysis of potential impacts to historic resources included an analysis of potential impacts to nearby HPOZs. As discussed in Section IV.C., Cultural Resources, the nearest designated HPOZ is located approximately 0.5 mile from the Project Site, and all HPOZs are separated from the Project Site by major arterial streets and existing development. No neighboring historic resources would be demolished as part of the proposed Project. Therefore, the proposed Project would have a less-than-significant impact on historic resources in the Project vicinity. It is further noted that the majority of the proposed Project development would be separated from the Larchmont Heights area by a major arterial street and other development. With regard to the South Bronson and Windsor Lots that are adjacent to the Larchmont Heights area, the Project includes design regulations to enhance compatibility with the adjacent community.

5. *The Proposed Project's Addition of Almost 1.4 million square feet of New Commercial Facilities will create significant transportation impacts inadequately Addressed in the EIR and MMP.*

Transportation

Staff Response: Traffic, bicycle and pedestrian access and safety are addressed in detail in Section IV.K. Traffic, Access and Parking, of the Draft EIR. The Project will be designed in accordance with regulatory requirements to help ensure the safety of pedestrians, bicycles and vehicles. In particular, all access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that would meet the City's requirements to protect pedestrian safety.

While the City's analysis of potential neighborhood cut-through traffic did not find a potential significant impact to the neighborhood south of Melrose, as stated in the Applicant's May 23, 2016, letter to the City, Paramount proposes that the Development Agreement include \$100,000 for the Larchmont Village Neighborhood Association to explore measures to reduce traffic in their area. This amount is consistent with the funding that the City Department of Transportation determined is appropriate for the five neighborhoods to the north and east of Melrose.

In addition to the \$100,000, the proposed Project's transportation program includes measures to encourage alternative modes of transportation, such as bicycling, and reduce peak-hour travel, physical improvements and funding for neighborhood traffic intrusion measures. Project Design Feature K-1 includes preparation and implementation of a transportation demand management program to reduce traffic impacts of the proposed Project and ease congestion in the area. It would include features such as providing bicycle racks and lockers and funding bicycle infrastructure, promoting ridesharing among employees, providing transit information and discounted transit passes, encouraging flexible and off-peak work hours. Mitigation Measure K-1 requires the Project Applicant to initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking, bicycling, carpooling, vanpooling, public transit, short-term automobile rentals, etc. The Hollywood TMO would be available to anyone in the Hollywood community, accessible through a website and mobile application. These two programs will help to reduce peak-hour trips to and from the Project Site and encourage alternative transportation modes. The proposed Project's transportation program also includes Transportation Systems Management (TSM) improvements, including signal controller upgrades and closed circuit television (CCTV) cameras at key intersections within the Study Area; and specific intersection improvements, including physical mitigations and signal system and phasing enhancements.

6. *The Historic Preservation Plan and Associated New Construction Design Standards Need to be Expanded to Comply with CEQA as well as local and state Historic Preservation Standards.*

Impacts of the Project on the Historic Districts and KCAL

Staff Response: Section IV.C, Cultural Resources, of the Draft EIR provides an analysis of the proposed Project's potential impacts regarding historic resources. As discussed in Section IV.C, Cultural Resources, with the implementation of the proposed Specific Plan, including the Historic Resources Preservation Plan, and the proposed mitigation measures, the proposed Project would not result in significant impacts to the potential Paramount Pictures Historic District, the potential RKO Studios Historic District, or the KCAL Building. The analysis was completed using National Park Service standards, including those that address compatibility of uses. The analysis considered the existing buildings and layout of the Project Site. As shown on the Conceptual Site Plan provided in Figure II-4 in Section II, Project Description, of the Draft EIR, the proposed Project would focus much of the development in areas of the Project Site that are currently underutilized, located outside of the potential historic districts and KCAL Building, or in the location of non-contributors to the districts.

Construction Design Standards

The proposed Project would be implemented through a Specific Plan that includes a Historic Resources Preservation Plan to guide implementation of the proposed Project in accordance with the Secretary of the Interior's Standards for Rehabilitation. Per the Historic Resources Preservation Plan, all rehabilitation plans for contributing buildings would be subject to review by a qualified historic preservation professional. Mitigation Measure C-1 would ensure that the Historic Resources Preservation Plan is implemented. In response to public comments, the Applicant proposes that as part of the Planning Director's review of the qualified preservation professional's verification of compliance with the Preservation Plan under the Specific Plan, the Planning Director consult with the Office of Historic Resources. This change is reflected in Section II, Corrections and Additions, of the Final EIR.

RKO Globe

Staff Response: Stage 21 is identified as a potential contributor to the potential RKO Studios Historic District. As discussed in the EIR analysis and in the Paramount Pictures Historic Assessment Report (included as Appendix F of the Draft EIR), the globe located on the southwest corner of the roof of Stage 21 is one of the character-defining features of Stage 21. The globe originally depicted the RKO Radio Pictures logo and consisted of a globe surmounted by a large radio tower with the RKO call letters, as shown in the historic photograph provided on page 66 of the Historic Assessment Report. The globe was constructed as part of the parapet of the building and does not comprise a complete sphere. The RKO Radio Pictures logo was significantly altered in the 1960s, and the radio tower and RKO call letters were removed. Although the globe has been altered and does not retain its relationship to the RKO Radio Pictures logo, it is considered a character-defining feature of Stage 21. Stage 21 is proposed for demolition under the proposed Project. Given that the partial globe was constructed as part of the parapet of the building, it was anticipated that the globe would be demolished as part of the Stage 21 demolition and could not be retained or relocated.

As the Draft EIR concludes in Section IV.C, Cultural Resources, with the implementation of the proposed Specific Plan, including the Historic Resources Preservation Plan, and the proposed mitigation measures, the potential RKO Studios Historic District would retain eligibility for historic designation following implementation of the proposed Project, including the demolition of Stage 21 and the attached globe. Therefore, the demolition of the globe would not constitute a significant impact to historic resources.

Nevertheless, as explained in the Final EIR, in response to public comments regarding the globe, the Applicant proposes that when Stage 21 is demolished it will first use commercially reasonable efforts to try to remove the globe, if possible, and work with an appropriate historic preservation or other group to relocate the globe to an off-site location where it will be visible to the public.³ The Applicant's efforts to remove and relocate the globe were added as Project Design Feature C-1, detailed in Section II, Corrections and Additions, of the Final EIR. Further, as part of the interpretive program required by the Preservation Plan and Mitigation Measure C-7, the Applicant will include photographic documentation and explanation of the history of the RKO Radio Pictures logo.

³ Given that the globe consists of a partial sphere constructed into the parapet of Stage 21, it may be that it cannot be removed intact.

Façade Wall of Stages 19, 20, and 21

Staff Response: As discussed in the Draft EIR and the Historic Assessment Report, the historic resources assessment identified two potential historic districts on the Main Lot, the potential Paramount Pictures Historic District and the potential RKO Studios Historic District. There are a total of 47 buildings, structures, and sites located within the potential RKO Studios Historic District, 43 of which were identified as contributors to the potential historic district. Stages 19, 20, and 21 are identified as potential contributors to the potential RKO Studios Historic District.

Analysis of the impacts to the potential RKO Studios Historic District in the Draft EIR reflects National Park Service guidelines for evaluating the historic integrity of historic districts.⁴ In addition to the consideration of the number of contributors and non-contributors that will remain following Project implementation, the Draft EIR considers the relationship among the district's components, the preservation of the "historic core" of the potential historic district, and the retention of significant property types, circulation patterns, and spatial relationships as factors in the analysis of impacts to the potential historic district.

As discussed in the Draft EIR, the potential RKO Studios Historic District would retain at least 60 percent of its contributors after Project implementation. In addition, it would retain significant aspects of integrity; a concentration of buildings that date from the period of significance, including the central historic core and some of the earliest stages; important circulation patterns; a hierarchy of uses; and historic spatial relationships.

As the Draft EIR concludes in Section IV.C, Cultural Resources, with the implementation of the proposed Specific Plan, including the Historic Resources Preservation Plan, and the mitigation measures, the potential RKO Studios Historic District would retain eligibility for historic designation following implementation of the proposed Project, including the demolition of Stages 19, 20, and 21 and the attached globe. Therefore, the proposed demolition would not constitute a significant impact to historic resources.

Further, Mitigation Measure K-4, detailed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, cannot be implemented without removing Stages 19, 20, and 21. Mitigation Measure K-4 involves the conversion of the existing westbound Melrose Avenue shared through/right-turn lane into a separate through lane and right-turn lane by dedicating necessary right-of-way for a right-turn curb cut from the Project Site to the north. With this improvement, the westbound intersection approach would provide two through lanes and one right-turn lane, reducing the potentially significant intersection impact at Melrose Avenue and Gower Street to a less than significant level. The existing sidewalk in the area of the proposed improvement is 12 feet wide. The Mobility Plan 2035 designates Melrose Avenue as an Avenue II, which should have 15 feet of sidewalk. The existing westbound curb lane is approximately 17 feet wide. To accommodate both a through lane and a separate right-turn lane would require 22 feet, or 5 feet of widening. There is insufficient existing right-of-way and sidewalk to accommodate the necessary widening and required sidewalk. The existing buildings are not set back from the property line. Therefore, there is insufficient space to implement

⁴ U.S. Department of the Interior, National Park Service, National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 1990.

the improvement, widen the street, and provide the required sidewalk without removing the adjacent buildings.

Modification of Stages 19, 20, and 21 in order to accommodate the required traffic lanes would require substantial, invasive structural modifications as it would require removing one of the primary points of shear transfer in the long-span structure, which is likely infeasible. Even if structurally feasible, it would require such substantial alteration of the stages that they would no longer convey their historic significance. The required alterations would impact the primary, street-facing façade of Stages 19, 20, and 21 and would alter the relationship of the stages with the street. The location of the stages at the corner of Melrose Avenue and Gower Street and their function as part of the RKO studio wall are character-defining features that would be lost by modifications to the primary façade. Stages 19, 20, and 21 would no longer reflect their historic appearance. No other feasible traffic mitigation measure would reduce the traffic impacts at this intersection to a less than significant level.

7. Scoping Period Comments

Staff Response: The EIR accounted for the environmental comments raised during the EIR scoping period. As stated in the Final EIR, in response to appellant's comments on the Draft EIR, each of the responses to the Notice of Preparation of the Draft EIR received in 2011 were reviewed and considered as part of the preparation of the Draft EIR.

All of the comments provided in the appeal that raise environmental concerns have already been addressed in the EIR.

8. The LOD Approvals Present Due Process, Notice, Abuse of Discretion and Potential Authority/Jurisdictional Concerns.

Due Process-Notice:

Staff Response: Pursuant to Section 12.36 of the Municipal Code under multiple approvals process, a 24-day hearing notice was mailed out to a 500 foot radius from the project site, including occupants, owners, anyone who provided comments on the draft EIR, as well as interested parties. The notice for the May 16, 2016 public hearing was further published in the Daily News on April 19, 2016 and posted on the project site 10-days in advance of the hearing. In an effort to facilitate community participation, the public hearing was held at the First Presbyterian Church of Hollywood at 1760 N. Gower Street in Hollywood. Approximately 150 individuals attended the hearing where 42 speakers provided testimony. It should be noted that speakers were not restricted in time and were provided with as much time as needed to present their testimony. In addition, due to the interest in this case, the hearing officer maintained the public record open for an additional week until May 23, 2016. The hearing notice clearly identified the Deputy Agency acting on the TT-71751, as well as considering the certification of the EIR, adoption of the Mitigation Monitoring Program and Statement of Overriding Considerations. As the hearing was noticed as a concurrent public hearing, the hearing officer, conducting the hearing on behalf of the City Planning Commission, further considered the remaining entitlements including the general plan amendment, zone change, specific plan, code amendment and development agreement, in conjunction

with the certification of the EIR, adoption of the Mitigation Monitoring Program and Statement of Overriding Considerations.

Abuse of Discretion and Potential Authority/Jurisdictional Concerns:

In accordance with Sec. 17.03 of the Los Angeles Municipal Code (LAMC), the Director of Planning is designated as the Advisory Agency for the City of Los Angeles. As such, the Advisory Agency is charged with approving, conditionally approving, or disapproving a tentative tract map in accordance with Sec. 17.06.A.2 of the LAMC. Further, the Director is authorized to appointment one more deputies to act on his behalf in the capacity of Advisory Agency.

Prior to issuing the LOD for TT-71751, the Deputy Advisory Agency received input on tract application from various city departments, including Bureau of Engineering, Street Lighting, Department of Transportation, and the Department of Building and Safety-Zoning, in the form of conditions which were subsequently incorporated in the LOD. Therefore, the Deputy Advisory Agency did not act alone in its determination.

On June 7, 2016, the Deputy Advisory Agency, issued a letter of determination (LOD) approving Tentative Tract 71751 and certification of the EIR, adoption of the Mitigation Monitoring Program and Statement of Overriding Considerations. As the Deputy Advisory Agency must act within its purview under the law, its authority is limited to determinations on subdivision matters and any associated environmental clearance as the initial decision-maker on a multiple approval process. Therefore, it could not act on entitlements under the recommending authority of the City Planning Commission for final action by the Mayor and City Council. On the contrary, it would have been an abuse of power for the Deputy Advisory Agency to act on entitlements not within its authority.

Further in accordance with Section 17.03 of the LAMC, "If the final decision-maker imposes a condition as part of an action on a related application that differs from a condition of approval on a tentative tract map, then the Advisory Agency shall have the authority to make the tract map conditions consistent with the final decision-maker's action." To that end, the LOD included condition No. 10.c. requiring the compliance with the conditions/requirements of CPC-2011-2549-GPA-ZC-SP-SN-CA as well as Condition No. 23 which requires a copy of the decision for CPC-2011-2459-GPA-ZC-SP-SN-CA to be submitted to the satisfaction of the Advisory Agency. In addition, Condition 23, also states that if CPC-2011-2459-GPA-ZC-SP-SN-CA and/or CPC-2011-2462-DA are not approved, a tract modification shall be required. Therefore, there is no basis for the appeal on the grounds of abuse of agency discretion.

Appellant No. 2: Paramount Pictures Corporation

9. *Appellant Statement: Clarifications to Conditions 10, 11, 15, 18, 22, S-1 and S-3*

Staff Response: Staff has reviewed the requested clarifications to the above-referenced conditions as proposed by the Appellant and concurs with the corrections which clarify ambiguity of language and correct inconsistencies with agency letters and mitigation measures to better sync conditions of approval. Staff made two minor edits, identified in double underline, to Condition 10.c and Condition 22. CM-9, and as such accepts Appellants proposal as delineated in Exhibit D. These corrections and clarifications are

technical in nature and represent typographical errors baring no impact on the mode and character of the LOD.

PUBLIC HEARING AND COMMUNICATIONS

Pursuant to Sections 12.36, 12.32, and 17.06 of the LAMC, the Department of City Planning's Advisory Agency (Deputy Advisory Agency) and Hearing Officer, acting on behalf of the City Planning Commission, conducted the required concurrent public hearing for the Paramount Pictures Studio Master Plan, on May 16, 2016. The hearing was held at the First Presbyterian Church of Hollywood, located at 1760 North Gower Street. The hearing location was selected in order to accommodate the expected large turnout and provide a convenient venue within the community. Approximately 150 individuals were in attendance with 42 persons electing to speak. In addition to the public testimony, approximately, 180 emails and letters were submitted to the Department of City Planning up to the completion of this report. A summary of comments is listed below:

Council District 13 Representative for Councilman Mitch O'Farrell

- Important to the Councilman that Paramount has the tools to accommodate change and competitiveness in a competitive industry
- Improvements proposed on Specific Plan will bring in jobs to community and support local economy
- CD 13 looks forward to engaging in productive dialogue with the community to make sure future changes can occur in balanced and sensitive approach

Council District 4 Representative for Councilman David Ryu

- Two lots south of Melrose – the South Bronson and Windsor Lots are in Council District 4
- Support Applicant's proposal to increase setbacks along southern property boundaries of both lots from 5ft. to 10 ft.
- Design regulations for parking structures in order to mitigate effect caused by parking structures (noise, light, exhaust, etc.)
- Request that structures on Windsor & Bronson lots include architectural style & techniques
- Reiterate concerns regarding signage and traffic

Organized opposition groups included:

- Hancock Park Homeowners Association
- Larchmont Village Neighborhood Association
- DOOR Los Angeles
- Los Angeles Conservancy
- Hollywood Heritage

Statements in Opposition:

- Traffic congestion and mitigation, including speed calming devices e.g. speed bumps; safety of pedestrians; fire lane safety;
- Digital, electronic billboards and supergraphic signs not appropriate; light pollution; Sign District;
- Historic Preservation of Stages 19, 20, 21, RKO Globe and KCAL Building; reduce demolition; review of new construction process should include Office of Historic Preservation similar to USC process;
- Height of 240-foot, 15-story building, 135-foot buildings and impact on views and out of character with community;
- Severe lack of parking due to neighborhood intrusion and Paramount parking needs impacting neighborhood; cost impact of preferential parking permits to neighborhoods;
- Gentrification; rent hikes; displacement of diverse community; affordable housing;
- Litter, pollution and crime;
- Construction impacts of traffic, noise and air pollution on health as well as notification process;
- Public outreach; extend comment deadline to June 15; how to access online documents; have more public hearings;
- Spot Zoning (RD1.5-XL to PPSP Zone);
- Parking structures unsightly; require design elements standards.

Organized groups in support:

- Los Angeles Chamber of Commerce
- Los Angeles Building Construction Trades
- South Hollywood Neighborhood Association
- BizFed, Los Angeles County Business Federation
- Ibew Local 40
- Los Angeles / Orange County Building Trades
- Friends of Hollywood Central Park
- Hollywood Chamber of Commerce

Support Comments:

- Economic benefits (direct and indirect);
- Construction job opportunities for the various trades;
- Paramount jobs provide good wages; health care, and retirement;
- Keep Paramount Pictures in Hollywood;
- Need new state of the art stages and production;
- Paramount supports small independent film-makers;
- Community outreach;
- Revitalization of master plan important to Hollywood;
- Public benefits;
- Preservation of historic buildings and districts;

Other Organizations: General Comments of Support and Concerns

South Hollywood Neighborhood Association

- Unanimous vote at 6-8-16 Board Meeting to support majority of Paramount Pictures Plan with limitations;
- Electronic signage needs to be static for substantial periods of time;
- Do not approve of "Super-graphic" sign proposed on 15-story building; and
- Support Paramount Studios working diligently with neighbors to mitigate impact of Lemon Grove Parking Lot.

CEQA FINDINGS OF FACT

I. INTRODUCTION

Paramount Pictures Corporation, the “Applicant,” proposes the Paramount Pictures Master Plan Project which sets forth the framework to guide the development of the approximately 62-acre Paramount Studios site located within the Hollywood Community of the City of Los Angeles (the “Project Site”).¹ The Project Site is comprised of the main studio property of approximately 56 acres (the “Main Lot”) and six surrounding properties of approximately 6 acres (the “Ancillary Lots”). The Main Lot is generally bounded by Van Ness Avenue to the east, Melrose Avenue to the south, Gower Street to the west, and a cemetery to the north. The Ancillary Lots and their locations are as follows: the “Gregory Lot” located on the west side of Gower Street at Gregory Avenue; the “Waring Lot” located on the west side of Gower Street at Waring Avenue; the “Camerford Lot” located on the west side of Gower Street at Camerford Avenue; the “Windsor Lot” located on the south side of Melrose Avenue at Windsor Boulevard; the “South Bronson Lot” located on the south side of Melrose Avenue at Bronson Avenue; and the “Lemon Grove Lot” located on the east side of Van Ness Avenue, north of Lemon Grove Avenue.

The Paramount Pictures Master Plan Project (the “proposed Project”) involves the redevelopment of portions of the Project Site with new studio-related uses, circulation improvements, parking facilities, and pedestrian-oriented landscaped areas. These improvements would be implemented through the proposed Paramount Pictures Specific Plan (the “proposed Specific Plan”), which would guide development within the Project Site through the year 2038. The proposed Specific Plan would allow for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses, and the removal of up to approximately 536,600 square feet of existing stage, production office, support, office, and retail uses, for a net increase of up to approximately 1,385,700 square feet of floor area within the Project Site upon completion of the proposed Project.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The project proposal was reviewed by the Los Angeles Department of City Planning (serving as lead agency) in accordance with the requirements of the California Environmental Quality Act (“CEQA”) (Public Resources Code § 21000 *et seq.*; 14 Cal. Code Regs. § 15000 *et seq.*). An initial study was prepared for the project in October 2011 and is attached to the Draft EIR in Appendix A. In compliance with CEQA Section 21080.4, a Notice of Preparation (“NOP”) was prepared by the City of Los Angeles Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies and other interested parties. The NOP identified specific areas where the proposed project could have adverse environmental effects and determined that an EIR would need to be prepared to document these effects. The Department of City Planning issued the NOP on October 13, 2011. A public scoping meeting was held on October 27, 2011, at the First Presbyterian Church of Hollywood, 6054 Yucca Street, Hollywood, California, 90028, to receive community input on the proposed project and the scope of the EIR. Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through the NOP process. Refer to Appendix A of the Draft EIR for a copy of the NOP and written comments submitted to the Department of City Planning in response to the NOP and scoping meeting.

¹ The majority of the Project Site is located within the Hollywood Community Plan Area, while the Ancillary Lots south of Melrose Avenue are located within the Wilshire Community Plan Area.

The Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for public review and comment for a 45-day review period commencing on September 10, 2015 and ending October 26, 2015. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles, as lead agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The Department of City Planning prepared a Final EIR for the project, which was completed on April 14, 2016, and is hereby incorporated by reference in full. The Final EIR was made available for review on the City's website [<http://planning.lacity.org/eir/Paramount/FEIR/index.html>]. The Final EIR was also made available at libraries and the Department of City Planning. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the proposed Project. The Final EIR addresses the environmental effects associated with implementation of the proposed Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site as well as individuals who attended the scoping meeting and provided comments during the NOP and Draft EIR comment periods.

A. RECORD OF PROCEEDINGS

The City of Los Angeles Department of City Planning Deputy Advisory Agency and Hearing Officer conducted a duly noticed concurrent public hearing on May 16, 2016 to receive public testimony on the proposed entitlements and environmental documents. The Deputy Advisory Agency issued its letter of determination on June 7, 2016, approving Tentative Tract 71751 for the merger and phased resubdivision of the Main Lot and one Ancillary Lot to ten ground lots (8 lots on the Main Lot and 2 lots on the Ancillary Lot), certifying the EIR and adopting the Mitigation Monitoring Program (MMP), these Findings, and a Statement of Overriding Considerations. The Advisory Agency's determination was subsequently appealed on June 17, 2016 and is scheduled before the City Planning Commission for recommendation on the remaining entitlements, including a General Plan Amendment, zone change, Specific Plan, sign district, and Code amendment, certification of the EIR, adoption of the Mitigation Monitoring Program (MMP), including project design features and mitigation measures, these Findings, and a Statement of Overriding Considerations, on July 14, 2016. The recommendation of the City Planning Commission will be subsequently presented to the City Council for action.

The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA findings are based are located at the Department of City Planning, 6262 Van Nuys Boulevard, Room 351, Van Nuys, California 91401. This information is provided in compliance with CEQA Section 21081.6(a)(2).

III. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts. The possible findings are:

"Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (State CEQA Guidelines, § 15091, subd. (a)(1))

"Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (State CEQA Guidelines, § 15091, subd. (a)(2))

"Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR." (State CEQA Guidelines, § 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the proposed Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings nevertheless fully account for all such effects identified in the Final EIR. For each of the significant impacts associated with the proposed Project, either before or after mitigation, the following sections are provided:

- a) Description of Significant Effects - A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact.
- b) Project Design Features – Identified project design features or actions that are included as part of the proposed Project and set forth in the Mitigation Monitoring Program.
- c) Mitigation Measures - Identified mitigation measures or actions that are required as part of the proposed Project and set forth in the Mitigation Monitoring Program.
- d) Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.
- e) Rationale for Finding - A summary of the reasons for the finding(s).

IV. DESCRIPTION OF THE PROPOSED PROJECT

A. PROJECT DESCRIPTION

The proposed Project consists of a Tract Map, General Plan Amendment, Zone Change, and adoption of the proposed Specific Plan (including a Historic Resources Preservation Plan) to guide development within the Project Site through the year 2038, as well as a related Code Amendment; a Sign Supplemental Use District; Development Agreement; demolition, grading, excavation, and building permits; and any additional actions as may be deemed necessary or desirable. Under the proposed Specific Plan, portions of the Project Site would be redeveloped with new studio-related uses, circulation improvements, parking facilities, and pedestrian-oriented landscaped areas.

The proposed Specific Plan would establish development guidelines and standards that would be used to regulate basic planning and development concepts for future development within the Project Site. These development guidelines and standards would provide a measure against which specific future development proposals can be evaluated. As such, the proposed Specific Plan would create a regulatory framework that accounts for the unique needs of the Project Site and the surrounding community and allows flexibility for adapting to future changes that could occur in the

entertainment industry. The primary development regulations set forth in the proposed Specific Plan would address land use, historic preservation, design, alcohol sales, child care facilities, and parking, as well as associated implementation procedures.

The proposed Specific Plan would allow for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses. With the proposed removal of approximately 536,600 square feet of stage, production office, support, office, and retail uses, this would result in a net increase of approximately 1,385,700 square feet of floor area within the Project Site upon completion of the proposed Project, with adjustments permitted, subject to the Land Use Exchange provisions of the proposed Specific Plan. The Conceptual Site Plan is an illustration of how development within the Project Site may occur in conformance with the proposed Specific Plan. It should be noted, however, that actual development would be governed by the requirements of the proposed Specific Plan and not the Conceptual Site Plan. That is, the Conceptual Site Plan represents just one possible development scenario.

As part of ongoing operations at the Project Site, additions and changes to the Project Site occur on a continuous basis, including interior and exterior improvements. During the review process for the proposed Project, it is anticipated that approximately 50,000 square feet of new floor area consisting of new office, stage, production office, and/or support uses would be constructed as part of ongoing business activities. These additional facilities are referred to as "interim projects" and were considered in the Project Impacts section for each of the environmental issue analyses in the EIR.

B. PROJECT OBJECTIVES

The proposed Project's specific objectives are as follows:

1. Substantially enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television and entertainment industry;
2. Modernize and upgrade the facilities at the Project Site to meet the increased competition for movie, television, and entertainment production and post-production facilities from other worldwide locations, including competition from other studios in the Los Angeles region;
3. Provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site to meet the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances;
4. Establish a clear and consistent set of guidelines to provide a level of certainty for future development of the Project Site to meet the anticipated future demand of the movie, television, and entertainment industry and to remain competitive;
5. Maximize opportunities for the local and regional economy by creating construction jobs and a wide range of jobs serving the movie, television and entertainment industry;

6. Improve the identity of the Project Site as a movie, television and entertainment industry area and enhance the visual appearance of the Project Site by providing architecturally distinct development and a creative signage program reflective of the movie, television and entertainment uses while preserving the historic character of the Project Site;
7. Provide a campus environment and incorporate and integrate a mix of uses that maximizes synergies and efficiencies between people, uses and buildings within the Project Site;
8. Establish clear guidelines for the preservation of the historic character of the Project Site while allowing for the development of state-of-the-art facilities for the movie, television and entertainment industry;
9. Provide producers, writers, actors, and other creative personnel, and related administrative personnel, with offices, work spaces, and general offices to meet the demand for the movie, television, and entertainment industry and to remain competitive with other production facilities in the region and worldwide;
10. Provide new production support facilities for storage and on-lot distribution of lighting, props, and other equipment, and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities;
11. Provide for increased production “base camps” directly adjacent to production offices and filming facilities and areas on the Project Site to allow for the flexible and efficient staging of trucks and trailers needed for talent, lighting, grip, costume, and other production services; and
12. Provide new parking on the Project Site that is sufficient and conveniently located, and enhance and improve internal circulation throughout the Project Site, including truck circulation within the Main Lot, to enhance efficiency and safety.

V. ENVIRONMENTAL IMPACTS FOUND IN THE INITIAL STUDY NOT TO BE SIGNIFICANT

The City of Los Angeles Department of City Planning prepared an Initial Study dated October 13, 2011, which determined that the proposed Project would not have the potential to cause significant impacts in the following areas: agricultural and forest resources; biological resources; and mineral resources. Therefore, these issue areas were not examined in detail in the EIR. The rationale for the conclusion that no significant impact would occur in each of these issue areas is summarized below, and based on that rationale, and other evidence in the administrative record relating to the proposed Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed.

A. Agricultural and Forest Resources

The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. No agricultural or other related activities currently occur on the Project Site or within the Project vicinity. In addition, no agricultural zoning, forest land or timberland zoning is present

in the surrounding area, and no nearby lands are enrolled under the Williamson Act. As such, no impacts to agricultural and forest resources would occur and no mitigation measures are required.

B. Biological Resources

The Project Site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, and limited landscaping. Given the urbanized nature of the Project area and the fact that the Project Site has already been disturbed, the likelihood of the presence of any endangered and/or threatened species is remote. Furthermore, no candidate, sensitive, or special statues species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) are known to be present or have been identified on-site. No riparian habitat or sensitive natural communities are located on-site, nor have they been identified in City or regional plans, policies, or regulations of the CDFW or USFWS as being within the Project Site. In addition, there are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act, that exist on or in the vicinity of the Project Site. There are also no native resident, migratory fish, or wildlife species or established native resident or migratory wildlife corridors on-site or within the Project vicinity, nor would the Project impede any use of native wildlife nursery sites. Only wildlife commonly found in developed, urban areas are expected to be found within the Project Site. Finally, the Project Site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project Site includes approximately 800 trees, some of which may be removed for implementation of the Project, in addition to approximately 400 ficus trees maintained as a screen along the eastern and southern perimeter of the Main Lot in association with the security fencing. However, there are no protected trees as defined by the City of Los Angeles Protected Tree Ordinance (Ordinance No. 177404) located on the Project Site. The Project Site is not subject to any other local policies or ordinances protecting biological resources. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Based on the above, no impacts to biological resources would occur, and no mitigation measures are required.

C. Mineral Resources

No mineral extraction operations currently occur on the Project Site. The Project Site is located within a highly urbanized area of the City of Los Angeles and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey. The Project Site is not located within a City-designated oil field or oil drilling area. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts to mineral resources would occur and no mitigation measures are required.

VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION

The Los Angeles Department of City Planning prepared an Initial Study for the Project in which it required analysis of the following environmental impact areas in an EIR: Aesthetics (including views,

light/glare, and shading); Air Quality (including greenhouse gas emissions); Cultural Resources (including historic resources, and archaeological and paleontological resources); Geology and Soils; Hazards and Hazardous Materials; Hydrology and Surface Water Quality (including groundwater); Land Use and Planning; Noise; Employment, Housing and Population; Public Services (including police protection, fire protection, schools, parks and recreation, and libraries); Traffic, Access, and Parking; and Utilities and Service Systems (including water supply, wastewater, solid waste, and energy). The following impact areas were determined to be less than significant prior to mitigation, and based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. Aesthetics/Visual Quality and Views

1. Aesthetics/Visual Quality

a) Construction

Overall, while Project construction activities would affect the visual character of the area on a short-term basis, they would not substantially alter or degrade the existing visual character of the Project Site or introduce permanent elements that would substantially detract from the visual character of the surrounding area for the following reasons: (1) views of construction activities would be limited in duration and location; (2) the site appearance would be typical of construction sites in urban areas; (3) construction would occur within an urban setting with a high level of human activity and development; and (4) impacts would be reduced through standard best management practices implemented during the construction period, including the use of construction fencing to screen much of the construction activity from view at street level. Therefore, visual quality impacts associated with construction would be less than significant.

b) Operations

Implementation of the proposed Project would result in the removal of some existing buildings, structures, paving, and landscaping and would involve the development of new buildings, structures, paving, and landscaping consistent with the proposed Specific Plan, including the Historic Resources Preservation Plan. The proposed Project would create an integrated site with a mix of entertainment-related uses, similar to and building upon those that currently exist on-site as well as in the surrounding area. Buildout of the proposed Project would increase the height, density, and mass of on-site structures as compared to existing conditions, but would incorporate variations in building planes to reduce the effect of massing and provide a pedestrian scale adjacent to the public streets.

The areas surrounding the Project Site include clusters of industrial development housing entertainment-related uses, such as pre- and post-production facilities, similar to those located on-site, and other commercial uses. The broader Hollywood area encompasses a variety of neighborhoods, including intensely developed commercial areas, mixed-use centers with high tourist traffic and active nightlife, a theater district, and areas with high-rise development, all of which are interspersed with single-family and multi-family residential neighborhoods. In particular, commercial and residential towers punctuate the skyline along many streets in Hollywood, such as Rossmore Avenue to the southwest of the Project Site and Sunset Boulevard, Hollywood Boulevard, and Vine Street to the north. Overall, the proposed Project building heights would be similar to and/or

compatible with those both on-site and in the surrounding area. The majority of the building heights across the Project Site would be substantially similar to other buildings in the Project vicinity, such as the four-story Raleigh Studios, and other existing mid-rise structures that would remain on-site. The proposed Project would also increase the density of development on the Project Site. The Project Site currently exhibits some contrast with the surrounding area in terms of building heights and density. Existing buildings, security walls, and gates currently extend along the Main Lot's property lines. The increase in density that would occur under the proposed Project, particularly along the Melrose Avenue frontage, would not be out of character for the Project Site or its relationship to the surrounding area. Overall, the proposed Project's density would be compatible with the existing developed nature of the Project Site and surrounding area. Much of the new construction within the Main Lot would be concentrated in the southern half of the Main Lot, increasing the intensity of development along the Melrose Avenue frontage. New buildings in a variety of building heights would replace surface parking lots, creating visual interest and strengthening the Studio's identity along this major arterial street. Overall, the proposed development along Melrose Avenue would be compatible with the surrounding environment, where Melrose Avenue serves as a major commercial arterial and where the Main Lot's Melrose frontage serves as the primary visual and physical gateway to the Project Site.

At the Ancillary Lots, the proposed Project would infill what are primarily surface parking lots with uses that are compatible with the character of the area. Overall, the development proposed on the Ancillary Lots would be compatible with surrounding development in terms of building height, density, and overall design and would provide a more consistent commercial streetscape along Melrose Avenue.

Under the proposed Project, it is anticipated that the primary building materials would continue to include stone, stucco, and glass, thus tying into the existing building context, campus color, and material palette. Further, implementation of the Historic Resources Preservation Plan would promote architectural compatibility between new construction and existing development on the Main Lot. Although precise building designs have not been prepared yet, through compliance with the Preservation Plan, new development would reference the architectural features of the existing buildings in order to further promote the visual identity of the Project Site. Landscape improvements would also be used as unifying visual elements. Additionally, visual screening would be implemented for uses such as loading docks, trash/recycling areas, rooftop equipment, and outdoor storage areas visible from public pedestrian locations within 500 feet of the perimeter of the Project Site so as not to detract from the visual character of the Project Site.

Project signage would be coordinated and regulated by the proposed signage regulations. Similar to existing conditions, additional signage would be located within the site interior, the majority of which would not be visible from off-site. Where signage would be visible from off-site areas, consideration is given to the placement of specific types of signs within the context of the surrounding environment. The illumination of signs, including digital display signage, projected images, scrolling digital displays, and supergraphics, would be regulated to limit brightness. Accordingly, no substantial impact related to visual contrast would occur as a result of Project signage.

Project outdoor security and architectural lighting would provide security and aesthetic enhancements while also being sensitive to nearby properties. Limitations on illumination levels would preclude overly bright lighting that could disrupt the visual quality of the Project area. Project lighting

would comply with Los Angeles Municipal Code (LAMC) requirements as well as relevant City regulations with respect to new lighting within the public right-of-way.

Some contributors to the potential historic districts within the Main Lot that are visible from limited areas off-site may be removed as part of the proposed Project. However, compliance with the Preservation Plan, along with Mitigation Measures C-1 through C-6 set forth in the MMP (which are specific to historic impacts), would ensure that Project development activities, including demolition, construction, rehabilitation, and preservation activities, do not diminish the historic integrity of the potential historic districts on the Project Site. Overall, the visual character of the Main Lot as viewed from off-site would continue to be predominantly defined by the perimeter wall formed by buildings on Gower Street and a portion of Melrose Avenue, with related entertainment signage at the corner; the KCAL Building; a fence covered by a thick hedge and landscaping along portions of Melrose Avenue; the arched entry gate at the Melrose Gate; and the landscaping and security wall along Van Ness Avenue that permits intermittent views of contributor buildings within the eastern portion of the Main Lot. Therefore, the proposed Project would not result in the removal or alteration of a substantial amount or proportion of existing features that contribute to the valued visual character or image of the Project Site.

Moreover, the proposed Project would not cause any of the following: substantial degradation of the existing visual character or quality of the Project Site or the surrounding vicinity; removal or development of a substantial amount of existing open space; a substantial degree of contrast between proposed features and existing features that represent the Project Site's aesthetic image; or the development of buildings that detract from the existing style or image of the Project Site or surrounding area due to density, height, bulk, setbacks, signage, or other physical elements. As such, the proposed Project would not substantially alter, degrade, or eliminate the existing visual character of the Project Site or surrounding area, including valued existing features or resources, or introduce elements that substantially detract from the visual character. Impacts related to aesthetics/visual quality would be less than significant.

Further, it is noted that in 2013, the State of California enacted Senate Bill 743 (SB 743). Among other things, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within 0.5 mile of an existing or planned major transit stop, which Public Resources Code Section 21064.3 defines as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Pursuant to SB 743 and Public Resources Code 21099, an employment center project is a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. Public Resources Code Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The Project proposes a zone change to Specific Plan that would include commercial uses, and the total Project development would result in a Project Site-wide FAR of approximately 1.2:1. The Project Site is an infill site within an area identified by the City as a transit priority area as defined in Public Resources Code Section 21099. As such, under SB

743, the Project's aesthetic and parking impacts would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Nonetheless, the environmental analysis considered the potential impacts of the Project on aesthetics and parking.

2. Views

None of the roadways within the immediate Project vicinity are designated as scenic highways. Valued visual resources identified on-site include: the water tower and the original Bronson Gate; the Melrose Gate; the perimeter wall formed by office buildings and sound stages fronting Gower Street and Melrose Avenue, which are considered historic contributors; the KCAL Building; limited portions of other contributors to the potential Paramount Pictures Historic District visible from off-site (e.g., the Bluhdorn Building and the Set Lighting and Grip Building); and the northern façades of some of the industrial buildings and sound stages along the northern property boundary. Valued visual resources in the surrounding area that are visible from the Project Site vicinity include the Hollywood Hills and the Hollywood Sign.

Most views of and across the Project Site would experience little if any change as a result of Project implementation. The majority of the Project Site is not visible from vantage points greater than one to two blocks away from the Project Site. While Project development would be visible from off-site locations within one or two blocks of the Project Site, view impacts would typically occur at limited vantage points, as opposed to along extensive roadway segments or from entire large geographic areas. Similarly, while individual on-site visual resources may be obstructed, the proposed Project would not result in the obstruction of a substantial amount or proportion of existing features that contribute to the valued view of the Project Site. Moreover, Project development may open up new opportunities for views of existing valued visual resources and would enhance certain views, such as views of the Bronson Gate from the Main Lot entrance at Melrose Avenue and Bronson Avenue. In addition, the proposed Project would not affect views from a designated scenic highway, corridor, or parkway. It is also specifically noted that based on the proposed Project's characteristics, particularly building heights, and an evaluation of simulated composite photographs showing existing and future conditions based on the Conceptual Site Plan at representative locations, as viewed from a range of distances and variety of directions relative to the Project Site, Project development would not affect views of the Hollywood Hills or the Hollywood Sign to the north on an overall basis. As such, on an overall basis, the proposed Project would not obstruct an existing valued view, and view impacts would be less than significant. In addition, as discussed above, it is noted that the Project's aesthetic impacts, including views, would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

3. Project Design Features

The proposed Specific Plan included in Appendix B of the Draft EIR includes regulations related to screening and rooftop parking lighting and screening that would reduce impacts related to aesthetics/visual quality and views (see Section 5 of the Specific Plan):

- **Screening.** New buildings that have rooftop equipment or outdoor storage that is visible from public pedestrian locations within 500 feet of the perimeter of the Project Site shall screen such rooftop equipment and outdoor storage areas to minimize its view from public pedestrian locations. Screening devices

may include vegetated walls, fences, trellises, graphic treatments, other structures, or other measures approved by the Director of Planning.

- **Rooftop Parking Lighting.** New parking structures that have rooftop parking shall shield the light sources on the rooftop level so as to direct the lighting on-site.
- **Rooftop Parking Screening.** The rooftop parking level of new parking structures shall include a parapet wall of at least 3.5 feet.

Further, the following additional project design features are included in the MMP with regard to aesthetics/visual quality and views:

Project Design Feature A.1-1: Where Project construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed along the periphery of the development sites to screen construction activity from view at the street level from off-site.

Project Design Feature A.1-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Project Design Feature A.1-3: New on-site utilities that may be required to serve the proposed Project shall be installed underground.

4. Cumulative Impacts

a) Aesthetics/Visual Quality

Few of the related projects are located sufficiently close to the Project Site to enter the same field of view as the proposed Project. Regardless, future developments generally would be subject to applicable LAMC requirements, such as height limits and density and setback requirements, and many would be subject to review by the City to ensure consistency with adopted guidelines and standards that relate to aesthetics and visual quality. Therefore, it is not anticipated that future development inclusive of the proposed Project, interim projects, and related development would substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Cumulative impacts would be less than significant.

b) Views

In general, related projects have the potential to block views from local streets and other public vantages throughout a project area. With respect to the proposed Project, the views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood Sign.

However, as previously indicated, the proposed Project would not affect views of the Hollywood Hills or Hollywood Sign, which, due to the densely developed nature of the area, are generally only available when looking north along adjacent north-south roadways, including Gower Street, rather than when looking north across the Project Site. Based on the proposed Project's characteristics, particularly building heights, and an evaluation of simulated composite photographs showing existing and future conditions based on the Conceptual Site Plan at representative locations, as viewed from a range of distances and variety of directions relative to the Project Site, Project development would not affect views of the Hollywood Hills or the Hollywood sign to the north on an overall basis, and view impacts would be less than significant. Given the limited number and location of the related projects within any field of view that includes the Project Site, view impacts would occur at a distance where such changes are not discernible within the broad urban landscape. As such, cumulative view impacts would be less than significant.

B. Light and Glare

1. Construction

To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Construction lighting would be focused on the particular area undergoing work. Construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, as a project design feature, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Thus, with adherence to existing LAMC regulations and the construction lighting project design feature, light resulting from construction activities would not substantially alter the character of off-site areas surrounding the Project Site, or interfere with the performance of an off-site activity. Therefore, light spill impacts associated with construction would be less than significant.

As set forth in Project Design Feature A.1-1, where construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing would be placed along the periphery of the development sites to screen construction activity from view at the street level from off-site locations. As such, glare from construction activities would not substantially alter the character of off-site areas surrounding the Project Site, or interfere with the performance of an off-site activity. Therefore, glare impacts associated with construction would be less than significant.

2. Operation

The proposed Project would include new lighting for safety, security, architectural features, signage and use of the facilities that would be developed as part of the proposed Project. The potential for light spill to occur with Project development would be reduced by existing LAMC requirements and the project design features. In addition, any new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light spill on adjacent properties. The proposed signage regulations would require the preparation of a signage illumination plan that includes specifications for the illumination of digital display signs, projected image signs, scrolling digital display signs, and supergraphic signs, including maximum luminance levels, and provides for the review of the signs in order to ensure compliance

with the regulations set forth in the proposed signage regulations. To further reduce potential light spill impacts, the proposed signage regulations require that light intensity levels for digital display signs, projected image signs, scrolling digital display signs and supergraphic signs be limited to 2 foot-candles as measured at the property line of the nearest residentially zoned property outside the boundaries of the Project Site. As shown in the photometric analysis included with the Draft EIR, the levels of light spill from Project lighting would not exceed 2 foot-candles, and Project operations, including the proposed signage program, would result in light spill impacts that would be less than significant. Finally, lighting used for outdoor production, special effects and special events would not increase lighting over existing conditions and would therefore not result in a significant impact.

Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of on-site activity, such as the operation of a motor vehicle. With the implementation of the project design features, daytime glare attributable to the proposed Project would be controlled. Thus, Project development would not incorporate substantial amounts of highly reflective building materials or signage that would be highly visible to off-site glare-sensitive uses, and would not substantially alter the character of the off-site areas surrounding the Project Site nor interfere with the performance of an off-site activity. As a result, Project daytime glare impacts would be less than significant.

Nighttime glare can result from buildings, signs, or thematic elements that include reflective materials that are located within highly visible areas. With existing regulations and the proposed project design features, including shielding of rooftop parking lights, building, parking and security lighting levels would not result in a significant glare impact.

Based on field observations and the proposed signage program, digital display signs, scrolling digital display signs, projected image signs and supergraphic signs have the potential to cause glare impacts. To address potential nighttime glare issues, the proposed signage regulations include limitations on the location, illuminance and luminance levels, and hours of illumination of digital display signs, projected image signs and scrolling digital displays signs, and the location and manner and hours of illumination of supergraphic signs. The Draft EIR evaluated the initially-proposed project design features which would limit Project nighttime lighting with regard to glare to 600 candelas per meter squared (cd/m^2), which is below the significance threshold of 800 cd/m^2 , and would not substantially alter the character of the off-site areas surrounding the Project Site or interfere with the performance of an off-site activity. Therefore, Project impacts with regard to nighttime glare were found to be less than significant. Nevertheless, in response to public comments, the Applicant proposes to further restrict the maximum nighttime brightness level of digital display signs and the scrolling digital display sign, as well as projected image signs, so that such signs would not be permitted to exceed a nighttime brightness level of 300 cd/m^2 . This change in the proposed signage regulations would further reduce the Project's less than significant impacts with regard to artificial light and glare.

3. Project Design Features

As previously described, future development under the proposed Project would be subject to the proposed Specific Plan included as Appendix B of the Draft EIR, which includes regulation of rooftop parking lighting that would reduce impacts related to light spill (see Section 5 of the proposed Specific Plan).

- **Rooftop Parking Lighting.** New parking structures that have rooftop parking shall shield the light sources on the rooftop level so as to direct the lighting on-site.

In addition, the proposed Signage Regulations include the following regulations to reduce impacts from signage lighting and glare:

- **Signage Illumination Plan.** The applicant shall submit a signage illumination plan to the Director of Planning for digital display, projected image, scrolling digital display, and supergraphic signs. The signage illumination plan shall be prepared by a lighting design expert, and those portions of the plan setting forth the wattage draw must be certified and stamped by an electrical engineer certified by the State of California. The plan shall include specifications for all illumination of digital display, projected image, scrolling digital display, and supergraphic signs, including maximum luminance levels, and shall provide for the review of the displays in order to ensure compliance with the regulations set forth in the proposed Signage Regulations, including those listed below.
- **Lighting for Supergraphic Signs.** Lighting for supergraphic signs shall be designed, located, or screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit and into the window of any commercial building outside the Project Site. The source of the external illumination shall be shielded from public view.
- **Reflective Materials.** Signage shall not use highly reflective materials such as mirrored glass.
- **Signage Glare Levels.** Digital display signs, projected image signs, and scrolling digital display signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness of no greater than 7,500 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset. The brightness of digital display signs and projected image signs shall be measured from ground level at the nearest residential property outside of the boundaries of the Project Site. The measured maximum brightness shall be based on the luminance levels of the white display portion of the sign, and the red, green, and blue outputs shall be turned to full on at the time of testing. A calibrated luminance meter shall be used to measure the luminance intensity of the sign in candela per meter squared (nits) in accordance with the luminance meter manufacture's operation instructions. The luminance measurements should not be taken at oblique angles that exceed 60 degrees off-axis from the face of the sign.
- **Signage Lighting Levels.** Digital displays, projected image signs, scrolling digital displays, and supergraphic signs shall not generate light intensity levels of greater than 2 foot-candles as measured at the property line of the nearest residentially zoned property outside the boundaries of the Project Site. A calibrated illuminance meter shall be used to measure the maximum incident illuminance resultant from the sign in foot-candles in accordance with the illuminance meter manufacture's operation instructions. The meter shall be mounted to a tripod at eye level, and aimed at the sign. A measurement shall be taken with the sign turned on, and again with the sign turned off. The difference of the two measurement shall be considered the resultant illuminance generated by the sign.

- Hours of Operation or Illumination of Digital Displays, Projected Image Signs, Scrolling Digital Displays, and Supergraphics. Digital display and scrolling digital display signs may only operate between the hours of 6:00 A.M. to 2:00 A.M. Projected image signs and supergraphic signs may be illuminated between the hours of one hour before sunset to 2:00 A.M.

Further, in addition to the requirements of the LAMC, the following additional project design features are included in the MMP with regard to light spill and contrast/glare:

Project Design Feature A.2-1: Light sources associated with proposed Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Project Design Feature A.2-2: Outdoor security and architectural lighting shall be shielded and/or directed toward the areas to be lit to limit spill-over onto adjacent uses where appropriate.

Project Design Feature A.2-3: Glass used in building façades shall minimize glare in a manner consistent with applicable energy and building code requirements.

4. Cumulative Impacts

Development of the proposed Project, interim projects, and other related projects in the area would introduce new or expanded sources of artificial light. However, the additional artificial light sources introduced by these projects would not significantly alter the existing lighting environment that currently exists in the immediate Project area because the related projects include land use types that are typical for the area and are not known to generate excessive or otherwise unusual lighting levels, and because of existing ambient light levels in the vicinity. In addition, each of the related projects would be required to comply with existing regulatory requirements that address artificial light. It is not anticipated that the related projects would result in cumulative light spill impacts due to the types of uses proposed, their distances from the Project Site, and existing ambient light levels in the vicinity. As a result, cumulative light spill impacts would be less than significant.

With regard to daytime glare, it is anticipated that the related projects within the vicinity of the Project Site would be subject to discretionary review to ensure that building materials to be used would not create significant glare impacts. In addition, the proposed Project's contribution to a daytime glare impact would not be cumulatively considerable, and therefore cumulative daytime glare impacts would be less than significant. Cumulative nighttime glare impacts are also anticipated to be less than significant for the same reasons as those cited above with regard to the proposed Project's less than significant cumulative light spill impacts.

C. Air Quality (Construction: Toxic Air Contaminants and Odors; Operations: Toxic Air Contaminants, Odors, and Consistency with Air Quality Plans)

1. Construction

a) Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. The results of the analysis for the construction of the proposed Project yield a maximum incremental increase in offsite individual cancer risk of 6.7 in a million over the duration of construction and an excess cancer burden of 0.05, where the maximum impact occurs at residential uses south of the Project Site. The chronic hazard index is approximately 0.01 and is less than the South Coast Air Quality Management District (SCAQMD) significance threshold of 1.0. As the proposed Project would not emit carcinogenic or toxic air contaminants that individually or collectively exceed the maximum individual cancer risk of 10 in one million or result in an excess cancer burden of 0.5 or more, Project-related toxic emission impacts from construction activities would be less than significant and no mitigation is required.

b) Odors

Compliance with the requirements in Sections 2480 and 2485 in Title 13 of the California Code of Regulations (CCR) and Section 93115 in Title 17 of the CCR would minimize potential diesel odors during construction to a less than significant level. Other potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of VOC from architectural coatings and solvents. As a result of the Applicant's mandatory compliance with applicable SCAQMD rules and regulations, construction activities or materials would not cause a significant impact related to odors.

2. Operations

a) Toxic Air Contaminants

Based on the low incremental increase in the number and long-term (annual average) activity of the on-site toxic air contaminant sources and compliance with applicable California Air Resources Board (CARB) and SCAQMD rules and regulations, potential air toxic containment impacts associated with the proposed Project would be less than significant. Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The proposed Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous toxic air contaminants located on-site would be below thresholds warranting further study under the California Accidental Release Prevention Program. As such, the proposed Project would not release substantial amounts of toxic contaminants, and no significant impact on human health would occur.

b) Odors

The proposed Project does not include any uses identified by the SCAQMD as being associated with odors, and ongoing facility operations have not received any notices of violation or notices to comply associated with odors over the last two decades. The proposed Project does include restaurant uses which have the potential to emit odors through cooking and charbroilers. However, the proposed Project would minimize the release of odors from restaurant uses with odor reducing equipment as required by SCAQMD Rule 1138. Garbage collection areas for the proposed Project would be covered and situated away from the property line and sensitive uses where feasible. Good housekeeping practices would be sufficient to prevent objectionable odors. Therefore, potential odor impacts would be less than significant.

c) Consistency with Air Quality Plans

(1) SCAQMD CEQA Air Quality Handbook Policy Analysis

The determination of AQMP consistency is primarily concerned with the long-term influence of the proposed Project on air quality in the Air Basin. While development of the proposed Project would result in short-term regional impacts, Project development would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The proposed Project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM₁₀, PM_{2.5}, and NO_x. Also, the proposed Project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As described in Section IV.B.1, Air Quality of the Draft EIR, the proposed Project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

(2) City of Los Angeles Policies

The proposed Project is consistent with applicable policies of the City of Los Angeles Air Quality Element. Development of the proposed Project would implement project features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation. Overall, the central location of the proposed Project and its proximity to existing transportation infrastructure and mass transit options would result in a reduction of vehicle miles traveled and vehicle trips. As a result, the proposed Project is consistent with the City of Los Angeles Air Quality Element.

3. Cumulative Impacts

a) Construction

Based on the use of standard risk-assessment methodology, construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. As such, cumulative toxic emission impacts during construction would be less than significant.

Based on mandatory compliance with SCAQMD rules, odor impacts from the proposed Project are anticipated to be less than significant individually, as well as cumulatively.

b) Operations

With respect to TAC emissions, the related projects (which primarily include retail/commercial, residential, office, and hotel uses) would not represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. In addition, the proposed Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

Potential odor impacts from related projects are anticipated to be less than significant. The proposed Project would not result in odor impacts, and, thus, would not have a cumulative impact.

D. Air Quality—Greenhouse Gas Emissions

1. Construction Impacts

Construction of the proposed Project is estimated to generate a total of 41,631 metric tonnes of CO₂e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over 30 years (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the proposed Project's operational emissions) in order to determine the proposed Project's annual GHG emissions inventory.

2. Operational Impacts

The proposed Project contains numerous project design features that would reduce the proposed Project's GHG emissions profile and would represent improvements versus "business-as-usual" (BAU). The proposed Project would provide a mix of compatible infill and higher density uses to reduce vehicle trips, promote alternatives to individual vehicle travel and promote efficient delivery of services and goods. The proposed Project would also concentrate new employment and retail uses near the Hollywood Freeway and the transportation corridors of Santa Monica Boulevard, Melrose Avenue, and Western Avenue, and in close proximity to public transit opportunities (e.g., light rail and bus routes), thereby minimizing vehicle trips and GHG emissions. Additionally, bicycle amenities such as racks and personal lockers would be expanded at various locations around the Project Site. The proposed Project's GHG emissions reduction of 26 percent compared to the BAU scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction). Therefore, the proposed Project would not have a significant impact on the environment due to its GHG emissions. In addition, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

3. Project Design Features

In addition to the water conservation, waste reduction, and Transportation Demand Management (TDM) project design features set forth in the MMP, the following project design feature would further reduce GHG emissions from the proposed Project as would compliance with the regulatory measures described in Section IV.B.1, Air Quality, of the Draft EIR:

Project Design Feature B.2-1: Where Leadership in Energy and Environmental Design (LEED®) standards are applicable, the design of new buildings shall include features so as to be capable of achieving current LEED® Certified status.

4. Cumulative Impacts

Although the proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Overall, the proposed Project has incorporated sustainability design features to reduce vehicle miles traveled and to reduce the proposed Project's potential impact with respect to GHG emissions. The proposed Project, by implementing the project design features, results in a net decrease in GHG emissions that represents a substantial reduction from BAU. The

proposed Project's features and GHG reduction measures make the proposed Project consistent with AB 32.

Given the proposed Project's consistency with State and City of Los Angeles GHG emission reduction goals and objectives, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the proposed Project's impacts are concluded to be less than significant and not cumulatively considerable.

E. Hydrology and Surface Water Quality

1. Surface Water Hydrology

Construction activities for the proposed Project would have the potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project Site temporarily more permeable. With preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), compliance with applicable City grading regulations, and installation of new storm drain facilities, as applicable, construction of the proposed Project would not cause flooding, substantially increase or decrease the amount of surface water in a water body, or result in a permanent, adverse change to the movement of surface water. Therefore, construction of the proposed Project would result in a less than significant impact on surface water hydrology, and no mitigation measures are required.

Given that the Project Site is currently predominantly impervious, the existing drainage areas and patterns on-site would generally be maintained under the proposed Project. While the development of new buildings would alter drainage areas somewhat, the majority of surface and street flows would remain unchanged. The existing drainage areas and patterns would be minimally impacted by the proposed Project due to the existing predominantly impervious nature of the Project Site. With implementation of Project Design Feature F.1-4, there would be no increase in the peak flow rate leaving the Project Site, and the limited increase in stormwater volumes within specific catchment areas would not create a substantial increase in the amount of stormwater in the City system, particularly since there would be an overall reduction in flow volumes sitewide. The proposed Project would not result in a permanent adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. As such, operation of the proposed Project would result in a less than significant impact on surface water hydrology.

2. Surface Water Quality

Construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal materials could contribute to pollutant loading in stormwater runoff. With implementation of the construction-related Best Management Practices (BMPs) and compliance with all applicable regulatory requirements, construction of the proposed Project is not anticipated to create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code or cause a regulatory standard to be violated, as defined in the applicable NPDES stormwater permit or the Basin Plan for the receiving water body. Accordingly, construction of the proposed Project would result in a less than significant impact on surface water quality.

As is typical of most major urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. With respect to dry weather impacts, the existing program of discharging groundwater seepage (dewatering) flows from the catchments would continue following redevelopment of selected areas under the General NPDES Permit No. CAG994004. The proposed Project would implement measures to reduce or eliminate dry weather nuisance flow (e.g., over irrigation, wash water, etc.). Therefore, operation of the proposed Project would result in a less than significant dry weather impact on surface water quality, and no mitigation measures are required. With respect to wet weather impacts, following completion and operation of the proposed Project it is projected that pollutant loads and average concentrations for all constituents would be less than those under baseline conditions with the implementation of structural BMPs sized to address water quality control volume. The proposed Project is not anticipated to create "pollution," "contamination" or "nuisance" as defined in Section 13050 of the California Water Code or cause a regulatory standard to be violated, as defined in the applicable NPDES stormwater permit or the Basin Plan for the receiving water body. Therefore, operation of the proposed Project would result in a less than significant wet weather impact on surface water quality, and no mitigation measures are required.

3. Project Design Features

Project Design Feature F.1-1: Prior to the issuance of grading permits, the Applicant shall provide the City with evidence that a Notice of Intent has been filed with the State Water Resources Control Board to comply with the Construction General Permit. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or the Regional Water Resources Control Board, or a letter from either agency stating that the Notice of Intent has been filed.

Project Design Feature F.1-2: For all construction activities disturbing greater than 1 acre or more, prior to receiving a grading permit from the City of Los Angeles, the Applicant shall provide proof of a Waste Discharger Identification Number for filing a Notice of Intent for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. For individual construction activities that may occur over time that disturb less than 1 acre, the Applicant shall comply with the applicable City of Los Angeles local requirements.

Project Design Feature F.1-3: Prior to issuance of a building permit for a project that triggers the Standard Urban Stormwater Mitigation Plan requirements, the Applicant shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan that shall include Best Management Practices (e.g., infiltration systems, bio-filtration, structural treatment systems) to the City of Los Angeles Department of Public Works or Department of Building and Safety, as applicable.

Project Design Feature F.1-4: The proposed Project shall include up to three stormwater detention features on-site to reduce the peak flow rate to a level at or below the existing peak flow rate leaving the Project Site and pipe runoff to the City storm drain system (Catchment Area D, G and J). The detention features shall be sized to reduce the peak flow rate from those catchment areas to a level at or below the existing peak flow rates (24.11 cubic feet per second in Catchment Area D, 163.47 cubic feet per second in Catchment Area G, and 11.02 cubic feet per second in Catchment Area J). The potential location of the proposed detention features is shown on Figure IV.F.1-6 of the Draft EIR. The proposed detention feature on the western portion of the Main Lot shall

be installed when a new private on-site storm drain is connected to the 21-inch City storm drain in Melrose Avenue. The proposed detention feature in the south central portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 33-inch City storm drain in Melrose Avenue. The proposed detention feature in the south-eastern portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 42-inch City storm drain in Melrose Avenue. The proposed detention features shall be located underground and shall consist of either a flow-through or flow-by detention system, or an approved facility that would provide an equivalent reduction in peak runoff flow rate. The exact size and location of the detention features shall be determined prior to construction as final building plans and detailed hydrology reports are completed.

Project Design Feature F.1-5: The Applicant shall continue to require the control of live animals used in production by an animal wrangler to minimize the potential for animal waste to remain on-site.

4. Cumulative Impacts

a) Surface Water Hydrology

The identified related projects are generally located in a highly urbanized area, and future land use changes or development are not likely to cause substantial changes in regional surface water flows. In accordance with City requirements, each related project, including Related Project No. 61 (located immediately north of the Project Site on the cemetery property), would be required to implement BMPs to manage stormwater in accordance with Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) guidelines, thereby minimizing post-development stormwater flows. Furthermore, the proposed Project would result in an overall reduction in surface water flow volumes sitewide. Therefore, the proposed Project's contribution to cumulative impacts to surface water hydrology would not be cumulatively considerable and, as such, impacts would be less than significant.

b) Surface Water Quality

Because the related projects are generally in an already highly urbanized area, future land use changes or development are not likely to cause substantial changes in regional surface water quality. It is anticipated that these related projects and other future development projects would also be subject to SWPPP and SUSMP requirements and implementation of measures to comply with total maximum daily loads. Therefore, with compliance with all applicable laws, rules and regulations, the proposed Project's contribution to cumulative impacts to surface water quality would not be cumulatively considerable and, as such, impacts would be less than significant.

F. Groundwater

1. Groundwater Hydrology

Groundwater under the Project Site is not currently pumped for beneficial uses (e.g., drinking water, industrial, or agricultural supply). In addition, no water supply wells are located at the Project Site that could be impacted by construction, nor would the proposed Project include the construction of water supply wells. During construction, shallow groundwater could be encountered as close to the

surface as approximately 8 to 12 feet below ground surface. As the proposed Project would include below-grade parking facilities, construction activities could encounter groundwater within portions of the Project site and dewatering could be required. Potential dewatering inflows are not anticipated to draw water across any substantial distance and, therefore, would not adversely impact the rate or direction of flow of groundwater supply. In addition, due to the distance from the Project Site to the nearest water supply wells and the temporary nature of any groundwater extracted during construction, construction dewatering would not change potable water levels sufficiently to reduce the ability of water utilities to use the groundwater basin for public water supplies or to reduce yields of adjacent wells or well fields (public or private), and related impacts would be less than significant. Therefore, construction of the proposed Project would result in a less than significant impact on groundwater hydrology, and mitigation measures are not required.

The proposed Project would have no impact on public water supplies, and no reduction in yields of adjacent wells or well fields (public or private) would occur. Project development is not expected to include activities that would require groundwater extraction related to groundwater remediation that could affect groundwater hydrology. Since no water supply wells would be affected and dewatering is not anticipated to adversely impact the rate or direction of flow of regional groundwater (other than localized groundwater flow changes), operation of the proposed Project would result in a less than significant impact on potable water levels. Based on the site-specific land uses and impervious percentage factors applied to the Conceptual Site Plan, the pervious percentage of the Project Site is expected to increase by 1 percent (to approximately 7 percent pervious or 93 percent impervious) as a result of the proposed Project. From a regional groundwater basin perspective, the potential increase in groundwater recharge resulting from this increase in pervious surface would be limited but beneficial and would result in a less than significant impact. Based on the above, operation of the proposed Project would result in a less than significant impact on groundwater hydrology, and mitigation measures are not required.

2. Groundwater Quality

The primary concerns relating to groundwater associated with construction of the proposed Project are: (1) the spillage of hazardous materials from temporary construction equipment and operations; and (2) the effects upon groundwater quality resulting from short-term dewatering activities (i.e., movement of existing contamination). The proposed Project would comply with all applicable federal, state and local requirements concerning the handling, storage, and disposal of hazardous waste, that would reduce the potential for the construction of the proposed Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Therefore, impacts would be less than significant. No significant areas of groundwater contamination have been identified beneath the Project Site. Furthermore, the estimated rate of groundwater dewatering during construction would not draw groundwater across any substantial distance. Therefore, impacts related to the rate or direction of movement of existing contaminants, the level of groundwater contamination, and regulatory water quality standards would be less than significant. To the extent construction necessitates the removal or relocation of groundwater monitoring wells, with compliance with the well abandonment guidelines set forth in the *Department of Water Resources, California Water Well Standards, Part III, Destruction of Monitoring Wells*, and the California Department of Health Services guidelines, the proposed Project would result in a less than significant impact with respect to the abandonment of any on-site wells, if required.

Based on the above, construction of the proposed Project would result in a less than significant impact on groundwater quality, and mitigation measures are not required.

Activities associated with the storage of hazardous materials in underground storage tanks could have a potential impact on groundwater quality during operation of the proposed Project. Compliance with all applicable existing regulations (i.e., the applicable NPDES permit or industrial user sewer discharge permit requirements) at the Project Site and underground storage tank regulatory programs would prevent the proposed Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. Therefore, impacts would be less than significant. Permanent dewatering systems may be required for certain below-ground structures (e.g., subterranean parking). Any dewatering system would be designed and operated in accordance with all applicable regulatory and permit requirements. In addition, no existing significant areas of groundwater contamination have been encountered beneath the Project Site. As such, no significant impact is anticipated to the rate or direction of movement of any existing contaminants beneath the Project Site or the area affected by or the level of groundwater contaminants. Therefore, operational impacts would be less than significant and are not anticipated to violate regulatory water quality standards at an existing production well. Given the estimated rate of groundwater extraction, the distance to the nearest water supply wells, existing groundwater conditions, and compliance with regulatory requirements, dewatering would not adversely affect existing contaminants, expand the area affected by contaminants, result in an increased level of groundwater contamination, or cause regulatory water quality standards at an existing production well to be violated. Therefore, potential impacts associated with dewatering would be less than significant. Based on the above, operation of the proposed Project would result in a less than significant impact on groundwater quality, and mitigation measures are not required.

3. Project Design Features

Project Design Feature F.2-1: Any discharge of groundwater during construction or operation of the proposed Project shall occur pursuant to, and comply with, the applicable National Pollutant Discharge Elimination System permit or industrial user sewer discharge permit requirements. If contaminated groundwater is found during the management of construction or long-term dewatering, treatment and discharge, as appropriate, shall be conducted in compliance with the applicable regulatory requirements (i.e., the Los Angeles Regional Water Quality Control Board General Permit conditions, or the City's industrial user sewer discharge permit requirements).

Project Design Feature F.2-2: In the event a groundwater monitoring well needs to be removed or relocated during construction, the abandonment of the well shall occur in accordance with the guidelines set forth in the *Department of Water Resources, California Water Well Standards, Part III, Destruction of Monitoring Wells*, and the California Department of Health Services guidelines.

Also refer to the project design features set forth in the MMP related to the appropriate handling, storage, and disposal of hazardous materials, which would serve to minimize potential impacts to groundwater.

4. Cumulative Impacts

a) Groundwater Hydrology

No water supply wells are located at the Project Site, and the nearest active water well fields are located approximately 4 miles away from the Project Site and approximately 2.5 miles away from the nearest related project. Like the proposed Project, all or most of the related projects would depend on public water supply systems. Given the location of the Project Site and related projects in the area and distance from the existing production wells, the proposed Project's contribution to cumulative groundwater hydrology impacts would not be cumulatively considerable and, therefore, would be less than significant. In addition, the proposed Project would not require groundwater remediation; therefore, no cumulative groundwater impacts would occur. Finally, while the proposed Project's resulting potential increase in groundwater recharge could be considered beneficial, operation of the proposed Project would not result in a measurable increase in local groundwater levels nor would it result in a demonstrable and sustained reduction of groundwater recharge capacity. Therefore, the proposed Project's contribution to groundwater recharge would not be cumulatively considerable and, as such, impacts would be less than significant.

b) Groundwater Quality

As with the proposed Project, with compliance with existing statutes and regulations, the related projects would be unlikely to cause or increase groundwater contamination. Therefore, the proposed Project's contribution to cumulative impacts to groundwater quality would not be cumulatively considerable and, therefore, would be less than significant.

G. Land Use

1. Land Use Consistency

a) Consistency with Local Plans and Applicable Policies

By providing new studio/media/entertainment-related development featuring a combination of rehabilitated historic resources, modernized facilities, and landscaping and pedestrian areas, the proposed Project would complement the area's unique character and employment base and would help ensure the retention of studio-related uses within Hollywood. As such, the proposed Project also would be consistent with the general intent of the General Plan Framework, Hollywood Community Plan, and Wilshire Community Plan.

With regard to zoning, the regulations of the proposed Specific Plan would supplement, and in some cases, supersede those set forth in the Planning and Zoning Code (Chapter 1) of the LAMC. For example, the proposed Specific Plan includes the Historic Resources Preservation Plan that provides guidelines for the rehabilitation (including alteration) and preservation of historic resources within the Main Lot, as well as the construction of new structures within the Main Lot. Project signage would be coordinated and regulated by the proposed signage regulations included in the proposed Sign Supplemental Use District. Overall, the proposed zoning designation would set forth regulatory controls, via the proposed Specific Plan, that are comparable to existing zoning requirements. Approval of the proposed Specific Plan would more closely align the Project Site with its existing function as a major film and television production facility and allow for more cohesive development

between the Main Lot and Ancillary Lots. With implementation of the requested approvals, including adoption of the proposed Specific Plan, zone change, and the proposed signage regulations, land use impacts related to LAMC consistency would be less than significant.

In addition, because the proposed Project would allow for the development of industrial and ancillary commercial uses that are consistent with and would enhance the existing uses within the Project Site and the surrounding area, the proposed Project would be consistent with the City of Los Angeles' Industrial Policy Initiatives and the Industrial Land Use Policy.

b) Consistency with Regional Plans

As analyzed in Section IV.G, Land Use, of the Draft EIR, the proposed Project would be generally consistent with the Southern California Association of Governments' (SCAG's) 2008 Regional Transportation Plan (RTP), Growth Vision Report, 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), and Regional Comprehensive Plan (RCP). Additionally, as discussed in Section IV.B.1, Air Quality, of the Draft EIR, the proposed Project would be consistent with the goals and policies of the SCAQMD's Air Quality Management Plan (AQMP). Additionally, as discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, with implementation of all feasible mitigation measures, the proposed Project would not conflict with the Congestion Management Program (CMP) as it would not result in significant impacts to the nearby CMP intersections or freeway monitoring locations.

c) Conclusion Regarding Impacts Relative to Land Use Consistency

With approval of the proposed Specific Plan, zone change, and either General Plan Amendment (redesignating the Ancillary Lots to General Commercial or redesignating the entire Project Site to Regional Center or Regional Commercial), the proposed Project would not be in substantial conflict with the adopted Community Plans or with relevant environmental policies in other applicable plans. As such, the proposed Project's impacts related to land use consistency would be less than significant.

2. Land Use Compatibility

The surrounding uses were developed over a span of several decades and feature a variety of building types and architectural styles. The eclectic nature of the surrounding uses and their associated architecture results in a non-cohesive visual character within the area. The infill of new studio-related uses that are substantially similar in terms of land use type to the existing studio-related uses within the Project Site would be compatible with the varied land uses that characterize the Project area. Overall, the proposed Project's density would be compatible with the densely developed nature of the surrounding area. The majority of the building heights across the Project Site would be substantially similar to other buildings in the Project vicinity, such as the four-story Raleigh Studios and other existing structures that would remain on the Project Site. The proposed high-rise structures would be compatible with the overall character of the Hollywood area, where high-rise buildings are common along many streets, such as Hollywood Boulevard, Vine Street/Rossmore Avenue, and Sunset Boulevard. By focusing density and activating the pedestrian realm along Melrose Avenue, the proposed Project would strengthen the Studio's identity and create a greater sense of place along this important frontage. Overall, the land uses proposed on the Ancillary Lots, as detailed in the Conceptual Site Plan, would be compatible with surrounding development in terms of land use type,

development density, building height, and overall design. Furthermore, the proposed Project design would improve and enhance the visual character of the Project Site as compared with existing conditions, promoting compatibility with surrounding uses. In general, the proposed signage regulations would regulate signage while providing sufficient flexibility to meet the unique needs of the proposed Project, with an overarching goal of ensuring that Project signage is integrated with and enhances the character of the Project Site as an important entertainment industry venue.

The proposed Project is considered compatible with the surrounding area in terms of both land use type and design. As such, the proposed Project would not substantially and adversely change the existing land use relationships between the Project Site and existing off-site uses. Furthermore, the proposed Project would not disrupt, divide, or isolate any existing neighborhoods or communities. As such, the proposed Project's impacts related to land use compatibility would be less than significant.

3. Project Design Features

Other than the proposed Specific Plan regulations, no project design features relevant to land use are proposed.

4. Cumulative Impacts

Future development projects would be subject to existing zoning and land use designations as well as environmental review by the City. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. Rather, the concentration of development in the area would make use of infill opportunities within an area well served by transit, thus promoting a more cohesive and compatible urban environment.

Two projects, Related Project No. 24 and Related Project No. 61, are in close enough proximity to the Project Site so as to contribute to cumulative land use impacts by potentially altering existing land use relationships. The balance of the related projects would not cause cumulative land use impacts due to either distance and/or existing intervening development. Related Project No. 24, located at 5663 Melrose Avenue, involves the construction of 96 multi-family residential dwelling units and 3,350 square feet of retail uses.² This type of development would be substantially similar to other land uses in the Project vicinity. Related Project No. 61 proposes additional cemetery-related uses within the cemetery immediately north of the Project Site. These uses would be consistent with existing development on the cemetery property. Thus, these related projects would not combine with the proposed Project and the interim projects to create any inconsistency with land use plans or policies, nor any incompatibility with surrounding land uses. Additionally, given that the proposed Project would be compatible with existing surrounding land uses, the proposed Project would not contribute to significant cumulative land use compatibility impacts. Cumulative impacts would be less than significant.

² Construction of Related Project No. 24 has been completed.

H. Noise (Operational)

1. On-Site Stationary Noise Sources

a) Building Mechanical Equipment

Operation of the proposed Project would require building mechanical equipment to condition and ventilate the indoor air environment. Project building mechanical equipment would comply with the City's Noise Regulation requirements, which would limit the noise from building mechanical equipment not to exceed 5 dBA above the ambient noise levels at the off-site noise sensitive receptors. As such, noise impacts from building mechanical equipment would be less than significant.

b) Parking Facilities

Noise associated with below-grade parking garages (e.g., car movements, horns and alarms) would be contained within the structures, and, thus, noise levels would be effectively shielded from the off-site noise sensitive receptor. Therefore, impacts associated with the below-grade parking garages would be less than significant. Noise sources associated with above-grade parking facilities include activation of car alarms, sounding of car horns, slamming of car doors and tire squeals. The estimated maximum noise level from parking-related operations at off-site sensitive receptor locations within 100 feet of a parking structure would exceed the proposed Project's significance threshold for parking operations due to the potential for intermittent car alarms or horns. However, a project design feature would be implemented as part of the proposed Project that would integrate noise control features into the parking structure façade within 100 feet of an off-site sensitive receptor. With implementation of the project design features, operational noise impacts due to the use of parking facilities would be less than significant.

c) Loading Dock Areas

Based on measured noise levels from typical loading dock facilities, delivery trucks would generate noise levels of approximately 71 dBA (L_{eq}) at a distance of 50 feet. However, a project design feature would be implemented as part of the proposed Project to locate and construct new buildings with loading docks such that the line of sight between the outdoor loading dock and any adjacent noise sensitive land use will be obstructed to the extent necessary to comply with the LAMC noise requirements. With implementation of the project design feature, noise levels related to typical loading and unloading activities would be contained or shielded and such impacts would be less than significant.

d) Studio-Related Operations

The proposed Project is not anticipated to include any new types of uses or activities beyond those occurring within the Project Site today. Outdoor production, including intermittent use of pyrotechnics and use of portable generators, already occurs within the Project Site. The proposed Project would include a net increase in stage and support uses. The stage shell structures are designed to provide sound insulation required to meet the intended functions (e.g., film production). Sound generation within the interior of the stages would be contained within the sound insulated stages. As such, noise impacts associated with the operation of proposed stages and support uses would be less than significant.

Currently, outdoor production occurs at various locations within the Main Lot and at the Ancillary Lots. Outdoor production within the Main Lot may potentially increase with Project build-out. As described in greater detail in Section IV.H, Noise, of the Draft EIR, noise levels were calculated with outdoor production occurring within the Main Lot locations closest to off-site sensitive receptors. The estimated noise levels from the future outdoor productions when compared with the current production noise levels would result in a maximum increase of 0.8 dBA (receptor R9). The future outdoor production noise levels when added to the existing ambient noise levels would result in a maximum increase of 0.7 dBA (receptor R13), which would be below the significance threshold of 3 dBA above ambient noise levels. Therefore, noise impacts associated with the projected increase in outdoor production activities would be less than significant.

e) **Special Events**

Special events would continue to occur on the Project Site consistent with existing conditions. The principal noise sources associated with special events include amplified sound equipment. Project Design Feature H-5 is included to address the sound level outputs from amplified sound equipment associated with special events. As such, noise impacts associated with the special events would be less than significant.

2. **Off-Site Traffic (Mobile Sources)**

a) **Future plus Project**

Future roadway noise levels were calculated along 46 off-site roadway segments in the vicinity of the Project Site. Project traffic would result in a maximum of a 1.0 dBA (CNEL) increase in traffic noise along Van Ness Avenue between Santa Monica Boulevard and Lemon Grove Avenue. This maximum projected increase in noise levels is below the 3 dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the proposed Project would be less than significant.

b) **Existing plus Project**

When compared with the existing conditions, Project traffic would result in a maximum of a 1.0 dBA (CNEL) increase in traffic noise along Van Ness Avenue between Santa Monica Boulevard and Lemon Grove Avenue. Thus, the estimated increase in off-site traffic noise levels would be below the 3 dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the Existing plus Project condition would be less than significant.

3. **Composite Noise Level Impacts from Proposed Project Operations**

An evaluation of noise from all the proposed Project's operational noise sources (i.e., composite noise level) was conducted. Primary noise sources associated with the typical daily operation of the proposed Project would include additional on-site mechanical/electrical equipment; parking facilities, loading dock areas, and studio-related operations; and the anticipated increase in the traffic volumes on nearby roadways. The proposed Project is estimated to increase the ambient sound level at the off-site noise-sensitive receptors from 0.1 dBA (receptors R8 and R9) to a maximum of 2.4 dBA (receptors R1 and R11), relative to the existing ambient noise environment. The estimated increases would be below the more stringent significance threshold of 3 dBA above ambient at all off-

site sensitive receptors. As such, the composite noise level impacts due to operations of the proposed Project would be less than significant.

4. **Project Design Features**

Project Design Feature H-3: All Project outdoor loading dock and trash/recycling areas shall be located or constructed such that the line of sight between these noise sources and any adjacent noise sensitive land use shall be obstructed to the extent necessary to comply with Los Angeles Municipal Code noise requirements.

Project Design Feature H-4: Non-squeal paving finishes shall be used within the proposed Project's new parking structure(s).

Project Design Feature H-5: Special events in the Main Lot that include an outdoor amplified sound system shall implement the following noise-management procedures:

- Prior to the special event, Paramount personnel shall test the sound level at the event speaker locations to confirm that the sound levels from the event's amplified sound equipment are consistent with applicable Los Angeles Municipal Code requirements as directed by a qualified acoustical engineer.
- Once the event has commenced, Paramount personnel shall test the sound levels from the event speakers to confirm that the sound levels from the amplified sound equipment are consistent with applicable Los Angeles Municipal Code requirements.
- Paramount shall provide surrounding residents with a phone number to call during the special event with any concerns regarding the amplified sound levels

Project Design Feature H-6: Project mechanical equipment for new buildings located along the Main Lot northern property line shall be designed not to exceed 45 dBA (in terms of hourly L_{eq}) as measured at the northern property line.

Project Design Feature H-7: If a new above ground parking structure is constructed within 100 feet of an off-site noise sensitive receptor, the façade facing the receptor shall be designed with noise control features (e.g., acoustical louvers or solid parapet wall) so as to reduce noise to within 10 dBA above ambient.

5. **Cumulative Impacts**

Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. Furthermore, mitigation measures (if required) for each related project would be implemented to ensure compliance with the LAMC. In addition, with implementation of the project design features, noise impacts associated with operations within the Project Site would be less than significant. Therefore, cumulative stationary source noise impacts associated with operation of the proposed Project and related projects would be less than significant.

Cumulative traffic volumes would result in a maximum increase of 1.3 dBA CNEL along Gower Street, north of Hollywood Boulevard. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Thus, all of the cumulative noise level increases would be

less than the significance threshold of a 3-dBA difference in calculated traffic noise levels. As such, cumulative noise impacts due to off-site mobile noise sources would be less than significant.

I. Employment

1. Construction

It is estimated that approximately 4,480 part-time and full-time jobs would be directly associated with the construction of the proposed Project. These direct jobs would support another 2,784 indirect and induced jobs in a wide range of industries throughout the City resulting from purchases of construction-related supplies, goods and services, and household expenditures by direct and indirect employees. As such, the proposed Project would provide new direct and indirect employment opportunities during the construction period. Therefore, impacts related to construction employment would be less than significant.

2. Operations

It is estimated that the proposed Project would add 5,493 new direct on-site jobs once all proposed improvements have been constructed and are in full operation. The additional 5,493 full and part-time jobs directly associated with annual operation of the completed proposed Project represents approximately 0.27 percent of projected 2038 employment in the City of Los Angeles Subregion, and 2.92 percent of employment growth between 2011 and 2038. The proposed Project is therefore consistent with SCAG's forecast for the City of Los Angeles Subregion. Based on the above, the proposed Project would not cause growth (i.e., new employment) nor accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Project buildout. Therefore, impacts related to employment consistency with SCAG's forecast for the City of Los Angeles Subregion would be less than significant and no mitigation measures are required.

3. Cumulative Impacts

The sum of direct, indirect, and induced proposed Project employment is projected to total an estimated 12,647 full-time and part-time jobs across a wide range of industry sectors. Although these jobs would be spread over the entire City, the proposed Project's total employment impact would still fall within SCAG's employment growth forecast for the City of Los Angeles Subregion in 2038 (i.e., 2,058,038 jobs), and forecasted employment growth over the period 2011–2038 (188,433 jobs). The cumulative employment, including direct, indirect, and induced Project employment, employment associated with interim project and employment associated with the specified related projects is projected total an estimated 18,467 full-time and part-time jobs. This cumulative employment represents approximately 0.9 percent of 2038 employment in the City of Los Angeles Subregion; and the cumulative employment impact accounts for 9.8 percent of the employment growth forecast in the Subregion through 2038. Therefore, the proposed Project's incremental employment effect would not be cumulatively considerable within the meaning of CEQA, and, hence, its cumulative employment impact would be less than significant and no mitigation measures are required.

J. Housing

1. Construction

Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Thus, there would not be any significant housing impacts on household growth in the City of Los Angeles Subregion due to proposed Project construction. Therefore, construction-related impacts related to housing would be less than significant.

2. Operations

The proposed Project would not include any new residential development. The proposed Project also would not remove any existing housing because no housing is located on the Project Site. Therefore, there would be no direct housing impacts.

The 5,189 net new office and studio production direct jobs (5,493 direct jobs minus 304 retail jobs) are estimated to result in an indirect housing/household demand associated with the proposed Project of approximately 2,589 housing units/households. The proposed Project's estimated 2,589 indirect households/housing units represent about 0.16 percent of the households forecasted for 2038 in the City of Los Angeles Subregion, or about 1.0 percent of the extrapolated growth forecasted between 2011 and 2038. Therefore, the proposed Project would not induce substantial housing growth, because it would account for a limited portion of forecasted household growth rather than exceeding the housing growth forecast for the City of Los Angeles Subregion. The proposed Project is also compatible with relevant adopted local and regional housing and household growth policies, as discussed in Section IV.1.2, Housing, of the Draft EIR. Therefore, impacts related to housing would be less than significant.

3. Cumulative Impacts

An indirect housing growth of 2,589 housing units/households would be associated with the direct new jobs generated by the proposed Project. As discussed in Section IV.1.3, Housing, of the Draft EIR, cumulative households (i.e., total proposed Project households plus interim projects households plus related projects households) represents approximately 0.27 percent of 2038 households in the City of Los Angeles Subregion; and the cumulative households impact accounts for approximately 1.72 percent of the household growth forecast in the City of Los Angeles Subregion through 2038. Therefore, the proposed Project's incremental housing impact would not be cumulatively considerable within the meaning of CEQA, and, hence, its cumulative housing impact would be less than significant and no mitigation measures are required.

K. Population

1. Construction

As discussed in Section IV.1.2, Housing, of the Draft EIR, due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Thus, there would not be any significant population impacts related to household growth in the City of Los Angeles Subregion due to Project construction. Therefore, construction-related impacts related to population would be less than significant and no mitigation measures are required.

2. Operations

The proposed Project would not include any new residential development and therefore would have no direct population impacts. As discussed in Section IV.1.2, Housing, of the Draft EIR, jobs associated with the proposed Project's commercial uses could create an indirect demand for approximately 2,589 housing units/households. It is estimated that the indirect Project housing demand could result in an indirect population increase of 7,092 persons. The 7,092 persons associated with indirect housing demand from the proposed Project's office and studio production uses would represent approximately one-fifth of 1 percent of the population forecasted for 2038 in the City of Los Angeles Subregion, and 1.8 percent of population growth forecasted between 2011 and 2038. The proposed Project would be consistent with all City and regional population policies, including jobs/housing balance. Therefore, the proposed Project would not induce substantial population growth, nor would it exceed the population forecast for SCAG's City of Los Angeles Subregion. Therefore, impacts related to population would be less than significant.

3. Cumulative Impacts

The cumulative population associated with the proposed Project (i.e., total population associated with the proposed Project plus interim projects population plus related projects population) represents approximately 0.26 percent of 2038 population in the City of Los Angeles Subregion; and the cumulative indirect population growth accounts for approximately 2.97 percent of the population growth forecast in the City of Los Angeles Subregion through 2038. Therefore, the proposed Project's associated incremental population impact would not be cumulatively considerable within the meaning of CEQA, and, hence, its cumulative population impact would be less than significant and no mitigation measures are required.

L. Public Services—Schools

1. Proposed Project Impacts

As no residential uses would be developed as part of the proposed Project, implementation of the proposed Project would not result in a direct increase in the number of students within the service area of the Los Angeles Unified School District (LAUSD). Based on application of the LAUSD student generation rates to the land uses under the proposed Project, the proposed Project could indirectly generate approximately 992 elementary school students, approximately 248 middle school students, and approximately 496 high school students, for a total of approximately 1,736 students. For the purposes of providing a conservative analysis, it is assumed that these students would attend the LAUSD schools within the vicinity of the Project Site, rather than schools further away or private schools. Based on this conservative assumption, the elementary school students indirectly generated by employees at the Project Site would attend Van Ness Avenue Elementary School, Vine Street Elementary School, or Santa Monica Boulevard Community Charter School. The middle school students indirectly generated by employees at the Project Site would attend Joseph Le Conte Middle School or Bancroft Middle School. The high school students indirectly generated by employees at the Project Site would attend Fairfax High School or the Helen Bernstein High School Complex. Based on the future capacity and enrollment data provided by the LAUSD, and conservatively assuming that all students indirectly generated by employees at the Project Site would attend each of these schools, with the exception of Vine Street Elementary School, each school is anticipated to have sufficient capacity to accommodate the students indirectly generated by Project Site employees. Pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD

prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered mitigation of Project-related school impacts. Therefore, impacts on schools during operation of the proposed Project would be less than significant and mitigation measures are not required.

2. Cumulative Impacts

A number of the identified related projects and ambient growth projections fall within the attendance boundaries of the LAUSD. LAUSD has implemented the New School Construction Program which has delivered more than 170,000 seats. Furthermore, as with the proposed Project and the interim projects, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered mitigation of school impacts generated by the related projects.

M. Public Services—Parks and Recreation

1. Construction Impacts

Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Further, it is anticipated that construction workers would use their breaks for lunch rather than for using parks and recreational facilities. Therefore, Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project area. As such, impacts on parks and recreation facilities during Project construction would be less than significant, and mitigation measures are not required.

2. Operations Impacts

The proposed Project would not develop residential uses that would directly generate the need for additional park and recreational facilities. In addition, the proposed Project would provide for expanded private on-site open space and recreational amenities to serve the recreation and leisure needs of Paramount employees and guests. Further, while the proposed Project's employment opportunities would have the potential to indirectly increase the population of the Hollywood and Wilshire Community Plan areas, new demand for public parks and recreational facilities would be limited. Therefore, operation of the proposed Project would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, or interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project area. Impacts on parks and recreation facilities during operation of the proposed Project would be less than significant, and mitigation measures are not required.

3. Consistency with Regulations

a) Public Recreation Plan

The standards of the Public Recreation Plan are generally applied to projects that include a residential component, as residential uses generate the highest demand for public parks and recreational facilities. Commercial developments, such as the proposed Project, typically do not generate the need for additional public parks and recreational facilities, as the potential use of such facilities by commercial employees is generally minimal. Notwithstanding, the proposed Project would provide for expanded private on-site open space and recreational amenities to serve the recreation and leisure needs of employees and guests at Paramount Studios. Thus, the impacts of the proposed Project with regard to consistency with the Public Recreation Plan would be less than significant.

b) Los Angeles Municipal Code

As the proposed Project does not include the development of residential uses on-site, it would not be subject to the open space and park dedication requirements set forth in Section 12.21 and Section 17.12 of the LAMC. Therefore, the proposed Project would result in no impacts with regard to compliance with applicable sections of the LAMC.

c) Hollywood and Wilshire Community Plans

The proposed Project would support the objectives and policies of the Community Plans through the provision of private open space and landscaping on-site, which would offset the demand for public parks and recreation space that could be generated by the proposed Project's net new employees. In addition, Project development would not diminish the quality or accessibility or result in the removal of existing parks and recreational facilities within 2 miles of the Project Site. As such, impacts with respect to consistency with the Hollywood and Wilshire Community Plans would be less than significant.

4. Cumulative Impacts

A number of the identified related projects and ambient growth projections fall within a 2-mile radius of the Project Site, the geographic area analyzed for purposes of assessing impacts to parks and recreational facilities. The City is currently providing, on average, 0.76 acre of neighborhood and community parks per 1,000 residents, which is below the Public Recreation Plan's standards for neighborhood and community parks. As the population continues to grow in the Project area, increased demand would lower the existing parkland to population ratio if new facilities are not constructed. As with the proposed Project, the related projects would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the Department of Recreation and Parks. Future development projects would also be required to comply with the park and recreation requirements of the Public Recreation Plan and Sections 12.21 and 17.12 of the LAMC, as applicable. In addition, as the proposed Project would not generate a direct increase in residential population, the demand for additional park and recreational facilities generated by Project employees and the potential indirect residential population growth would be minimal. Thus, the cumulative parks and recreation impacts of the proposed Project, interim projects, and related projects would be less than significant.

N. Public Services—Libraries

1. Construction

Construction employment generated by the proposed Project would not result in a notable increase in resident population or a corresponding demand for library services in the vicinity of the Project Site. In addition, it is unlikely that construction workers would utilize Project area libraries on their way to/from work or during their lunch hours. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible and impacts on library facilities during Project construction would be less than significant.

2. Operations

The 7,361-square-foot John C. Fremont Library does not meet the building size standard set forth in the 2007 Branch Facilities Plan Criteria for New Libraries, while the 19,000-square-foot Goldwyn-Hollywood Regional Library does meet the applicable size standard. Notwithstanding, the LAPL has indicated that both libraries meet the current demand for library services in their respective service areas. Additionally, five other LAPL branch libraries are located within 2 miles of the Project Site. To the extent that the proposed Project's employees and/or indirect population generate an additional demand for library services, these libraries would assist in meeting that demand. Therefore, given that: (1) the two primary libraries that would serve the proposed Project are adequately meeting the demand for library services in the Project area, (2) the proposed Project does not include residential uses, which are the primary metric used by the LAPL for assessing the adequacy of library services and planning for future growth, and (3) Project employees and the potential indirect population generation that could be attributable to those employees would generate minimal demand for library services, the proposed Project would not exceed the capacity of local libraries to adequately serve the existing residential service population. As such, impacts on library facilities during operation of the proposed Project would be less than significant, and mitigation measures are not required.

3. Cumulative Impacts

The John C. Fremont Library, constructed in 1927, is 7,361 square feet in size and, therefore, does not meet the building size standard set forth in the 2007 Branch Facilities Plan Criteria for New Libraries. As such, while the LAPL has indicated that the library meets the current demand for library services in its service area, it is conservatively assumed that the John C. Fremont library may not be adequate to serve the residential service area population upon proposed Project buildout in 2038, based on current LAPL size standards. The 2007 Branch Facilities Plan also provides a building size standard for Regional Libraries of up to 20,000 square feet. Thus, the 19,000-square-foot Goldwyn-Hollywood Regional Library would remain adequate upon Project buildout in 2038 pursuant to the building size standard set forth in the 2007 Branch Facilities Plan Criteria for New Libraries. As with the proposed Project, future development, including the related projects, would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the LAPL. Furthermore, the Goldwyn-Hollywood Regional Library as well as the several other branch libraries located within a 2-mile radius of the Project Site, including the Wilshire Library, Will & Ariel Durant Library, Cahuenga Library, Pio Pico-Koreatown Library, and Fairfax Library, would alleviate increased demand on the John C. Fremont Library. The proposed Project would not generate a direct increase in residential population, and the demand for library services generated by Project employees and potential indirect residential population growth would be minimal. Therefore, the proposed Project's impacts on the John C. Fremont Library and the Goldwyn-Hollywood Regional Library would not be cumulatively considerable, and the cumulative library impacts of the proposed Project, interim projects, and related projects would be less than significant.

O. Traffic (Congestion Management Plan, Transit System Capacity, Project Access, Parking)

1. Congestion Management Plan (CMP)

Only one arterial monitoring intersection, Western Avenue & Santa Monica Boulevard, is forecasted to have over 50 trips added by Project traffic during either peak hour. This intersection is expected to operate at LOS E during both the weekday morning and afternoon peak hours under Existing with Project conditions and under Future with Project conditions. As the intersection would not operate at LOS F during any peak hour, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP freeway segments impact would occur and no additional freeway analysis is required under CMP criteria for existing or future conditions.

2. Transit System Capacity

With regard to transit system capacity, the proposed Project is forecasted to generate a total of 5,061 daily transit trips, including 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips. The anticipated transit demand from the proposed Project would be more than satisfied by the existing capacity surplus and the proposed Project is not expected to significantly impact the regional transit system under existing conditions. In addition, the anticipated future transit demand from the proposed Project would be more than satisfied by an estimated future capacity surplus, and the proposed Project is not expected to significantly impact the regional transit system under future conditions.

3. Project Access

The proposed Project's Conceptual Site Plan indicates that vehicular access to the Project Site would be modified and improved in a number of ways, as discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. Internal circulation within the Main Lot would be improved through widening and connecting of the existing avenues and alleys through the Project Site. With the removal of some buildings and the construction of new ones in strategic locations, the Main Lot's configuration will enhance circulation for vehicles, pedestrians, and bicycles. Additionally, the construction of structured parking would help to reduce passenger vehicle traffic on the Main Lot, which will enhance safety and improve conditions for pedestrians and bicycles. Circulation within and among the Ancillary Lots would be largely unchanged with implementation of the proposed Project. All of the intersections nearest to the proposed driveways would operate at LOS D or better under both Existing with Project and Future with Project conditions. In addition, no access impacts related to bicycle, pedestrian, or vehicular safety are expected to result due to the design or placement of Project access points. Therefore, Project operational access impacts would be less than significant.

4. Parking

During construction, an adequate number of on-site parking spaces for construction workers would be available at all times on the Project Site or the proposed Project would provide a shuttle to an off-site parking location for the construction workers. Thus, Project construction would result in a

less than significant impact with regard to the availability of parking spaces. Operational parking requirements developed specifically for the Project Site are set forth in the proposed Specific Plan. Based on these requirements and the Conceptual Site Plan configuration of uses, the proposed Project would provide approximately 7,550 parking spaces, which exceeds the amount of parking required by the LAMC, as well as the forecasted peak parking demand for 7,547 spaces. Therefore, Project impacts with regard to parking would be less than significant. In addition, as discussed above, it is noted that the Project's parking impacts would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

5. Cumulative Impacts

a) CMP

The proposed Project's contribution to cumulative traffic would result in less-than-significant LOS impacts at the CMP arterial monitoring station located at Western Avenue and Santa Monica Boulevard (Intersection No. 54). Further, as this intersection does not operate at LOS F during either peak hour under cumulative conditions, cumulative impacts would be less than significant. As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP freeway segments impact would occur and as a result the proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, cumulative impacts to CMP locations would be less than significant.

b) Transit System Capacity

Implementation of the proposed Project in conjunction with cumulative conditions would increase the demand for transit in the Study Area. As discussed above, when accounting for the proposed Project and future growth through Project buildout, the anticipated future transit demand from the proposed Project would be more than satisfied by the capacity surplus. Thus, the proposed Project would not result in transit impacts that would be cumulatively considerable.

c) Project Access

Implementation of the proposed Project in conjunction with interim projects, some of the related projects and regional growth (depending on proximity to the Project Site) would increase the amount of traffic in the Project area. The analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the Study Area, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. This analysis concluded that the proposed Project would result in less than significant impacts related to Project access, and bicycle, pedestrian, and vehicular safety. Therefore, the proposed Project's cumulative impacts would not be cumulatively considerable, and are concluded to be less than significant.

d) Parking

The parking demands associated with the proposed Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the proposed Project and related projects. The majority of the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Also, pedestrian access to the

Project Site is controlled to select locations. Thus, visitors and employees associated with the proposed Project are not likely to park elsewhere due to geographic and access limitations. Additionally, the proposed Project's demand for parking would be accommodated on-site. Therefore, cumulative parking impacts would be less than significant.

P. Utilities and Service Systems—Water Supply

1. Construction

The water demand generated by construction activities for the proposed Project would be substantially less than the net new water consumption of the proposed Project at buildout, and is not anticipated to have any adverse impact on available water supplies and infrastructure. In addition, such water demand would be temporary in nature. The proposed Project would implement Project Design Feature L.1-1 related to water infrastructure, including the on-site construction of water facilities (related to domestic water and fire protection) along with off-site connections to the water distribution lines in Melrose Avenue, Gower Street and Ridgewood Place. The design and installation of new water lines would meet applicable City standards as set forth in the City Plumbing Code. Most construction impacts are expected to be confined to trenching for water lines and would be temporary in nature. With implementation of the construction traffic management plans pursuant to Project Design Feature K-2, construction-related impacts to water supply and infrastructure would be less than significant.

2. Operation

Buildout of the proposed Project uses would result in a net increase of approximately 239,569 gallons per day or 268 acre-feet per year in potable water demand. As set forth in the Water Supply Assessment for the proposed Project provided in Appendix S of the Draft EIR, the LADWP Board found that the proposed Project falls within the projected water supplies for normal, single-dry, and multiple-dry years and that it will be able to meet the water demand for the proposed Project, as well as existing and planned water demands of its future service area. The estimated water demand for the proposed Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the proposed Project, as well as the existing and planned future water demands of its service area. Therefore, operation-related impacts to water supply would be less than significant.

Water service to the Project Site would continue to be supplied by the LADWP for domestic and fire protection uses. The proposed Project would increase the demand for domestic and fire water and would require the construction of additional domestic and fire water lines. With implementation of Project Design Feature L.1-1 and Project Design Feature J.2-4, the necessary on-site infrastructure and connections to the LADWP system would be constructed, and the proposed Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, operation-related impacts to water infrastructure would be less than significant.

3. Project Design Features

Project Design Feature L.1-1: New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site.

Project Design Feature L.1-2: The proposed Project would implement the following water conservation features:

For proposed outdoor areas of the proposed Project:

- Expanded use of high-efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping. Drip or subsurface irrigation shall be utilized.
- Use of water efficient landscaping, such as proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials within the Project Site. At least 25 percent of new landscaping areas shall use drought-tolerant plants.
- Use of landscaped contouring in areas other than production areas and visitor entry points.
- Provide education on water conservation to employees.

For proposed indoor areas of the proposed Project:

- High-efficiency toilets with flush volume of 1.0 gallon of water per flush.
- High-efficiency urinals that use 0.125 gallon per flush or less.
- Indoor faucets that use 1.5 gallons per minute or less.
- Pre-rinse spray valves that use 1.6 gallons per minute or less.
- All installed dishwashers shall be Energy Star rated.
- Shower stalls shall have no more than one showerhead per stall.
- High-efficiency clothes washers with a water savings factor of 7.5 or less.
- Tankless and on-demand water heaters.
- Domestic water heating system.
- Standardized bottleless water filters for drinking water.
- Cooling tower conductivity controllers or cooling tower pH conductivity controllers. Cooling towers shall operate at a minimum of 5.5 cycles of concentration.

4. Cumulative Impacts

Based on LADWP's 2010 Urban Water Management Plan (UWMP) water demand projections through 2035, and the service area reliability assessment conducted by the LADWP in its UWMP, LADWP determined that it will be able to reliably provide water to its customers through the year 2035. Furthermore, as indicated by the Water Supply Assessment, the LADWP Board found that that it will be able to meet the water demand for the proposed Project as well as existing and planned water demands of its future service area. Thus, it is anticipated that LADWP would be able to supply the demands of the proposed Project, the interim projects, the related projects, and future growth through 2035. Continued efforts by LADWP to secure the reliability of water supplies in the future, combined with project-specific requirements to conduct analyses to ensure the availability of sufficient water supply to meet demand, are expected to continue through 2038 and beyond. Therefore, cumulative impacts on water supply would be less than significant.

Similar to the proposed Project, new development projects would be subject to LADWP review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Q. Utilities and Service Systems—Wastewater

1. Construction

Wastewater generation would occur incrementally throughout construction of the proposed Project (i.e., up to 2038). However, such use would be temporary and nominal when compared with the wastewater generated by an occupied permanent building. Thus, wastewater generation from proposed Project construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. For these same reasons, construction of the proposed Project is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan. Construction impacts (including, but not limited to, street, traffic detouring and control, and impacts to other utilities) would be confined along Melrose Avenue and streets adjacent to the Ancillary Lots. With implementation of Project Design Feature K-2, which would require the implementation of construction traffic management plans, construction impacts to the wastewater system would be less than significant and no mitigation measures are required.

2. Operation

The proposed Project is estimated to generate an average net wastewater flow of 0.226 million gallons per day (0.350 cubic foot per second) and a peak wastewater flow of 0.660 million gallons per day (1.021 cubic feet per second). In terms of wastewater conveyance, there is sufficient capacity to accommodate the increased flows from the proposed Project, and the proposed Project would have a less than significant impact on the City's main sewer lines serving the Project Site. The proposed Project would not cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. Impacts with respect to wastewater generation and infrastructure would be less than significant and mitigation measures are not required.

The Hyperion Treatment Plant has the capacity to accommodate the additional wastewater flows from the proposed Project. The proposed Project's net increase in average daily wastewater flow of 0.226 million gallons per day would equate to less than one percent of the current available capacity of the Hyperion Treatment Plant. Therefore, the proposed Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant and a less than significant impact would occur. In addition, the proposed Project's net increase in average daily wastewater generation of 0.226 million gallons per day would represent approximately 0.04 percent of the Hyperion Service Area's assumed future capacity of 550 million gallons per day and approximately 0.05 percent of the Hyperion Treatment Plant's assumed future capacity of 450 million gallons per day. Therefore, the proposed Project's additional wastewater flows would not substantially

or incrementally exceed the future scheduled capacity of any treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan. Impacts with respect to wastewater treatment capacity would be less than significant and mitigation measures are not required.

3. **Project Design Features**

In addition to the water conservation features set forth in Project Design Feature L.1-2, the MMP also includes the following project design features with respect to wastewater:

Project Design Feature L.2-1: Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows.

Project Design Feature L.2-2: New Project sanitary sewers that may be necessary shall be designed and constructed to conform to the applicable Bureau of Sanitation and California Plumbing Code standards.

Project Design Feature L.2-3: If it is determined, as part of the evaluation performed pursuant to Project Design Feature L.2-1, that existing on-site laterals cannot be utilized for future service for new Project development, the Applicant shall be responsible for the construction of all new service connections to off-site City sanitary sewers. New Project service connections and laterals shall be designed and constructed in accordance with Bureau of Sanitation and California Plumbing Code standards.

4. **Cumulative Impacts**

Forecasted growth from known related projects in areas that are tributary to the City sewers serving the Project Site would generate approximately 0.191 million gallons per day of wastewater under average conditions and 0.565 million gallons per day under peak flows. Combined with the proposed Project's 0.226-million-gallon-per-day average flow and 0.660-million-gallon-per-day peak flow, this equates to a cumulative increase in average daily wastewater flow of 0.417 million gallons per day and a cumulative increase in peak daily wastewater flow of 1.225 million gallons per day. Combined with the proposed Project's 0.226-million-gallon-per-day average flow and the interim projects' 7,500-gallon-per-day average flow, this equates to a cumulative increase in average daily wastewater flow of 0.425 million gallons per day.

There is capacity within the main sewer lines serving the Project to accommodate the cumulative flows. New development projects occurring in the proposed Project vicinity would be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. Additionally, in order to connect to the sewer system, related projects in the City of Los Angeles would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. Furthermore, similar to the proposed Project, each related project would be required to comply with water conservation programs of the local jurisdictions and the state. Therefore, cumulative impacts on wastewater conveyance systems would be less than significant.

Without accounting for the proposed Project's water conservation features, the proposed Project, interim projects, and related projects would generate a net increase in average daily wastewater flows of approximately 0.425 million gallons per day. The forecasted 2038 average dry weather flow for the Hyperion Service Area is approximately 450 million gallons per day. Based on the Hyperion Service Area's assumed future capacity of approximately 550 million gallons per day, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative wastewater flow of approximately 450.4 million gallons per day from the proposed Project, interim projects, related projects, and forecasted growth by 2038. Therefore, cumulative impacts on the wastewater treatment systems would be less than significant.

R. Utilities and Service Systems—Solid Waste (Construction)

1. Construction

Based on construction and debris rates established by the U.S. Environmental Protection Agency, it is anticipated that construction of the proposed Project would generate a total of approximately 84,305 tons of demolition debris and 8,114 tons of construction debris, for a combined total of 92,419 tons of construction-related waste generation. With the proposed diversion of at least 50 percent of the non-hazardous construction and demolition waste based on Project Design Feature L.3-1, the proposed Project would dispose of approximately 46,209 tons of construction and demolition waste at the unclassified landfill throughout the construction timeframe for the proposed Project. This amount of construction and debris waste would represent approximately 0.07 percent of the remaining disposal capacity of 64.21 million tons for the unclassified landfill in Los Angeles County that has solid waste facility permits. Thus, the total amount of construction and demolition waste generated by the proposed Project would represent a fraction of the remaining capacity at the unclassified landfill in Los Angeles County. In addition, the daily construction and demolition waste generated by the proposed Project would also represent a fraction of the existing daily capacity at the unclassified landfill. Since the County's unclassified landfill generally does not face capacity shortages, and the County's unclassified landfill would be able to accommodate Project-generated waste, construction of the proposed Project would not result in the need for an additional disposal facility to adequately handle Project-generated waste. Therefore, construction impacts to solid waste facilities would be less than significant.

2. Project Design Features

Project Design Feature L.3-1: During new construction, a minimum of 50 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings shall be recycled and/or salvaged for reuse in compliance with the requirements of City of Los Angeles Department of Building and Safety.

3. Cumulative Impacts

It is anticipated that future cumulative development would implement measures similar to Project Design Feature L.3-1 to divert construction and demolition waste from landfill disposal. Furthermore, the unclassified landfill does not face capacity issues and would be expected to have sufficient capacity to accommodate cumulative demand. Therefore, cumulative impacts on the unclassified landfill would be less than significant and no mitigation measures are required.

S. Utilities and Service Systems—Energy

1. Construction

During proposed Project construction, electricity would be consumed to convey water used for dust control and, on a limited basis, power lights, electronic equipment, and other construction activities necessitating electrical power. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Proposed Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). Overall, a total of 200 megawatt-hours (MWh) of electricity, 315,200 gallons of gasoline, and 1,594,200 gallons of diesel fuel is estimated to be consumed during proposed Project construction. The proposed Project would include measures to avoid unnecessary and wasteful consumption of energy (e.g., powering off equipment when not in use, recycling construction and demolition material). Further, construction of the proposed Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities. Therefore, energy impacts during construction would be less than significant.

2. Operations

During operation of the proposed Project, energy would be consumed for multiple purposes including, but not limited to: heating/ventilating/air conditioning (HVAC), refrigeration, lighting, and the use of electronics, equipment, and machinery. Energy would also be consumed during proposed Project operations related to water usage, solid waste disposal, and vehicle trips. The proposed Project's net new energy demand would be approximately 35,800 MWh of electricity per year, 810,600 cubic feet of natural gas per month, 872,000 gallons of gasoline per year, and 151,500 gallons of diesel fuel per year.

It is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed Project's electricity demand. LADWP has indicated that additional power to meet Project demand would be supplied to existing on-site substations through existing transmission lines and that the existing distribution facilities in the Project area have the capability to supply the increase in electrical demand generated by the proposed Project. Furthermore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the proposed Project's net increase in demand for natural gas. In addition, SoCalGas has indicated it has the gas supply to accommodate the proposed Project. Therefore, operation of the proposed Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities. Further, the proposed Project would comply with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen) and would implement project design features to further reduce energy use. As such, the proposed Project would not cause wasteful, inefficient, and unnecessary consumption of electricity or natural gas during operation. Impacts associated with operational electricity and natural gas consumption would be less than significant.

With regard to transportation energy use, pursuant to Project Design Feature K-1 in the MMP, the proposed Project would include vehicular trip reduction measures as part of a TDM Program. Additionally, bicycle amenities, such as racks and personal lockers, would be expanded at various

locations around the Project Site pursuant to the TDM program. The Project Site is also located in a High-Quality Transit Area designated by SCAG, which indicates that the Project Site is an appropriate site for increased density and employment opportunities from a "smart growth," regional planning perspective. As such, the proposed Project's siting would minimize transportation fuel consumption through the reduction of vehicle miles traveled (VMT). Therefore, the proposed Project would not cause wasteful, inefficient, and unnecessary consumption of petroleum-based fuel during operation. Impacts associated with operational transportation-related energy use would be less than significant.

3. Project Design Features

Project Design Feature L.4-1: The Applicant shall incorporate the following measures into the design of new buildings for the proposed Project:

- Efficient lighting and lighting control systems;
- Light-colored or "cool" roofs;
- Energy-efficient heating and cooling systems, appliances (e.g., Energy Star) and equipment and control systems;
- Light-emitting diodes (LEDs) for on-site street lighting; and
- Education regarding energy efficiency, water conservation, waste diversion, and recycling services to the Applicant's employees.

4. Cumulative Impacts

The proposed Project would account for approximately 0.13 percent of LADWP's projected energy sales for the proposed Project's build-out year. Accordingly, the proposed Project's contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant. Furthermore, like the proposed Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

The proposed Project would account for approximately 0.018 percent of the 2035 forecasted consumption in SoCalGas's planning area. Accordingly, the proposed Project's contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant. Furthermore, future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

The proposed Project would account for approximately 0.005 percent of existing transportation-related energy consumption in the State. The proposed Project is within an infill site that is adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers in furtherance of SB 375 policies. The proposed Project also would introduce new development and job opportunities within a High-Quality Transit Area, which is consistent with numerous policies in the 2012–2035 RTP/SCS related to locating new jobs near transit. These features would serve to reduce VMT and associated transportation fuel consumption. Thus, while there would be an increase in the consumption of petroleum-based fuels,

the proposed Project's contribution to cumulative impacts related to transportation energy consumption would not be cumulatively considerable and, thus, would be less than significant.

VII. IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION, WHERE MITIGATION NONETHELESS PROVIDED TO FURTHER REDUCE IMPACTS

The following effects associated with the Project were analyzed in the EIR and found not to be significant prior to mitigation. Nonetheless, mitigation measures have been incorporated to further reduce these effects, as set forth in the MMP.

A. Public Services—Police Protection

1. Description of Effects

a) Construction Impacts

Construction-related traffic on adjacent streets could potentially affect emergency access to and near the Project Site on a temporary basis. However, construction traffic management plans would be implemented pursuant to Project Design Feature K-2 to ensure that adequate and safe access and parking remains available at the Project Site during construction activities. Therefore, with implementation of Project Design Feature K-2, emergency access impacts from construction activities would be less than significant.

Additionally, the potential for theft of construction equipment and building materials, which would be temporarily stored on-site, would be minimized through the implementation of Project Design Feature J.1-1, which includes the use of security fencing, lighting, locked entry, and security patrol of the Project Site. Thus, potential impacts associated with theft during construction activities would be less than significant.

b) Operational Impacts

On-site security and safety measures would be continued as part of future operation of the Project Site to reduce the demand for the Los Angeles Police Department (LAPD) services, pursuant to Project Design Feature J.1-2. The proposed Project would not generate a demand for additional police protection services that would substantially exceed the capability of the Hollywood or Olympic Community Police Stations to serve the Project Site. In addition, emergency access to the Project Site and surrounding uses would be maintained at all times and proposed Project development would not result in a significant impact on access. Therefore, impacts to police protection service would be less than significant. However, in accordance with City policies, Mitigation Measures J.1-1 and J.1-2 are included in the MMP to ensure that specific design features would be implemented that would further reduce potential impacts related to police protection services.

c) Cumulative Impacts

A number of the identified related projects and ambient growth projections fall within the service areas of the Hollywood Community Police Station and Olympic Community Police Station, which serve the Project Site and surrounding area. The cumulative increase in the police service population from the identified related projects and ambient growth projections would result in a cumulative increase in the demand for police protection services from both the Hollywood Community

Police Station and Olympic Community Police Station. Similar to the proposed Project, the related projects would be reviewed by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. In addition, each related project would be required to comply with regulatory requirements related to police protection. Furthermore, Project-related impacts on police protection services would be less than significant with implementation of project design features, which include the provision of on-site security. Therefore, the combined cumulative impacts on police protection associated with the proposed Project, the interim projects, and the related projects would be less than significant.

2. Project Design Features

Project Design Feature J.1-1: During Project construction, the Applicant shall implement security measures including security fencing, lighting, locked entry, and security patrols.

Project Design Feature J.1-2: The Applicant shall continue to provide private on-site security throughout the Project Site during Project operation.

3. Mitigation Measures

Mitigation Measure J.1-1: Prior to the issuance of a building permit for a building that abuts a public street, the Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the building, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

Mitigation Measure J.1-2: The Applicant shall submit a diagram of the property to the Los Angeles Police Department-West Bureau Commanding Officer on an annual basis unless no new construction has occurred within the previous year. The diagram shall include access routes, and any additional information that might facilitate police response.

4. Findings

Although operation of the proposed Project would not result in significant impacts on police services provided by the LAPD, in accordance with City policies, Mitigation Measures J.1-1 and J.1-2 are included in the MMP to ensure that specific design features would be implemented that would further reduce potential impacts related to police protection services.

5. Rationale for Findings

Implementation of Project Design Features J.1-1 and J.1-2 and Project Design Feature K-2 set forth in the MMP would ensure that Project-level and cumulative construction-related impacts on police services would be less than significant. During operation, Project-level and cumulative impacts on police protection services would be less than significant. Furthermore, implementation of Mitigation Measures J.1-1 and J.1-2 set forth in the MMP would ensure that the proposed Project is designed in a manner that would further reduce potential impacts on police protection services.

6. Reference

For a complete discussion of environmental impacts with respect to police protection, please see Section IV.J.1, Public Services – Police Protection, of the Draft EIR.

B. Public Services—Fire Protection

1. Description of Effects

a) Construction Impacts

Construction-related traffic on adjacent streets could potentially affect emergency access to and near the Project Site on a temporary basis. However, construction traffic management plans would be implemented pursuant to Project Design Feature K-2 to ensure that adequate and safe access and parking remains available at the Project Site during construction activities. Additionally, implementation of the project design features related to hazards and hazardous materials, as well as compliance with all applicable federal, state, and local requirements concerning the use, handling, and storage of hazardous materials (including flammable materials) would effectively reduce the potential for Project construction activities to expose people to the risk of fire or explosion related to hazardous materials. Therefore, with implementation of project design features and compliance with applicable regulations, construction-related impacts to fire protection services would be less than significant.

b) Operational Impacts

(1) Facilities and Equipment

The proposed Project would not include the development of new residential units which would generate a new residential population in the service area of Fire Station No. 52. While the daytime population projected to be generated by the proposed Project would increase the demand for Los Angeles Fire Department (LAFD) fire protection and emergency medical services, the proposed Project would be located within close proximity (0.8 mile) of Fire Station No. 52. In addition, Fire Stations No. 27, No. 82, No. 29, and No. 61 would continue to be available to serve the Project Site in the event of an emergency. The proposed Project would also implement numerous project design features related to fire protection. These project design features would help reduce the proposed Project's demand for fire protection services provided by the LAFD. In addition, potential fire hazards associated with high-rise structures would be reduced through compliance with numerous construction and Fire Code standards affecting structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, etc. Further, based on a preliminary review of the proposed Project's plans, the LAFD did not conclude that the proposed Project would have a significant impact on LAFD services. Therefore, impacts related to the LAFD's capability to provide adequate fire protection services would be less than significant.

(2) Response Distance and Access

Section 57.507.3.3 of the LAMC sets forth the response distance for commercial uses as 1 mile to a fire station with an engine company and 1.5 miles to a fire station with a truck company. Fire Station No. 52 is located 0.8 mile away and is equipped with two engines. Fire Station No. 27, located 1.2 miles away, is the closest fire station to the Project Site that is equipped with a truck. Therefore, the

proposed Project would fall within the LAFD's maximum prescribed response distances, and impacts with regard to fire response distance would be less than significant. Notwithstanding the proposed Project's less than significant impact, Mitigation Measure J.2-1 is included in the MMP to ensure adequate emergency response to the Project Site.

(3) Fire Flow

According to the LAFD, a minimum fire flow ranging from up to 6,000 to up to 9,000 gallons per minute (gpm) from six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch would be required for the proposed Project. The existing fire protection system on-site is able to deliver a minimum of 5,000 gpm for an unlimited duration of time. Additional on-site fire water lines and hydrants would be constructed as necessary to comply with applicable City requirements regarding fire flows and to provide fire flow service to new buildings. Pursuant to Project Design Feature J.2-4, the proposed fire water system improvements would provide a minimum fire flow of up to 6,000 gpm to up to 9,000 gpm, with a residual pressure of 20 pounds per square inch. With construction of the proposed on-site fire water system improvements, the proposed Project would meet the fire flow requirement. Therefore, the proposed Project would result in a less than significant impact related to fire flows.

c) Cumulative Impacts

Similar to the proposed Project, related projects would be reviewed by the LAFD to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire services. In addition, each related project would be required to comply with regulatory requirements related to fire protection and emergency medical services, including fire flow requirements. Furthermore, Project-related impacts on fire protection services would be less than significant with implementation of regulatory requirements and the project design features. Therefore, cumulative impacts associated with the proposed Project, interim projects, and the related projects on the LAFD's capability to provide adequate fire protection services would be less than significant. Each of the related projects identified in the area would be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. Therefore, cumulative impacts associated with the proposed Project, interim projects, and the related projects on response distances would be less than significant. In addition, through the City of Los Angeles' routine construction permitting process and coordination with the Los Angeles Department of Water and Power (LADWP), cumulative impacts associated with the proposed Project, interim projects, and the related projects on fire flow water infrastructure would be less than significant.

2. Project Design Features

Project Design Feature J.2-1: The Applicant shall submit a plot plan for approval of access and fire hydrants by the Los Angeles Fire Department prior to the issuance of a building permit by the City. The plot plan may include the following design features, as determined by the LAFD:

- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Access for Los Angeles Fire Department apparatus and personnel to and into all structures shall be required.

- The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access would be required.
- All access roads, including fire lanes, shall be maintained in an unobstructed manner, and removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Los Angeles Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- Private roadways for general access use shall have a minimum width of 20 feet.
- Where access for a given development requires accommodation of Los Angeles Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- All structures shall be fully sprinklered.
- Adequate public and private fire hydrants shall be required.
- The Los Angeles Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- Where fire apparatus shall be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Los Angeles Fire Department prior to any building construction.
- No framing shall be allowed until the roadway is installed to the satisfaction of the Los Angeles Fire Department.
- Private streets shall be recorded as Private Streets and Fire Lanes. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.
- All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- Plans showing areas to be posted and/or painted "FIRE LANE NO PARKING" shall be submitted and approved by the Los Angeles Fire Department prior to building permit application sign-off.

- Electric gates approved by the Los Angeles Fire Department shall be tested by the Los Angeles Fire Department prior to the Los Angeles Department of Building and Safety granting a Certificate of Occupancy.
- Any required Fire Annunciator Panel or Fire Control Room shall be located within 50 feet of the visual line of sight of the main entrance stairwell or to the satisfaction of the Los Angeles Fire Department.

Project Design Feature J.2-2: The Applicant shall continue to provide on-site safety and fire prevention equipment for internal use by trained staff.

Project Design Feature J.2-3: The Applicant shall continue to coordinate with and provide advance notice to the Los Angeles Fire Department regarding large special events (i.e., 2,500 attendees or more) taking place on the Project Site.

Project Design Feature J.2-4: The proposed Project shall comply with the fire flow requirements set forth in Section 57.507.3.1 of the Los Angeles Municipal Code. In doing so, the proposed Project shall provide a minimum fire flow ranging from up to 6,000 to up to 9,000 gallons per minute from six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch, as determined by the Los Angeles Fire Department based on its review of the proposed Project's design plans.

3. Mitigation Measures

Mitigation Measure J.2-1: The Applicant shall submit an emergency response plan for approval by the Los Angeles Fire Department on an annual basis unless no new construction has occurred within the previous year. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and the location of the nearest hospitals and fire departments.

4. Findings

Although operation of the proposed Project would not result in significant impacts on fire services provided by the LAFD, in addition to the project design features above and compliance with applicable state and City regulations, Mitigation Measure J.2-1 is included in the MMP to ensure adequate emergency response to the Project Site.

5. Rationale for Findings

Implementation of Project Design Feature K-2 as set forth in the MMP would ensure that construction-related impacts on fire protection services would be less than significant. During operation, Project-level and cumulative impacts on fire protection services would be less than significant. Furthermore, implementation of Mitigation Measure J.2-1 as set forth in the MMP would ensure that the proposed Project is designed in a manner that would further reduce potential impacts on fire protection services.

6. Reference

For a complete discussion of environmental impacts with respect to fire protection, please see Section IV.J.2, Public Services – Fire Protection, of the Draft EIR.

VIII. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The following impact areas were concluded by the EIR to be less than significant with the implementation of mitigation measures described in the EIR and included in the MMP. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR and included in the MMP will reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance:

A. Cultural Resources (Historic Resources)

1. Description of Effects

a) Potential Impacts to Paramount Pictures Historic District

With respect to demolition, with implementation of the Historic Resources Preservation Plan and the other mitigation measures set forth in the MMP, the potential Paramount Pictures Historic District would retain eligibility for historic designation. According to National Park Service guidelines, for a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance. With implementation of Mitigation Measures C-1 through C-7 set forth in the MMP, including the Preservation Plan, the overall integrity of the potential Paramount Pictures Historic District would be retained following Project implementation, and the individual components would collectively convey the historic significance of the historic motion picture studio lot. The district would retain significant aspects of integrity, and the complex as a whole would appear largely as it did historically. The central historic core, including some of the earliest remaining stages in Hollywood, important circulation patterns, a hierarchy of uses, and historic spatial relationships, would be retained. As such, the potential Paramount Pictures Historic District would continue to represent a rare remaining physical example of the Major Studio Era in Hollywood. Accordingly, the potential Paramount Pictures Historic District would remain eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, and as a local Historic Cultural-Monument under Criterion 1 following implementation of the proposed Project. In addition, the *City of Los Angeles CEQA Thresholds Guide* criteria relative to historic impacts also would be met because the proposed Project would not result in the demolition of a significant resource, relocation activities that do not maintain the integrity and significance of a significant resource would not occur, or the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, with implementation of the mitigation measures set forth in the MMP, including the Preservation Plan, potential impacts associated with the demolition of buildings within the potential Paramount Pictures Historic District would be less than significant.

Regarding new construction, the Conceptual Site Plan carefully considers proposed locations for potential new building sites. There is no new construction proposed for the historic administrative core, and existing open space and primary circulation patterns would be maintained and enhanced. The potential building sites would primarily be located adjacent to existing recent construction on the Main Lot or on the peripheral edges of the potential Paramount Pictures Historic District. Based on the Conceptual Site Plan, new construction would meet the National Park Service guidelines for evaluating the integrity of historic districts, as well as the *City of Los Angeles CEQA Thresholds Guide* related to new construction, as the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, based on the proposed locations

of the building sites, as identified in the Conceptual Site Plan, and implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, new construction within the potential Paramount Pictures Historic District would have a less than significant impact.

All proposed rehabilitation or preservation would comply with the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, which include oversight by a qualified preservation professional. Therefore, with implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, the integrity of the remaining contributors would not be diminished, and a less than significant impact would result from any rehabilitation and preservation activities within the potential Paramount Pictures Historic District.

b) Potential Impacts to RKO Studios Historic District

With respect to demolition, with implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, the overall integrity of the potential RKO Studios Historic District would be retained following Project implementation, and the individual components would collectively convey the historic significance of the historic motion picture and television studio lot. The district would retain significant aspects of integrity, and the complex as a whole would appear largely as it did historically. The central historic core, including the earliest stages in the district, important circulation patterns, the hierarchy of uses, and historic spatial relationships, would be retained. As such, the potential RKO Studios Historic District would continue to represent a rare remaining physical example of the Major Studio Era in Hollywood and would continue to convey its historic association with the development of the entertainment industry in Los Angeles. Accordingly, the potential RKO Studios Historic District would remain eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, and as a local Historic Cultural-Monument under Criterion 1 following implementation of the proposed Project. In addition, the *City of Los Angeles CEQA Thresholds Guide* criteria relative to historic impacts also would be met because the proposed Project would not result in the demolition of a significant resource, relocation activities that do not maintain the integrity and significance of a significant resource would not occur, or the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, with the implementation of the mitigation measures set forth in the MMP, including the Preservation Plan, potential impacts associated with the demolition of buildings within the potential RKO Studios Historic District would be less than significant.

With regard to new construction, the Conceptual Site Plan carefully considers proposed locations for potential new building sites. There is no new construction proposed for the historic administrative core, and existing open space and primary circulation patterns would be maintained and enhanced. All new construction proposed within the potential RKO Studios Historic District would be concentrated in the southwest corner and at the eastern edge of the district boundary. These building sites would have adequate separation between proposed new construction and the potential historic district. Based on the Conceptual Site Plan, new construction would meet the National Park Service guidelines for evaluating the integrity of historic districts, as well as the *City of Los Angeles CEQA Thresholds Guide* related to new construction, as the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, based on the proposed locations of the building sites, as identified in the Conceptual Site Plan, and implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, new construction within the potential RKO Studios Historic District would have a less than significant impact.

All proposed rehabilitation or preservation would comply with the Preservation Plan, would be subject to oversight by a qualified preservation professional, and would conform to the proposed mitigation measures set forth in the MMP. Therefore, with implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, the integrity of the remaining contributors would not be diminished and a less than significant impact would result from any rehabilitation and preservation activities within the potential RKO Studios Historic District.

c) Potential Impacts to Historic Resources Located Outside of Historic District Boundaries

The KCAL Building is the only potential historic resource located on the Project Site outside of the boundaries of the potential historic districts. The KCAL Building appears eligible for listing in the National Register of Historic Places under Criterion A and Criterion C, in the California Register of Historical Resources under Criterion 1 and 3, and as a local Historic-Cultural Monument under Criterion 1 and 3. Additionally, the only designated historic resource in the immediate Project vicinity is the Hollywood Forever Cemetery, which was listed in the National Register of Historic Places in 1999.

Following implementation of the proposed Project, the KCAL Building would be retained and rehabilitated according to the Secretary of the Interior's Standards, per the Preservation Plan. The KCAL Building would continue to appear as a stand-alone structure with adequate separation between the historic building and adjacent new construction. Moreover, the new construction would not obscure, damage, or destroy any character-defining features of the KCAL Building, and thus its historic character would not be diminished. With compliance with the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, new construction associated with the proposed Project would result in a less than significant impact to the KCAL Building.

The proposed Project would not include new construction adjacent to the cemetery within the western portion of the Main Lot (i.e., within the potential RKO Studios Historic District). The Conceptual Site Plan for the proposed Project identifies two potential building sites for new development adjacent to the cemetery within the eastern portion of the Main Lot (i.e., within the potential Paramount Pictures Historic District). Both of the building sites would be separated from the cemetery by existing or new walls or buildings. The cemetery has shared a boundary with the motion picture studios on-site since the 1920s. Based on these factors, new construction would result in a less than significant impact to the Hollywood Forever Cemetery.

d) Potential Impacts to Adjacent Historic Resources

The nearest designated Historic Preservation Overlay Zone (Hancock Park) is located approximately 0.5 mile from the Project Site, and all Historic Preservation Overlay Zones, including Hancock Park, Windsor Square, and Melrose Hill, are separated from the Project Site by major arterial streets and existing development. No neighboring historic resources would be demolished as part of the proposed Project. Therefore, the proposed Project would have a less than significant impact on historic resources in the Project vicinity.

e) Cumulative Impacts

It is not expected that the related projects would impact historic resources of the same character (based on context, building type, evaluation, and designation) as those that are present within the Project Site. In addition, other than Related Project No. 61, due to the distance between the related projects and the Project Site, the related projects are not anticipated to impact the potential historic districts within the Project Site, the KCAL Building, or the Hollywood Forever Cemetery. Related Project No. 61 proposes additional cemetery-related uses within the Hollywood Forever Cemetery, and is subject to independent environmental review under CEQA. Should it be determined that Related Project No. 61 would result in potentially significant impacts to the cemetery's historic designation, it would be required to implement feasible mitigation or alternatives to mitigate those impacts. Furthermore, as a cemetery use, the Hollywood Forever Cemetery does not include historic resources within the same or similar context as those on the Project Site (i.e., entertainment uses). Therefore, cumulative impacts on historic resources would be less than significant.

2. Project Design Features

In addition to the proposed Specific Plan regulations, which include a Preservation Plan, Project Design Feature C-1 is included in the MMP with respect to the relocation of the globe feature at Stage 21:

Project Design Feature C-1: When Stage 21 is demolished, the Applicant shall use commercially reasonable efforts to attempt to remove the globe from the structure. If the globe can be successfully removed, the Applicant shall work with an appropriate historic preservation or other group to relocate the globe to an off-site location, where it will be visible to the public, to the extent such a location is available.

3. Mitigation Measures

Mitigation Measure C-1: Project approval shall include a requirement to implement a preservation plan substantially in the form attached as Appendix L of the *Paramount Pictures Historic Assessment Technical Report* provided in Appendix F of the Draft EIR.

Mitigation Measure C-2: The Applicant shall ensure that archival documentation (Historic American Building Survey [HABS] Level I documentation) will be prepared for district contributors that will be demolished prior to commencement of demolition. HABS Level I documentation shall consist of the following:

- Architectural and historical narrative;
- Adequate archival drawings as available;
- Approximately six (6) to ten (10) large-format photographs documenting each visible façade, context views, and interior views.

Mitigation Measure C-3: No contributing building shall be demolished until the Applicant is ready to proceed with a substitute use, including, for example, a building, landscape, open space, circulation, or production area, for its site.

Mitigation Measure C-4: Production Park and Lucy Park within the Main Lot shall be retained as open space, and future rehabilitation shall conform to the Secretary of the Interior's Standards for the Treatment of Cultural Landscapes and be based on historic photographs and other archival evidence.

Mitigation Measure C-5: Existing avenues within the Main Lot shall be maintained to create a border between existing and new construction. Major historic circulation patterns shall be retained in north-south and east-west orientation.

Mitigation Measure C-6: A qualified preservation professional shall be retained in order to act as the monitor for mitigation measures related to historic resources on the Project Site. The qualified preservation professional shall:

- Verify compliance with the Paramount Pictures Specific Plan Preservation Plan as set forth in the Paramount Pictures Specific Plan; and
- Oversee the Historic American Building Survey documentation required in Mitigation Measure C-2.

Mitigation Measure C-7: The Applicant shall continue to include an interpretive program (e.g., informational signage) on the Main Lot.

4. Findings

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen potential significant environmental effects on Cultural Resources (Historic Resources), as identified in the EIR, to less than significant levels.

5. Rationale for Findings

No adverse impacts associated with Cultural Resources (Historic Resources) would occur as a result of the development of the proposed Project with incorporation of Mitigation Measures C-1 through C-7 set forth in the MMP.

6. Reference

For a complete discussion of environmental impacts with respect to Cultural Resources (Historic Resources), please see Section IV.C, Cultural Resources, of the Draft EIR and Section II of the Final EIR.

B. Cultural Resources (Archaeological and Paleontological Resources)

1. Description of Effects

a) Project Impacts

The results of the records search indicate there are no archaeological sites or isolates, which are artifacts not associated with an archaeological site, located within a 0.5-mile radius of the Project Site or within the Project Site. While this does not preclude the potential for an archaeological site to be identified during construction activities associated with the proposed Project, it is highly unlikely because substantial disturbance of the ground surface has previously occurred on-site. With implementation of Mitigation Measures C-8 and C-9 set forth in the MMP, any potential impacts related to archaeological resources would be reduced to a less than significant level.

The paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soils and Quaternary deposits in the Project Site are unlikely to discover significant vertebrate fossils. However, deeper excavations have the potential to encounter significant remains of fossil vertebrates. With implementation of Mitigation Measure C-10 set forth in the MMP, any potential impacts related to paleontological resources would be reduced to a less than significant level.

b) Cumulative Impacts

With regard to potential cumulative impacts related to archaeological and paleontological resources, the Project vicinity is located within an urbanized area that has been substantially disturbed and developed over time. In the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of paleontological resources and archaeological resources.

2. Project Design Features

No project design features are identified in the EIR for this environmental issue.

3. Mitigation Measures

Mitigation Measure C-8: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. A unique archaeological resource is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person [Public Resources Code Section 21083.2(g)].

In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented. A historical resource is defined as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources [Public Resources Code Section 21084.1]. In the event an archaeological resource is encountered that the archaeologist determines is potentially a Native American resource, the archaeologist shall retain a Native American representative to help determine the appropriate treatment for the resources.

Mitigation Measure C-9: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the archaeologist and Native American monitor, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this

regulation and Public Resources Code 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume.

Mitigation Measure C-10: If any paleontological materials are encountered during ground-disturbing activities for construction of the proposed Project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Cultural Resources (Archaeological and Paleontological Resources), as identified in the EIR, to less than significant levels.

5. Rationale for Findings

No adverse impacts associated with Cultural Resources (Archaeological and Paleontological Resources) would occur as a result of the development of the Project with incorporation of Mitigation Measures C-8, C-9, and C-10 set forth in the MMP.

6. Reference

For a complete discussion of environmental impacts with respect to Cultural Resources (Archaeological and Paleontological Resources), please see Section IV.C, Cultural Resources, of the Draft EIR.

C. Geology and Soils

1. Description of Effects

a) Geologic Hazards

(1) Seismic Hazards

No known active or potentially active faults underlie the Project Site. In addition, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, the risk of fault rupture at the Project Site is considered negligible. Impacts related to fault rupture would be less than significant and no mitigation measures are required.

As with any new development in the State of California, building design and construction for the proposed Project would be required to conform to the current seismic design provisions of the California Building Code. With implementation of Mitigation Measure D-1 set forth in the MMP, which enforces this requirement, the proposed Project would not cause nor accelerate geologic hazards related to strong seismic ground shaking which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and impacts associated with strong seismic ground shaking would be less than significant.

The potential for liquefaction, excessive differential settlement, or seismically induced landslides occurring at the Project Site is considered remote. Therefore, the proposed Project would not cause or accelerate geologic hazards related to liquefaction, settlement, or landslides which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to liquefaction, settlement, and landslides would be less than significant and no mitigation measures are required.

Given the distance of the Hollywood Reservoir to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, and the City's emergency response program, the risk of inundation by a seiche or dam failure at the Project Site is low. Therefore, the proposed Project would not cause or accelerate geologic hazards related to seismically induced seiches, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seiches would be less than significant and no mitigation measures are required.

(2) Soil Stability

It is anticipated that on-site fill includes non-engineered fill materials. Non-engineered fills are not suitable for support of new fills, foundations, concrete slabs, or paving. With implementation of Mitigation Measure D-2 set forth in the MMP, the proposed Project would not cause or accelerate geologic hazards related to unstable soils, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury, and impacts associated with expansive soils would be less than significant.

(3) Expansive and Corrosive Soils

The earth materials underlying the Project Site have yielded test results from the very low to the very high expansion potential ranges. The test data indicate that the majority of the testing falls in the moderate expansion potential range. The majority of reported testing indicates that soils within the Project Site are classified as corrosive to ferrous metals. With implementation of Mitigation Measure D-3 set forth in the MMP, the proposed Project would not cause or accelerate geologic hazards related to corrosive soils, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and impacts associated with corrosive soils would be less than significant.

(4) Subsurface Oil and Gas

One abandoned oil well may exist in the northeast corner of the Project Site. With implementation of Mitigation Measure E-2 set forth in the MMP, the proposed Project would not cause

or accelerate geologic hazards related to subsurface oil, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury, and impacts associated with oil would be less than significant. In addition, portions of the Project Site are located within a City-designated Methane Buffer Zone. With implementation of Mitigation Measure D-4 set forth in the MMP, the proposed Project would not cause nor accelerate geologic hazards related to subsurface methane, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury, and impacts associated with methane would be less than significant.

(5) Subsidence

Any potential settlement related to long-term dewatering for building operation would be less than, and already accounted for in, the construction dewatering settlement. Therefore, the proposed Project would not cause nor accelerate geologic hazards related to subsidence, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury. Impacts related to subsidence would be less than significant and no mitigation measures are required.

b) Sedimentation and Erosion

Sedimentation and erosion could potentially occur from exposed soils during Project construction. With preparation and implementation of a SWPPP and compliance with applicable City grading regulations, Project construction would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion, nor accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site, and impacts related to sedimentation and erosion would be less than significant during construction.

c) Landform Alteration

The proposed Project would not destroy, permanently cover, or materially and adversely modify any distinct and prominent geologic or topographic features. No impacts associated with landform alteration would occur, and no mitigation measures are required.

d) Cumulative Impacts

Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis rather than on a cumulative basis. Nonetheless, cumulative growth in the Project area through 2038, which includes specific known development projects as well as general ambient growth projected to occur (as described in Section III, Environmental Setting, of the Draft EIR) would expose a greater number of people to seismic hazards. However, as with the proposed Project, interim projects, related projects, and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Los Angeles Building Code. With adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

2. Project Design Features

No project design features are identified in the EIR for this environmental issue.

3. Mitigation Measures

Mitigation Measure D-1: A final site-specific, design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared by a qualified geotechnical engineer and certified engineering geologist and submitted to the Los Angeles Department of Building and Safety for each individual building project, consistent with City of Los Angeles requirements (see 2008 Los Angeles Building Code Section 1802.1). The site-specific, design-level geotechnical reports shall address each of the potential geologic hazards addressed in the *Geotechnical Engineering Evaluation for the Paramount Pictures Master Plan, 5555 Melrose Avenue, Los Angeles, California, 90038* prepared by Geotechnologies, Inc., April 2015. The site-specific, design-level geotechnical reports shall include recommendations for each specific building location and building design, including recommendations pertaining to site preparation, fills and compaction, and foundations, and shall include the applicable recommendations set forth in Mitigation Measures D-2 through D-4, below. Additionally, all such recommendations shall comply with applicable provisions and standards set forth in or established by:

- (a) California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" (Special Publication 117);
- (b) The version of the Uniform Building Code, as adopted and amended by the City of Los Angeles, in effect at the time of approval of each site-specific, design-level geotechnical report;
- (c) Relevant State, County, and City laws, ordinances, and Code requirements; and
- (d) Current standards of practice designed to minimize potential geologic, geotechnical, and related impacts.

The site-specific, design-level geotechnical reports shall be reviewed and approved by the City of Los Angeles Department of Building and Safety.

Mitigation Measure D-2: During construction, encountered non-engineered fills shall be excavated and replaced as compacted fill properly bunched into suitable materials in accordance with City of Los Angeles requirements, or removed. The suitability of the excavated material for reuse in the compacted fills shall be confirmed during each final site-specific, design-level geotechnical investigation in accordance with the applicable provisions and standards detailed in Mitigation Measure D-1.

Mitigation Measure D-3: As part of the site-specific geotechnical report provided for in Mitigation Measure D-1, corrosion testing of Project Site soils, including pH levels, resistivity, sulfate content, chloride content, and other major anions and cations, shall be performed to the extent necessary. Where the evaluation indicates corrosive soil, specific types of pipe, insulation, coatings, and cathodic protection shall be selected in accordance with the applicable provisions and standards detailed in Mitigation Measure D-1 in order to reduce the risk of corrosion damage to underground utilities.

Mitigation Measure D-4: The design and construction of the proposed Project shall comply with the Los Angeles Methane Seepage Regulations (Los Angeles Municipal

Code, Chapter IX, Article 1, Division 71), as applicable, including requirements for site testing.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects with regard to Geology and Soils, as identified in the EIR, to less than significant levels.

5. Rationale for Findings

No adverse impacts associated with Geology and Soils would occur as a result of the development of the Project with incorporation of Mitigation Measures D-1 through D-4 set forth in the MMP.

6. Reference

For a complete discussion of environmental impacts with respect to Geology and Soils, please see Section IV.D, Geology and Soils, of the Draft EIR.

D. Hazards and Hazardous Materials

1. Description of Effects

a) Construction Impacts

Compliance with the project design features as well as all applicable federal, state, and local requirements concerning the use, handling, and storage of hazardous materials would effectively reduce the potential for Project construction activities to expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, impacts related to the use, storage, and management of hazardous materials during construction would be less than significant.

With compliance with relevant regulations and requirements, as well as continued implementation of the comprehensive policies and programs specifically related to hazardous waste management on the Project Site, Project construction activities would not expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, impacts associated with hazardous waste management during construction would be less than significant.

Hazardous substances have been and continue to be used on portions of the Project Site and within the surrounding vicinity. The activities conducted in the past at the Project Site may have resulted in the release of hazardous substances, potentially affecting the subsurface at the Project Site. There is the potential to encounter residual contamination in the subsurface during construction at the Project Site, which would be a potentially significant impact without mitigation. With implementation of Mitigation Measure E-1 set forth in the MMP, impacts related to the potential to encounter residual contamination in the subsurface during construction at the Project Site would be less than significant. In addition, Project-related grading could uncover or disturb existing known and

unknown underground storage tanks that could lead to soil and/or groundwater impacts and the potential exposure of people and the environment to hazardous materials, which would be a potentially significant impact without mitigation. With implementation of Mitigation Measure E-1 set forth in the MMP, impacts related to the potential disturbance of underground storage tanks during construction would be less than significant.

Asbestos testing was conducted on the Main Lot and the results revealed asbestos and asbestos-containing materials in several buildings and structures. With implementation of Project Design Feature E-1 set forth in the MMP, impacts related to asbestos-containing materials during construction would be less than significant.

Lead-based paint may also be present on-site, particularly in the Main Lot. With implementation of Project Design Feature E-2 set forth in the MMP, impacts related to lead-based paint during construction would be less than significant.

Based on California State Division of Oil, Gas and Geothermal Resources maps, one abandoned oil well may exist in the northeast corner of the Main Lot. With implementation of Mitigation Measure E-2 set forth in the MMP, impacts related to construction in the area of abandoned oil wells would be less than significant. In addition, based on applicable safety provisions and appropriate monitoring, grading and construction activities associated with development within a Methane Buffer Zone are not expected to substantially expose construction workers to elevated levels of methane or other soil gases. Therefore, impacts associated with construction within a Methane Buffer Zone would be less than significant, and the proposed Project would not expose people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards.

Construction-related traffic on adjacent streets could potentially affect emergency access to and near the Project Site on a temporary basis. With implementation of Project Design Feature K-2, construction of the proposed Project is not anticipated to significantly impair implementation of or physically interfere with any adopted or on-site emergency response or evacuation plans, and impacts would be less than significant.

b) Operational Impacts

The expansion of operations on the Project Site has the potential to increase the acquisition, use, handling, and storage of hazardous materials on-site. Operation of the proposed Project could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. Project staff on the Project Site would continue to be trained and designated to respond to accidental releases of hazardous materials associated with the acquisition, use, storage, and handling of hazardous materials. In addition, professional hazardous materials response companies would continue to be on-call should a release occur at a time when appropriate staff are not available or the magnitude of the release is such that it cannot be handled internally. With continued implementation of hazardous materials management at the Project Site, in accordance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, operation of the proposed Project is expected to be consistent with the goals, policies, and objectives of the City's General Plan Safety Element. Through continued compliance with applicable laws, as well as implementation of the project design

features, impacts associated with the use, storage, and management of hazardous materials during operation of the proposed Project would be less than significant.

With implementation of the proposed Project, it is anticipated that hazardous waste-generating activities could increase. As is currently the Applicant's practice, compliance with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous waste would effectively reduce the potential for operation of the proposed Project to expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, impacts associated with hazardous waste generation, handling, and disposal during operation of the proposed Project would be less than significant.

While additional underground storage tanks are not anticipated as part of the proposed Project, expanded operations on the Project Site could require the installation and operation of additional underground storage tanks to accommodate increased hazardous materials similar to those used in existing operations on-site. An increase in the number of underground storage tanks could potentially increase the potential for accidental releases and subsequent impacts to soil, surface water, and groundwater, as well as the potential for environmental and human exposure to hazardous materials. Any new underground storage tanks installed at the Project Site would be required to be installed in accordance with federal, state, and local laws. Plans for any new underground storage tanks installations and for associated post-construction activities, monitoring, and response, would be submitted to the Los Angeles Fire Department (LAFD) for review and approval. The LAFD would oversee compliance with these construction standards and subsequent post-construction requirements. Therefore, impacts related to underground storage tanks during operation of the proposed Project would be less than significant.

Expanded operations on the Project Site could require the installation and operation of additional aboveground storage tanks for storage of motor oil, vegetable oil, propane, and other substances. This increase in the number of aboveground storage tanks on-site could potentially increase the potential for accidental releases and subsequent impacts to soil and surface water, as well as the potential for environmental and human exposure to hazardous materials. Compliance with applicable laws would minimize impacts to human health and the environment associated with aboveground storage tanks by, for example, ensuring that new tanks include secondary containment, as required. Therefore, impacts related to aboveground storage tanks during operation would be less than significant.

As the permitting process would ensure that new development would comply with the City's Methane Seepage Regulations, impacts associated with development within portions of the Project Site within the Methane Buffer Zone would be less than significant, and the proposed Project would not expose people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards.

Existing emergency response and evacuation plans would be updated and/or new plans created, as appropriate, to include operation of the proposed Project. Therefore, it is not anticipated that Project operations would significantly impair the implementation of or physically interfere with any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's

emergency evacuation plan. No adverse impacts to emergency response or emergency evacuation plans are anticipated.

c) Cumulative Impacts

While impacts associated with hazards and hazardous materials are typically site-specific and do not cumulatively affect off-site areas, conditions such as contaminated groundwater can affect down-gradient properties. In addition, operation of many of the related projects can reasonably be expected to involve the limited use of potentially hazardous materials typical of those used in residential and commercial developments, including cleaning agents, paints, pesticides, and other materials used for landscaping. However, all future development located within the vicinity of the Project Site would be subject to the same local, regional, state, and federal regulations pertaining to hazards and hazardous materials. It is expected that all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and handled in compliance with applicable standards and regulations. Any risks associated with these materials would be adequately reduced to a less than significant level through compliance with these standards and regulations. In addition, through the extension of existing programs administered on the Project Site, Project impacts with regard to emergency response or evacuation plans would not be cumulatively considerable. As such, cumulative impacts with regard to hazards and hazardous materials from the combined proposed Project, interim projects, and related projects would be less than significant.

2. Project Design Features

Project Design Feature E-1: Prior to the issuance of any demolition permit or permit for remodeling of existing buildings, if applicable, the Applicant would provide a letter to the Department of Building and Safety indicating that the demolition/renovation contract provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with the South Coast Air Quality Management District's Rule 1403. The Applicant shall comply with State and federal regulations to test for asbestos prior to issuance of any demolition permit. If asbestos-containing materials are found to be present, it shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403, as well as all other applicable state and federal rules and regulations.

Project Design Feature E-2: Prior to the issuance of any permit for demolition or alteration of an existing structure, if applicable, a lead-based paint survey would be performed in compliance with applicable State and federal regulations. Should lead-based paint materials be identified, the Applicant would provide evidence to the Department of Building and Safety demonstrating that the demolition/renovation contract provides that standard handling and disposal practices would be implemented pursuant to Occupational Safety and Health Act regulations. The Applicant shall comply with State and federal regulations to test for lead-based paint prior to issuance of any demolition permit. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Act regulations.

3. Mitigation Measures

Mitigation Measure E-1: If excavation or grading occurs in areas identified in Figure IV.E-1 in the Draft EIR (areas with potential for residual contamination in subsurface), then construction contracts shall include a provision that in the event that potential contamination is encountered during excavation or grading, work in the area of potential contamination shall be temporarily halted and the contamination evaluated by a qualified environmental professional using appropriate collection and sampling techniques as determined by the environmental professional based on the nature of the contamination. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as South Coast Air Quality Management District Rule 1166.

If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) during excavation and grading activities, excavation and grading within the area of the observed contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented by a qualified environmental professional, as described above.

Mitigation Measure E-2: Prior to issuance of grading or building permits for construction in the area of the abandoned oil well that may exist in the northeast corner of the Main Lot, the Applicant shall comply with applicable regulations for California State Division of Oil, Gas and Geothermal Resources site plan review. If any oil wells are encountered during excavation and construction, the Applicant shall comply with all applicable requirements of California State Division of Oil, Gas and Geothermal Resources for the investigation and/or re-abandonment of the well.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects with regard to Hazards and Hazardous Materials, as identified in the EIR, to less than significant levels.

5. Rationale for Findings

No adverse impacts associated with Hazards and Hazardous Materials would occur as a result of the development of the Project with incorporation of Mitigation Measures E-1 and E-2 set forth in the MMP.

6. Reference

For a complete discussion of environmental impacts with respect to Hazards and Hazardous Materials, please see Section IV.E, Hazards and Hazardous Materials, of the Draft EIR.

IX. SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES

The Project would result in the following impacts, which are found to be significant and unavoidable:

A. Shading

1. **Description of Effects**

a) **Project Impacts**

Under the proposed Specific Plan, new buildings would be developed in accordance with height zones that establish the maximum building heights for buildings throughout the Project Site. Setbacks would also be established within the proposed Specific Plan. Prior to mitigation, significant impacts are anticipated during the following seasons as a result of shadows cast by future development within the height zones proposed for the Project Site:

- Winter: Camerford Lot (impacts to north); Lemon Grove Lot (Parcels B, C, and D)
- Spring: Lemon Grove Lot (Parcels B, C, and D)
- Summer: Lemon Grove Lot (Parcels B, C, and D)
- Fall: Lemon Grove Lot (Parcels B, C, and D)

Impacts associated with other Project Site locations/seasons and cumulative shading impacts would be less than significant.

b) **Cumulative Impacts**

Based on the location of the related projects identified in the area, only two projects, Related Project No. 24 and Related Project No. 61, have the potential to cast shadows that may affect some of the same shade-sensitive uses as the proposed Project. Project shadows would extend to residential properties along Camerford Avenue in the morning during spring and fall. However, a cumulative effect resulting from the shading of the same individual properties by the proposed Project and Related Project No. 24 would not be expected. Furthermore, shadows from Related Project No. 61 would not extend beyond the shadow that is already cast by the existing parking structure on Parcel A of the Lemon Grove Lot during the winter solstice afternoon hours prior to 3:00 P.M. Therefore, it can be assumed that cumulative shading impacts in the vicinity of the Lemon Grove Lot would be less than significant. Cumulative shading impacts would be less than significant.

2. **Project Design Features**

As previously described, future development under the proposed Project would be subject to the proposed Specific Plan, which includes building height limitations based on defined height zones as well as setback requirements. Other than the proposed Specific Plan regulations, no project design features relevant to shading are identified.

3. **Mitigation Measures**

The following mitigation measure is included in the MMP to reduce the significant shadow impacts associated with the proposed Project:

Mitigation Measure A.3-1: A 10-foot setback from the northern property line of the Camerford Lot shall be implemented to reduce shadow impacts affecting shade-sensitive uses to the north.

4. Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. Rationale for Findings

With implementation of Mitigation Measure A.3-1 set forth in the MMP, a 10-foot setback would be established from the northern property line of the Camerford Lot. As none of the yards of the residential properties north of the Camerford Lot would be shaded for three or more hours, the potential impact would be eliminated. As for the Lemon Grove Lot, an analysis was performed to determine the extent to which setbacks would need to be increased or building heights reduced in order to eliminate the significant shading impacts resulting from development on the Lemon Grove Lot. It was determined that no feasible mitigation is available to eliminate the significant shading impacts from the Lemon Grove Lot. Because mitigation of the proposed Project's impacts associated with the Lemon Grove Lot would be infeasible, Project-level impacts would be significant and unavoidable. Cumulative shading impacts would be less than significant at the Lemon Grove Lot as no related projects would create shadows that would overlap with new shadows associated with the proposed Project or affect the same shade-sensitive uses as new shadows associated with the proposed Project. However, it is noted that the Project's aesthetic impacts, including shading, would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

6. Reference

For a complete discussion of environmental impacts with respect to shading, please see Section IV.A.3, Shading, of the Draft EIR.

B. Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)

1. Description of Effects

a) Construction

(1) Regional Construction Impacts

Construction activities would include demolition of existing uses, grading and excavation, and construction of new structures and related infrastructure. It is anticipated that the proposed Project would result in the off-site export of approximately 420,000 cubic yards of excavated soil. Construction-related daily maximum regional construction emissions would not exceed the South Coast Air Quality Management District (SCAQMD) daily significance thresholds for CO, SO_x, PM₁₀, and PM_{2.5}. However, maximum regional emissions would exceed the SCAQMD daily significance thresholds for VOC during periods of architectural coatings application and NO_x during periods of heavy construction equipment use. Therefore, regional construction emissions resulting from the proposed Project would result in a significant short-term impact.

(2) Localized Impacts from On-Site Construction Activities

Maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for CO and PM₁₀. However, localized NO_x and PM_{2.5} emissions would exceed the applicable screening-level LST for several construction phases and combined overlapping activities. Therefore, localized construction emissions resulting from the proposed Project would result in a significant short-term impact without mitigation.

b) Operations

(1) Regional Operational Impacts

Regional emissions resulting from operation of the proposed Project are expected to exceed the SCAQMD thresholds for VOC and NO_x. Therefore, air quality impacts from Project operational emissions would be significant without mitigation.

An analysis of daily operational emissions of existing conditions without the proposed Project versus with the proposed Project was also conducted. The net overall operational emissions associated with the proposed Project would be greater in comparison to Project build-out emissions due to emission factors that assume air quality improves over time based on regulations applicable to newer vehicles. As with the Project build-out analysis year, the proposed Project regional emissions analysis would exceed the established SCAQMD threshold levels for VOC and NO_x. The proposed Project would also exceed the SCAQMD regional significance threshold for CO. Therefore, air quality impacts from Project operational emissions would be significant without mitigation.

(2) Localized Operational Impacts

Operation of the proposed Project would not introduce any major new sources of air pollution within the Project Site. Notwithstanding, the screening level analysis shows that on-site operational emissions would not exceed the CO and NO_x localized significance thresholds, but would exceed the localized PM₁₀ and PM_{2.5} significance thresholds. Therefore, the localized effects from the on-site operational emissions of PM₁₀ and PM_{2.5} were analyzed using the AERMOD dispersion model. Based on the detailed dispersion modeling, on-site operational emissions would not exceed any of the SCAQMD localized significance thresholds.

An analysis of localized operational on-site emissions of existing conditions without the proposed Project versus with the proposed Project was also conducted. The net overall operational on-site emissions associated with the proposed Project would be greater in comparison to Project build-out emissions due to emission factors that assume air quality improves over time based on regulations applicable to newer vehicles. As with the Project build-out analysis year, the screening level analysis shows that on-site operational emissions would not exceed the CO and NO_x localized significance thresholds, but would exceed the localized PM₁₀ and PM_{2.5} significance thresholds. Therefore, the localized effects from the on-site operational emissions of PM₁₀ and PM_{2.5} were analyzed using the AERMOD dispersion model. Based on the detailed dispersion modeling, on-site operational emissions would not exceed any of the SCAQMD localized significance thresholds.

The localized CO hotspot screening analysis conducted for 15 intersections demonstrated that the proposed Project would not cause any new or exacerbate any existing CO hotspots. To further support this conclusion, CO concentration levels were forecasted at the three most potentially impacted intersections based on the highest projected concentration and using peak-hour traffic volumes and conservative meteorological assumptions. Project-generated traffic volumes under buildout in 2038 were forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at each of the three intersection locations analyzed. Similarly, the Project (2011) analysis also resulted in a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections. Thus, the proposed Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

c) **Concurrent Construction and Operational Emissions**

Concurrent construction and operational regional emissions of VOC and NO_x would exceed the SCAQMD regional thresholds, but would not exceed the SCAQMD localized significance thresholds.

d) **Cumulative Impacts**

(1) Construction

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would exceed the SCAQMD's regional significance threshold for NO_x and VOC with mitigation. Consequently, the proposed Project would have a cumulative impact due to construction-related regional VOC and NO_x emissions even with incorporation of mitigation measures. In terms of localized air quality impacts, construction of the proposed Project would have a less than significant cumulative impact due to localized emissions with implementation of mitigation measures.

(2) Operation

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Regional emissions resulting from operation of the proposed Project are expected to exceed the SCAQMD thresholds for VOC and NO_x. Therefore, air quality impacts from Project operational emissions would be significant without mitigation. Thus, the emissions of non-attainment pollutants and precursors generated by Project operation in excess of the SCAQMD project-level thresholds also would be cumulatively considerable.

An analysis of potential localized operational impacts from on-site activities was conducted. Based on the analysis, localized CO, NO₂, PM₁₀, and PM_{2.5} operational impacts would not exceed the SCAQMD's thresholds. As such, the potential localized operational impacts from the proposed Project's on-site activities would not be cumulatively considerable.

2. Project Design Features

The following project design features are intended to implement requirements of SCAQMD Rule 403 (Fugitive Dust):

Project Design Feature B.1-1: The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used for haul trucks to reduce dust emissions and meet South Coast Air Quality Management District Rule 403.

Project Design Feature B.1-2: All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of spillage or dust.

Project Design Feature B.1-3: All clearing, earth-moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 miles per hour), so as to prevent excessive amounts of dust.

3. Mitigation Measures

a) Construction

The following mitigation measures set forth a program of air pollution control strategies designed to reduce the proposed Project's air quality impacts to the extent feasible during construction.

Mitigation Measure B.1-1: The Project representative shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities for the proposed Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment within the construction inventory list described above shall meet the Tier 3 standards where commercially available.

Mitigation Measure B.1-2: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.

Mitigation Measure B.1-3: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions.

Mitigation Measure B.1-4: Construction activities shall be discontinued during second-stage smog alerts.

Mitigation Measure B.1-5: To the extent possible, petroleum-powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. If stationary petroleum-powered construction equipment, such as generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses, whenever possible.

b) Operation

In addition to the project design features designed to reduce greenhouse gas emissions (which would also serve to reduce criteria air pollutants), the following mitigation measures would further reduce operational emissions from the proposed Project:

Mitigation Measure B.1-6: The Applicant or its successor shall minimize delivery truck idling times to a maximum of five minutes, per the California Air Resources Board's Airborne Toxic Control Measure.

Mitigation Measure B.1-7: The Applicant or its successor shall route delivery trucks via the most efficient available route on the Project Site.

4. Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. Rationale for Findings

Implementation of the mitigation measures and project design features set forth in the MMP would reduce construction emissions for all pollutants. However, even with the incorporation of mitigation measures, the proposed Project would exceed the SCAQMD regional significance thresholds for NO_x and VOC during some periods of construction. As such, Project construction would result in significant and unavoidable Project-level and cumulative regional impacts even with incorporation of all feasible mitigation measures.

Implementation of the project design features would reduce localized construction NO_x, PM₁₀, and PM_{2.5} emissions. With incorporation of mitigation measures set forth in the MMP, impacts from localized NO_x, PM₁₀, and PM_{2.5} emissions would be reduced to a less than significant level.

Although the proposed Project would incorporate feasible mitigation measures and project design features to reduce operational emissions, regional operational emissions associated with the proposed Project buildout analysis year still would exceed the SCAQMD daily emission threshold for regional NO_x and VOC after implementation of feasible mitigation measures. The net overall operational emissions associated with the proposed Project would exceed the established SCAQMD threshold levels for VOC, NO_x, and CO. Therefore, operation of the proposed Project would have a significant and unavoidable Project-level impact on regional air quality. No additional feasible mitigation has been identified to further reduce these regional impacts. Cumulative operational air quality impacts would also remain significant. No significant impacts related to local CO

concentrations would occur for the proposed Project or cumulatively. Project development would be consistent with the air quality policies set forth in the SCAQMD's AQMP and the City of Los Angeles General Plan Air Quality Element, resulting in a less than significant impact.

Implementation of the mitigation measures and project design features set forth in the MMP would reduce NO_x, PM₁₀ and PM_{2.5} emissions. Even with incorporation of mitigation measures, during certain periods of concurrent construction and operation, the proposed Project would remain in exceedance of the SCAQMD regional threshold for VOC and NO_x.

The project design features and mitigation measures set forth in the MMP would reduce pollutant emissions. Concurrent construction and operational regional emissions of VOC and NO_x would exceed SCAQMD regional thresholds. As such, regional emissions that result from concurrent construction and operations would result in a significant impact for regional VOC and NO_x emissions. On the other hand, concurrent construction and operational localized emissions would be less than significant for localized NO_x, PM₁₀, and PM_{2.5} impacts. As such, localized emissions that result from concurrent construction and operations would result in a less than significant impact.

6. Reference

For a complete discussion of environmental impacts with respect to air quality, please see Section IV.B.1, Air Quality, of the Draft EIR.

C. Noise (Construction Noise and Vibration)

1. Description of Effects

a) On-Site Construction Noise Sources

Based on noise data collected by the Federal Highway Administration, individual pieces of construction equipment that would be used for construction of the proposed Project produce maximum noise levels (L_{max}) of 74 A-weighted decibels (dBA) to 90 dBA at a reference distance of 50 feet from the noise source. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less-than-full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (hourly L_{eq}) noise level associated with each construction stage (i.e., demolition, site grading, building construction, and landscaping) was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The Project construction schedule would depend on market conditions and the business needs of the Applicant. For purposes of the construction noise analysis, a construction phasing schedule was developed that considers the anticipated business needs and the maximum amount of development that may simultaneously occur on the Project Site at any one time. As discussed in Section IV.H, Noise, of the Draft EIR, the analysis assumed the proposed Project would be constructed over four phases (A, B, C and D). Within each phase, construction activities were grouped by geographic area (sub-phase) to allow for maximum construction activities to occur within a phase while providing for continued studio operations within the Project Site. The analysis shows that construction

noise levels generated during various phases of the Project construction activities could exceed the 5 dBA above ambient noise level significance threshold at the following off-site sensitive receptors:

- Phase A—Receptors R2, R3, R7, R8, R12, and R16
- Phase B—Receptors R3, R5, R6, R10, R11, R14, R15, and R16
- Phase C—Receptors R2, R3, R11, R12, R14, and R16
- Phase D—Receptors R5, R11, R13, R14, and R16

In addition, based on the construction phasing schedule, the potential exists for overlapping construction between phases. The overlapping construction activities could result in an increase above the estimated highest construction noise level of 2.8 dBA at receptor R4 due to overlapping construction activities for sub-phases C4 and C5. Construction noise levels at the existing on-site childcare centers for all construction phases would be below the significance threshold.

b) Off-Site Construction Noise Sources

In addition to on-site construction noise, delivery/haul trucks (trucks), and construction worker vehicles would require access to the Project Site during various construction phases. Construction-related haul trucks would generate noise levels ranging from 56.3 dBA ($L_{eq(hr)}$) during Phase A to 67.8 dBA ($L_{eq(hr)}$) during Phase D. The estimated construction haul truck noise levels would be below the existing daytime hourly ambient noise levels measured along Lemon Grove Avenue, Melrose Avenue, and Western Avenue. The construction related trucks noise would exceed the existing ambient noise levels by up to 1.9 dBA ($L_{eq(hr)}$) along Van Ness Avenue and up to 2.4 dBA ($L_{eq(hr)}$) along Gower Street, which would be below the 5 dBA above ambient noise level significance threshold. As such, noise impacts associated with off-site construction truck traffic would be less than significant.

c) Construction Vibration

Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and type of equipment used. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the proposed Project would range from 0.003 to 0.089 peak particle velocity (PPV) at a distance of 25 feet from the equipment. The majority of the Project construction activities would occur within the Main Lot and would be a minimum of 50 feet from off-site building structures. Therefore, the estimated vibration velocity levels for construction activities within the Main Lot would be well below the most stringent significance threshold of 0.12 PPV. However, construction activities at the Ancillary Lots could occur in closer proximity to off-site building structures. Vibration levels generated by a large bulldozer or caisson drilling would be up to 0.995 PPV (at 5 feet from the equipment) and 0.192 PPV (at 15 feet from the equipment). With implementation of Project Design Feature H-2, which requires that the use of large bulldozers and caisson drilling occur a minimum of 15 feet from the nearest off-site building, vibration impacts associated with potential building damage during construction activities would be less than significant.

Potential vibration impacts with respect to human annoyance were also evaluated. The anticipated construction equipment for Project construction would generate vibration levels ranging

from 58 VdB (a decibel unit referenced to a velocity of 1 micro-inch per second) for a small bulldozer to up to 87 VdB for a large bulldozer operating at a distance of 25 feet. The vibration level from the large bulldozer would attenuate to below the 72 VdB significance threshold at a distance of 80 feet. Therefore, except for construction activities within 15 feet of Van Ness Avenue, vibration impacts with respect to human annoyance would be less than significant for construction activities within the Main Lot. Vibration levels generated by construction equipment operating at the Ancillary Lots would exceed the 72 VdB significance threshold at the adjacent sensitive receptors within 80 feet of large construction equipment. Impacts would occur on a short-term basis when large construction equipment (e.g., a large bulldozer) would operate within 80 feet from the sensitive receptors.

Based on Federal Transit Administration (FTA) data, the vibration generated by a typical haul truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. There are building structures and sensitive receptors (i.e., residential uses) that are located as close as 15 feet from the haul truck routes. Therefore, the vibration level generated by the haul trucks would be approximately 0.034 PPV, which would be well below the most stringent building damage threshold of 0.12 PPV for buildings.

The vibration levels at sensitive receptors within 15 feet of the haul routes would be approximately 79 VdB, which would exceed the 72 VdB significance threshold for human annoyance. Per the FTA, "it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." However, vibration impacts with respect to human annoyance along the haul routes during construction would be significant at sensitive receptors located within 25 feet from the haul route.

d) Cumulative Impacts

While the majority of the related projects are located a substantial distance from the Project Site, based on the location of the related projects identified in the area, there are three related projects near the Project Site, including: Related Project No. 61, which proposes cemetery-related uses within the cemetery immediately north of the Project Site; Related Project No. 24, a condominium and retail development at 5663 Melrose Avenue (approximately 450 feet west of the Project Site); and Related Project No. 9, at 5651 Santa Monica Boulevard (approximately 800 feet from the Project Site, north of the Lemon Grove Lot). However, construction of Related Project No. 24 has recently been completed. The next closest related project is approximately 1,600 feet from the Project Site.

Since the timing of the construction activities for related projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be entirely speculative. Nonetheless, if construction of Related Project No. 61 or Related Project No. 9 were to occur concurrently with the construction on the north or northeast sides of the Project Site, respectively, these related projects could have a contribution to the cumulative impact on nearby noise-sensitive receptors. Specifically, concurrent construction of the proposed Project and Related Project No. 61 could impact noise-sensitive receptors located in proximity to the northern boundary of the Project Site (i.e., elementary school and residential uses along Van Ness Avenue). Concurrent construction of the proposed Project and Related Project No. 9 could impact noise-sensitive receptors located between Related Project No. 9 and the Project Site (i.e., residential uses located along Van Ness Avenue, Ridgewood Place and Wilton Place, south of Santa Monica Boulevard, represented by R1). Construction-related noise levels from the related projects would be intermittent and temporary.

Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Nonetheless, even with proposed mitigation measures, if nearby Related Project No. 61 and/or Related Project No. 9 were to be constructed concurrently with the proposed Project, significant and unavoidable cumulative construction noise impacts could result.

Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., less than 25 feet). Although the Related Project No. 61 site is adjacent to the Project Site, the proposed construction areas of Related Project No. 61 would be a minimum of approximately 90 feet from the Project Site. In addition, Related Project No. 9 is approximately 800 feet away from the Project Site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there would be no potential cumulative construction impact with respect to ground-borne vibration.

2. Project Design Features

Project Design Feature H-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufactures' standards). All equipment shall be properly maintained.

Project Design Feature H-2: The use of caisson drilling and/or large bulldozers shall occur a minimum of 15 feet from the nearest off-site building.

3. Mitigation Measures

Mitigation Measure H-1: Prior to the issuance of grading permits for the development of a new building, structure or infrastructure for the proposed Project, the Applicant or its successor shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction contractors have been required in writing to comply with the City Noise Ordinance, and the contractor or the Applicant or its successor shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Mitigation Plan may include the following:

- Use temporary sound barriers between the proposed Project construction area and affected noise-sensitive receptors where feasible and necessary;
- Stationary source equipment which is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest feasible distance from off-site noise-sensitive land uses;
- To the extent feasible, the staging of high noise-generating activities should take place during mid-day and/or when fewer people are at home or ambient noise levels in the receptor areas are at their highest levels;

- To the extent feasible, construction and demolition activities should be scheduled so as to avoid operating several pieces of equipment simultaneously;
- Limit engine idling from construction equipment. Specifically, the idling of haul trucks shall be limited to 5 minutes at any given location as established by the South Coast Air Quality Management District;
- Provide for the location of construction staging areas to be situated and operated in a manner which will limit direct interference with residential streets surrounding the Project Site;
- Provide a hotline to enable the public to call and address construction related issues associated with the construction; and
- Project construction shall not use impact pile driving methods.

4. Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. Rationale for Findings

Implementation of the project design features and compliance with the mitigation measures set forth in the MMP would reduce Project and cumulative construction noise and vibration levels to the extent feasible. Implementation of the noise mitigation measures would reduce the construction-related noise of the proposed Project. However, depending on the receptor and ambient noise levels at the time of construction, significant temporary construction noise impacts could exceed the significance threshold. Thus, proposed Project and cumulative noise impacts associated with construction activities would be significant and unavoidable.

As explained further in Section IV.H, Noise, of the Draft EIR, the estimation of potential construction noise levels represent a conservative noise impact scenario in which all construction equipment during each phase of construction was assumed to operate simultaneously and was assumed to be located at the construction area nearest to the potentially affected off-site noise-sensitive receptor. Typically, construction activities would be spread throughout the entire site, further away from the affected receptors. As evaluated, construction noise impacts would be temporary and variable during construction, and would affect off-site noise-sensitive receptors differently depending on the location of the construction. Given that the potential impact is conservatively estimated and would be variable as to time, duration, and location, off-site noise-reduction measures would not be feasible.

Implementation of Project Design Feature H-2 set forth in the MMP would ensure that vibration generated during construction activities would be reduced to levels below the significance threshold for building damage at the adjacent off-site buildings. In addition, Project Design Feature H-2 would reduce the vibration impacts with respect to human annoyance. However, there are no other feasible

mitigation measures that would reduce the vibration levels during certain construction activities to below the significance threshold for human annoyance. Therefore, vibration impacts on human annoyance during construction would be significant and unavoidable. The vibration impacts on human annoyance would be short-term and would only occur when large construction equipment is operated within 80 feet of a sensitive receptor. Ground-borne vibration from each of the construction sites (proposed Project and related projects) would rapidly attenuate from each of the construction sites, which would not result in cumulative construction vibration impacts. Therefore, cumulative construction vibration impacts would be less than significant.

6. Reference

For a complete discussion of environmental impacts with respect to noise, please see Section IV.H, Noise, of the Draft EIR.

D. Traffic, Access, and Parking (Intersection Level of Service, Neighborhood Intrusion, In-Street Construction, Supplemental Caltrans Analysis)

1. Description of Effects

a) Intersection Level of Service

(1) Project Trip Generation

It is estimated that after Project construction, the Project Site (including the existing components that would remain after construction) would generate a total of 21,226 daily trips on a typical weekday, including approximately 2,160 morning peak-hour trips (1,650 inbound, 510 outbound) and 2,288 afternoon peak-hour trips (688 inbound, 1,600 outbound). The existing land uses on the Project Site are estimated to currently generate a total of 11,396 daily trips on a typical weekday, including approximately 1,235 morning peak-hour trips (938 inbound, 297 outbound) and 1,255 afternoon peak-hour trips (391 inbound, 864 outbound). The proposed Project is, therefore, expected to generate a net total of 9,830 daily trips on a typical weekday, including approximately 925 morning peak-hour trips (712 inbound, 213 outbound) and 1,033 afternoon peak-hour trips (297 inbound, 736 outbound).

(2) Existing with Project Intersection Operations (Existing with Project Before Mitigation)

The Existing with Project analysis assumes the proposed Project is constructed to full buildout and added to existing traffic conditions. Of the 65 signalized study intersections, 51 are projected to operate at Level of Service (LOS) D or better during both the morning and afternoon peak hours under the Existing with Project conditions. The remaining 14 intersections are projected to operate at LOS E or F during one or both peak hours. Under Existing with Project conditions, the proposed Project would result in 11 significant impacts during the morning peak hour and 14 significant impacts during the afternoon peak hour at signalized intersections before implementation of the Project TDM program or mitigation measures discussed below. Because intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 17 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Existing with Project conditions. The remaining 48 signalized intersections would not be significantly impacted.

Of the 11 unsignalized study intersections, 10 are projected to operate at LOS D or better during the morning peak hour under the Existing with Project conditions. The remaining intersection, US 101 Southbound Off-Ramp & Lexington Avenue (Unsignalized Intersection No. 9), is projected to operate at LOS E during the morning peak hour under both the Existing with Project Before Mitigation and the Existing with Project with Mitigation conditions. The intersection does not meet signal warrants, and thus does not meet the City's criteria for signalization.

Based on the *City of Los Angeles CEQA Thresholds Guide* methodology for analyzing unsignalized intersections, under Existing with Project conditions before mitigation, the proposed Project would cause significant impacts at the following two unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; and (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp.

(3) Future with Project Intersection Operations (Future with Project Before Mitigation)

The Future with Project analysis assumes the proposed Project is constructed to full buildout and added to future traffic conditions, which comprises existing traffic, interim projects, ambient, and related project traffic growth and future roadway and infrastructure improvements, but does not include any of the features or benefits of the proposed Project's TDM program and mitigation measures. Of the 65 signalized study intersections, 41 would operate at LOS D or better during both the morning and afternoon peak hours under Future with Project conditions. The remaining 24 intersections would operate at LOS E or F during at least one analyzed peak hour. Under Future with Project conditions, the proposed Project would result in 13 significant impacts during the morning peak hour and 16 significant impacts during the afternoon peak hour at signalized intersections before implementation of the proposed Project's TDM program or mitigation measures set forth below. As intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 19 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Future with Project conditions before mitigation. The remaining 46 signalized intersections would not be significantly impacted.

With regard to unsignalized intersections, 3 of the 11 unsignalized intersections would operate at LOS E or F during the morning or afternoon peak hour. The remaining 8 unsignalized intersections would operate at LOS D or better during both peak hours. Of these intersections, the following two intersections would meet Los Angeles Department of Transportation (LADOT) criteria for signalization:

- Gower Street & US 101 SB Off-Ramp/Yucca Street (Unsignalized Intersection No. 6); and
- Normandie Avenue & US 101 NB On-Ramp/Monroe Street (Unsignalized Intersection No. 10).

It should be noted that both of these intersections also meet signal warrants in both the Future without Project conditions before mitigation as well as under Existing conditions, so neither Project traffic nor ambient growth is causing the intersections to meet signal warrants.

Under the *City of Los Angeles CEQA Thresholds Guide* methodology, the proposed Project would cause potential significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US 101 NB On-Ramp/Monroe Street.

b) Neighborhood Intrusion

Five neighborhoods were identified according to LADOT criteria that may be subject to significant neighborhood intrusion impacts (cut-through traffic) by the Project-generated traffic under either Existing with Project or Future with Project conditions before mitigation. These neighborhoods are described as follows:

- De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
- Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
- Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
- Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
- Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

These potential impacts are considered significant, and a Neighborhood Traffic Management Plan process by which the potential impacts can be identified and mitigated has been incorporated into the mitigation for neighborhood intrusion impacts, as discussed below.

c) In-Street Construction

The maximum anticipated construction traffic during any phase of Project construction is expected to generate a maximum of 68 morning peak-hour trips and 108 afternoon peak-hour trips from construction activity. Depending on the haul route utilized, construction traffic could result in temporary traffic impacts at up to four study intersections. To reduce potential traffic impacts related to construction traffic, construction traffic management plans would be implemented, as discussed below, which would help to minimize the amount and effect of peak hour construction traffic.

Project development along the Project Site perimeter streets, including Van Ness Avenue, Gower Street, Melrose Avenue, Ridgewood Place, Gregory Avenue, and Camerford Avenue, may result in temporary lane closures, temporary sidewalk closures, temporary loss of street parking, and/or temporary bus stop relocation. Therefore, temporary impacts could occur with regard to the loss of on-street parking, sidewalk closure, and relocation of bus stops. Such temporary impacts are considered significant.

d) **Supplemental Caltrans Analysis**

Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities (intersections, freeway mainline segments, and freeway on-ramps and off-ramps). While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of the Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of the EIR analysis, the potential impacts are considered significant.

e) **Cumulative Impacts**

(1) Intersections

Implementation of the proposed Project in conjunction with the interim projects and related projects identified in Section III, Environmental Setting, of the Draft EIR and projected regional growth would increase the amount of traffic in the Study Area. As discussed previously, the analysis of Future-with-Project conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. Therefore, the proposed Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts would be significant at the intersections discussed above.

(2) Neighborhood Intrusion

Implementation of the proposed Project in conjunction with the related projects would increase the amount of traffic in the Study Area. As discussed previously, the analysis of the Future with Project condition reflects both Project-specific and future cumulative traffic impacts related to traffic volumes and traffic distribution in the Study Area. The proposed Project's impacts related to neighborhood intrusion at the five neighborhoods identified above as having the potential to experience significant neighborhood intrusion impacts could remain significant because at this time it is not known whether a consensus would be reached among residents in the affected neighborhoods on the implementation of mitigation measures or if the agreed upon measure would reduce impacts to less than significant levels. No other feasible mitigation was identified. Therefore, cumulative impacts related to neighborhood intrusion are conservatively considered significant and unavoidable.

(3) In-Street Construction

Most of the related projects are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the proposed Project. In addition, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction traffic management plans, as is the case with the proposed Project. As construction traffic management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the projects that would

have the potential to result in cumulative intersection impacts. Under these circumstances, cumulative impacts at study intersections during construction would be less than significant.

As discussed above, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. To the extent that nearby related projects (e.g., Related Project No. 61 at the cemetery north of the Project Site) also result in such temporary impacts concurrent with the proposed Project, these impacts would be considered cumulatively significant.

(4) Supplemental Caltrans Analysis

As noted above, Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities. While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of the Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of the EIR analysis, the potential impacts are considered significant.

2. Project Design Features

Project Design Feature K-1: The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to reduce traffic impacts of the proposed Project. The TDM program shall include implementation of several TDM strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;
- Discounted transit passes;
- Mobility hub support;
- Funding for bikeway improvements; and
- Continued provision of on-site personnel at studio entry gates to facilitate traffic flow onto the Project Site.

Project Design Feature K-2: Construction Traffic Management Plan

The Project Applicant shall prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and

staging plans as necessary and satisfactory to the City. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

- Provisions for temporary traffic control during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers);
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
- Construction-related vehicles shall not park on surrounding public streets;
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
- Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study;
- Obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any grading permit for the proposed Project; and
- Obtain the required Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.

3. Mitigation Measures

Mitigation Measure K-1: The Project Applicant shall initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.

Mitigation Measure K-2: The Project Applicant shall pay LADOT to design and install signal controller upgrades, CCTV cameras, and system loops at the locations set forth below, and shown in Figure IV.K-4 in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. These improvements would be implemented by Paramount Pictures through payment of a fixed fee to LADOT to fund the cost of these improvements. If LADOT selects the payment option, then

Paramount Pictures would be required to pay LADOT's projected cost of installation, and LADOT shall design and construct these improvements.

The TSM improvements shall target the following four travel corridors: (1) Franklin Avenue (between Cahuenga Boulevard and Bronson Avenue); (2) Santa Monica Boulevard (between La Brea Avenue and Vermont Avenue); (3) Melrose Avenue (between La Brea Avenue and Heliotrope Drive); and (4) Gower Street (between Franklin Avenue and Melrose Avenue).

The following are the locations designated for signal controller upgrades, CCTV, and system loops.

Signal Controller Upgrade Locations:

- Vine Street & Franklin Avenue
- Gower Street & Franklin Avenue
- Beachwood Drive & Franklin Avenue
- Bronson Avenue & Franklin Avenue
- Gower Street & Carlos Avenue
- Gower Street & Sunset Boulevard
- Gower Street & Waring Avenue
- Mansfield Avenue & Melrose Avenue
- June Street & Melrose Avenue
- Cahuenga Boulevard & Melrose Avenue
- Larchmont Boulevard & Melrose Avenue
- Gower Street & Melrose Avenue
- Van Ness Avenue & Melrose Avenue
- Wilton Place & Melrose Avenue
- Harvard Boulevard & Melrose Avenue
- Ardmore Avenue & Melrose Avenue
- Normandie Avenue & Melrose Avenue
- Alexandria Avenue/US 101 Northbound Off-Ramp & Melrose Avenue
- Heliotrope Drive & Melrose Avenue

Closed Circuit Television Locations:

- Highland Avenue & Santa Monica Boulevard
- Normandie Avenue & Melrose Avenue
- Vine Street/Rossmore Avenue & Melrose Avenue

System Loop Locations (Where necessary at signalized intersections within the following corridors):

- Franklin Avenue between Cahuenga Boulevard and Bronson Avenue

- Santa Monica Boulevard between Orange Drive and Vermont Avenue
- Melrose Avenue between La Brea Avenue and Heliotrope Drive
- Gower Street between Franklin Avenue and Melrose Avenue

Mitigation Measure K-3: Intersection #33—Gower Street & Santa Monica Boulevard.

Convert the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, two street parking stalls on the east side of Gower Street south of Santa Monica Boulevard would need to be removed. With this improvement, the northbound intersection approach would provide one left-turn lane, one through lane, and one right-turn lane.

Mitigation Measure K-4: Intersection #34—Gower Street & Melrose Avenue. Convert the existing westbound shared through/right-turn lane into a separate through lane and right-turn lane by dedicating necessary right of way for a right-turn curb cut from the Project Site to the north. With this improvement, the westbound intersection approach would provide two through lanes and one right-turn lane.

Mitigation Measure K-5: The Applicant or its successors shall fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process set forth in Appendix Q of the Traffic Study prepared for the proposed Project, in an amount up to \$500,000. Eligible communities shall include the residential neighborhoods within the boundaries listed below:

- De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
- Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
- Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
- Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
- Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

4. Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. Rationale for Findings

a) Intersection Level of Service

(1) Existing With Project with Mitigation

With the implementation of the proposed Project's TDM program and mitigation program, under Existing with Project conditions, Project impacts at 63 of the 65 signalized intersections would be reduced to less than significant levels. Significant impacts would remain at the following two intersections: (1) Intersection No. 31: Gower Street & Sunset Boulevard (morning peak hour); and (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour).

With implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP, the potential significant impact at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street would be reduced to a less than significant level. While the installation of a traffic signal at the intersection of Western Avenue & US-101 Northbound On-Ramp would reduce this potential impact to a less than significant level, this intersection does not meet LADOT's criteria for signalization. The decision on whether a traffic signal will be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain at the unsignalized intersection based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

(2) Future With Project with Mitigation

With the implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP, Project impacts at 61 of the 65 signalized intersections would be reduced to less than significant levels. Significant impacts would remain at the following four signalized intersections: (1) Intersection No. 31: Gower Street & Sunset Boulevard (morning peak hour); (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour); (3) Intersection No. 49: Wilton Place & Melrose Avenue (afternoon peak hour); and (4) Intersection No. 54: Western Avenue & Santa Monica Boulevard (morning peak hour).

With implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less than significant level. While the installation of a traffic signal at the intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization.

The decision on whether a traffic signal will be installed is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

b) Neighborhood Intrusion

Implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP may reduce the proposed Project's neighborhood intrusion impacts to a less than significant level. The identified neighborhood intrusion mitigation measure would be applied to the boundaries of the identified neighborhoods to ensure that the cut-through traffic diverted from these neighborhoods moves to the neighboring arterial and collector streets does not result in a

neighborhood impact at another neighborhood. However, as at this time it is not known whether consensus will be reached among the residents in the affected neighborhoods on the implementation of the neighborhood intrusion mitigation measure or if the agreed upon measure will reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impact will not be feasible. Therefore, it is conservatively concluded that a significant Project-level traffic intrusion impact in the identified neighborhoods would remain. Such impacts would also be considered cumulatively significant.

c) In-Street Construction

Project impacts related to intersection operations during construction would be less than significant. Even with implementation of the project design features and mitigation measures set forth in the MMP, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. These potential impacts would be considered significant on a Project-level and cumulative basis.

d) Supplemental Caltrans Analysis

In addition, while Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of the Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. The mitigation measures identified above would provide traffic signal control, which would improve operating conditions at the unsignalized intersections. However, not all of the unsignalized intersections meet signal warrants, which are a component of LADOT's criteria for signalization. Even if an intersection meets signal warrants, the decision on whether a traffic signal will be installed will be made by the governing jurisdictions by taking into consideration other factors, such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. With regard to freeway mainline segments, generally Caltrans has determined that there are no mitigation measures that a single project can feasibly implement that would directly reduce mainline impacts to a less than significant level. Caltrans instead requires that the applicant pay its fair share of any feasible improvements that Caltrans may implement at significantly impacted segments. The Project Applicant will work with Caltrans to determine an equitable share of a feasible improvement for potential Project impacts, if any. There is the potential that feasible mitigation for any such impacts is not available; therefore, it is conservatively concluded that a significant Project-level impact on Caltrans facilities would remain. Such impacts would also be considered cumulatively significant.

6. Reference

For a complete discussion of environmental impacts with respect to traffic, access, and parking, please see Section IV.K, Traffic, Access, and Parking, of the Draft EIR and Section II of the Final EIR.

E. Solid Waste (Operations)

1. Discussion of Effects

a) Operational Impacts

The transport of Project-generated solid waste to waste management/disposal facilities would continue to occur along existing solid waste routes of travel. As such, the proposed Project would not result in the need for additional solid waste collection routes to adequately handle Project-generated waste. The proposed uses would result in an approximate 3,807 ton-per-year (approximately 10 tons per day) net increase in solid waste generation over that produced by the existing mix of entertainment production uses on the Project Site. During 2012, approximately 4,112 tons of waste were generated at the Project Site. Thus, upon full buildout of the proposed Project, the Project Site would be expected to generate approximately 7,919 tons of solid waste per year (or approximately 20.5 tons per day). Assuming a diversion rate of approximately 70 percent based on implementation of Project Design Feature L.3-2, the net increase in solid waste disposal associated with the proposed Project would be approximately 1,142 tons per year or approximately 3 tons per day, which would represent approximately 0.001 percent of the estimated remaining Class III landfill capacity available to the City of Los Angeles as of 2011. As set forth in the Annual Report, the County anticipates that it would be able to adequately serve future disposal needs through 2026. At this time, it is not possible to project the available landfill capacity in 2038 (the Project buildout year). Various factors, including future County development and/or expansion of landfills, use of new waste-by-rail facilities, development of new conversion technologies, etc., will ultimately determine the available landfill capacity in 2038. While it is anticipated that future iterations of the Los Angeles County Integrated Waste Management Plan Annual Reports would provide for improvements beyond 2026 to serve future waste disposal needs, it is conservatively assumed that no new landfills or increases in capacity would occur. Thus, based on this worst case assumption, the County may not be able to accommodate the disposal needs of the proposed Project. Therefore, the proposed Project's impacts to solid waste disposal facilities in 2038 are conservatively concluded to be potentially significant.

b) Cumulative Impacts

Per the Annual Report, the forecasted 2026 waste generation volume for the County is approximately 27.6 million tons. The estimated Project generation net increase of approximately 3,807 tons of waste per year would represent a limited percentage (approximately 0.01 percent) of the cumulative waste generation in 2026. Thus, the proposed Project's contribution to the County's cumulative waste stream for the last forecasted year available would not be substantial. Nonetheless, while it is anticipated that future iterations of the County Integrated Waste Management Plan Annual Reports would provide for improvements to serve future waste disposal needs, it is conservatively assumed that no new landfills or increases in capacity would occur. Thus, based on this worst case assumption, the County may not be able to accommodate the disposal needs of future growth, including the proposed Project and the interim projects, through 2038. Therefore, cumulative impacts on solid waste disposal facilities are conservatively concluded to be potentially significant.

2. Project Design Features

Project Design Feature L.3-2: During operations, the proposed Project shall have a solid waste diversion target of 70 percent based on current available recycling practices, including off-site sorting of waste by third party vendors, permitted by the Los Angeles Municipal Code.

3. Mitigation Measures

Project-level and cumulative impacts with regard to solid waste would be reduced to the extent feasible through the above project design feature, and no other feasible mitigation measures have been identified.

4. Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

5. Rationale for Findings

While the existing landfills serving Project Site have adequate capacity to accommodate Project-related disposal needs, due to the uncertainty in future availability and capacity of these landfills over the entire buildout period for the proposed Project, it is conservatively assumed that the proposed Project's operational impacts to landfill capacity would remain significant and unavoidable. Likewise, cumulative impacts with regard to regional landfill disposal capacity would also remain significant and unavoidable. It should be noted that the identification of additional landfills is generally addressed at the City and County levels (e.g., through the County's Countywide Siting Element) and, as such, is not under the control of the individual Project. Other than waste minimization and diversion, which are project design features, no other feasible mitigation measures have been identified to address this significant impact.

6. Reference

For a complete discussion of environmental impacts with respect to solid waste, please see Section IV.L.3, Utilities and Service Systems – Solid Waste, of the Draft EIR.

X. ALTERNATIVES TO THE PROPOSED PROJECT

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that no alternative within its powers would substantially lessen or avoid any significant effect the Project would have on the environment.

B. Project Objectives

An important consideration in the analysis of alternatives to the proposed Project is the degree to which such alternatives would achieve the objectives of the proposed Project. To facilitate this comparison, the objectives of the proposed Project contained in Section II, Project Description, of the Draft EIR were compared to the alternatives.

The underlying purpose of the proposed Project is to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history. The proposed Project provides the opportunity to evaluate the entire studio lot to improve synergy and efficiencies that are critical to preparing for the future.

C. Project Alternatives

In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. As discussed in Section V., Alternatives, of the Draft EIR, numerous alternatives were considered and seven were retained for further analysis in the EIR as discussed below.

1. **Alternative A: No Project Alternative—Continued Operation of Existing Campus**

a) Description of Alternative

Alternative A, the No Project—Continued Operation of Existing Campus Alternative, assumes the Project would not be approved, no new permanent development or land uses would be introduced within the Project Site, and the existing environment would be maintained. The existing uses within the Main Lot and the Ancillary Lots would continue to operate as they do currently. Temporary sets (both interior and exterior) would continue to be constructed and removed on a regular basis as part of ongoing studio operations, and regular maintenance and upkeep of existing buildings would continue to occur. However, no new permanent structures would be constructed or new permanent land uses introduced. Unlike the proposed Project, future development under Alternative A would not be guided by a Specific Plan.

b) Impact Summary of Alternative A

Alternative A would reduce to a less-than-significant level all of the significant impacts that would occur with the proposed Project, including: shading during operation; air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Alternative A would result in the avoidance of most of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, operational noise, geology and soils, public services, water, and wastewater. On the other hand, Alternative A would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative A would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

c) Finding

Overall, Alternative A would reduce adverse environmental impacts when compared with the development of the proposed Project. Therefore, this Alternative would be an environmentally superior alternative to the Project. However, Alternative A would not address any of the project objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the EIR.

d) Rationale for Finding

No new permanent development or land uses would be introduced on the Project Site under Alternative A, and the existing uses on the Project Site would continue to operate as they do currently. As such, Alternative A would not meet any of the proposed Project's objectives or the proposed Project's underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history.

2. **Alternative B: No Project Alternative—Continued Operation of Existing Campus With Predicted Growth**

a) Description of Alternative

Alternative B, the No Project/Continued Operation of Existing Campus With Predicted Growth Alternative, contemplates another reasonably foreseeable scenario that could occur if the proposed Project were not implemented. Under this Alternative, construction would continue to occur on the Project Site in a manner consistent with the development characteristics at Paramount Studios over the past 25 years. In the past 25 years, approximately 351,200 square feet of production office, support, office, and retail uses have been added to the Project Site. It is assumed that Alternative B would result in the removal of approximately 151,200 square feet of production office, support, office, and retail uses, and the construction of approximately 351,200 square feet of new production office, support, office, and retail uses. Overall, this Alternative would result in a net increase of approximately 34,300 square feet of production office uses, 167,800 square feet of office uses, and 28,400 square feet of retail uses, and a net decrease of approximately 30,500 square feet of support uses on the Project Site. Under Alternative B, less functional buildings and uses would be removed and replaced with new production office, support, office, and retail uses. The existing stages would remain, and no new stage uses would be constructed. Unlike the proposed Project, future development under Alternative B would not be guided by a Specific Plan.

b) Impact Summary of Alternative B

Alternative B would reduce to a less-than-significant level some of the significant impacts that would occur with the proposed Project, including: shading during operation; air quality during construction and operation; neighborhood traffic intrusion during operation; and in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction. Alternative B would reduce but not avoid the proposed Project's significant and unavoidable impacts related to: noise and vibration during construction; traffic intersection levels of service during operation; and solid waste generation during operation. In addition, Alternative B would result in new significant impacts with regard to greenhouse gas emissions, historic resources, archaeological and paleontological resources, and operational noise, as compared to the proposed Project which would have less than significant impacts in these areas. Alternative B would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, geology and soils, public services, water, and wastewater. Alternative B would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative B would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

c) Finding

Overall, Alternative B would reduce some adverse environmental impacts when compared with the development of the proposed Project but would not eliminate all of the proposed Project's significant impacts. In addition, Alternative B would generate additional significant impacts. Alternative B would not fully meet any of the proposed Project's objectives. Rather, this Alternative would only partially meet or be incompatible with some of the proposed Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative B described in the EIR.

d) Rationale for Finding

Overall, Alternative B represents a greatly reduced scope of development compared to the proposed Project. New development would be implemented in a manner that is consistent with the characteristics of development at Paramount Studios over the past 25 years and would not be subject to a Specific Plan. As such, Alternative B would not create a singular, cohesive, and integrated campus that is guided by a unified set of development guidelines and standards. Therefore, Alternative B would not substantially enhance the role of the Project Site in the movie, television, and entertainment industry. While Alternative B would modernize and upgrade the facilities at the Project Site to some degree, the limited improvements would not meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations. Alternative B would not provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site to meet the anticipated future demand of the movie, television, and entertainment industry or allow flexibility to incorporate future technology advances. While some new employment opportunities would be created, Alternative B would not maximize opportunities for the local and regional economy by creating construction jobs or a wide range of jobs. Without the establishment of unified design guidelines and standards through the adoption of a Specific Plan, the extent to which Alternative B would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site while preserving the historic character of the Project Site would be uncertain and greatly reduced in comparison to the proposed Project. Alternative B would not fully meet any of the proposed Project's objectives. Rather, this Alternative would only partially meet or be incompatible with some of the proposed Project's objectives, and it would not meet the underlying purpose of the proposed Project to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history to the same extent as the proposed Project.

3. **Alternative C: Reduced Density Alternative—20 Percent Reduction**

a) Description of Alternative

Alternative C, the Reduced Density Alternative—20 Percent Reduction, would represent an overall reduction in net new Project development by approximately 20 percent. This alternative assumes that the reduction would occur mostly within the office uses, and that with the related reduction in office employees the need for support uses would also be reduced. The amount of net new stage, production office, and retail uses would be the same or substantially similar to that of the proposed Project. Alternative C would result in the removal of approximately 536,600 square feet of

stage, production office, support, office, and retail uses and the development of approximately 1,638,400 square feet of new stage, production office, support, office, and retail uses. This would result in a net increase of approximately 1,101,800 square feet of floor area within the Project Site. Alternative C would involve the construction of 111,100 square feet of stage uses, 722,200 square feet of production office uses, 144,600 square feet of support uses, 568,500 square feet of office uses, and 92,000 square feet of retail uses. Like the proposed Project, Alternative C would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

b) Impact Summary of Alternative C

Alternative C would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative C would result in similar significant and unavoidable impacts related to shading during operation and solid waste generation during operation. Alternative C would reduce but not eliminate the significant impacts related to: air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; and temporary in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction. Alternative C would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, geology and soils, public services, water, and wastewater. Alternative C would not have the same level of beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative C would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

c) Finding

Overall, Alternative C would reduce some adverse environmental impacts when compared with the development of the proposed Project but would not eliminate any of the proposed Project's significant impacts. Alternative C would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet some of the Project objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative C described in the EIR.

d) Rationale for Finding

Alternative C would construct a similar mix of land uses as the proposed Project but with an approximate 20 percent reduction in overall square footage. Therefore, Alternative C would enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry, but to a lesser extent than the proposed Project. Alternative C would modernize and upgrade the facilities at the Project Site and provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, but to a lesser extent than the proposed Project. Alternative C would enhance opportunities for the local and regional economy by creating construction jobs and a wide range of

jobs and production crew jobs, but to a lesser extent than the proposed Project. Alternative C would result in a net loss of support area on the Project Site, and as such, would not provide new production support facilities and expand employee amenities and increase gathering spaces for employees. Alternative C would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet some of the Project objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. Overall, Alternative C would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project, and Alternative C would not eliminate any of the proposed Project's significant impacts.

4. **Alternative D: Reduced Density Alternative—50 Percent Reduction**

a) **Description of Alternative**

Alternative D, the Reduced Density Alternative—50 Percent Reduction, represents an overall reduction in net new Project development by approximately 50 percent. This alternative assumes that the reduction would occur mostly within the production office and office uses, and that with the related reduction in the office employees the need for support uses would also be reduced. The amount of net new stage and retail uses would be substantially similar to that of the proposed Project. Given the existing physical constraints on the Project Site, Alternative D would remove approximately 536,600 square feet of stage, production office, support, office, and retail uses and develop approximately 1,215,200 square feet of new stage, production office, support, office, and retail uses. This would result in a net increase of approximately 678,600 square feet of floor area within the Project Site. Alternative D would involve the construction of 111,100 square feet of stage uses, 434,100 square feet of production office uses, 144,600 square feet of support uses, 433,400 square feet of office uses, and 92,000 square feet of retail uses. Like the proposed Project, Alternative D would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

b) **Impact Summary of Alternative D**

Alternative C would reduce the following significant impacts that would occur with the proposed Project to a less-than-significant level: air quality during operation; and traffic intersection levels of service during operation (Existing Plus Project). Alternative D would reduce but not eliminate the significant impacts related to: air quality during construction; noise and vibration during construction; traffic intersection levels of service during operation (Future Plus Project); neighborhood traffic intrusion during operation; temporary in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Alternative D would result in similar significant and unavoidable impacts related to shading during operation. Alternative D would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, geology and soils, public services, water, and wastewater. Alternative D would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative D would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

c) Finding

Overall, Alternative D would reduce adverse environmental impacts when compared with the development of the proposed Project. Alternative D would meet or partially meet some of the proposed Project's objectives, but would not meet the majority of the objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative D described in the EIR.

d) Rationale for Finding

Alternative D would construct a similar mix of land uses as the proposed Project but with an approximate 50 percent reduction in overall square footage. With this limited amount of net new development, Alternative D would not substantially enhance the role of the Project Site in the movie, television, and entertainment industry. While Alternative D would modernize and upgrade the facilities at the Project Site to some extent, the reduced amount of net new floor area would not meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations. Similarly, while Alternative D would provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, the limited amount of net new floor area would not meet the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances. While some job opportunities would be created, Alternative D would not maximize opportunities for the local and regional economy by creating construction jobs and a wide range of jobs, including production crew jobs, serving the movie, television, and entertainment industry. Alternative D would not provide new producers, writers, talent and other creative personnel, and related administrative personnel with enough offices, work spaces, and general offices to meet the demand for the movie, television, and entertainment industry and to remain competitive with other production facilities in the region and worldwide. Because it would result in a net loss of support area on the Project Site, Alternative D would not provide new production support facilities or expand employee amenities and increase gathering spaces for employees. , Alternative D would meet or partially meet some of the proposed Project's objectives, but would not meet the majority of the objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. Overall, Alternative D would generally meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a much lesser extent than the proposed Project. However, Alternative D would not achieve objectives related to meeting the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations and meeting the future demand of the movie, television, and entertainment industry. Further, even with an approximate 50 percent reduction in overall square footage, Alternative D would not eliminate all of the proposed Project's significant impacts.

5. **Alternative E: Alternative Land Use—New Residential Uses With Decreased Office Uses**

a) Description of Alternative

Alternative E, the Alternative Land Use—New Residential Uses With Decreased Office Uses Alternative, would introduce residential uses to the Project Site and reduce the amount of proposed office, production office, and support uses. Given the mix of uses in the surrounding area, Alternative E is included to evaluate the inclusion of residential uses on the Project Site. Alternative E would replace approximately 450,700 square feet of the proposed Project's production office and office uses and approximately 2,200 square feet of support uses with approximately 380 multi-family residential units, and 27,200 square feet of additional retail uses. As compared to the proposed Project a slightly greater amount of demolition would occur, totaling approximately 556,800 square feet. Overall, Alternative E would develop approximately 1,896,800 square feet of new stage, production office, support, office, retail, and residential uses,³ resulting in a net increase of approximately 1,340,000 square feet of net new floor area within the Project Site upon completion of this Alternative. Alternative E would involve the construction of 111,100 square feet of stage uses, 630,300 square feet of production office uses, 261,400 square feet of support uses, 394,800 square feet of office uses, 119,200 square feet of retail uses, and 380,000 square feet of residential uses. This Alternative would result in a total site-wide floor area that is slightly less than that of the proposed Project. The layout of this Alternative would differ from that of the proposed Project in that the residential uses and the majority of the retail uses would be concentrated in the southwest corner of the Main Lot and separated from the studio by a perimeter wall. Like the proposed Project, Alternative E would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

b) Impact Summary of Alternative E

Alternative E would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative E would reduce but not eliminate the significant impacts related to traffic intersection levels of service during operation. Alternative E would result in similar significant and unavoidable impacts related to: shading during operation; air quality during construction and operation; noise and vibration during construction; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Significant impacts with regard to neighborhood traffic intrusion during operation would be similar or greater under Alternative E. Alternative E would result in similar or reduced less than significant impacts anticipated to occur with the development of the proposed Project; however, Alternative E would result in greater less than significant impacts with regard to: aesthetics/visual quality during operation; light/glare during operation; land use consistency; land use compatibility; parks and recreation; libraries; wastewater; solid waste during construction; and energy during operation. In addition, Alternative E would not have the same level of beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative E would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City, including City policies related to employment.

c) Finding

Overall, Alternative E would not reduce adverse environmental impacts when compared with the development of the proposed Project. Alternative E would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor

³ The assumed size of each residential unit is 1,000 square feet.

area compared to the proposed Project. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative E described in the EIR.

d) Rationale for Finding

Alternative E would involve the construction of 380 residential dwelling units and increased retail uses on the Project Site, in addition to a similar mix of stage and support uses as the proposed Project, but with a substantial reduction in office uses, and a net reduction of support uses. In addition, the conversion of a portion of the Project Site to residential use would result in the division of the Main Lot by an interior wall. Therefore, Alternative E would substantially enhance the role of the Project Site in the movie, television, and entertainment industry, but to a lesser extent than the proposed Project. While Alternative E would modernize and upgrade the facilities at the Project Site, the limited amount of net new office area and net loss of support area would not meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations. Similarly, while Alternative E would provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, the limited amount of net new office area and net loss of support area would not meet the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances. Alternative E would not maximize opportunities for the local and regional economy by creating construction jobs and a wide range of jobs, including production crew jobs, serving the movie, television, and entertainment industry. Alternative E would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site, but to a lesser extent than the proposed Project as the Gower Street/Melrose Avenue corner would no longer be visually integrated with the rest of the Studio under Alternative E. While Alternative E would provide offices, work spaces, and general offices, the limited amount of net new office area would not meet the demand for the movie, television, and entertainment industry and allow the Applicant to remain competitive with other production facilities in the region and worldwide. Alternative E would result in a net loss of support area, and as such, would not provide new production support facilities and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities. Alternative E would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area compared to the proposed Project. Overall, Alternative E would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project.

6. **Alternative F: Alternative Land Use—Increased Retail Uses With Substantially Decreased Office Uses**

a) Description of Alternative

Alternative F, the Alternative Land Use—Increased Retail Uses With Substantially Decreased Office Uses Alternative, represents a different configuration of land uses with a substantial reduction in office and production office uses, an increase in retail uses, and a minor reduction in support uses, and with a total floor area less than that of the proposed Project. The increased retail uses would

serve the Project Site and surrounding neighborhood. Alternative F would replace approximately 450,700 square feet of the proposed Project's production office and office uses and approximately 17,600 square feet of support uses, with approximately 115,500 square feet of retail uses. As compared to the proposed Project a slightly greater amount of demolition would occur, totaling approximately 556,800 square feet. Overall, approximately 1,589,700 square feet of new stage, production office, support, office, and retail uses would be developed, resulting in a net increase of approximately 1,032,900 square feet of floor area within the Project Site upon completion of this Alternative. Alternative F would involve the construction of 111,100 square feet of stage uses, 630,300 square feet of production office uses, 246,000 square feet of support uses, 394,800 square feet of office uses, and 207,500 square feet of retail uses. As compared to the proposed Project, this Alternative would result in the same amount of stage uses, a minor reduction in support uses, a reduction in production office floor area, a substantial reduction in office area, and a notable increase in retail uses, with a total site-wide floor area less than that of the proposed Project. The layout of this Alternative would differ from that of the proposed Project in that the majority of the retail uses would be concentrated in the southwest corner of the Main Lot and separated from the studio by a perimeter wall. Like the proposed Project, Alternative F would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

b) Impact Summary of Alternative F

Alternative F would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative F would reduce but not eliminate the significant impacts related to: air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; and in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction. Alternative F would result in similar significant and unavoidable impacts related to: shading during operation; neighborhood traffic intrusion during operation; and solid waste generation during operation. Alternative F would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: geology and soils, public services, water, and wastewater. Alternative F would result in similar less than significant impacts with regard to historic resources, land use compatibility, and operational noise, among other issues. However, Alternative F would result in greater less than significant impacts with regard to: aesthetics/visual quality during operation; light/glare during operation; land use consistency; and solid waste during construction. In addition, Alternative F would not have the same level of beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative F would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City, including City policies related to employment.

c) Finding

Overall, Alternative F would have similar effects as compared with the development of the proposed Project. Alternative F would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities, due to the net loss of support floor area compared to the proposed Project. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII

of these Findings (Statement of Overriding Considerations), make infeasible Alternative F described in the EIR.

d) Rationale for Finding

Alternative F would involve the construction of the same types of land uses as the proposed Project but with a substantial reduction in office and production office space, a minor reduction of support space, and more retail space, resulting in a total site-wide floor area less than that of the proposed Project. In addition, the retail area in the southwest corner of the Project Site would require the division of the Main Lot by an interior wall. Specifically, Alternative F would enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry but to a lesser extent than the proposed Project. While Alternative F would modernize and upgrade the facilities at the Project Site, the limited amount of net new floor area associated with the studio, and the focus on retail area, would meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations to a lesser extent than the proposed Project. Similarly, while Alternative F would provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, the reduced amount of net new floor area associated with the studio, and the focus on retail area, would meet to a lesser extent than the proposed Project the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances. Alternative F also would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site, but to a lesser extent than the proposed Project as the Gower Street/Melrose Avenue corner would no longer be visually integrated with the rest of the Studio under Alternative F. Alternative F would result in a net loss of support area, and as such, would not provide new production support facilities and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities. Alternative F would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities, due to the net loss of support floor area compared to the proposed Project. Overall, Alternative F would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project.

7. **Alternative G: Alternative Land Use—Increased Retail Uses With Moderately Decreased Office Uses**

a) Description of Alternative

Alternative G, the Alternative Land Use—Increased Retail Uses With Moderately Decreased Office Uses Alternative, represents a different configuration of land uses, with a moderate reduction in production office and office uses and an increase in retail uses, with a total floor area that would be somewhat less than the proposed Project. The increased retail uses would serve the Project Site and the surrounding neighborhood. Alternative G would replace approximately 229,600 square feet of the proposed Project's production office and office uses and approximately 17,600 square feet of support uses with approximately 86,800 square feet of retail uses. As compared to the proposed Project a slightly greater amount of demolition would occur, totaling approximately 556,800 square feet. Overall,

approximately 1,782,100 square feet of new stage, production office, support, office, and retail uses would be developed, resulting in a net increase of approximately 1,225,300 square feet of floor area within the Project Site upon completion of this Alternative. Alternative G would involve the construction of 111,100 square feet of stage uses, 630,300 square feet of production office uses, 246,000 square feet of support uses, 615,900 square feet of office uses, and 178,800 square feet of retail uses. The layout of this Alternative would differ from that of the proposed Project, with the majority of the retail uses concentrated in the southwest corner of the Main Lot and separated from the studio by a perimeter wall. Like the proposed Project, Alternative G would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

b) Impact Summary of Alternative G

Alternative G would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative G would reduce but not eliminate the significant impacts related to: traffic intersection levels of service during operation; and neighborhood traffic intrusion during operation. Alternative G would result in similar significant and unavoidable impacts related to: shading during operation; air quality during construction and operation; noise and vibration during construction; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Alternative G would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: geology and soils, public services, water, and wastewater. Alternative G would result in similar less than significant impacts with regard to historic resources, land use compatibility, and operational noise, among other issues. However, Alternative G would result in greater less than significant impacts with regard to: aesthetics/visual quality during operation; light/glare during operation; land use consistency; and solid waste during construction. In addition, Alternative G would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative G would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City, including City policies related to employment.

c) Finding

Overall, Alternative G would have similar effects as compared with the development of the proposed Project. Alternative G would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative G described in the EIR.

d) Rationale for Finding

Alternative G would involve the construction of the same types of land uses as the proposed Project but with less office and production office space, a net loss of support space, and more retail space, resulting in a total site-wide floor area that is slightly less than that of the proposed Project. In addition, the retail/office area in the southwest corner of the Project Site would require the division of the Main Lot by an interior wall. Overall, Alternative G would substantially enhance the role of the

Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry, but to a slightly lesser extent than the proposed Project. Alternative G would modernize and upgrade the facilities at the Project Site to meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations, but to a slightly lesser extent than the proposed Project. Alternative G would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site, but to a lesser extent than the proposed Project as the Gower Street/Melrose Avenue corner would no longer be visually integrated with the rest of the Studio under Alternative G. Alternative G would provide a campus environment and incorporate and integrate a mix of uses that maximizes synergies and efficiencies within the Project Site, but to a lesser extent than the proposed Project due to the separation of the southwest corner of the Main Lot. In addition, Alternative G would establish clear guidelines for the preservation of the historic character of the Project Site while allowing for the development of state-of-the-art facilities for the movie, television and entertainment industry. Alternative G would result in a net loss of support area on the Project Site, and as such, would not provide new production support facilities for storage and on-lot distribution of lighting, props, and other equipment, and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities to the same extent as the Project. Alternative G would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area. Overall, Alternative G would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project.

D. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

Alternative A, the No Project/Continued Operation of Existing Campus Alternative, would reduce all of the proposed Project's significant Project-level and cumulative impacts to a less than significant level. In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than a No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative D, the Reduced Density Alternative—50 Percent Reduction, would reduce the greatest number of Project impacts and have the fewest significant and unavoidable impacts. On this basis, Alternative D is considered the Environmentally Superior Alternative. Specifically, the reduction in floor area occurring under this Alternative would likely avoid the proposed Project's significant operational air quality impacts with regard to regional emissions, as well as the proposed Project's significant operational traffic (intersection levels of service) impacts under Existing with Project with Mitigation conditions, but not Future with Project with Mitigation intersection conditions. Additionally, although Alternative D would not avoid the proposed Project's significant impacts with regard to construction-related air quality, construction noise and vibration, operational traffic (intersection levels of service under Future with Project with Mitigation conditions and neighborhood intrusion), in-street construction traffic, and operational solid waste, the intensity of

these significant impacts would be reduced in comparison to the proposed Project. It should also be noted that Alternative D would not reduce the proposed Project's significant shading impacts, and the degree to which Alternative D would result in beneficial effects with regard to employment generation would be less than that of the proposed Project. With regard to cumulative impacts, Alternative D would avoid the proposed Project's significant cumulative impacts associated with operational air quality and would reduce (but not avoid) the remaining significant cumulative impacts of the proposed Project. With less overall development, Alternative D also would have incrementally fewer impacts for those remaining issues where the amount of development influences the impact, including population and housing, public services, and utilities. However, Alternative D would not meet the majority of the Project objectives, including Project Objectives 1, 2, 3, 5, 7, 9, and 10, due to the reduced amount of net new floor area compared to the proposed Project and the net loss of support floor area compared to existing conditions.

XI. FINDINGS REGARDING GENERAL IMPACT CATEGORIES

A. Potential Secondary Effects

Section 15126.4(a)(1)(D) of the state CEQA Guidelines requires mitigation measures to be discussed in less detail than the significant effects of the proposed project if the mitigation measure(s) cause one or more significant effects in addition to those that would be caused by the proposed project. In accordance with the CEQA Guidelines, proposed mitigation measures that could cause potential impacts were evaluated. The following provides a discussion of the potential secondary environmental effects that could occur as a result of implementing mitigation measures.

Mitigation Measure K-3 set forth in the MMP addresses significant impacts at the intersection of Gower Street and Santa Monica Boulevard. This mitigation measure includes the conversion of the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, up to two street parking stalls on each side of Gower Street south of Santa Monica Boulevard would need to be removed. As discussed in the LADOT Assessment Letter, LADOT reviewed and approved the mitigation measures, including Mitigation Measure K-3, and a copy of the August 28, 2015, LADOT Assessment Letter is included as Appendix R of the Draft EIR. Although on-street parking stalls would remain in the Project vicinity and the proposed Project would provide more parking spaces on the Project Site than required by the LAMC to accommodate parking for all guests, implementation of Mitigation Measure K-3 is conservatively concluded to result in an adverse secondary impact with respect to the loss of up to four on-street parking spaces.

B. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in an EIR. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage

and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Growth can be induced or fostered by direct growth associated with a project; or indirect growth created by either the demand not satisfied by a project or the creation of surplus infrastructure not utilized by a project.

Because the proposed Project would not include any new residential development, it would not result in direct population growth. However, the proposed Project would have the potential to generate indirect population growth in the Project vicinity as a result of the new employees generated by the proposed Project. Construction workers would not relocate their households' places of residence as a direct consequence of working on the proposed Project for the reasons discussed in Section IV.I.2, Housing, of the Draft EIR. Therefore, given the availability of local workers, the proposed Project would not be considered growth inducing from a short-term employment perspective, but rather the proposed Project would provide a public benefit by providing new direct and indirect employment opportunities during the construction period. As discussed in Section IV.I.1, Employment, of the Draft EIR, it is estimated that the proposed Project would directly add 5,493 new direct jobs once all proposed improvements have been constructed and are in full operation, thereby adding to the developed urban community in and around Hollywood. The additional full and part-time jobs directly associated with annual operation of the completed proposed Project would be consistent with SCAG's employment forecasts for the City of Los Angeles Subregion. In addition, the indirect housing/household demand and population growth that could be generated by the proposed Project would be consistent with SCAG's housing and population forecasts for the City of Los Angeles Subregion.

The property surrounding the Project Site is currently developed with a mix of commercial, industrial, and residential uses. All roadway improvements planned for the proposed Project would be tailored to improve circulation flows within the Project Site and the immediate Project vicinity. Utility and other infrastructure upgrades are intended primarily to meet Project-related demand. The Project employees' demand for convenience commercial goods and services would be met by new retail and support uses included as part of the proposed Project or already located within close proximity to the Project Site. No new off-site development would be needed to specifically meet the commercial demands associated with the Project Site employees.

In addition, the proposed Project falls within the projected water supplies for normal, single-dry, and multiple-dry years and LADWP found that it will be able to meet the water demand for the proposed Project, as well as existing and planned water demands of its future service area. Furthermore, the proposed Project's additional wastewater flows would not substantially or incrementally exceed the future scheduled capacity of any treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan. Therefore, the proposed Project would not require the expansion of existing water entitlements or upgrades to any wastewater treatment facilities, and as such, would not be considered growth-inducing in this regard.

While the proposed Project may require local infrastructure upgrades to maintain and improve water, sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project Site, the proposed Project would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. In addition, all roadway improvements planned for the proposed Project or as mitigation are intended to provide for better

circulation flows within the Project Site and the immediate Project vicinity, and would not open any large undeveloped areas for new use. As such, growth-inducing impacts associated with utilities and circulation systems would be less than significant.

C. Significant Irreversible Impacts

In accordance with Section 15126.2(c) of the CEQA Guidelines, an EIR is required to evaluate significant irreversible environmental changes that would be caused by implementation of the proposed Project. As stated in CEQA Guidelines Section 15126.2(c):

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The proposed Project would necessarily consume limited, slowly renewable, and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the proposed Project and would continue throughout its operational lifetime. The development of the proposed Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., petroleum-based fuels) for electricity, natural gas, and transportation and the associated impacts related to air quality. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the proposed Project, such changes are concluded to be less than significant.

XII. OTHER CEQA CONSIDERATIONS

1. The City of Los Angeles ("the City"), acting through the Department of City Planning, is the "Lead Agency" for the Project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

3. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed and responded to the comments received and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.
4. The EIR evaluated the following potential Project and cumulative environmental impacts: Aesthetics (including views, light/glare, and shading); Air Quality (including greenhouse gas emissions); Cultural Resources (including historic resources, and archaeological and paleontological resources); Geology and Soils; Hazards and Hazardous Materials; Hydrology and Surface Water Quality (including groundwater); Land Use and Planning; Noise; Employment, Housing and Population; Public Services (including police protection, fire protection, schools, parks and recreation, and libraries); Traffic, Access, and Parking; and Utilities and Service Systems (including water supply, wastewater, solid waste, and energy). Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes, Growth Inducing Impacts and potential secondary effects of the Project. The significant environmental impacts of the Project and the alternatives were identified in the EIR.
5. The project design features and mitigation measures identified for the proposed Project were included in the Draft EIR and Final EIR. The final project design features and mitigation measures for the proposed Project are described in the Mitigation Monitoring Program ("MMP"). Each of the project design features and mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the project design features and mitigation measures identified in the MMP.
6. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.
7. The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.
8. Having reviewed the information contained in the EIR and in the administrative record as well as the requirements of CEQA and the state CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant information in the Final EIR and finds that recirculation of the Draft EIR is not required.

9. CEQA requires the Lead Agency approving a project to adopt an MMP for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and included in the MMP as adopted by the City serves that function. The MMP includes all of the mitigation measures adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts the MMP.
10. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.
11. The custodian of the documents or other material which constitute the record of proceedings upon which the City decision is based is the Los Angeles Department of City Planning, 6262 Van Nuys Boulevard, Room 352, Van Nuys, CA 91401.
12. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
13. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the Lead Agency for the Project, the EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.
14. The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City of Los Angeles and the other regulatory jurisdictions.

XIII. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR has identified unavoidable significant impacts that would result from implementation of the proposed Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. State CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, including the reference library to the EIR, and documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project, as identified in the EIR: shading during operations; air quality during construction and operation; noise and vibration

during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. In addition, implementation of the proposed Project would result in significant and unavoidable cumulative impacts related to: air quality during construction and operation; noise during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the proposed Project. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the proposed Project, as discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

1. The Project will enhance the future economic vitality of the City of Los Angeles by providing growth (a net increase of approximately 1,385,700 square feet of new stage, production office, support, office, and retail uses) in proximity to public transit, and will enhance the role of the Project Site in the movie, television, and entertainment industry and contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry.
2. Development and construction of the Project will generate more than 7,200 part-time and full-time jobs in the Los Angeles County economy, of which over 4,400 jobs are directly related to construction of the Project. Operation of the Project at full buildout will generate more than 12,600 jobs in the Los Angeles economy, of which more than 5,400 jobs are from on-site operations. Overall, the Project will create nearly 20,000 jobs during construction and operations, in accordance with City policies related to employment.
3. Development and construction of the Project includes an estimated \$630 million investment in construction costs, with a resulting estimated \$1.1 billion economic output to the Los Angeles economy from that construction.
4. The Project also will be a significant economic engine in Los Angeles. The annual economic output from operation of the proposed Project, including employee compensation, is estimated to contribute approximately \$3.1 billion annually to the Los Angeles County economy.
5. Total employee compensation from ongoing operation of the proposed Project will generate approximately \$908 million annually in the City, with about 60 percent of this attributable to direct employees and 40 percent to indirect and induced employees.

6. The Project would modernize the Paramount Pictures campus to respond to the evolving and increasingly technological nature of the entertainment business, while respecting the studio's history and creating entertainment jobs in Hollywood. The Project would maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities.
7. The proposed Project's variety of jobs would provide important employment opportunities for part-time and entry-level workers, whose numbers are increasing and who are having difficulty finding sufficient employment in the region's new high technology sectors. The proposed Project would also create higher-skilled, higher-wage positions. The Project is consistent with applicable growth forecasts and regional and local economic development and employment policies.
8. The Project's development and operation of additional studio, production, post-production, and related uses would expand and enhance the Project Site's historic role in the entertainment industry, allowing the incorporation of new technologies and operations and providing for facilities on the Project Site to meet the growing and changing needs of the industry.
9. The proposed Project would directly address a key goal of the Hollywood Community Plan, which is the retention and promotion of Hollywood as an international center for motion picture production. The proposed Project would bring modern facilities and more efficient operations to Paramount Studios, an integral and historic entity in the entertainment industry, and the largest working film and television studio still headquartered in Hollywood. The proposed Project also would be consistent with the overall intent of the Wilshire Community Plan and focus commercial development along the Melrose Avenue commercial corridor, replacing surface parking lots with appropriately designed buildings that are compatible with the character of the surrounding area, including the residential uses to the south.
10. The Project would facilitate a reduction of traffic impacts (and associated greenhouse gas emissions) by preparing and implementing a Transportation Demand Management (TDM) program that encourages employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The TDM program would include implementation of several TDM strategies, which may include, but are not limited to the following: (1) flexible work schedules and telecommuting programs; (2) bicycle amenities (bicycle racks, lockers, etc.); (3) a guaranteed ride home program; (4) rideshare/carpool/vanpool promotion and support; (5) transportation information center; (6) on-site TDM coordinator; (7) discounted transit passes; (8) mobility hub support; (9) funding for bikeway improvements; and (10) continued provision of on-site personnel at studio entry gates to facilitate traffic flow onto the Project Site.
11. The Project Applicant would initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.
12. The Project will establish a telephone hotline to enable the public to call and address construction related issues associated with Project construction.

13. Construction and implementation of the Project would institute on-site waste management and recycling programs. During new construction, a minimum of 50 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings would be recycled and/or salvaged for reuse. During operations, the Project would have a solid waste diversion target of 70 percent based on current available recycling practices.
14. The Project would incorporate various energy efficient features into the design of new buildings for the proposed Project, including: efficient lighting and lighting control systems; light colored or "cool" roofs; energy-efficient heating and cooling systems, appliances (e.g., Energy Star) and equipment and control systems; light-emitting diodes (LEDs) for on-site street lighting; and education regarding energy efficiency, water conservation, waste diversion, and recycling services to the Project Site employees.
15. The Project would preserve cultural resources, including the potential Paramount Pictures Historic District and the potential RKO Studios Historic District, through the implementation of the Historic Resources Preservation Plan.

XIV. MITIGATION and MONITORING PROGRAM

A Mitigation and Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a MMP for projects in which the Lead Agency has required changes or adopted mitigation to avoid significant environmental effects and is included with the City's determination. The City of Los Angeles is the Lead Agency for the proposed Project and is, therefore, responsible for administering and implementing the MMP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during the Project implementation prior to final approval of the Project. The primary purpose of the MMP is to ensure that the project design features and mitigation measures identified in the EIR are implemented, thereby minimizing identified environmental effects.

The Project Applicant shall be obligated to provide documentation concerning implementation of the listed Project Design Features and Mitigation Measures to the appropriate Monitoring Agency and the appropriate Enforcement Agency as provided for in the MMP. All departments listed in the MMP are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all Project Design Features and Mitigation Measures shall be the Project Applicant or its successor unless otherwise noted.

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The enforcement agency;
- The monitoring agency;
 - The monitoring phase (*i.e.*, the phase of the Project during which the measure should be monitored):
 - Pre-construction
 - Construction
 - Operation (prior to and post-occupancy);
- The monitoring frequency; and
- The action indicating compliance with the mitigation measure(s).

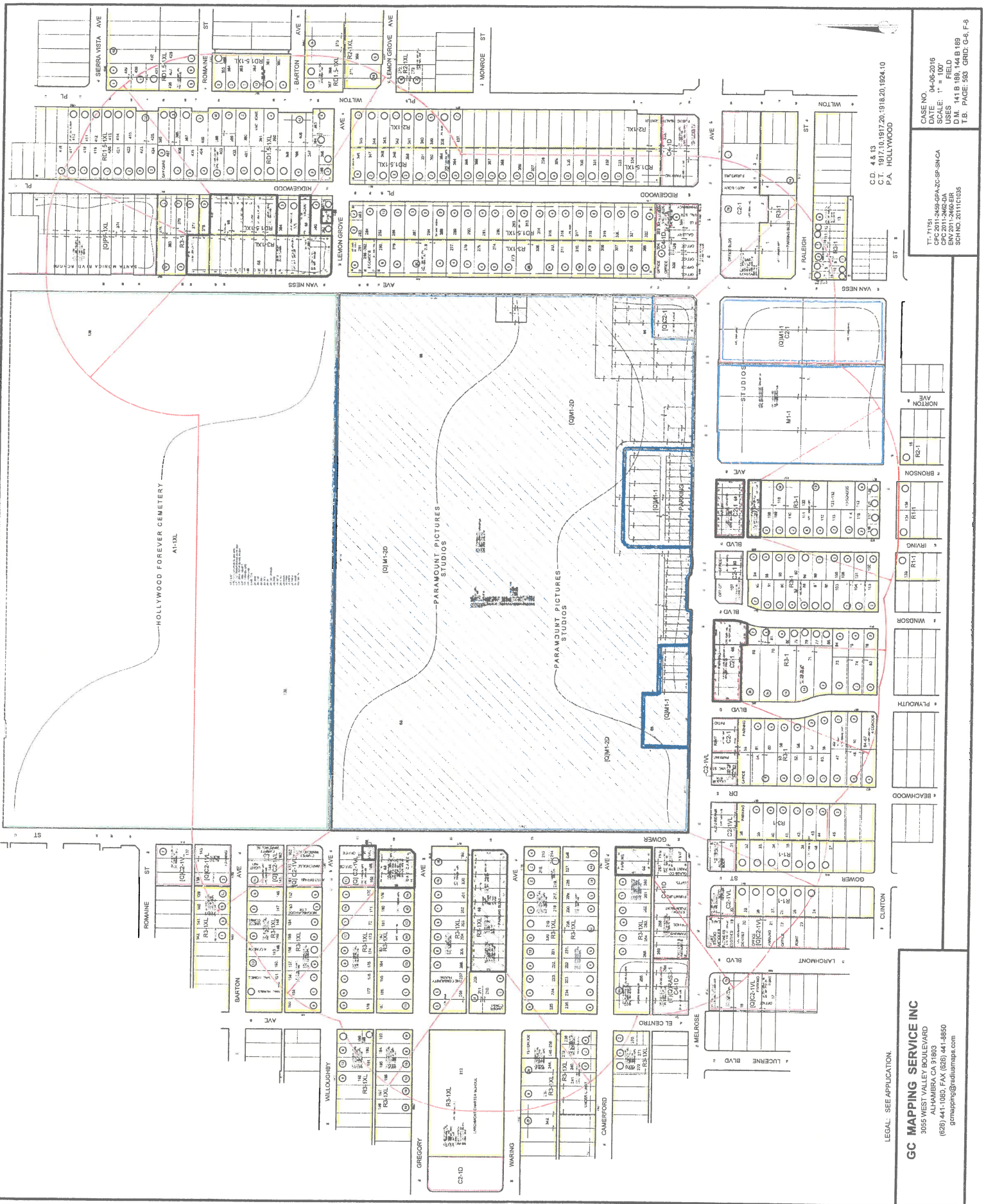
The MMP for the Project will be in place throughout all phases of development of the Project. The entity responsible for implementing each Project Design Feature or Mitigation Measure is set forth within the text of the Project Design Feature or Mitigation Measure itself. The entity responsible for implementing the Project Design Feature or Mitigation Measure shall also be obligated to provide certification, as identified below, to the appropriate Monitoring Agency and the appropriate Enforcement Agency that compliance with the required Project Design Feature or Mitigation Measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Project Applicant or its successor subject to the approval by the Lead Agency for Project Design Features and Mitigation Measures applicable to the Lead Agency. In conjunction with any appropriate agencies or departments, the Lead Agency will determine the adequacy of any proposed change or modification. Other responsible agencies have the authority under CEQA to approve their own MMPs for the Project, provided that Mitigation Measures therein address only the direct or indirect environmental effects of those parts of the Project, which the responsible agency decides to carry out, finance, or approve. (Pub. Resources Code § 21081.6(a); CEQA Guidelines §§ 15096(g)(1), 15097(d).) Minor changes and modifications to any MMP approved by a responsible agency can only be made by the Project Applicant or its successor subject to the approval by that responsible agency. Any revisions to a Mitigation Measure in the final MMP or any MMP adopted thereafter by a responsible agency must achieve the same level or more of mitigation as the original mitigation measure.

Vicinity Map



EXHIBIT A : Vicinity Map & Radius Map



CASE NO. 04-05-2016
 DATE 04-05-2016
 CT. 191.10, 191.20, 191.25, 192.10
 P.A. HOLLYWOOD
 T.T. 7151
 CPC 2011-2402-GPA-2C-SP-9MCA
 D.M. 141 B 189, 144 B 189
 I.B. PAGE 583 GRID G-8, F-5
 SCD NO. 2011C103

GC MAPING SERVICE INC
 3055 WEST VALLEY BOULEVARD
 (928) 441-1080, FAX (928) 441-1860
 gcmapping@earthlink.net

LEGAL - SEE APPLICATION.

APPEAL APPLICATION

1. APPELLANT BODY/CASE INFORMATION

Page 1 of 2

4. **JUSTIFICATION/REASON FOR APPEAL**

Is the entire decision, or only parts of it being appealed? ☐ Entire ☒ Part

Are specific conditions of approval being appealed? ☒ Yes ☐ No

If Yes, list the condition number(s) here: Portions of: 10,11, 15, 18, 22, S-1, S-3

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☒ The reason for the appeal
- ☒ How you are aggrieved by the decision
- ☒ Specifically the points at issue
- ☒ Why you believe the decision-maker erred or abused their discretion

5. **APPLICANT'S AFFIDAVIT**

I certify that the statements contained in this application are complete and true:

Appellant Signature: 

Date: June 17, 2016

6. **FILING REQUIREMENTS/ADDITIONAL INFORMATION**

- ☒ Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - ☐ Appeal Application (form CP-7769)
 - ☐ Justification/Reason for Appeal
 - ☐ Copies of Original Determination Letter
- ☒ A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - ☐ Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- ☒ All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- ☒ Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- ☒ A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- ☒ Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- ☒ Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- ☒ A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

TENTATIVE TRACT NO. 71751

ATTACHMENT TO APPEAL

Paramount Pictures Corporation (the Applicant) supports the Advisory Agency's determination dated June 7, 2016 to approve Tentative Tract No. 71751, certify the EIR (ENV-2011-2460-EIR; State Clearinghouse No. 2011101035), and adopt the Mitigation Monitoring Program, CEQA findings, and Statement of Overriding Considerations. The Applicant has filed the subject appeal of portion of the Advisory Agency's determination to request clarifications to portions of 7 conditions of the determination (Condition Nos. 10, 11, 15, 18, 22, S-1, and S-3).

The requested modifications to the subject portions of Condition Nos. 10, 11, 15, 18, 22, S-1, and S-3, as detailed in Exhibit A attached hereto, are proposed for consistency with the recommendations of the particular Department, the adopted Mitigation Monitoring Program ("MMP"), the proposed Paramount Pictures Specific Plan, and for clarity with respect to implementation.

Specifically, the reason for each of the requested modifications is as follows:

- Condition 10 and 10.d: the requested modifications are consistent with the inter-departmental correspondence dated June 5, 2012, from the Department of Building and Safety to the Department of City Planning regarding Tract Map No. 71751.
- Condition 11 and 11.a: the requested modifications are consistent with the Department of Transportation assessment letter dated August 28, 2015, as well as the MMP.
- Condition 15: the requested modifications are consistent with the Bureau of Street Lighting correspondence to the Department of City Planning dated May 11, 2016.
- Condition 18.b: the requested modifications are consistent with the proposed Paramount Pictures Specific Plan (related Case No. CPC-2011-2459-GPA-ZC-SP-SN-CA).
- Conditions 18.d and 18.e: the intent of condition 18.d is unclear and inapplicable to the project. A solar access report was already submitted to the City with the tract map application, therefore condition 18.e is not necessary and is unclear.
- Condition 22 (Construction Mitigation Conditions): the requested modifications to CM-2, CM-6, CM-9, CM-10, and CM-12 are consistent with the EIR and the MMP.

EXHIBIT A

Proposed modifications to conditions are shown in strikethrough/underline format.

10. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division will issue a clearance letter stating~~shall certify~~ that no Building or Zoning Code violations exist relating to the subdivision on the subject site once.~~In addition,~~ the following items have been~~shall be~~ satisfied:

...

- d. Provide a copy of affidavits PKG-5677, PKG-5449, PKG-5378, PKG-4641, PKG-2149, AFF-58386, AFF-50086, AFF-49746, AFF-49311, AFF-37720, AFF-3131931719, ...

11. That prior to the recordation of the final map, that satisfactory arrangements shall be made to satisfy the recommendations of the Department of Transportation as provided for in its assessment letter dated August 28, 2015.

- a. All requirements and conditions listed in the DOT traffic assessment letter dated August 28, 2015, and all subsequent revisions to this traffic assessment, be applied to the tract map. Additionally, all mitigation measures and improvements listed in this traffic assessment shall be completed as provided in the transportation mitigation phasing program set forth in the DOT traffic assessment letter~~prior to the recordation of the tract map.~~

...

15. Prior to the recordation of the final map ~~or issuance of the Certificate of Occupancy (C of O)~~, street lighting improvement plans shall be submitted for review consistent with Condition No. S-3.(c)~~and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.~~ (This condition shall be deemed cleared at the time the City Engineer clears condition No. S-3.(c).)

18. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

...

15 through April 1), comply with applicable regulatory requirements to address potential runoff from the site-construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.

S-1.

(h) That each lot in the tract comply with the width and area requirements of the Specific Plan~~Zoning Ordinance~~.

...

(l) Prior to the issuance of a building permit for construction of a new building along public right of way, tThat any necessary street dedications be provided to comply with the Americans with Disability Acts (ADA) of 1990.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

...

(c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

a. Relocate and upgrade~~Construct~~ nine (9) new lights on Gower Street.

b. Relocate and upgrade~~Construct~~ eighteen (18) new lights on Melrose Avenue.

c. Relocate and upgrade~~Construct~~ eight (8) new lights on Van Ness Avenue.

...

(h) ~~Construct any necessary additional~~ Any street improvements that are required conditions of this tract map shall be constructed in compliance to comply with the Americans with Disabilities Act (ADA) of 1990.



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☒ City Planning Commission ☐ City Council ☐ Director of Planning

Regarding Case Number: Tentative Tract No. 71751, CEQA No. ENV-2011-2460-EIR

Project Address: 5555 Melrose Avenue, Los Angeles

Final Date to Appeal: 06/16/2016

Type of Appeal: ☐ Appeal by Applicant/Owner
☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
☐ Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Beth S. Dorris

Company: Law Offices of Beth S. Dorris

Mailing Address: 3226 Mandeville Canyon Rd.

City: Los Angeles

State: CA

Zip: 90049

Telephone: (310) 476-4761

E-mail: beth.dorris@aol.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☐ Self ☒ Other: Mary Ann Biewener

- Is the appeal being filed to support the original applicant's position? ☐ Yes ☒ No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Beth S. Dorris

Company: Law Offices of Beth S. Dorris

Mailing Address: 3226 Mandeville Canyon rd.

City: Los Angeles

State: CA

Zip: 90049

Telephone: _____

E-mail: beth.dorris@aol.com

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

☒ Entire

☐ Part

Are specific conditions of approval being appealed?

☐ Yes

☒ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- Specifically the points at issue
- How you are aggrieved by the decision
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: [Signature]

Date: 6/16/2016

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
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- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>\$29-</u>	Reviewed & Accepted by (DSC Planner): <u>R. Avila</u>	Date: <u>3-17-2016</u>
Receipt No: <u>30309</u>	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

Law Offices of Beth S. Dorris

ATTORNEY AT LAW
3226 Mandeville Canyon Road
Los Angeles, California 90049
(310) 476-4761
beth.dorris@aol.com

June 16, 2017

Appeal Reasons Summary

Proposed Paramount Pictures Project ("Proposed Project")
Tentative Tract No. 71751, CEQA No.: ENV-2011-2460-EIR
Address: 5555 Melrose Avenue, Los Angeles, CA
Council Districts: 13, 4
Existing Zone: [Q]M1-2D, [Q]M1-1, [Q]C2-1, C2-1, R3-1
Proposed Zone: PPSP-SN
Community Plans: Hollywood, Wilshire

This Appeal Reasons Summary is submitted on behalf of Mary Ann Biewener ("Biewener"). The appeal seeks rescission, vacation and set aside of the Letter of Determination dated June 7, 2016 ("LOD") by the Los Angeles City Planning Deputy Advisory Agency ("LOD"), purporting to:

- (a) Approve Tentative Tract No. 71751 and other associated aspects of the Proposed Project development,
- (b) Certify the associated Environmental Impact Report ("EIR"),
- (c) Adopt the Mitigation Monitoring Program ("MMP"), and
- (d) Adopt findings thereon ("Findings") (collectively, "Approvals").

The LOD and Approvals are appealed for abuse of agency discretion and failure to comply with due process and notice requirements, California Environmental Quality Act (Public Resources Code section 21000 et seq.) and associated regulations (14 Cal. Code Regs. section 150000 et seq.) (jointly, "CEQA"), the City of Los Angeles Municipal Code ("LAMC"), and other legal authority discussed below.

The Site and Surrounding Residential Neighborhood.

The Proposed Project site ("Site") includes 7 lots spanning 62 acres. While portions of the Site border on commercial strips, most of the surrounding properties are low lying residential buildings (2 stories or less). The Site looks today much as it has for decades. It includes open space areas and large swaths zoned Medium Residential. There are some existing commercial buildings on the Site, but they are generally low-lying studios set back sufficiently to be fully screened from the surrounding residential area by 18 foot high hedges and other mature tree landscaping.

The Proposed Project.

The Proposed Project has three primary components. First, it contemplates construction of almost 2 million square feet (1,922,300 square feet) of commercial facilities on the Site. The vast

majority of this development – about 1,385,700 square feet – would be entirely new development. The new buildings would be allowed height and mass far in excess of the current buildings on Site and in the surrounding neighborhoods.

Second, the Proposed Project would include a new sign supplemental use district with at least 11 subdistricts. The signage district is designed to introduce a whole host of new mass marketing mega-signs on Site, including supergraphics and digital signs with screens up to 20 feet by 30 feet, some made all the more massive by being installed in banks of six at one location. The digital signs would be lit and rotating ads 20 hours a day, nonstop.

Third, because the Proposed Project is so massive and intrusive, it requires an entire rewrite of virtually all applicable land use, zoning, landscaping, green energy, water conservation, and signage requirements. These rewrites include entitlements beyond the Tentative Tract Map approved in the LOD. Among other matters, the Proposed Project includes a General Plan Amendment, the new Paramount Studios Specific Plan (including Signage Regulations and Historic Resources Preservation Plan), the related Zone Change and Code Amendment, landscaping requirements exceptions, and revisions to the Hollywood and Wilshire Community Plans (collectively, the “Plan/Code Changes”). The last time the City made such an expansive set of changes to pave the way for commercial development in this area – the last Hollywood Community Plan Update – it had to be rescinded and vacated by Court order.

The Project Description used for the Tentative Tract Approval in the LOD excludes Plan/Code Changes other than the Tentative Tract.

Biewener Is Aggrieved Because Her Residential Duplex Will Potentially Experience Significant Impacts From The Proposed Project.

Biewener occupies and owns a residential duplex at the 600 Block of N. Plymouth, South of Melrose, in Los Angeles, California. The residential duplex is less than 380 feet from the Proposed Project. As a result of this proximity, Appellant and her tenants are directly impacted by each of the issues and violations discussed below. The problems described below also impact the entire neighborhood to which the duplex is inextricably tied.

The EIR Fails To Disclose And Address Significant Aesthetic, Blight, And Safety Impacts Associated With The Proposed Project's Signage.

The Sign Supplemental Use District would create a cluster of mass marketing signs on the Site, akin to the futuristic mega-sign landscape in the Sci-Fi horror film *Brazil*. Mass marketing media signs are *designed* to be intrusive, to grab the attention of as many people as possible. The Proposed Project's signage would include digital (scrolling and non-scrolling) screens, supergraphics, and projected images. Digital screens will be lit and running a full 20 hours a day, nonstop, on exceptionally large screens (generally 20 by 30 square feet). To make their appearance more massive still, at certain locations scrolling digital screens will be banked right next to each other, six in a row. The signs will be elevated or positioned on the walls of the new multi-storied buildings (60 to 240 feet tall) to be seen from the distance.¹ Digital signs may rotate or change images frequently (every eight seconds).

Throughout the site, these mega-signs will project attention-arresting images of whatever level of bare skin and gore sells best. Advertising images, or the structures designed to feature them, will block and replace current views of the Hollywood Hills and/or lovely historic buildings. Families in surrounding homes will have no respite in their yards or bedrooms, day or night (until 2 am), from these advertising images or the attendant light and glare. Sleep patterns of young children and others will be disrupted. Drivers on already-congested streets filled with pedestrians will be distracted, causing further traffic delays and accidents. The new cluster of mass marketing signs will change and blight the overall character of the surrounding neighborhoods.

The EIR and CEQA findings fail to adequately disclose or mitigate the aesthetic, blight/urban decay, and pedestrian and traffic safety issues associated with the proposed new cluster of mass marketing signs.

Further, the EIR, findings and MMP improperly rely on an undisclosed future illumination plan. The EIR needed to specify the illumination plan. Failure to do so improperly defers mitigation planning. EIR commenters like Appellant and responsible and commenting agencies need to see illumination plan and have an opportunity to comment on whether it is sufficient *before* the EIR is certified and the MMP is adopted. The governing body of the Lead Agency also needs to see this plan to evaluate and confirm its efficacy, before they can make meaningful CEQA Approvals.

The EIR also fails to adequately consider whether the cluster effect of so many mega-signs on the Site would, collectively or cumulatively, create adverse aesthetic impacts as to light and glare, day or nighttime views, or the visual character or quality of the Site and surrounds. Instead, the EIR focuses on impacts from *individual* sign impacts, and cumulative ambient light and glare from a list of Related Projects assembled for traffic analysis purposes. (Final EIR p. III-162)

The EIR and MMP do not adequately address or incorporate feasible mitigations and alternatives. Project Applicant itself submitted comments on May 23, 2016, proposing changes

¹ This problem is made worse by the low rise nature of this area of Hollywood, which essentially would allow any supergraphic or digital advertising to be visible for miles.

to signage regulations which would help reduce (though not eliminate) the significant aesthetic impacts. These should be incorporated, provided that they are viewed as only the first step, and that more than Applicant's latest proposed changes will be needed to address the signage impacts at issue in this Appeal.

The EIR Fails To Address The Aesthetic, Noise, Parking, Traffic, Emergency Access, and Safety Impacts Associated With "Plymouth Gate".

The Proposed Project includes a 240 foot, 30,000 square foot office building with integrated parking. Access to the parking is on a fire lane connecting the Paramount Site to Melrose. This fire lane is currently required for emergency access. This access road links to Melrose right by Plymouth Boulevard and Melrose ("Plymouth Gate"). Plymouth just south of Melrose consists predominantly of 1 or 2 story residences.

The Final EIR presumes, without support, that Paramount employees and guests will generally not use Plymouth or other residential streets to access Plymouth Gate, but instead rely on Melrose for access. This unsupported assumption is completely contradicted by the recorded statements and testimony of neighbors, who have repeatedly witnessed Paramount employees and guests using neighboring residential streets as an alternative to Melrose. Additional traffic congestion on Melrose introduced by the Proposed Project (and Related Projects) can only be expected to exacerbate this problem.

Moreover, the additional traffic on Plymouth and elsewhere will impede or block an emergency access route, compounding the safety concerns.

The Appeal will address the failure of the EIR and CEQA findings to adequately disclose, consider, or mitigate the aesthetic, noise, parking, traffic, emergency access, and safety impacts associated with the proposed Plymouth Gate.

The Proposed Project's Scale And Placement Create Significant Adverse Aesthetic Impacts Inadequately Addressed or Mitigated in the EIR or MMP.

The Proposed Project's overall development design, and building height, mass, density, and set back, are all incompatible with the surrounding architecture. The EIR does not adequately address the significant adverse aesthetic impacts that result. The photometric studies, pictures and maps attached to this Appeal help illustrate just how dramatic, and out of character, the Proposed Project would be.

One way in which the EIR attempts to justify allowing elevations as high as 240 feet in the Proposed Project is to base compatibility on two buildings quite distant (about 19 blocks) from the Site: 321 Larchmont [Medical Building] (140 feet high) and 450 Rossmore [El Royale Apts.] (160 feet high). Doing so is misleading and an abuse of discretion. Between those two buildings and the site lies more than 415 low-lying, predominantly single story homes ("Larchmont Heights").

Notably, the hundreds of homes in the immediately adjacent Larchmont Heights are Neighborhood Conservation Areas under Interim Control Ordinance (ICO) Area 6 Larchmont Heights. A recent neighborhood survey found that nearly 80% of these residences, whether one-

story or two-story, would be contributors in an HPOZ. (Historic Preservation Overlay Zone) (See picture MAB – FEIR 3 ZIMAS Public Generalized zoning map.) CEQA and the National Parks Historic Preservation Standards, discussed further below, require instituting construction design controls to ensure that the scale and placement of the new construction do not overwhelm neighboring historic resources. Those controls are missing from the Proposed Project, and in particular from the proposed Paramount Studios Specific Plan that the Tentative Tract Approval explicitly relies upon. This presents yet another reason the LOD Approvals were an abuse of agency discretion and must be vacated.

Nor do the EIR and MMP take advantage of feasible mitigations or alternatives to reduce significant aesthetic impacts. As further explained in the May 16, 2016 comment letter from Councilmember Ryu's office, incorporated herein by reference: Setbacks along the southern property boundaries should be increased from 5 ft. to at least 10 ft. Additional Specific Plan design regulations are needed to require enclosure along the South Façade of the Bronson lot parking structure (except as needed for access). This will mitigate noise, light, and air quality impacts from that structure. Landscaping requirements need to be expanded to help further shield the Proposed Project from view.

For that matter, Paramount (the Project Applicant itself) submitted comments on May 23, 2016, proposing changes of the Specific Plan, signage regulations and project design features, which would help reduce (though not eliminate) the significant aesthetic impacts. These should be incorporated, with the understanding that they are only the first step, and that more than Applicant's latest proposed changes will be needed to address the problems discussed in this Appeal.

The Proposed Project's Addition Of Almost 1.4 Million Square Feet Of New Commercial Facilities Will Create Significant Transportation Impacts Inadequately Addressed In The EIR And MMP.

Traffic and pedestrian safety impacts were insufficiently addressed in the EIR and associated transportation study, both during and after construction. This concern applies to the entire potential impact regions and associated intersections, including, without limitation, Melrose and the neighborhood south of Melrose, including Irving, Bronson, Windsor, Plymouth and Clinton, With respect to Melrose, as noted in the Hancock Park Homeowners Association comment letter dated May 19, 2016, that avenue is already overburdened and cannot take on additional traffic flow. The proposed \$100,000 to fund traffic mitigation there is completely inadequate.

The Historic Preservation Plan And Associated New Construction Design Standards Need To Be Expanded To Comply With CEQA As Well As Local And State Historic Preservation Standards.

The Proposed Project would have significant historic preservation impacts in two potential historic districts and the individually eligible KCAL Building. Per National Park Service historic preservation standards ("Standards"), introducing a new building or landscape feature that is out of scale or otherwise inappropriate to the setting's historic character is not recommended. According, in addition to preservation efforts, the Proposed Project² or MMP should incorporate

² Changes to the Tentative Tract or its Approval also may be needed to incorporate these new construction design requirements.

new construction design standards, to ensure that historic relationships and features are retained and sensitively incorporated into new development. Further, the construction design standards should require a transparent review process that involves both the City's Office of Historic Resources and the Los Angeles Conservancy.

The Proposed Project's planned construction by the historic KCAL Building is exactly the type of massive new construction that would overwhelm the historic resources by them, and thus is inconsistent with the Standards and historic resource impact mitigation requirements under CEQA. The Proposed Project currently would allow a new structure (up to 15 stories and 240 feet in height) to be constructed behind the KCAL Building, greatly exceeding the otherwise 75-foot height limit established for this zone.

In addition, Stages 19, 20 and 21 are perhaps the most visible aspect of the Paramount Pictures Main Lot to the public. The Stage 21 Studio Globe is an iconic element and important in terms of the historic significance and evolution of studio production and use at this location over time. This important façade wall needs to be maintained for historic preservation purposes.

The LOD Approvals Present Due Process, Notice, Abuse Of Discretion, And Potential Authority/Jurisdictional Concerns.

The Deputy Advisory Agency that held the hearing on the Tentative Tract and then issued the LOD is a single Planning director. He clearly does not have authority to approve the Proposed Project in its entirety, or any Plan/Code Changes other than the Tentative Tract. Nor is the Deputy Advisory Agency the Lead Agency designated, as required under CEQA, in the Notice of Preparation – the City of Los Angeles is the Lead Agency per the NOP. Nonetheless, the Deputy Advisory staffperson issued the LOD approving the Tentative Tract, certifying the EIR, and adopting the MMP, CEQA Findings and Statement of Overriding Considerations ("SOC").

Although the May 16, 2016 Hearing Notice agendized approval of only the Tentative Tract and CEQA matters, the actual scope of the Deputy Advisory Agency's LOD is unclear. Whether intended or not, it appears to try to also approve, "the construction of up to 1,922,300 square feet [of commercial buildings]..., under the guidance of the Paramount Pictures Specific Plan ... in the Hollywood and Wilshire Community Plans." (LOD p.1) To the general public, this could be construed as an attempt to approve the Paramount Master Development Plan, a principal feature of the Proposed Project itself. Or it could mean approval of only certain development maximum intensity/design elements of that Development Plan and/or the Paramount Pictures Specific Plan. This confusion raises due process/notice concerns.

The LOD expressly excludes any Plan/Code Changes other than Tentative Tract. (LOD p. 37) But without the Paramount Pictures Specific Plan (and other Plan/Code Changes), the Tentative Tract and associated approved development would be unlawful and in direct conflict with existing plans. (EIR Ch. IV.G (Land Use), Ch. II (Project Description)). The LOD indirectly acknowledges this problem. It "advised" the Applicant that "the LAMC may not permit this maximum approved [sic] development intensity". (LOD p.1) Advice is not the same as an

express condition for approval to ensure compliance with the LAMC. And without this compliance, issuing the Approvals is an abuse of discretion.³

For all the reasons stated in this Appeal Reasons Summary, we respectfully request rescission, vacation, and set aside, as abuses of agency discretion, of the LOD's certification of the EIR; adoption of the CEQA Findings, SOC, and MMP; and approval of the Tentative Tract.

We note that many of the concerns raised in this Appeal were first raised during scoping back in 2011, but remain unaddressed to this day. We reserve the right to submit further supplemental information supporting this appeal prior to the hearing.

Thank you for your consideration.

LAW OFFICES OF BETH S. DORRIS

By 
Beth S. Dorris

June 16, 2016

³ The Deputy Advisory staffperson's issuance, on his own, of the CEQA Approvals add to the confusion. The LOD purports to "certify" as complete the entire EIR and to adopt all associated CEQA findings, the SOC, and the MMP. At the time of certification, adoption of all other Plan/Code Changes was entirely speculative. Moreover, the whole EIR relies on the full Proposed Project Description – including all Plan/Code Changes embedded therein. EIR analysis and CEQA findings on Land Use Impacts are particularly affected by this glitch in the LOD; they automatically become significant and unmitigated where development is approved without necessary Plan/Code Changes that put the Project in conflict with the LAMC and other zoning and land use plans. Noise, air quality, transportation, parking, safety, aesthetics, and historic preservation impact analyses also are affected. Beyond this, the Deputy Advisory Agency has limited expertise, focused on the Tentative Tract. Those City departments and commissions with expertise to address the other aspects of the Proposed Project, and their impacts, had not yet reviewed the EIR at the time of certification.



PARAMOUNT PICTURES
ARCHITECTURAL LIGHTING
2700 BROADWAY, SUITE 1000
NEW YORK, NY 10013

PARAMOUNT PICTURES PHOTOMETRIC STUDIES

APPENDIX C

LT 1.0

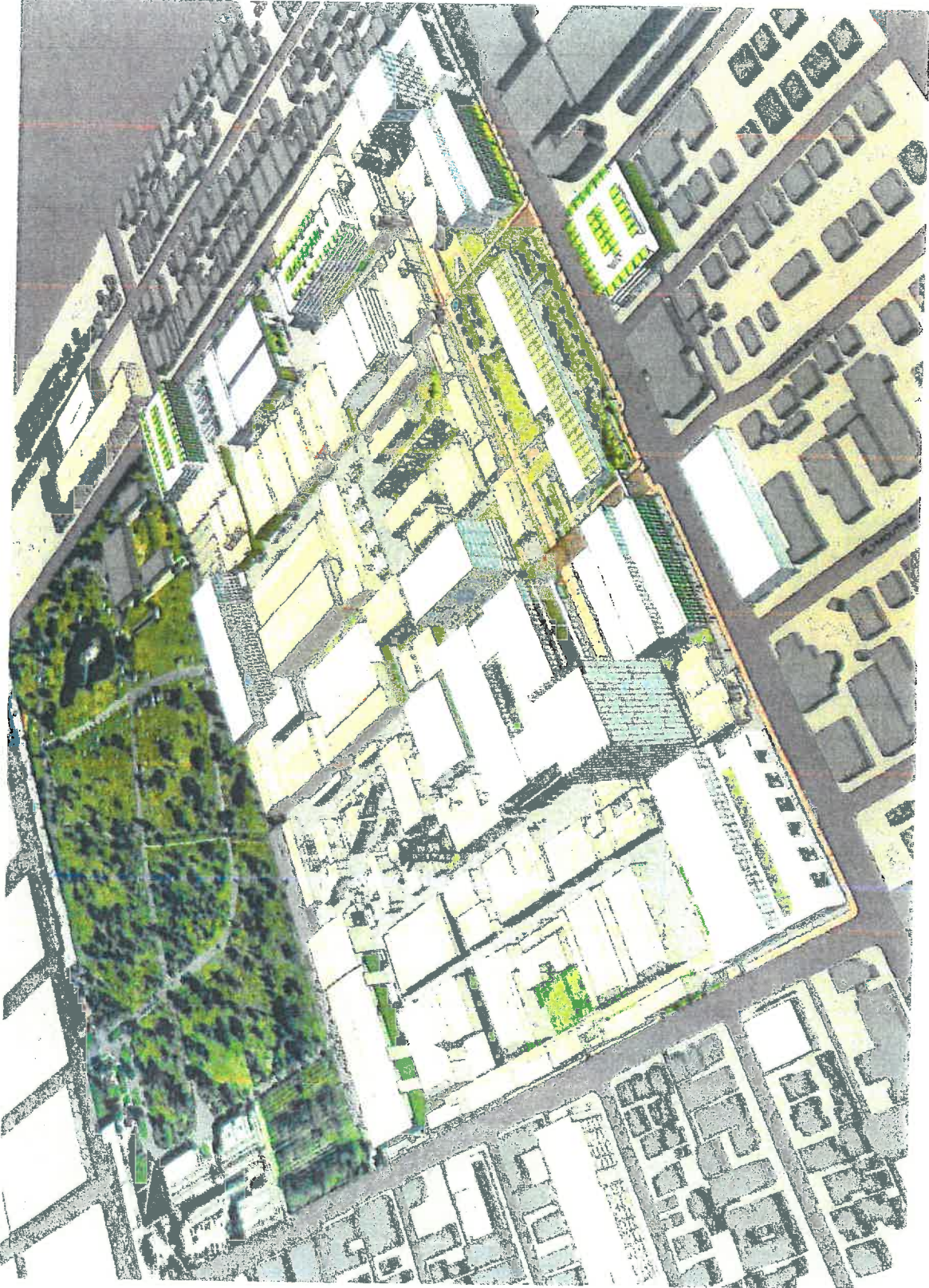
PARAMOUNT PICTURES
- MASTER PLAN

FIXTURES & BUILDINGS :

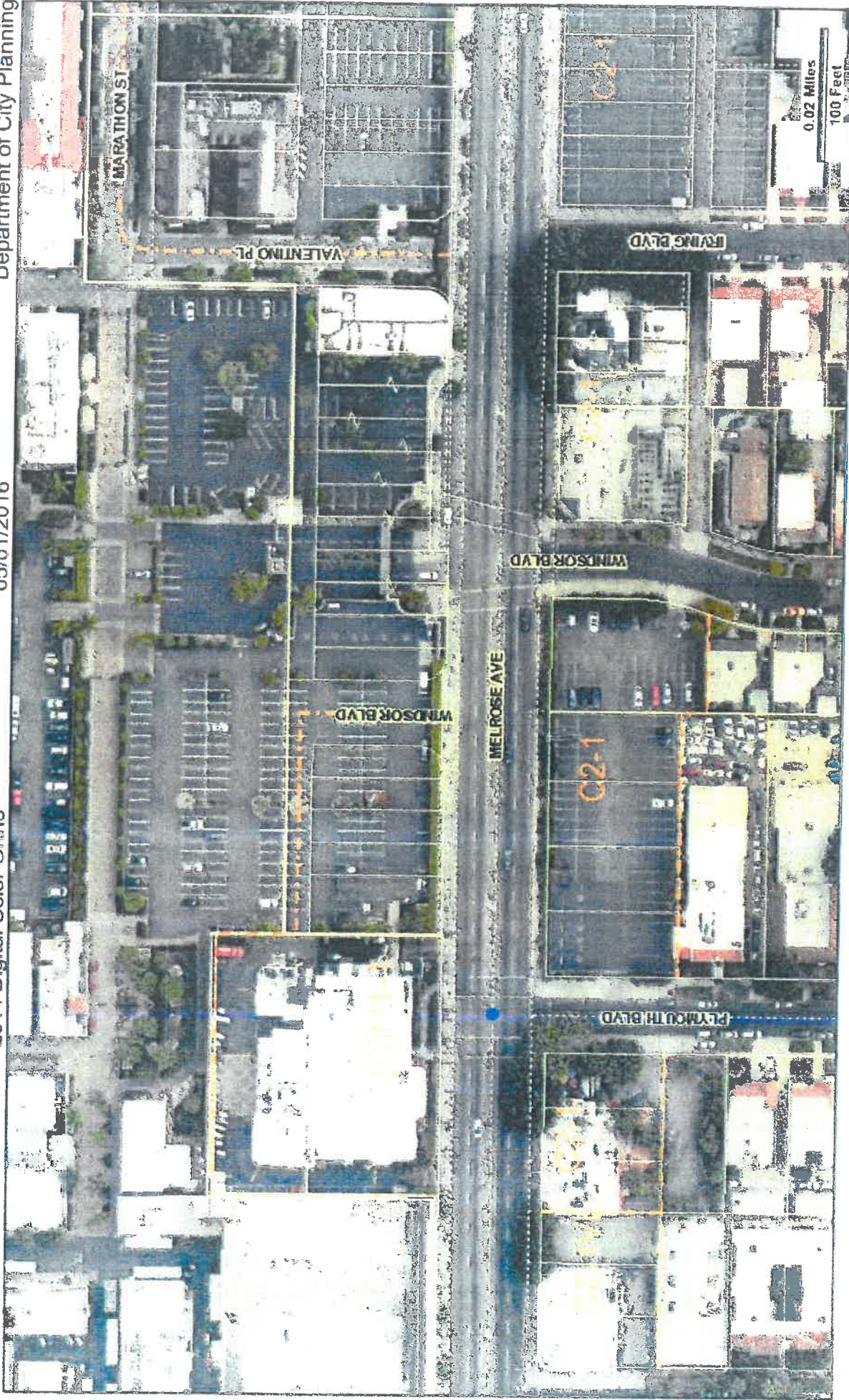
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LIGHTING

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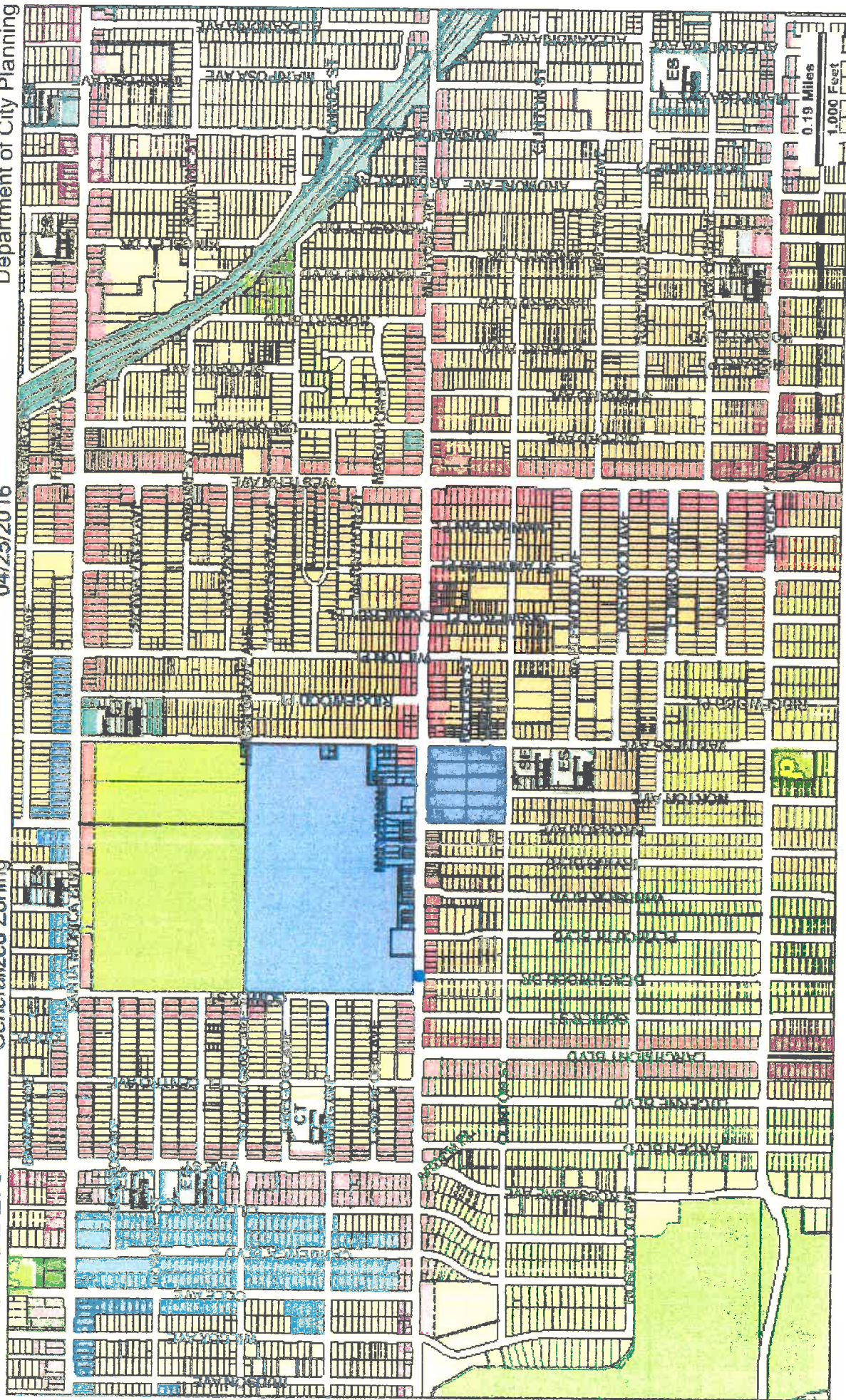
DATE : MAY 2011
SCALE :



~~MAST~~
MAB - FEIR 1



WAB-FER 2



WAB-FETR 3



Existing Conditions



LOCATION

11

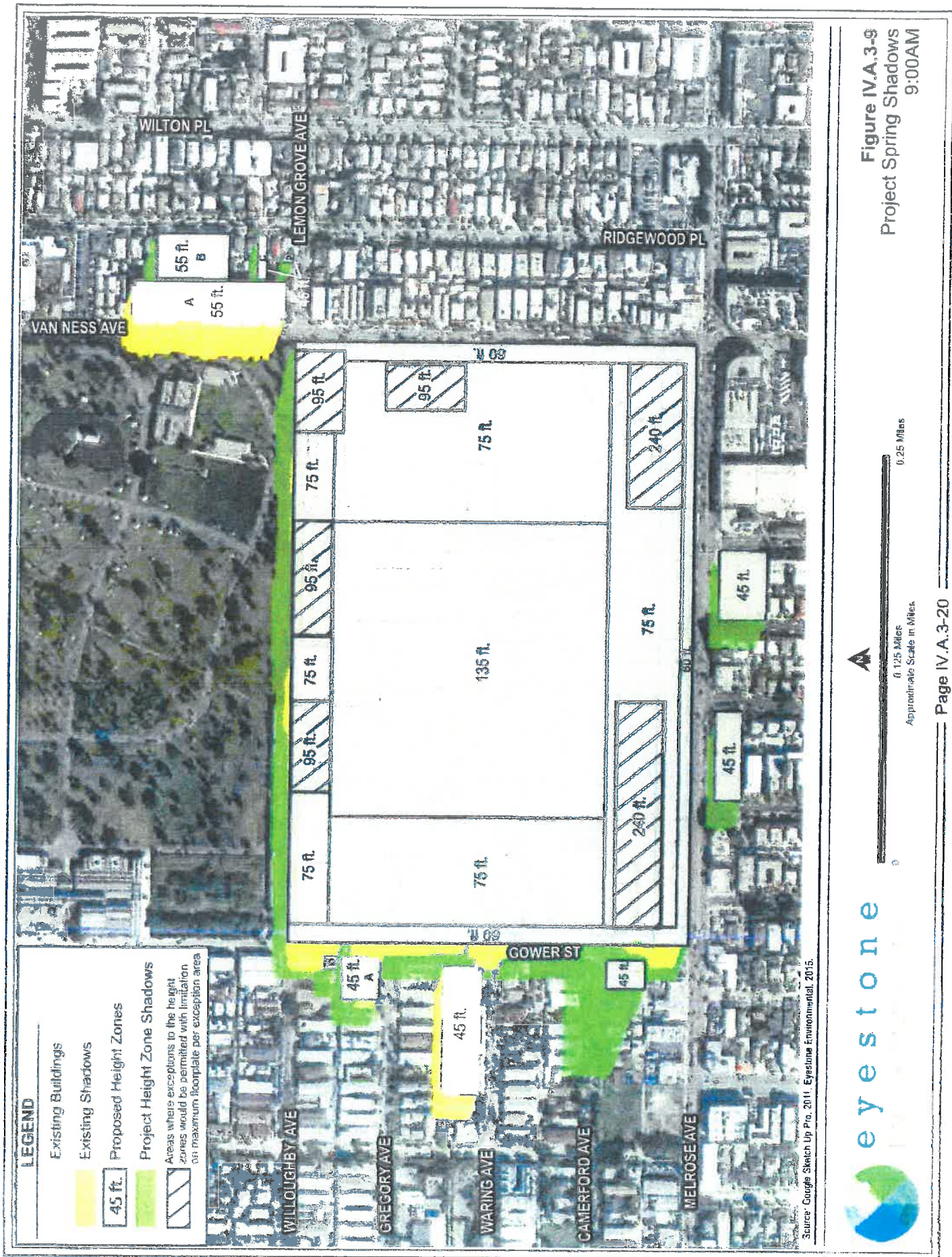
Project Conditions



Looking north on N Plymouth Blvd from just south of Melrose Ave



Figure IV.A.1-12
Existing and Proposed Views – Location 11



MAY 11 10:00 AM - FEB 5

- [Overview](#)
- [Site Plan](#)
- [Gallery](#)
- [Timeline](#)
- [Environmental Review](#)
- [Support the Project](#)

allery



Investing in the Grandeur of the Original Studio Entrance and Facilities

The original gate will be retained and complemented by a new streetscape design that embraces the rich tradition of the studio, featuring green walls, graded plantings and an improved sense of arrival.



Merging Historic Preservation with Green Design

The KCAL building, originally built for radio broadcasting in the 1930s, will become another focal point for Paramount Pictures, sharing atrium space with the studio's new LEED-designed headquarters building to seamlessly merge the past with the present.

Signage 1
MAB-FEIR-6

Existing Conditions



LOCATION

17

Project Conditions



Looking east on Camerford Ave towards N Gower St



Figure IV.A.1-18
Existing and Proposed Views – Location 17

MAB 16 - Stage 2
MAB - FEIR 7

Existing Conditions



LOCATION

13

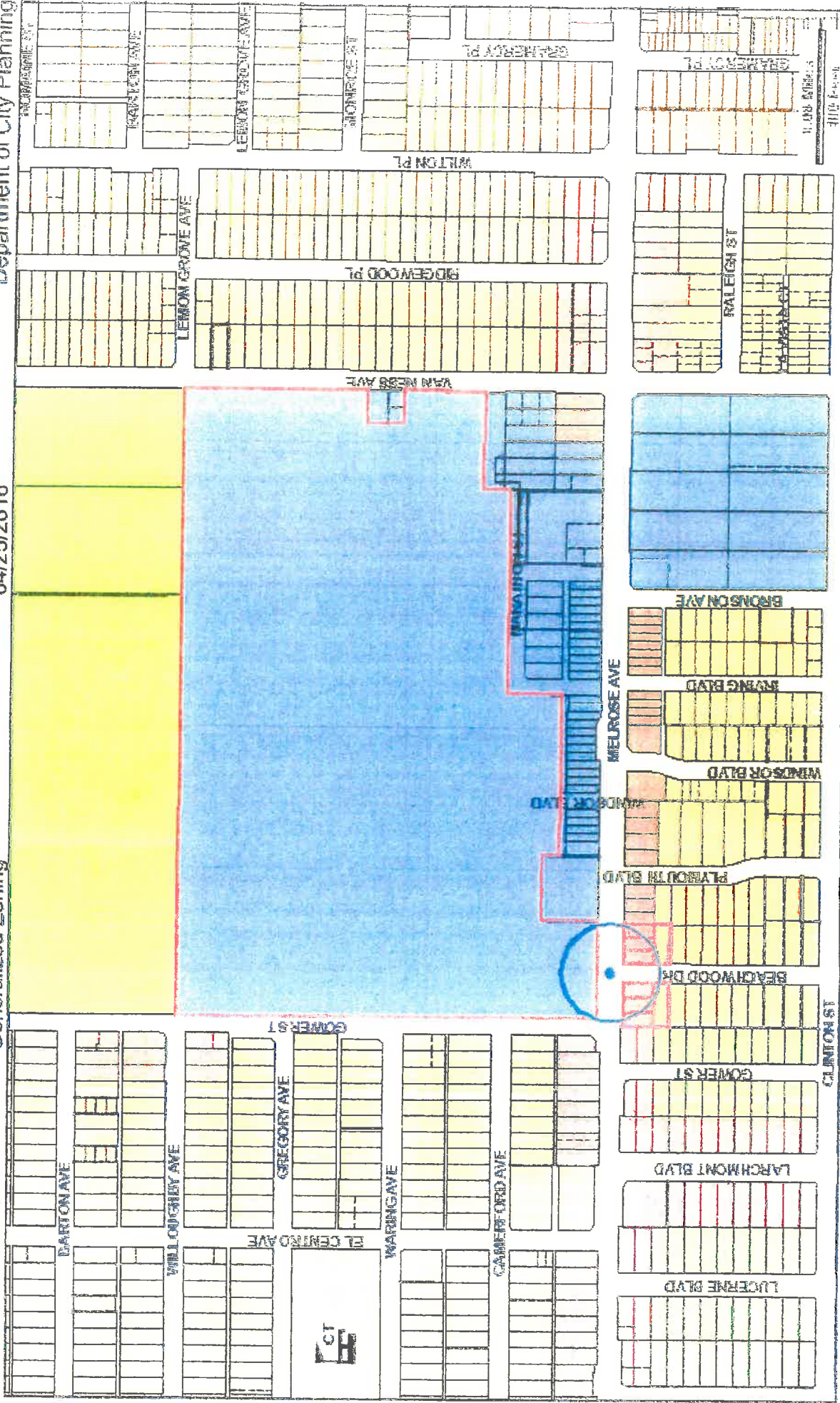
Project Conditions



Looking north on N Beachwood Dr from just south of Melrose Ave



Figure IV.A.1-14
Existing and Proposed Views – Location 13



MAB - FEIR 9

EXHIBIT C

DEPARTMENT OF CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

ROBERT L. AHN
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
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DEPUTY DIRECTOR
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JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

<http://planning.lacity.org>

Decision Date: June 7, 2016

Appeal Period Ends: June 17, 2016

Paramount Pictures Corporation (A)
Contact: Sharon Keyser
5555 Melrose Avenue
Hollywood, CA 90038

Latham and Watkins (R)
Contact: George Mhlsten / Maria P. Hoyer
335 S. Grand Avenue
Los Angeles, CA 90071

Tentative Tract No. 71751
Related Cases: CPC-2011-2459-GPA-ZC-SP-
SN-CA, CPC-2011-2462-DA
Address: 5555 Melrose Avenue, others
Council Districts: 13, 4
Existing Zone: [Q]M1-2D, [Q]M1-1, [Q]C2-1,
C2-1, R3-1
Proposed Zone: PPSP-SN
Community Plans: Hollywood, Wilshire
CEQA No.: ENV-2011-2460-EIR
(SCH No. 2011101035)

In accordance with provisions of Section 17.03 of the Los Angeles Municipal Code (LAMC), Advisory Agency approved Tentative Tract No. 71751, located on the north side of Melrose Avenue between Gower Street and Van Ness Avenue and the south side of Melrose Avenue between Irving Boulevard and Bronson Avenue, composed of 10 lots for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses, the removal of approximately 536,600 square feet of stage, production office, support, office, and retail uses, a net increase of approximately 1,385,700 square feet of floor area, under the guidance of the Paramount Pictures Specific Plan, as shown on the map stamp-dated May 9, 2016 in the Hollywood and Wilshire Community Plans. (The subdivider is hereby advised that the LAMC may not permit this maximum approved development intensity. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) For an appointment with the Development Services Center call (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

CONDITIONS**UNIT MAP CONDITION**

1. That the tract be permitted to record with final map units in a number of sequence satisfactory to the Advisory Agency. The subdivider shall submit the Unit Map Fee, a Unit Map showing the boundaries of all units, the Unit Number(s) of each Unit Map(s), and all applicable tract conditions in a matrix for each Unit Map(s). Should particular master tract condition(s) not apply to a Unit Map, the subdivider shall submit all evidence or documentation to prove so. All above required items shall be submitted satisfactory to the Advisory Agency prior to the clearance of all other conditions of approval. (Note: All conditions and requirements of the City Engineer for each Unit Map and the approved tract as a whole shall be satisfactory to the City Engineer.)

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

2. That the City Department of Transportation in a letter to City Engineer shall determine that the merger area is not necessary for future public alley and has no objection to the merger.
3. In the event City Department of Transportation in a letter to City Engineer states that they have no objection to the alley merger then that the alley south of Melrose Avenue between Irving Boulevard and Bronson Avenue within the tract property (proposed lot 9 and 10) and as shown on the tentative map be merged with the remainder of the tract map pursuant to Section 66499.20-1/2 of the State Government Code, and in addition, the following conditions be executed by the Applicant and administered by the City Engineer:
 - a. That consents to the alley being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.
Note: The Advisory Agency hereby finds that the dedications to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.
4. That the existing sanitary sewer easement within the tract property and as shown on the tentative map be merged with the remainder of the tract map pursuant to Section 66499.20-1/2 of the State Government Code, and in addition, the following conditions be executed by the Applicant and administered by the City Engineer:
 - c. That consents to the sanitary sewer being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
 - d. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.
Note: The Advisory Agency hereby finds that the easements to be merged are unnecessary for present or prospective public purposes and all owners of the interest in the real property within the subdivision have or will have consented to the merger prior to the recordation of the final map.
5. That a 5-foot-wide strip of land be dedicated along Irving Boulevard adjoining proposed lot 9 to complete a 30-foot-wide half right-of-way.
6. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of the existing sewer in the area.
7. That all the existing future street easements along and within the tract property be shown on the final map.
8. That any surcharge fee in conjunction with the sanitary sewer and alley merger request be paid.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

9. That prior to the issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance, satisfactory to the Department of Building and Safety, Grading Division.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

10. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
- a. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures to verify the last legal use and the number of parking spaces required and provided on each site.
 - b. Provide a copy of [Q] and D conditions if relevant. Show compliance with the above conditions as applicable or Department of City Planning approval is required.
 - c. Provide a copy of CPC case CPC-2011-2459-ZC-GPA-SP-SN-CA. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - d. Provide a copy of affidavits PKG-5677, PKG-5449, PKG-5378, PKG-4641, PKG-2149, AFF-58386, AFF-50086, AFF-49746, AFF-49311, AFF-37720, AFF-31319, AFF-7652, AFF-6901, AF-95-20232244-OP, AF-93-231336-OP, AF-92-715189-DR, AF-92-1541539-OP, AF-90-346128-OP, AF-90-1796556-OP, AF-90-2071980-LT, AF-89-543035, and PKG-LAYOUT-140. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavits may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - e. Show all street dedications as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication.
 - f. Provide building plans to show compliance with current Los Angeles City Building Code concerning exterior wall/opening protection and exit requirements with respect to the new property lines. All noncompliance issues shall be corrected, required permits shall be obtained, and the final work inspected prior to a clearance letter being issued.
 - g. Show all oversized building yards on site plans as applicable. Oversized buildings may require yards or other fire safety measures as specified in Division 5 of the Building Code. Revise the submitted Map to show the required open yards on the same parcel as the building for which they are required. Existing "Maintenance of Building" affidavits may need to be terminated and new covenants recorded, where applicable.
 - h. All structures are to be within their corresponding lots. Revise the submitted Map to show no buildings crossing over any property lines.
 - i. Parking is required for the existing structures to remain. Show location of all parking spaces and access driveways on their corresponding sites. Provide copies of permits and final inspection cards, for any new garages or carports.
 - j. Obtain Use of Land permits to relocate driveways and all required parking for each building onto their corresponding sites or off-site parking affidavits might be required. Provide a copy of permits and signed inspection cards to show work has been completed.

DEPARTMENT OF TRANSPORTATION

11. That prior to the recordation of the final map, that satisfactory arrangements shall be made to satisfy the recommendations of the Department of Transportation.

- a. All requirements and conditions listed in the DOT traffic assessment letter dated August 28, 2015, and all subsequent revisions to this traffic assessment, be applied to the tract map. Additionally, all mitigation measures and improvements listed in this traffic assessment shall be completed prior to the recordation of the tract map.
- b. A parking and driveway plan shall be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 100 S. Main Street, 9th Floor, Los Angeles, CA 90012.
- c. That a fee in the amount of \$197 be paid to the Department of Transportation as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this ordinance.

FIRE DEPARTMENT

12. That prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - d. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.

LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

13. That prior to the issuance of any demolition or grading permit or any other permit allowing site preparation and/or construction activities on the site, satisfactory arrangements shall be made with the Los Angeles Unified School District to minimize disruption of school access. The project site is located on the pedestrian and bus routes for students attending Van Ness Avenue Elementary School, Santa Monica Boulevard Community Charter School, LeConte Middle School, and Bernstein High School. Therefore, the applicant shall make timely contact for coordination to safeguard pedestrians/ motorists with the LAUSD Transportation Branch, phone no. 213-580-2950, and the principals or designees of Van Ness Avenue Elementary School, Santa Monica Boulevard Community Charter School, LeConte Middle School, and Bernstein High School. (This condition may be cleared by a written communication from the LAUSD Transportation Branch attesting to the required coordination and/or the principals of the above referenced schools and to the satisfaction of the Advisory Agency).

DEPARTMENT OF WATER AND POWER

14. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

15. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF SANITATION

16. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

INFORMATION TECHNOLOGY AGENCY

17. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the Los Angeles Municipal Code Section 17.05N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 N. Main Street, Room 1255, Los Angeles, CA 90012, (213) 978-0856.

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

18. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
 - a. Limit the proposed subdivision to ten lots as provided in the Tentative Tract Map.
 - b. Provide a minimum of 7,550 off-street parking spaces on the entire Project Site for the Paramount Pictures Specific Plan area or 1 off-street parking space for each 1,000 square feet of combined floor area, whichever is greater.
 - c. In addition, prior to issuance of a building permit, a parking plan showing off-street parking spaces, as required by the Advisory Agency, be submitted for review and approval by the Department of City Planning (201 N. Figueroa Street, 4th Floor).
 - d. The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.
 - e. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - f. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
 - g. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

19. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit

shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the Applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING—ENVIRONMENTAL MEASURES AND MITIGATION MONITORING PROGRAM

20. Prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items listed under this Tract's approval and all subsequent approvals associated with this case. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of all mitigation items.
21. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the

Planning Department, binding the subdivider and all successors to the following:

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, "monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project's potential environmental impacts. The evaluation of the Project's impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This MMP is designed to monitor implementation of those project design features and mitigation measures. This MMP has been prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;
2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- **Enforcement Agency**—the agency with the power to enforce the project design feature or mitigation measure.
- **Monitoring Agency**—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- **Monitoring Phase**—the phase of the Project during which the project design feature or mitigation measure shall be monitored.
- **Monitoring Frequency**—the frequency at which the project design feature or mitigation measure shall be monitored.
- **Action(s) Indicating Compliance**—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measures has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successors subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MEASURES AND PROJECT DESIGN FEATURES

Aesthetics/Visual Quality and Views

Project Design Feature A.1-1: Where Project construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed along the periphery of the development sites to screen construction activity from view at the street level from off-site.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Project Design Feature A.1-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: During field inspection(s)

Action Indicating Compliance: Field inspection sign-off

Project Design Feature A.1-3: New on-site utilities that may be required to serve the proposed Project shall be installed underground.

Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Artificial Light and Glare

Project Design Feature A.2-1: Light sources associated with proposed Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Project Design Feature A.2-2: Outdoor security and architectural lighting shall be shielded and/or directed toward the areas to be lit to limit spill-over onto adjacent uses where appropriate.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature A.2-3: Glass used in building façades shall minimize glare in a manner consistent with applicable energy and building code requirements.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Shading

Mitigation Measure A.3-1: A 10-foot setback from the northern property line of the Camerford Lot shall be implemented to reduce shadow impacts affecting shade-sensitive uses to the north.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once at Project plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

Air Quality

Project Design Feature B.1-1: The owner or contractor shall keep the construction area

sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used for haul trucks to reduce dust emissions and meet South Coast Air Quality Management District Rule 403.

Enforcement Agency: South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: During field inspection(s)

Action(s) Indicating Compliance: Field inspection sign-off

Project Design Feature B.1-2: All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of spillage or dust.

Enforcement Agency: South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Project Design Feature B.1-3: All clearing, earth-moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 miles per hour), so as to prevent excessive amounts of dust.

Enforcement Agency: South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action(s) Indicating Compliance: Field inspection sign-off

Mitigation Measure B.1-1: The Project representative shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities for the proposed Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment within the construction inventory list described above shall meet the Tier 3 standards where commercially available.

Enforcement Agency: South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Field inspection sign-off

Mitigation Measure B.1-2: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Mitigation Measure B.1-3: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action(s) Indicating Compliance: Field inspection sign-off

Mitigation Measure B.1-4: Construction activities shall be discontinued during second-stage smog alerts.

Enforcement Agency: South Coast Air Quality Management District; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Mitigation Measure B.1-5: To the extent possible, petroleum-powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. If stationary petroleum-powered construction equipment, such as generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses, whenever possible.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Mitigation Measure B.1-6: The Applicant or its successor shall minimize delivery truck idling times to a maximum of five minutes, per the California Air Resources Board's Airborne Toxic Control Measure.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action(s) Indicating Compliance: Documentation of posting of limitation in loading dock areas in annual compliance report

Mitigation Measure B.1-7: The Applicant or its successor shall route delivery trucks via the most efficient available route on the Project Site.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of instructions provided to delivery truck drivers via on-site security personnel in annual compliance report

Air Quality—Greenhouse Gas Emissions

Project Design Feature B.2-1: Where Leadership in Energy and Environmental Design (LEED®)

standards are applicable, the design of new buildings shall include features so as to be capable of achieving current LEED® Certified status.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Cultural Resources

Project Design Feature C-1: When Stage 21 is demolished, the Applicant shall use commercially reasonable efforts to attempt to remove the globe from the structure. If the globe can be successfully removed, the Applicant shall work with an appropriate historic preservation or other group to relocate the globe to an off-site location, where it will be visible to the public, to the extent such a location is available.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Construction

Monitoring Frequency: Once prior to issuance of demolition permit for Stage 21

Action Indicating Compliance: Issuance of demolition permit for Stage 21

Mitigation Measure C-1: Project approval shall include a requirement to implement a preservation plan substantially in the form attached as Appendix L of the Paramount Pictures Historic Assessment Technical Report provided in Appendix F of the Draft EIR.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project approval

Action Indicating Compliance: Approval of requirement to implement preservation plan with Project approval

Mitigation Measure C-2: The Applicant shall ensure that archival documentation (Historic American Building Survey [HABS] Level I documentation) will be prepared for district contributors that will be demolished prior to commencement of demolition. HABS Level I documentation shall consist of the following:

- Architectural and historical narrative;
- Adequate archival drawings as available;
- Approximately six (6) to ten (10) large-format photographs documenting each visible façade, context views, and interior views.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once per applicable building, at Project plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

Mitigation Measure C-3: No contributing building shall be demolished until the Applicant is ready to

proceed with a substitute use, including, for example, a building, landscape, open space, circulation, or production area, for its site.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once per applicable building, at Project plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

Mitigation Measure C-4: Production Park and Lucy Park within the Main Lot shall be retained as open space, and future rehabilitation shall conform to the Secretary of the Interior's Standards for the Treatment of Cultural Landscapes and be based on historic photographs and other archival evidence.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project administrative clearance under Specific Plan, as applicable

Action Indicating Compliance: Administrative clearance under Specific Plan, as applicable

Mitigation Measure C-5: Existing avenues within the Main Lot shall be maintained to create a border between existing and new construction. Major historic circulation patterns shall be retained in north-south and east-west orientation.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

Mitigation Measure C-6: A qualified preservation professional shall be retained in order to act as the monitor for mitigation measures related to historic resources on the Project Site. The qualified preservation professional shall:

- Verify compliance with the Paramount Pictures Specific Plan Preservation Plan as set forth in the Paramount Pictures Specific Plan; and
- Oversee the Historic American Building Survey documentation required in Mitigation Measure C-2.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Statement of compliance submitted by a qualified preservation professional

Mitigation Measure C-7: The Applicant shall continue to include an interpretive program (e.g., informational signage) on the Main Lot.

Enforcement Agency: City of Los Angeles Department of City Planning, Office of Historic

Resources

Monitoring Agency: City of Los Angeles Department of City Planning, Office of Historic Resources

Monitoring Phase: Post-construction

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of interpretive program in annual compliance report

Mitigation Measure C-8: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. A unique archaeological resource is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person [Public Resources Code Section 21083.2(g)].

In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented. A historical resource is defined as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources [Public Resources Code Section 21084.1]. In the event an archaeological resource is encountered that the archaeologist determines is potentially a Native American resource, the archaeologist shall retain a Native American representative to help determine the appropriate treatment for the resources.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist if resource(s) are discovered

Action Indicating Compliance: If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

Mitigation Measure C-9: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the archaeologist and Native American monitor, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist in consultation with the Native American monitor upon discovery of resource(s)

Action Indicating Compliance: If unanticipated discoveries are found, submittal of written evidence of compliance with Public Resources Code Section 5097.98 and Health and Safety

Code Section 7050.5

Mitigation Measure C-10: If any paleontological materials are encountered during ground-disturbing activities for construction of the proposed Project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with paleontologist if resource(s) are discovered

Action Indicating Compliance: If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

Geology and Soils

Mitigation Measure D-1: A final site-specific, design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared by a qualified geotechnical engineer and certified engineering geologist and submitted to the Los Angeles Department of Building and Safety for each individual building project, consistent with City of Los Angeles requirements (see 2008 Los Angeles Building Code Section 1802.1). The site-specific, design-level geotechnical reports shall address each of the potential geologic hazards addressed in the *Geotechnical Engineering Evaluation for the Paramount Pictures Master Plan, 5555 Melrose Avenue, Los Angeles, California, 90038* prepared by Geotechnologies, Inc., April 2015. The site-specific, design-level geotechnical reports shall include recommendations for each specific building location and building design, including recommendations pertaining to site preparation, fills and compaction, and foundations, and shall include the applicable recommendations set forth in Mitigation Measures D-2 through D-4, below. Additionally, all such recommendations shall comply with applicable provisions and standards set forth in or established by:

- (a) California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" (Special Publication 117);
- (b) The version of the Uniform Building Code, as adopted and amended by the City of Los Angeles, in effect at the time of approval of each site-specific, design-level geotechnical report;
- (c) Relevant State, County, and City laws, ordinances, and Code requirements; and
- (d) Current standards of practice designed to minimize potential geologic, geotechnical, and related impacts.

The site-specific, design-level geotechnical reports shall be reviewed and approved by the City of Los Angeles Department of Building and Safety.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

Mitigation Measure D-2: During construction, encountered non-engineered fills shall be excavated

and replaced as compacted fill properly bunched into suitable materials in accordance with City of Los Angeles requirements, or removed. The suitability of the excavated material for reuse in the compacted fills shall be confirmed during each final site-specific, design-level geotechnical investigation in accordance with the applicable provisions and standards detailed in Mitigation Measure D-1.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Mitigation Measure D-3: As part of the site-specific geotechnical report provided for in Mitigation Measure D-1, corrosion testing of Project Site soils, including pH levels, resistivity, sulfate content, chloride content, and other major anions and cations, shall be performed to the extent necessary. Where the evaluation indicates corrosive soil, specific types of pipe, insulation, coatings, and cathodic protection shall be selected in accordance with the applicable provisions and standards detailed in Mitigation Measure D-1 in order to reduce the risk of corrosion damage to underground utilities.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at Project plan check

Action Indicating Compliance: Plan approval and issuance of applicable building permit

Mitigation Measure D-4: The design and construction of the proposed Project shall comply with the Los Angeles Methane Seepage Regulations (Los Angeles Municipal Code, Chapter IX, Article 1, Division 71), as applicable, including requirements for site testing.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection sign-off

E. Hazards and Hazardous Materials

Project Design Feature E-1: Prior to the issuance of any demolition permit or permit for remodeling of existing buildings, if applicable, the Applicant would provide a letter to the Department of Building and Safety indicating that the demolition/renovation contract provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with the South Coast Air Quality Management District's Rule 1403. The Applicant shall comply with State and federal regulations to test for asbestos prior to issuance of any demolition permit. If asbestos-containing materials are found to be present, it shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403, as well as all other applicable state and federal rules and regulations.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once per building at Project plan check prior to issuance of applicable demolition/remodeling permit

Action Indicating Compliance: Plan approval and issuance of applicable demolition/remodeling permit

Project Design Feature E-2: Prior to the issuance of any permit for demolition or alteration of an

existing structure, if applicable, a lead-based paint survey would be performed in compliance with applicable State and federal regulations. Should lead-based paint materials be identified, the Applicant would provide evidence to the Department of Building and Safety demonstrating that the demolition/renovation contract provides that standard handling and disposal practices would be implemented pursuant to Occupational Safety and Health Act regulations. The Applicant shall comply with State and federal regulations to test for lead-based paint prior to issuance of any demolition permit. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Act regulations.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project plan check prior to issuance of applicable demolition/remodeling permit

Action Indicating Compliance: Plan approval and issuance of applicable demolition/remodeling permit

Mitigation Measure E-1: If excavation or grading occurs in areas identified in Figure IV.E-1, provided as Attachment 1 of this MMP (areas with potential for residual contamination in subsurface), then construction contracts shall include a provision that in the event that potential contamination is encountered during excavation or grading, work in the area of potential contamination shall be temporarily halted and the contamination evaluated by a qualified environmental professional using appropriate collection and sampling techniques as determined by the environmental professional based on the nature of the contamination. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as South Coast Air Quality Management District Rule 1166.

If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) during excavation and grading activities, excavation and grading within the area of the observed contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented by a qualified environmental professional, as described above.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction, if excavation or grading occurs in areas identified in Figure IV.E-1, provided as Attachment 1 of this MMP

Monitoring Frequency: Once at Project plan check prior to issuance of grading permit; field inspection during construction, if excavation or grading occurs in areas identified in Figure IV.E-1, provided as Attachment 1 of this MMP

Action Indicating Compliance: Plan approval and issuance of applicable grading permit; field inspection sign-off, if excavation or grading occurs in areas identified in Figure IV.E-1, provided as Attachment 1 of this MMP

Mitigation Measure E-2: Prior to issuance of grading or building permits for construction in the area of the abandoned oil well that may exist in the northeast corner of the Main Lot, the Applicant shall comply with applicable regulations for California State Division of Oil, Gas and Geothermal Resources site plan review. If any oil wells are encountered during excavation and construction, the Applicant shall comply with all applicable requirements of California State Division of Oil, Gas and Geothermal Resources for the investigation and/or re-abandonment of the well.

Enforcement Agency: City of Los Angeles Department of Building and Safety; California State Division of Oil, Gas and Geothermal Resources; City of Los Angeles Fire Department

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable grading or building permit; field inspection sign-off by City of Los Angeles Fire Department

Hydrology and Surface Water Quality

Project Design Feature F.1-1: Prior to the issuance of grading permits, the Applicant shall provide the City with evidence that a Notice of Intent has been filed with the State Water Resources Control Board to comply with the Construction General Permit. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or the Regional Water Resources Control Board, or a letter from either agency stating that the Notice of Intent has been filed.

Enforcement Agency: City of Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board; City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading permit

Action Indicating Compliance: Plan approval and issuance of grading permit

Project Design Feature F.1-2: For all construction activities disturbing greater than 1 acre or more, prior to receiving a grading permit from the City of Los Angeles, the Applicant shall provide proof of a Waste Discharger Identification Number for filing a Notice of Intent for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. For individual construction activities that may occur over time that disturb less than 1 acre, the Applicant shall comply with the applicable City of Los Angeles local requirements.

Enforcement Agency: City of Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board; City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading permit

Action Indicating Compliance: Plan approval and issuance of grading permit

Project Design Feature F.1-3: Prior to issuance of a building permit for a project that triggers the Standard Urban Stormwater Mitigation Plan requirements, the Applicant shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan that shall include Best Management Practices (e.g., infiltration systems, bio-filtration, structural treatment systems) to the City of Los Angeles Department of Public Works or Department of Building and Safety, as applicable.

Enforcement Agency: City of Los Angeles Department of Building and Safety or City of Los Angeles Department of Public Works, as applicable

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at Project plan check

Action Indicating Compliance: Submittal of Standard Urban Stormwater Mitigation Plan and issuance of applicable building permit

Project Design Feature F.1-4: The proposed Project shall include up to three stormwater detention features on-site to reduce the peak flow rate to a level at or below the existing peak flow rate leaving the Project Site and pipe runoff to the City storm drain system (Catchment Area D, G and J). The detention features shall be sized to reduce the peak flow rate from those catchment areas to a level at or below the existing peak flow rates (24.11 cubic feet per second in Catchment Area D, 163.47 cubic feet per second in Catchment Area G, and 11.02 cubic feet per second in Catchment Area J). The potential

location of the proposed detention features is shown on Figure IV.F.1-6, provided as Attachment 2 to this MMP. The proposed detention feature on the western portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 21-inch City storm drain in Melrose Avenue. The proposed detention feature in the south central portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 33-inch City storm drain in Melrose Avenue. The proposed detention feature in the south-eastern portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 42-inch City storm drain in Melrose Avenue. The proposed detention features shall be located underground and shall consist of either a flow-through or flow-by detention system, or an approved facility that would provide an equivalent reduction in peak runoff flow rate. The exact size and location of the detention features shall be determined prior to construction as final building plans and detailed hydrology reports are completed.

Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Public Works

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature F.1-5: The Applicant shall continue to require the control of live animals used in production by an animal wrangler to minimize the potential for animal waste to remain on-site.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of requirement in annual compliance report

Groundwater

Project Design Feature F.2-1: Any discharge of groundwater during construction or operation of the proposed Project shall occur pursuant to, and comply with, the applicable National Pollutant Discharge Elimination System permit or industrial user sewer discharge permit requirements. If contaminated groundwater is found during the management of construction or long-term dewatering, treatment and discharge, as appropriate, shall be conducted in compliance with the applicable regulatory requirements (i.e., the Los Angeles Regional Water Quality Control Board General Permit conditions, or the City's industrial user sewer discharge permit requirements).

Enforcement Agency: City of Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board; City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction; operation

Monitoring Frequency: Field inspections during construction; annually during operation

Action Indicating Compliance: Field inspection sign-off during construction; annual compliance report during operation

Project Design Feature F.2-2: In the event a groundwater monitoring well needs to be removed or relocated during construction, the abandonment of the well shall occur in accordance with the guidelines set forth in the Department of Water Resources, *California Water Well Standards, Part III, Destruction of Monitoring Wells*, and the California Department of Health Services guidelines.

Enforcement Agency: City of Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board

Monitoring Agency: City of Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during construction if well discovered during construction

Action Indicating Compliance: Plan approval and issuance of building permit; copy of well abandonment permit, if required

Noise

Project Design Feature H-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices (consistent with manufactures' standards). All equipment shall be properly maintained.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Project Design Feature H-2: The use of caisson drilling and/or large bulldozers shall occur a minimum of 15 feet from the nearest off-site building.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Project Design Feature H-3: All Project outdoor loading dock and trash/recycling areas shall be located or constructed such that the line of sight between these noise sources and any adjacent noise sensitive land use shall be obstructed to the extent necessary to comply with Los Angeles Municipal Code noise requirements.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature H-4: Non-squeal paving finishes shall be used within the proposed Project's new parking structure(s).

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; field inspection sign-off

Project Design Feature H-5: Special events in the Main Lot that include an outdoor amplified sound system shall implement the following noise management procedures:

- Prior to the special event, Paramount personnel shall test the sound level at the event speaker locations to confirm that the sound levels from the event's amplified sound equipment are consistent with applicable Los Angeles Municipal Code requirements as directed by a qualified acoustical engineer.
- Once the event has commenced, Paramount personnel shall test the sound levels from

the event speakers to confirm that the sound levels from the amplified sound equipment are consistent with applicable Los Angeles Municipal Code requirements.

- Paramount shall provide surrounding residents with a phone number to call during the special event with any concerns regarding the amplified sound levels.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of noise management activities in annual compliance report

Project Design Feature H-6: Project mechanical equipment for new buildings located along the Main Lot northern property line shall be designed not to exceed 45 dBA (in terms of hourly Leq) as measured at the northern property line.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature H-7: If a new above-ground parking structure is constructed within 100 feet of an off-site noise sensitive receptor, the façade facing the receptor shall be designed with noise control features (e.g., acoustical louvers or solid parapet wall) so as to reduce noise to within 10 dBA above ambient.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Mitigation Measure H-1: Prior to the issuance of grading permits for the development of a new building, structure, or infrastructure for the proposed Project, the Applicant or its successor shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction contractors have been required in writing to comply with the City Noise Ordinance, and the contractor or the Applicant or its successor shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Mitigation Plan may include the following:

- a) Use temporary sound barriers between the proposed Project construction area and affected noise-sensitive receptors where feasible and necessary;
- b) Stationary source equipment which is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest feasible distance from off-site noise-sensitive land uses;
- c) To the extent feasible, the staging of high noise-generating activities should take place during mid-day and/or when fewer people are at home or ambient noise levels in the receptor areas are at their highest levels;
- d) To the extent feasible, construction and demolition activities should be scheduled so as to avoid operating several pieces of equipment simultaneously;
- e) Limit engine idling from construction equipment. Specifically, the idling of haul trucks shall be limited to 5 minutes at any given location as established by the South Coast Air Quality Management District;

- f) Provide for the location of construction staging areas to be situated and operated in a manner which will limit direct interference with residential streets surrounding the Project Site;
- g) Provide a hotline to enable the public to call and address construction related issues associated with the construction; and
- h) Project construction shall not use impact pile driving methods.

Enforcement Agency: City of Los Angeles Department of Building and Safety or City of Los Angeles Department of Public Works, as applicable.

Monitoring Agency: City of Los Angeles Department of Building and Safety or City of Los Angeles Department of Public Works, as applicable.

Monitoring Phase: Pre-construction; construction.

Monitoring Frequency: Once at Project plan check prior to issuance of grading permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

Public Services—Police Protection

Project Design Feature J.1-1: During Project construction, the Applicant shall implement security measures including security fencing, lighting, locked entry, and security patrols.

Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-off

Project Design Feature J.1-2: The Applicant shall continue to provide private on site security throughout the Project Site during Project operation.

Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of private on-site security in annual compliance report

Mitigation Measure J.1-1: Prior to the issuance of a building permit for a building that abuts a public street, the Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the building, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once prior to the issuance of applicable building permit

Action Indicating Compliance: Issuance of building permit

Mitigation Measure J.1-2: The Applicant shall submit a diagram of the property to the Los Angeles Police Department West Bureau Commanding Officer on an annual basis unless no new construction has occurred within the previous year. The diagram shall include access routes, and any additional information that might facilitate police response.

Enforcement Agency: Los Angeles Police Department, City of Los Angeles Department of City

Planning**Monitoring Agency:** City of Los Angeles Department of City Planning**Monitoring Phase:** Operation**Monitoring Frequency:** Annually**Action Indicating Compliance:** Documentation of submittal of diagram or statement of no new construction to the Los Angeles Police Department West Bureau Commanding Officer in annual compliance report**Public Services—Fire Protection****Project Design Feature J.2-1:** The Applicant shall submit a plot plan for approval of access and fire hydrants by the Los Angeles Fire Department prior to the issuance of a building permit by the City. The plot plan may include the following design features, as determined by the LAFD:

- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Access for Los Angeles Fire Department apparatus and personnel to and into all structures shall be required.
- The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access would be required.
- All access roads, including fire lanes, shall be maintained in an unobstructed manner, and removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Los Angeles Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- Private roadways for general access use shall have a minimum width of 20 feet.
- Where access for a given development requires accommodation of Los Angeles Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- All structures shall be fully sprinklered.
- Adequate public and private fire hydrants shall be required.
- The Los Angeles Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- Where fire apparatus shall be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Los Angeles Fire Department prior to any building construction.
- No framing shall be allowed until the roadway is installed to the satisfaction of the Los Angeles Fire Department.
- Private streets shall be recorded as Private Streets and Fire Lanes. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.
- All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- Plans showing areas to be posted and/or painted "FIRE LANE NO PARKING" shall be submitted and approved by the Los Angeles Fire Department prior to building permit application sign-off.
- Electric gates approved by the Los Angeles Fire Department shall be tested by the Los Angeles Fire Department prior to the Los Angeles Department of Building and Safety granting a

Certificate of Occupancy.

- Any required Fire Annunciator Panel or Fire Control Room shall be located within 50 feet of the visual line of sight of the main entrance stairwell or to the satisfaction of the Los Angeles Fire Department.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Pre-construction

Monitoring Frequency: Once prior to issuance of applicable building permit

Action Indicating Compliance: Issuance of building permit

Project Design Feature J.2-2: The Applicant shall continue to provide on-site safety and fire prevention equipment for internal use by trained staff.

Enforcement Agency: Los Angeles Fire Department; City of Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of provision of on-site safety and fire prevention equipment in annual compliance report

Project Design Feature J.2-3: The Applicant shall continue to coordinate with and provide advance notice to the Los Angeles Fire Department regarding large special events (i.e., 2,500 attendees or more) taking place on the Project Site.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Operation

Monitoring Frequency: Prior to large special events

Action Indicating Compliance: Documentation of notification(s) to the Los Angeles Fire Department in annual compliance report

Project Design Feature J.2-4: The proposed Project shall comply with the fire flow requirements set forth in Section 57.507.3.1 of the Los Angeles Municipal Code. In doing so, the proposed Project shall provide a minimum fire flow ranging from up to 6,000 to up to 9,000 gallons per minute from six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch, as determined by the Los Angeles Fire Department based on its review of the proposed Project's design plans.

Enforcement Agency: Los Angeles Fire Department; City of Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Mitigation Measure J.2-1: The Applicant shall submit an emergency response plan for approval by the Los Angeles Fire Department on an annual basis unless no new construction has occurred within the previous year. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and the location of the nearest hospitals and fire departments.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Operation

Monitoring Frequency: Annually

Action Indicating Compliance: Documentation of submittal of emergency plan or statement of no new construction to the Los Angeles Fire Department in annual compliance report

Traffic, Access, and Parking

The traffic-related project design features and mitigation measures shall be implemented according to the Transportation Mitigation Phasing Program included in Attachment 3 to this MMP, as it may be modified and approved by the City of Los Angeles Department of Transportation in accordance with these provisions. The Transportation Mitigation Phasing Program may be revised, when appropriate and as determined by the City of Los Angeles Department of Transportation: (1) upon demonstration that mitigation measures for each phase in the revised phasing plan are equivalent or superior to the original project design features and/or mitigation measures; and/or (2) upon demonstration that approval or implementation of project design features or mitigation measures has been delayed by other governmental entities, provided that the Project Applicant or its successor has demonstrated reasonable efforts and due diligence to the satisfaction of the City of Los Angeles Department of Transportation.

Prior to issuance of any Certificate of Occupancy for any project within a phase, on- and off-site traffic project design features and mitigation measures applicable for that project shall be completed or suitably guaranteed to the satisfaction of the City of Los Angeles Department of Transportation. Prior to the issuance of the final Certificate of Occupancy for the final project of the final phase, all required improvements, except as modified or revised as allowed above, shall be funded, completed, or resolved to the satisfaction of the City of Los Angeles Department of Transportation.

Project Design Feature K-1: The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to reduce traffic impacts of the proposed Project. The TDM program shall include implementation of several TDM strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;
- Discounted transit passes;
- Mobility hub support;
- Funding for bikeway improvements; and
- Continued provision of on-site personnel at studio entry gates to facilitate traffic flow onto the Project Site.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Construction of the phase indicated in Attachment 3, Transportation Mitigation Phasing Program, of this MMP

Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy

Action Indicating Compliance: Approval of TDM program from Los Angeles Department of Transportation; annual compliance report; issuance of Certificate of Occupancy

Project Design Feature K-2: Construction Traffic Management Plan

The Project Applicant shall prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary and satisfactory to the City. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions for temporary traffic control during all construction activities along public rights-

of-way to improve traffic flow on public roadways (e.g., flaggers);

2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
3. Construction-related vehicles shall not park on surrounding public streets;
4. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
5. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
6. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study;
7. Obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any grading permit for the proposed Project; and
8. Obtain the required Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

Mitigation Measure K-1: The Project Applicant shall initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Construction of the phase indicated in Attachment 3, Transportation Mitigation Phasing Program, of this MMP

Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy for initiation and initial funding, and annually thereafter for funding for remaining 9 years

Action Indicating Compliance: Documentation of establishment and funding of TMO; issuance of Certificate of Occupancy; annual report

Mitigation Measure K-2: The Project Applicant shall pay LADOT to design and install signal controller upgrades, CCTV cameras, and system loops at the locations set forth below, and shown in Figure IV.K-4, provided as Attachment 4 of this MMP. These improvements would be implemented by Paramount Pictures through payment of a fixed fee to LADOT to fund the cost of these improvements. If LADOT selects the payment option, then Paramount Pictures would be required to pay LADOT's projected cost of installation, and LADOT shall design and construct these improvements.

The TSM improvements shall target the following four travel corridors: (1) Franklin Avenue (between Cahuenga Boulevard and Bronson Avenue); (2) Santa Monica Boulevard (between La Brea Avenue and Vermont Avenue); (3) Melrose Avenue (between La Brea Avenue and Heliotrope Drive); and (4) Gower Street (between Franklin Avenue and Melrose Avenue).

The following are the locations designated for signal controller upgrades, CCTV, and system loops.

Signal Controller Upgrade Locations:

- Vine Street & Franklin Avenue
- Gower Street & Franklin Avenue

- Beachwood Drive & Franklin Avenue
- Bronson Avenue & Franklin Avenue
- Gower Street & Carlos Avenue
- Gower Street & Sunset Boulevard
- Gower Street & Waring Avenue
- Mansfield Avenue & Melrose Avenue
- June Street & Melrose Avenue
- Cahuenga Boulevard & Melrose Avenue
- Larchmont Boulevard & Melrose Avenue
- Gower Street & Melrose Avenue
- Van Ness Avenue & Melrose Avenue
- Wilton Place & Melrose Avenue
- Harvard Boulevard & Melrose Avenue
- Ardmore Avenue & Melrose Avenue
- Normandie Avenue & Melrose Avenue
- Alexandria Avenue/US 101 Northbound Off-ramp & Melrose Avenue
- Heliotrope Drive & Melrose Avenue

Closed Circuit Television Locations:

- Highland Avenue & Santa Monica Boulevard
- Normandie Avenue & Melrose Avenue
- Vine Street/Rossmore Avenue & Melrose Avenue

System Loop Locations (Where necessary at signalized intersections within the following corridors):

- Franklin Avenue between Cahuenga Boulevard and Bronson Avenue
- Santa Monica Boulevard between Orange Drive and Vermont Avenue
- Melrose Avenue between La Brea Avenue and Heliotrope Drive
- Gower Street between Franklin Avenue and Melrose Avenue

Enforcement Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Construction of the phase indicated in Attachment 3, Transportation Mitigation Phasing Program, of this MMP

Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy

Action Indicating Compliance: Written verification of payment of fees to the City of Los Angeles Department of Transportation or implementation of TSM improvements

Mitigation Measure K-3: Intersection #33—Gower Street & Santa Monica Boulevard. Convert the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, two street parking stalls on the east side of Gower Street south of Santa Monica Boulevard would need to be removed. With this improvement, the northbound intersection approach would provide one left-turn lane, one through lane, and one right-turn lane.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Construction of the phase indicated in Attachment 3, Transportation Mitigation Phasing Program, of this MMP

Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

Mitigation Measure K-4: Intersection #34—Gower Street & Melrose Avenue. Convert the existing westbound shared through/right-turn lane into a separate through lane and right-turn lane by dedicating necessary right of way for a right-turn curb cut from the Project Site to the north. With this improvement, the westbound intersection approach would provide two through lanes and one right-turn lane.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Construction of the phase indicated in Attachment 3, Transportation Mitigation Phasing Program, of this MMP

Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

Mitigation Measure K-5: The Applicant or its successors shall fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process set forth in Appendix Q of the Traffic Study prepared for the proposed Project (provided as Attachment 5 of the MMP), in an amount up to \$500,000. Eligible communities shall include the residential neighborhoods within the boundaries listed below:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Construction of the phase indicated in Attachment 3, Transportation Mitigation Phasing Program, of this MMP

Monitoring Frequency: Once prior to issuance of applicable Certificate of Occupancy

Action Indicating Compliance: Written verification of payment to the City of Los Angeles Department of Transportation; issuance of Certificate of Occupancy

Utilities and Service Systems—Water Supply

Project Design Feature L.1-1: New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site.

Enforcement Agency: City of Los Angeles Department of Water and Power

Monitoring Agency: City of Los Angeles Department of Water and Power

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature L.1-2: The proposed Project would implement the following water conservation features:

For proposed outdoor areas of the proposed Project:

- Expanded use of high-efficiency irrigation systems, including weather-based irrigation

controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping. Drip or subsurface irrigation shall be utilized.

- Use of water efficient landscaping, such as proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought tolerant plant materials within the Project Site. At least 25 percent of new landscaping areas shall use drought-tolerant plants.

- Use of landscaped contouring in areas other than production areas and visitor entry points.

- Provide education on water conservation to employees.

For proposed indoor areas of the proposed Project:

- High-efficiency toilets with flush volume of 1.0 gallon of water per flush.

- High-efficiency urinals that use 0.125 gallon per flush or less.

- Indoor faucets that use 1.5 gallons per minute or less.

- Pre-rinse spray valves that use 1.6 gallons per minute or less.

- All installed dishwashers shall be ENERGY STAR rated.

- Shower stalls shall have no more than one showerhead per stall.

- High-efficiency clothes washers with a water savings factor of 7.5 or less.

- Tankless and on-demand water heaters.

- Domestic water heating system.

- Standardized bottleless water filters for drinking water.

- Cooling tower conductivity controllers or cooling tower pH conductivity controllers.

Cooling towers shall operate at a minimum of 5.5 cycles of concentration.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Utilities and Service Systems—Wastewater

Project Design Feature L.2-1: Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows.

Enforcement Agency: City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once prior to issuance of Certificate of Occupancy

Action(s) Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature L.2-2: New Project sanitary sewers that may be necessary shall be designed and constructed to conform to the applicable Bureau of Sanitation and California Plumbing Code standards.

Enforcement Agency: City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once prior to issuance of construction permits for sewers; once prior to issuance of Certificate of Occupancy

Action(s) Indicating Compliance: Plan approval and issuance of applicable building permit for sewers; issuance of Certificate of Occupancy

Project Design Feature L.2-3: If it is determined, as part of the evaluation performed pursuant to Project Design Feature L.2-1, that existing on-site laterals cannot be utilized for future service for new Project development, the Applicant shall be responsible for the construction of all new service connections to off site City sanitary sewers. New Project service connections and laterals shall be designed and constructed in accordance with Bureau of Sanitation and California Plumbing Code standards.

Enforcement Agency: City of Los Angeles Department of Public Works

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once prior to issuance of Certificate of Occupancy

Action(s) Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Utilities and Service Systems—Solid Waste

Project Design Feature L.3-1: During new construction, a minimum of 50 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings shall be recycled and/or salvaged for reuse in compliance with the requirements of City of Los Angeles Department of Building and Safety.

Enforcement Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works, Bureau of Sanitation

Monitoring Agency: City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works, Bureau of Sanitation

Monitoring Phase: Construction

Monitoring Frequency: Annually during construction

Action Indicating Compliance: Documentation of recycling percentage in annual compliance report

Project Design Feature L.3-2: During operations, the proposed Project shall have a solid waste diversion target of 70 percent based on current available recycling practices, including off-site sorting of waste by third party vendors, permitted by the Los Angeles Municipal Code.

Enforcement Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Public Works Bureau of Sanitation

Monitoring Agency: City of Los Angeles Department of Public Works, Bureau of Sanitation

Monitoring Phase: Operation

Monitoring Frequency: Annually during operation

Action Indicating Compliance: Documentation of solid waste diversion in annual compliance report

Utilities and Service Systems—Energy

Project Design Feature L.4-1: The Applicant shall incorporate the following measures into the design of new buildings for the proposed Project:

- Efficient lighting and lighting control systems;
- Light-colored or "cool" roofs;

- Energy-efficient heating and cooling systems, appliances (e.g., Energy Star) and equipment and control systems;
- Light-emitting diodes (LEDs) for on-site street lighting; and
- Education regarding energy efficiency, water conservation, waste diversion, and recycling services to the Applicant's employees.

Enforcement Agency: City of Los Angeles Department of Water and Power

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; once prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

22. Construction Mitigation Conditions - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

- CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**
- Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.
 - Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.
 - If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres or portion thereof. Each sign must be posted in a prominent location.
- CM-2. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- CM-3. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- CM-4. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- CM-5. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- CM-6. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

- CM-7. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - CM-8. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
 - CM-9. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
 - CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
 - CM-11. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
 - CM-12. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
 - CM-13. Stockpiles, excavated soil, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
 - CM-14. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
 - CM-15. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
 - CM-16. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
 - CM-17. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
 - CM-18. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
 - CM-19. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop clothes to catch drips and spills.
 - CM-20. Trucks having no current activity shall not idle but be turned off.
23. That prior to the issuance of the building permit or the recordation of the final map, a copy of the decision for CPC case CPC-2011-2459-GPA-ZC-SP-SN-CA shall be submitted to the satisfaction of the Advisory Agency. The timing of the development of the lots shall be in accordance with the timeframe established in Development Agreement CPC-2011-2462-DA. In the event that CPC-

2011-2459-GPA-ZC-SP-SN-CA and/or CPC-2011-2462-DA are not approved, the subdivider shall submit a tract modification.

24. That the subdivider shall record and execute a Covenant and Agreement to comply with the **Paramount Pictures Specific Plan** prior to the issuance of a building permit, grading permit and the recordation of the final tract map.
25. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to submit the proposed haul route to the Los Angeles Department of Transportation and comply with any haul route conditions thereby required.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.
- (h) That each lot in the tract comply with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
- (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

- (k) That no public street grade exceeds 15%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
 - (b) Construct any necessary drainage facilities.
 - (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
 - a. Construct nine (9) new lights on Gower Street.
 - b. Construct eighteen (18) new lights on Melrose Avenue.
 - c. Construct eight (8) new lights on Van Ness Avenue.
 - d. No street lighting improvements if no street widening per Bureau of Engineering improvement conditions.
 - e. Any necessary removal and reconstruction of existing improvements.

Notes:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering condition S-3 (i), requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division ((213) 847-3077) upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - 1. Improve Bronson Avenue and Irving Boulevard being dedicated and adjoining the subdivision by the construction of the following:
 - a. Concrete curbs, concrete gutters, and 5-foot concrete sidewalks and landscaping of the parkways.
 - b. Suitable surfacing to join the existing pavements and to complete the 20-foot half roadways.
 - c. Any necessary removal and reconstruction of existing improvements.
 - d. The necessary transitions to join the existing improvement.
 - 2. Improve the alley intersections being merged with Irving Boulevard and Bronson Avenue by construction of concrete curbs, concrete gutters, and 5-foot concrete sidewalks, including any necessary removal and reconstruction of existing improvements.
 - 3. That any existing sanitary sewer not in use be abandoned satisfactory to the Central Engineering District.

NOTES:

The Advisory Agency approval is the maximum amount of improvements permitted under the tract action. However the existing or proposed zoning may not permit this development. The approval of this Tentative Tract Map does not constitute approval of any variations from the Los Angeles Municipal Code (LAMC), unless approved specifically for this Project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility

lines in conformance with Section 17.05-N of the LAMC.

The final map must be recorded within a timeframe consistent with that established in Development Agreement CPC-2011-2462-DA. If the Development Agreement is not approved, the subdivider shall submit a tract modification.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

INTRODUCTION

Paramount Pictures Corporation, the "Applicant," proposes the Paramount Pictures Master Plan Project which sets forth the framework to guide the development of the approximately 62-acre Paramount Studios site located within the Hollywood Community of the City of Los Angeles (the "Project Site").¹ The Project Site is comprised of the main studio property of approximately 56 acres (the "Main Lot") and six surrounding properties of approximately 6 acres (the "Ancillary Lots"). The Main Lot is generally bounded by Van Ness Avenue to the east, Melrose Avenue to the south, Gower Street to the west, and a cemetery to the north. The Ancillary Lots and their locations are as follows: the "Gregory Lot" located on the west side of Gower Street at Gregory Avenue; the "Waring Lot" located on the west side of Gower Street at Waring Avenue; the "Camerford Lot" located on the west side of Gower Street at Camerford Avenue; the "Windsor Lot" located on the south side of Melrose Avenue at Windsor Boulevard; the "South Bronson Lot" located on the south side of Melrose Avenue at Bronson Avenue; and the "Lemon Grove Lot" located on the east side of Van Ness Avenue, north of Lemon Grove Avenue.

The Paramount Pictures Master Plan Project (the "proposed Project") involves the redevelopment of portions of the Project Site with new studio-related uses, circulation improvements, parking facilities, and pedestrian-oriented landscaped areas. These improvements would be implemented through the proposed Paramount Pictures Specific Plan (the "proposed Specific Plan"), which would guide development within the Project Site through the year 2038. The proposed Specific Plan would allow for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses, and the removal of up to approximately 536,600 square feet of existing stage, production office, support, office, and retail uses, for a net increase of up to approximately 1,385,700 square feet of floor area within the Project Site upon completion of the proposed Project.

ENVIRONMENTAL DOCUMENTATION BACKGROUND

The project proposal was reviewed by the Los Angeles Department of City Planning (serving as lead agency) in accordance with the requirements of the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 *et seq.*; 14 Cal. Code Regs. § 15000 *et seq.*). An initial study was prepared for the project in October 2011 and is attached to the Draft EIR in Appendix A. In compliance with CEQA Section 21080.4, a Notice of Preparation ("NOP") was prepared by the City of Los Angeles Department of City Planning and distributed to the State Clearinghouse, Office of Planning and Research,

¹ The majority of the Project Site is located within the Hollywood Community Plan Area, while the Ancillary Lots south of Melrose Avenue are located within the Wilshire Community Plan Area.

responsible agencies and other interested parties. The NOP identified specific areas where the proposed project could have adverse environmental effects and determined that an EIR would need to be prepared to document these effects. The Department of City Planning issued the NOP on October 13, 2011. A public scoping meeting was held on October 27, 2011, at the First Presbyterian Church of Hollywood, 6054 Yucca Street, Hollywood, California, 90028, to receive community input on the proposed project and the scope of the EIR. Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through the NOP process. Refer to Appendix A of the Draft EIR for a copy of the NOP and written comments submitted to the Department of City Planning in response to the NOP and scoping meeting.

The Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for public review and comment for a 45-day review period commencing on September 10, 2015 and ending October 26, 2015. Pursuant to Section 15088 of the CEQA Guidelines, the City of Los Angeles, as lead agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The Department of City Planning prepared a Final EIR for the project, which was completed on April 14, 2016, and is hereby incorporated by reference in full. The Final EIR was made available for review on the City's website [<http://planning.lacity.org/eir/Paramount/FEIR/index.html>]. The Final EIR was also made available at libraries and the Department of City Planning. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the proposed Project. The Final EIR addresses the environmental effects associated with implementation of the proposed Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site as well as individuals who attended the scoping meeting and provided comments during the NOP and Draft EIR comment periods.

RECORD OF PROCEEDINGS

The City of Los Angeles Department of City Planning Deputy Advisory Agency and Hearing Officer conducted a duly noticed concurrent public hearing on May 16, 2016 to receive public testimony on the proposed entitlements and environmental documents. The Deputy Advisory Agency issued its letter of determination on June 7, 2016, approving Tentative Tract 71751 for the merger and phased resubdivision of the Main Lot and one Ancillary Lot to ten ground lots (8 lots on the Main Lot and 2 lots on the Ancillary Lot), certifying the EIR and adopting the Mitigation Monitoring Program (MMP), these findings, and a Statement of Overriding Considerations. The remaining entitlements, including a General Plan Amendment, zone change, Specific Plan, sign district, and Code amendment, as well as a finding that the previous action of the Advisory Agency resulting in the certification of the EIR, adoption of the Mitigation Monitoring Program (MMP), these findings, and a Statement of Overriding Considerations, is appropriate, will be considered before the City Planning Commission on July 14, 2016. The recommendation of the City Planning Commission will be subsequently presented to the City Council for action.

The documents and other materials that constitute the record of proceedings on which the City of Los Angeles' CEQA findings are based are located at the Department of City Planning, 6262 Van Nuys Boulevard, Room 351, Van Nuys, California 91401. This information is provided in compliance with CEQA Section 21081.6(a)(2).

FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts. The possible findings are:

“Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (State CEQA Guidelines, § 15091, subd. (a)(1))

“Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” (State CEQA Guidelines, § 15091, subd. (a)(2))

“Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (State CEQA Guidelines, § 15091, subd. (a)(3))

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the proposed Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant,” these findings nevertheless fully account for all such effects identified in the Final EIR. For each of the significant impacts associated with the proposed Project, either before or after mitigation, the following sections are provided:

- a) Description of Significant Effects - A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact.
- b) Project Design Features – Identified project design features or actions that are included as part of the proposed Project and set forth in the Mitigation Monitoring Program.
- c) Mitigation Measures - Identified mitigation measures or actions that are required as part of the proposed Project and set forth in the Mitigation Monitoring Program.
- d) Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.
- e) Rationale for Finding - A summary of the reasons for the finding(s).

DESCRIPTION OF THE PROPOSED PROJECT

PROJECT DESCRIPTION

The proposed Project consists of a Tract Map, General Plan Amendment, Zone Change, and adoption of the proposed Specific Plan (including a Historic Resources Preservation Plan) to guide development within the Project Site through the year 2038, as well as a related Code Amendment; a Sign Supplemental Use District; Development Agreement; demolition, grading, excavation, and building permits; and any additional actions as may be deemed necessary or desirable. Under the proposed

Specific Plan, portions of the Project Site would be redeveloped with new studio-related uses, circulation improvements, parking facilities, and pedestrian-oriented landscaped areas.

The proposed Specific Plan would establish development guidelines and standards that would be used to regulate basic planning and development concepts for future development within the Project Site. These development guidelines and standards would provide a measure against which specific future development proposals can be evaluated. As such, the proposed Specific Plan would create a regulatory framework that accounts for the unique needs of the Project Site and the surrounding community and allows flexibility for adapting to future changes that could occur in the entertainment industry. The primary development regulations set forth in the proposed Specific Plan would address land use, historic preservation, design, alcohol sales, child care facilities, and parking, as well as associated implementation procedures.

The proposed Specific Plan would allow for the construction of up to approximately 1,922,300 square feet of new stage, production office, support, office, and retail uses. With the proposed removal of approximately 536,600 square feet of stage, production office, support, office, and retail uses, this would result in a net increase of approximately 1,385,700 square feet of floor area within the Project Site upon completion of the proposed Project, with adjustments permitted, subject to the Land Use Exchange provisions of the proposed Specific Plan. The Conceptual Site Plan is an illustration of how development within the Project Site may occur in conformance with the proposed Specific Plan. It should be noted, however, that actual development would be governed by the requirements of the proposed Specific Plan and not the Conceptual Site Plan. That is, the Conceptual Site Plan represents just one possible development scenario.

As part of ongoing operations at the Project Site, additions and changes to the Project Site occur on a continuous basis, including interior and exterior improvements. During the review process for the proposed Project, it is anticipated that approximately 50,000 square feet of new floor area consisting of new office, stage, production office, and/or support uses would be constructed as part of ongoing business activities. These additional facilities are referred to as "interim projects" and were considered in the Project Impacts section for each of the environmental issue analyses in the EIR.

PROJECT OBJECTIVES

The proposed Project's specific objectives are as follows:

- Substantially enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television and entertainment industry;

- Modernize and upgrade the facilities at the Project Site to meet the increased competition for movie, television, and entertainment production and post-production facilities from other worldwide locations, including competition from other studios in the Los Angeles region;

- Provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site to meet the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances;

- Establish a clear and consistent set of guidelines to provide a level of certainty for future development of the Project Site to meet the anticipated future demand of the movie, television, and entertainment industry and to remain competitive;

Maximize opportunities for the local and regional economy by creating construction jobs and a wide range of jobs serving the movie, television and entertainment industry;

Improve the identity of the Project Site as a movie, television and entertainment industry area and enhance the visual appearance of the Project Site by providing architecturally distinct development and a creative signage program reflective of the movie, television and entertainment uses while preserving the historic character of the Project Site;

Provide a campus environment and incorporate and integrate a mix of uses that maximizes synergies and efficiencies between people, uses and buildings within the Project Site;

Establish clear guidelines for the preservation of the historic character of the Project Site while allowing for the development of state-of-the-art facilities for the movie, television and entertainment industry;

Provide producers, writers, actors, and other creative personnel, and related administrative personnel, with offices, work spaces, and general offices to meet the demand for the movie, television, and entertainment industry and to remain competitive with other production facilities in the region and worldwide;

Provide new production support facilities for storage and on-lot distribution of lighting, props, and other equipment, and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities;

Provide for increased production "base camps" directly adjacent to production offices and filming facilities and areas on the Project Site to allow for the flexible and efficient staging of trucks and trailers needed for talent, lighting, grip, costume, and other production services; and

Provide new parking on the Project Site that is sufficient and conveniently located, and enhance and improve internal circulation throughout the Project Site, including truck circulation within the Main Lot, to enhance efficiency and safety.

ENVIRONMENTAL IMPACTS FOUND IN THE INITIAL STUDY NOT TO BE SIGNIFICANT

The City of Los Angeles Department of City Planning prepared an Initial Study dated October 13, 2011, which determined that the proposed Project would not have the potential to cause significant impacts in the following areas: agricultural and forest resources; biological resources; and mineral resources. Therefore, these issue areas were not examined in detail in the EIR. The rationale for the conclusion that no significant impact would occur in each of these issue areas is summarized below, and based on that rationale, and other evidence in the administrative record relating to the proposed Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed.

Agricultural and Forest Resources

– The Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. No agricultural or other related activities currently occur on the Project Site or

within the Project vicinity. In addition, no agricultural zoning, forest land or timberland zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. As such, no impacts to agricultural and forest resources would occur and no mitigation measures are required.

Biological Resources

– The Project Site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, and limited landscaping. Given the urbanized nature of the Project area and the fact that the Project Site has already been disturbed, the likelihood of the presence of any endangered and/or threatened species is remote. Furthermore, no candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) are known to be present or have been identified on-site. No riparian habitat or sensitive natural communities are located on-site, nor have they been identified in City or regional plans, policies, or regulations of the CDFW or USFWS as being within the Project Site. In addition, there are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act, that exist on or in the vicinity of the Project Site. There are also no native resident, migratory fish, or wildlife species or established native resident or migratory wildlife corridors on-site or within the Project vicinity, nor would the Project impede any use of native wildlife nursery sites. Only wildlife commonly found in developed, urban areas are expected to be found within the Project Site. Finally, the Project Site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project Site includes approximately 800 trees, some of which may be removed for implementation of the Project, in addition to approximately 400 ficus trees maintained as a screen along the eastern and southern perimeter of the Main Lot in association with the security fencing. However, there are no protected trees as defined by the City of Los Angeles Protected Tree Ordinance (Ordinance No. 177404) located on the Project Site. The Project Site is not subject to any other local policies or ordinances protecting biological resources. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Based on the above, no impacts to biological resources would occur, and no mitigation measures are required.

Mineral Resources

– No mineral extraction operations currently occur on the Project Site. The Project Site is located within a highly urbanized area of the City of Los Angeles and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey. The Project Site is not located within a City-designated oil field or oil drilling area. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts to mineral resources would occur and no mitigation measures are required.

ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION

– The Los Angeles Department of City Planning prepared an Initial Study for the Project in which it required analysis of the following environmental impact areas in an EIR: Aesthetics (including views, light/glare, and shading); Air Quality (including greenhouse gas emissions); Cultural Resources (including historic resources, and archaeological and paleontological resources); Geology and Soils;

Hazards and Hazardous Materials; Hydrology and Surface Water Quality (including groundwater); Land Use and Planning; Noise; Employment, Housing and Population; Public Services (including police protection, fire protection, schools, parks and recreation, and libraries); Traffic, Access, and Parking; and Utilities and Service Systems (including water supply, wastewater, solid waste, and energy). The following impact areas were determined to be less than significant prior to mitigation, and based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

Aesthetics/Visual Quality and Views

Aesthetics/Visual Quality

Construction

– Overall, while Project construction activities would affect the visual character of the area on a short-term basis, they would not substantially alter or degrade the existing visual character of the Project Site or introduce permanent elements that would substantially detract from the visual character of the surrounding area for the following reasons: (1) views of construction activities would be limited in duration and location; (2) the site appearance would be typical of construction sites in urban areas; (3) construction would occur within an urban setting with a high level of human activity and development; and (4) impacts would be reduced through standard best management practices implemented during the construction period, including the use of construction fencing to screen much of the construction activity from view at street level. Therefore, visual quality impacts associated with construction would be less than significant.

Operations

– Implementation of the proposed Project would result in the removal of some existing buildings, structures, paving, and landscaping and would involve the development of new buildings, structures, paving, and landscaping consistent with the proposed Specific Plan, including the Historic Resources Preservation Plan. The proposed Project would create an integrated site with a mix of entertainment-related uses, similar to and building upon those that currently exist on-site as well as in the surrounding area. Buildout of the proposed Project would increase the height, density, and mass of on-site structures as compared to existing conditions, but would incorporate variations in building planes to reduce the effect of massing and provide a pedestrian scale adjacent to the public streets.

– The areas surrounding the Project Site include clusters of industrial development housing entertainment-related uses, such as pre- and post-production facilities, similar to those located on-site, and other commercial uses. The broader Hollywood area encompasses a variety of neighborhoods, including intensely developed commercial areas, mixed-use centers with high tourist traffic and active nightlife, a theater district, and areas with high-rise development, all of which are interspersed with single-family and multi-family residential neighborhoods. In particular, commercial and residential towers punctuate the skyline along many streets in Hollywood, such as Rossmore Avenue to the southwest of the Project Site and Sunset Boulevard, Hollywood Boulevard, and Vine Street to the north. Overall, the proposed Project building heights would be similar to and/or compatible with those both on-site and in the surrounding area. The majority of the building heights across the Project Site would be substantially similar to other buildings in the Project vicinity, such as the four-story Raleigh Studios, and other existing

mid-rise structures that would remain on-site. The proposed Project would also increase the density of development on the Project Site. The Project Site currently exhibits some contrast with the surrounding area in terms of building heights and density. Existing buildings, security walls, and gates currently extend along the Main Lot's property lines. The increase in density that would occur under the proposed Project, particularly along the Melrose Avenue frontage, would not be out of character for the Project Site or its relationship to the surrounding area. Overall, the proposed Project's density would be compatible with the existing developed nature of the Project Site and surrounding area. Much of the new construction within the Main Lot would be concentrated in the southern half of the Main Lot, increasing the intensity of development along the Melrose Avenue frontage. New buildings in a variety of building heights would replace surface parking lots, creating visual interest and strengthening the Studio's identity along this major arterial street. Overall, the proposed development along Melrose Avenue would be compatible with the surrounding environment, where Melrose Avenue serves as a major commercial arterial and where the Main Lot's Melrose frontage serves as the primary visual and physical gateway to the Project Site.

- At the Ancillary Lots, the proposed Project would infill what are primarily surface parking lots with uses that are compatible with the character of the area. Overall, the development proposed on the Ancillary Lots would be compatible with surrounding development in terms of building height, density, and overall design and would provide a more consistent commercial streetscape along Melrose Avenue.

- Under the proposed Project, it is anticipated that the primary building materials would continue to include stone, stucco, and glass, thus tying into the existing building context, campus color, and material palette. Further, implementation of the Historic Resources Preservation Plan would promote architectural compatibility between new construction and existing development on the Main Lot. Although precise building designs have not been prepared yet, through compliance with the Preservation Plan, new development would reference the architectural features of the existing buildings in order to further promote the visual identity of the Project Site. Landscape improvements would also be used as unifying visual elements. Additionally, visual screening would be implemented for uses such as loading docks, trash/recycling areas, rooftop equipment, and outdoor storage areas visible from public pedestrian locations within 500 feet of the perimeter of the Project Site so as not to detract from the visual character of the Project Site.

- Project signage would be coordinated and regulated by the proposed signage regulations. Similar to existing conditions, additional signage would be located within the site interior, the majority of which would not be visible from off-site. Where signage would be visible from off-site areas, consideration is given to the placement of specific types of signs within the context of the surrounding environment. The illumination of signs, including digital display signage, projected images, scrolling digital displays, and supergraphics, would be regulated to limit brightness. Accordingly, no substantial impact related to visual contrast would occur as a result of Project signage.

- Project outdoor security and architectural lighting would provide security and aesthetic enhancements while also being sensitive to nearby properties. Limitations on illumination levels would preclude overly bright lighting that could disrupt the visual quality of the Project area. Project lighting would comply with Los Angeles Municipal Code (LAMC) requirements as well as relevant City regulations with respect to new lighting within the public right-of-way.

– Some contributors to the potential historic districts within the Main Lot that are visible from limited areas off-site may be removed as part of the proposed Project. However, compliance with the Preservation Plan, along with Mitigation Measures C-1 through C-6 set forth in the MMP (which are specific to historic impacts), would ensure that Project development activities, including demolition, construction, rehabilitation, and preservation activities, do not diminish the historic integrity of the potential historic districts on the Project Site. Overall, the visual character of the Main Lot as viewed from off-site would continue to be predominantly defined by the perimeter wall formed by buildings on Gower Street and a portion of Melrose Avenue, with related entertainment signage at the corner; the KCAL Building; a fence covered by a thick hedge and landscaping along portions of Melrose Avenue; the arched entry gate at the Melrose Gate; and the landscaping and security wall along Van Ness Avenue that permits intermittent views of contributor buildings within the eastern portion of the Main Lot. Therefore, the proposed Project would not result in the removal or alteration of a substantial amount or proportion of existing features that contribute to the valued visual character or image of the Project Site.

– Moreover, the proposed Project would not cause any of the following: substantial degradation of the existing visual character or quality of the Project Site or the surrounding vicinity; removal or development of a substantial amount of existing open space; a substantial degree of contrast between proposed features and existing features that represent the Project Site's aesthetic image; or the development of buildings that detract from the existing style or image of the Project Site or surrounding area due to density, height, bulk, setbacks, signage, or other physical elements. As such, the proposed Project would not substantially alter, degrade, or eliminate the existing visual character of the Project Site or surrounding area, including valued existing features or resources, or introduce elements that substantially detract from the visual character. Impacts related to aesthetics/visual quality would be less than significant.

– Further, it is noted that in 2013, the State of California enacted Senate Bill 743 (SB 743). Among other things, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within 0.5 mile of an existing or planned major transit stop, which Public Resources Code Section 21064.3 defines as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Pursuant to SB 743 and Public Resources Code 21099, an employment center project is a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. Public Resources Code Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The Project proposes a zone change to Specific Plan that would include commercial uses, and the total Project development would result in a Project Site-wide FAR of approximately 1.2:1. The Project Site is an infill site within an area identified by the City as a transit priority area as defined in Public Resources Code Section 21099. As such, under SB 743, the Project's aesthetic and parking impacts would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Nonetheless, the environmental analysis considered the potential impacts of the Project on aesthetics and parking.

Views

– None of the roadways within the immediate Project vicinity are designated as scenic highways. Valued visual resources identified on-site include: the water tower and the original Bronson Gate; the Melrose Gate; the perimeter wall formed by office buildings and sound stages fronting Gower Street and Melrose Avenue, which are considered historic contributors; the KCAL Building; limited portions of other contributors to the potential Paramount Pictures Historic District visible from off-site (e.g., the Bluhdorn Building and the Set Lighting and Grip Building); and the northern façades of some of the industrial buildings and sound stages along the northern property boundary. Valued visual resources in the surrounding area that are visible from the Project Site vicinity include the Hollywood Hills and the Hollywood Sign.

– Most views of and across the Project Site would experience little if any change as a result of Project implementation. The majority of the Project Site is not visible from vantage points greater than one to two blocks away from the Project Site. While Project development would be visible from off-site locations within one or two blocks of the Project Site, view impacts would typically occur at limited vantage points, as opposed to along extensive roadway segments or from entire large geographic areas. Similarly, while individual on-site visual resources may be obstructed, the proposed Project would not result in the obstruction of a substantial amount or proportion of existing features that contribute to the valued view of the Project Site. Moreover, Project development may open up new opportunities for views of existing valued visual resources and would enhance certain views, such as views of the Bronson Gate from the Main Lot entrance at Melrose Avenue and Bronson Avenue. In addition, the proposed Project would not affect views from a designated scenic highway, corridor, or parkway. It is also specifically noted that based on the proposed Project's characteristics, particularly building heights, and an evaluation of simulated composite photographs showing existing and future conditions based on the Conceptual Site Plan at representative locations, as viewed from a range of distances and variety of directions relative to the Project Site, Project development would not affect views of the Hollywood Hills or the Hollywood Sign to the north on an overall basis. As such, on an overall basis, the proposed Project would not obstruct an existing valued view, and view impacts would be less than significant. In addition, as discussed above, it is noted that the Project's aesthetic impacts, including views, would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

Project Design Features

– The proposed Specific Plan included in Appendix B of the Draft EIR includes regulations related to screening and rooftop parking lighting and screening that would reduce impacts related to aesthetics/visual quality and views (see Section 5 of the Specific Plan):

- **Screening.** New buildings that have rooftop equipment or outdoor storage that is visible from public pedestrian locations within 500 feet of the perimeter of the Project Site shall screen such rooftop equipment and outdoor storage areas to minimize its view from public pedestrian locations. Screening devices may include vegetated walls, fences, trellises, graphic treatments, other structures, or other measures approved by the Director of Planning.
- **Rooftop Parking Lighting.** New parking structures that have rooftop parking shall shield the light sources on the rooftop level so as to direct the lighting on-site.

- **Rooftop Parking Screening.** The rooftop parking level of new parking structures shall include a parapet wall of at least 3.5 feet.

— Further, the following additional project design features are included in the MMP with regard to aesthetics/visual quality and views:

Project Design Feature A.1-1: Where Project construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed along the periphery of the development sites to screen construction activity from view at the street level from off-site.

Project Design Feature A.1-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Project Design Feature A.1-3: New on-site utilities that may be required to serve the proposed Project shall be installed underground.

Cumulative Impacts

Aesthetics/Visual Quality

— Few of the related projects are located sufficiently close to the Project Site to enter the same field of view as the proposed Project. Regardless, future developments generally would be subject to applicable LAMC requirements, such as height limits and density and setback requirements, and many would be subject to review by the City to ensure consistency with adopted guidelines and standards that relate to aesthetics and visual quality. Therefore, it is not anticipated that future development inclusive of the proposed Project, interim projects, and related development would substantially alter, degrade, or eliminate the existing visual character of the Project area, including valued existing features or resources, or introduce elements that substantially detract from the visual character of the area. Cumulative impacts would be less than significant.

Views

— In general, related projects have the potential to block views from local streets and other public vantages throughout a project area. With respect to the proposed Project, the views most likely to be affected on a cumulative basis are north-facing views of the Hollywood Hills and the Hollywood Sign. However, as previously indicated, the proposed Project would not affect views of the Hollywood Hills or Hollywood Sign, which, due to the densely developed nature of the area, are generally only available when looking north along adjacent north-south roadways, including Gower Street, rather than when looking north across the Project Site. Based on the proposed Project's characteristics, particularly building heights, and an evaluation of simulated composite photographs showing existing and future conditions based on the Conceptual Site Plan at representative locations, as viewed from a range of

distances and variety of directions relative to the Project Site, Project development would not affect views of the Hollywood Hills or the Hollywood sign to the north on an overall basis, and view impacts would be less than significant. Given the limited number and location of the related projects within any field of view that includes the Project Site, view impacts would occur at a distance where such changes are not discernible within the broad urban landscape. As such, cumulative view impacts would be less than significant.

Light and Glare

Construction

— To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction. Construction lighting would be focused on the particular area undergoing work. Construction-related illumination would be used for safety and security purposes only, in compliance with LAMC light intensity requirements. Additionally, as a project design feature, construction lighting would be shielded and/or aimed so that no direct beam illumination would fall outside of the Project Site boundary. Thus, with adherence to existing LAMC regulations and the construction lighting project design feature, light resulting from construction activities would not substantially alter the character of off-site areas surrounding the Project Site, or interfere with the performance of an off-site activity. Therefore, light spill impacts associated with construction would be less than significant.

— As set forth in Project Design Feature A.1-1, where construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing would be placed along the periphery of the development sites to screen construction activity from view at the street level from off-site locations. As such, glare from construction activities would not substantially alter the character of off-site areas surrounding the Project Site, or interfere with the performance of an off-site activity. Therefore, glare impacts associated with construction would be less than significant.

Operation

— The proposed Project would include new lighting for safety, security, architectural features, signage and use of the facilities that would be developed as part of the proposed Project. The potential for light spill to occur with Project development would be reduced by existing LAMC requirements and the project design features. In addition, any new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light spill on adjacent properties. The proposed signage regulations would require the preparation of a signage illumination plan that includes specifications for the illumination of digital display signs, projected image signs, scrolling digital display signs, and supergraphic signs, including maximum luminance levels, and provides for the review of the signs in order to ensure compliance with the regulations set forth in the proposed signage regulations. To further reduce potential light spill impacts, the proposed signage regulations require that light intensity levels for digital display signs, projected image signs, scrolling digital display signs and supergraphic signs be limited to 2 foot-candles as measured at the property line of the nearest residentially zoned property outside the boundaries of the Project Site. As shown in the photometric analysis included with the Draft EIR, the levels of light spill from Project lighting would not exceed 2 foot-candles, and Project operations, including

the proposed signage program, would result in light spill impacts that would be less than significant. Finally, lighting used for outdoor production, special effects and special events would not increase lighting over existing conditions and would therefore not result in a significant impact.

– Daytime glare can result from sunlight reflecting from a shiny surface that would interfere with the performance of on-site activity, such as the operation of a motor vehicle. With the implementation of the project design features, daytime glare attributable to the proposed Project would be controlled. Thus, Project development would not incorporate substantial amounts of highly reflective building materials or signage that would be highly visible to off-site glare-sensitive uses, and would not substantially alter the character of the off-site areas surrounding the Project Site nor interfere with the performance of an off-site activity. As a result, Project daytime glare impacts would be less than significant.

– Nighttime glare can result from buildings, signs, or thematic elements that include reflective materials that are located within highly visible areas. With existing regulations and the proposed project design features, including shielding of rooftop parking lights, building, parking and security lighting levels would not result in a significant glare impact.

– Based on field observations and the proposed signage program, digital display signs, scrolling digital display signs, projected image signs and supergraphic signs have the potential to cause glare impacts. To address potential nighttime glare issues, the proposed signage regulations include limitations on the location, illuminance and luminance levels, and hours of illumination of digital display signs, projected image signs and scrolling digital displays signs, and the location and manner and hours of illumination of supergraphic signs. The Draft EIR evaluated the initially-proposed project design features which would limit Project nighttime lighting with regard to glare to 600 candelas per meter squared (cd/m^2), which is below the significance threshold of 800 cd/m^2 , and would not substantially alter the character of the off-site areas surrounding the Project Site or interfere with the performance of an off-site activity. Therefore, Project impacts with regard to nighttime glare were found to be less than significant. Nevertheless, in response to public comments, the Applicant proposes to further restrict the maximum nighttime brightness level of digital display signs and the scrolling digital display sign, as well as projected image signs, so that such signs would not be permitted to exceed a nighttime brightness level of 300 cd/m^2 . This change in the proposed signage regulations would further reduce the Project's less than significant impacts with regard to artificial light and glare.

Project Design Features

– As previously described, future development under the proposed Project would be subject to the proposed Specific Plan included as Appendix B of the Draft EIR, which includes regulation of rooftop parking lighting that would reduce impacts related to light spill (see Section 5 of the proposed Specific Plan).

- **Rooftop Parking Lighting.** New parking structures that have rooftop parking shall shield the light sources on the rooftop level so as to direct the lighting on-site.

– In addition, the proposed Signage Regulations include the following regulations to reduce impacts from signage lighting and glare:

- **Signage Illumination Plan.** The applicant shall submit a signage illumination plan to the Director of Planning for digital display, projected image, scrolling digital display, and supergraphic signs. The signage illumination plan shall be prepared by a lighting design expert, and those portions of the plan setting forth the wattage draw must be certified and stamped by an electrical engineer certified by the State of California. The plan shall include specifications for all illumination of digital display, projected image, scrolling digital display, and supergraphic signs, including maximum luminance levels, and shall provide for the review of the displays in order to ensure compliance with the regulations set forth in the proposed Signage Regulations, including those listed below.
- **Lighting for Supergraphic Signs.** Lighting for supergraphic signs shall be designed, located, or screened so as to minimize to the greatest reasonable extent possible direct light sources onto any exterior wall of a residential unit and into the window of any commercial building outside the Project Site. The source of the external illumination shall be shielded from public view.
- **Reflective Materials.** Signage shall not use highly reflective materials such as mirrored glass.
- **Signage Glare Levels.** Digital display signs, projected image signs, and scrolling digital display signs shall have a nighttime brightness no greater than 300 candelas per square meter and a daytime brightness of no greater than 7,500 candelas per square meter. The displays shall transition smoothly at a consistent rate from the permitted daytime brightness to the permitted nighttime brightness levels, beginning 45 minutes prior to sunset and concluding 45 minutes after sunset. The brightness of digital display signs and projected image signs shall be measured from ground level at the nearest residential property outside of the boundaries of the Project Site. The measured maximum brightness shall be based on the luminance levels of the white display portion of the sign, and the red, green, and blue outputs shall be turned to full on at the time of testing. A calibrated luminance meter shall be used to measure the luminance intensity of the sign in candela per meter squared (nits) in accordance with the luminance meter manufacture's operation instructions. The luminance measurements should not be taken at oblique angles that exceed 60 degrees off-axis from the face of the sign.
- **Signage Lighting Levels.** Digital displays, projected image signs, scrolling digital displays, and supergraphic signs shall not generate light intensity levels of greater than 2 foot-candles as measured at the property line of the nearest residentially zoned property outside the boundaries of the Project Site. A calibrated illuminance meter shall be used to measure the maximum incident illuminance resultant from the sign in foot-candles in accordance with the illuminance meter manufacture's operation instructions. The meter shall be mounted to a tripod at eye level, and aimed at the sign. A measurement shall be taken with the sign turned on, and again with the sign turned off. The difference of the two measurement shall be considered the resultant illuminance generated by the sign.
 - **Hours of Operation or Illumination of Digital Displays, Projected Image Signs, Scrolling Digital Displays, and Supergraphics.** Digital display and scrolling digital display signs may only operate between the hours of 6:00 A.M. to 2:00 A.M. Projected image signs and supergraphic signs may be illuminated between the hours of one hour before sunset to 2:00 A.M.

– Further, in addition to the requirements of the LAMC, the following additional project design features are included in the MMP with regard to light spill and contrast/glare:

Project Design Feature A.2-1: Light sources associated with proposed Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

Project Design Feature A.2-2: Outdoor security and architectural lighting shall be shielded and/or directed toward the areas to be lit to limit spill-over onto adjacent uses where appropriate.

Project Design Feature A.2-3: Glass used in building façades shall minimize glare in a manner consistent with applicable energy and building code requirements.

Cumulative Impacts

– Development of the proposed Project, interim projects, and other related projects in the area would introduce new or expanded sources of artificial light. However, the additional artificial light sources introduced by these projects would not significantly alter the existing lighting environment that currently exists in the immediate Project area because the related projects include land use types that are typical for the area and are not known to generate excessive or otherwise unusual lighting levels, and because of existing ambient light levels in the vicinity. In addition, each of the related projects would be required to comply with existing regulatory requirements that address artificial light. It is not anticipated that the related projects would result in cumulative light spill impacts due to the types of uses proposed, their distances from the Project Site, and existing ambient light levels in the vicinity. As a result, cumulative light spill impacts would be less than significant.

– With regard to daytime glare, it is anticipated that the related projects within the vicinity of the Project Site would be subject to discretionary review to ensure that building materials to be used would not create significant glare impacts. In addition, the proposed Project's contribution to a daytime glare impact would not be cumulatively considerable, and therefore cumulative daytime glare impacts would be less than significant. Cumulative nighttime glare impacts are also anticipated to be less than significant for the same reasons as those cited above with regard to the proposed Project's less than significant cumulative light spill impacts.

Air Quality (Construction: Toxic Air Contaminants and Odors; Operations: Toxic Air Contaminants, Odors, and Consistency with Air Quality Plans)

Construction

Toxic Air Contaminants

– The greatest potential for TAC emissions during construction would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. The results of the analysis for the construction of the proposed Project yield a maximum incremental increase in offsite individual cancer risk of 6.7 in a million over the duration of construction

and an excess cancer burden of 0.05, where the maximum impact occurs at residential uses south of the Project Site. The chronic hazard index is approximately 0.01 and is less than the South Coast Air Quality Management District (SCAQMD) significance threshold of 1.0. As the proposed Project would not emit carcinogenic or toxic air contaminants that individually or collectively exceed the maximum individual cancer risk of 10 in one million or result in an excess cancer burden of 0.5 or more, Project-related toxic emission impacts from construction activities would be less than significant and no mitigation is required.

Odors

— Compliance with the requirements in Sections 2480 and 2485 in Title 13 of the California Code of Regulations (CCR) and Section 93115 in Title 17 of the CCR would minimize potential diesel odors during construction to a less than significant level. Other potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of VOC from architectural coatings and solvents. As a result of the Applicant's mandatory compliance with applicable SCAQMD rules and regulations, construction activities or materials would not cause a significant impact related to odors.

Operations

Toxic Air Contaminants

— Based on the low incremental increase in the number and long-term (annual average) activity of the on-site toxic air contaminant sources and compliance with applicable California Air Resources Board (CARB) and SCAQMD rules and regulations, potential air toxic containment impacts associated with the proposed Project would be less than significant. Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The proposed Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous toxic air contaminants located on-site would be below thresholds warranting further study under the California Accidental Release Prevention Program. As such, the proposed Project would not release substantial amounts of toxic contaminants, and no significant impact on human health would occur.

Odors

— The proposed Project does not include any uses identified by the SCAQMD as being associated with odors, and ongoing facility operations have not received any notices of violation or notices to comply associated with odors over the last two decades. The proposed Project does include restaurant uses which have the potential to emit odors through cooking and charbroilers. However, the proposed Project would minimize the release of odors from restaurant uses with odor reducing equipment as required by SCAQMD Rule 1138. Garbage collection areas for the proposed Project would be covered and situated away from the property line and sensitive uses where feasible. Good housekeeping practices would be sufficient to prevent objectionable odors. Therefore, potential odor impacts would be less than significant.

Consistency with Air Quality Plans

SCAQMD CEQA Air Quality Handbook Policy Analysis

– The determination of AQMP consistency is primarily concerned with the long-term influence of the proposed Project on air quality in the Air Basin. While development of the proposed Project would result in short-term regional impacts, Project development would not have a significant long-term impact on the region's ability to meet State and federal air quality standards. The proposed Project would comply with SCAQMD Rule 403 and would implement all feasible mitigation measures for control of PM₁₀, PM_{2.5}, and NO_x. Also, the proposed Project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As described in Section IV.B.1, Air Quality of the Draft EIR, the proposed Project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's AQMP.

City of Los Angeles Policies

– The proposed Project is consistent with applicable policies of the City of Los Angeles Air Quality Element. Development of the proposed Project would implement project features that would reduce vehicular trips, reduce vehicle miles traveled, and encourage use of alternative modes of transportation. Overall, the central location of the proposed Project and its proximity to existing transportation infrastructure and mass transit options would result in a reduction of vehicle miles traveled and vehicle trips. As a result, the proposed Project is consistent with the City of Los Angeles Air Quality Element.

Cumulative Impacts

Construction

– Based on the use of standard risk-assessment methodology, construction activities at each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. As such, cumulative toxic emission impacts during construction would be less than significant.

– Based on mandatory compliance with SCAQMD rules, odor impacts from the proposed Project are anticipated to be less than significant individually, as well as cumulatively.

Operations

– With respect to TAC emissions, the related projects (which primarily include retail/commercial, residential, office, and hotel uses) would not represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. In addition, the proposed Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

– Potential odor impacts from related projects are anticipated to be less than significant. The proposed Project would not result in odor impacts, and, thus, would not have a cumulative impact.

Air Quality—Greenhouse Gas Emissions

Construction Impacts

– Construction of the proposed Project is estimated to generate a total of 41,631 metric tonnes of CO₂e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over 30 years (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the proposed Project's operational emissions) in order to determine the proposed Project's annual GHG emissions inventory.

Operational Impacts

– The proposed Project contains numerous project design features that would reduce the proposed Project's GHG emissions profile and would represent improvements versus "business-as-usual" (BAU). The proposed Project would provide a mix of compatible infill and higher density uses to reduce vehicle trips, promote alternatives to individual vehicle travel and promote efficient delivery of services and goods. The proposed Project would also concentrate new employment and retail uses near the Hollywood Freeway and the transportation corridors of Santa Monica Boulevard, Melrose Avenue, and Western Avenue, and in close proximity to public transit opportunities (e.g., light rail and bus routes), thereby minimizing vehicle trips and GHG emissions. Additionally, bicycle amenities such as racks and personal lockers would be expanded at various locations around the Project Site. The proposed Project's GHG emissions reduction of 26 percent compared to the BAU scenario constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals (i.e., 16 percent reduction). Therefore, the proposed Project would not have a significant impact on the environment due to its GHG emissions. In addition, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Project Design Features

– In addition to the water conservation, waste reduction, and Transportation Demand Management (TDM) project design features set forth in the MMP, the following project design feature would further reduce GHG emissions from the proposed Project as would compliance with the regulatory measures described in Section IV.B.1, Air Quality, of the Draft EIR:

Project Design Feature B.2-1: Where Leadership in Energy and Environmental Design (LEED®) standards are applicable, the design of new buildings shall include features so as to be capable of achieving current LEED® Certified status.

Cumulative Impacts

– Although the proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Overall, the proposed Project has incorporated sustainability design features to reduce vehicle miles traveled and to reduce the proposed Project's potential impact with respect to GHG emissions. The proposed Project, by implementing the project design features, results in a net decrease in GHG emissions that represents a substantial reduction from BAU. The

proposed Project's features and GHG reduction measures make the proposed Project consistent with AB 32.

— Given the proposed Project's consistency with State and City of Los Angeles GHG emission reduction goals and objectives, the proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the proposed Project's impacts are concluded to be less than significant and not cumulatively considerable.

Hydrology and Surface Water Quality

Surface Water Hydrology

— Construction activities for the proposed Project would have the potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project Site temporarily more permeable. With preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP), compliance with applicable City grading regulations, and installation of new storm drain facilities, as applicable, construction of the proposed Project would not cause flooding, substantially increase or decrease the amount of surface water in a water body, or result in a permanent, adverse change to the movement of surface water. Therefore, construction of the proposed Project would result in a less than significant impact on surface water hydrology, and no mitigation measures are required.

— Given that the Project Site is currently predominantly impervious, the existing drainage areas and patterns on-site would generally be maintained under the proposed Project. While the development of new buildings would alter drainage areas somewhat, the majority of surface and street flows would remain unchanged. The existing drainage areas and patterns would be minimally impacted by the proposed Project due to the existing predominantly impervious nature of the Project Site. With implementation of Project Design Feature F.1-4, there would be no increase in the peak flow rate leaving the Project Site, and the limited increase in stormwater volumes within specific catchment areas would not create a substantial increase in the amount of stormwater in the City system, particularly since there would be an overall reduction in flow volumes sitewide. The proposed Project would not result in a permanent adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. As such, operation of the proposed Project would result in a less than significant impact on surface water hydrology.

Surface Water Quality

— Construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal materials could contribute to pollutant loading in stormwater runoff. With implementation of the construction-related Best Management Practices (BMPs) and compliance with all applicable regulatory requirements, construction of the proposed Project is not anticipated to create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code or cause a regulatory standard to be violated, as defined in the applicable NPDES stormwater permit or the Basin Plan for the receiving water body. Accordingly, construction of the proposed Project would result in a less than significant impact on surface water quality.

– As is typical of most major urban developments, stormwater runoff from the Project Site has the potential to introduce pollutants into the stormwater system. With respect to dry weather impacts, the existing program of discharging groundwater seepage (dewatering) flows from the catchments would continue following redevelopment of selected areas under the General NPDES Permit No. CAG994004. The proposed Project would implement measures to reduce or eliminate dry weather nuisance flow (e.g., over irrigation, wash water, etc.). Therefore, operation of the proposed Project would result in a less than significant dry weather impact on surface water quality, and no mitigation measures are required. With respect to wet weather impacts, following completion and operation of the proposed Project it is projected that pollutant loads and average concentrations for all constituents would be less than those under baseline conditions with the implementation of structural BMPs sized to address water quality control volume. The proposed Project is not anticipated to create "pollution," "contamination" or "nuisance" as defined in Section 13050 of the California Water Code or cause a regulatory standard to be violated, as defined in the applicable NPDES stormwater permit or the Basin Plan for the receiving water body. Therefore, operation of the proposed Project would result in a less than significant wet weather impact on surface water quality, and no mitigation measures are required.

Project Design Features

Project Design Feature F.1-1: Prior to the issuance of grading permits, the Applicant shall provide the City with evidence that a Notice of Intent has been filed with the State Water Resources Control Board to comply with the Construction General Permit. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or the Regional Water Resources Control Board, or a letter from either agency stating that the Notice of Intent has been filed.

Project Design Feature F.1-2: For all construction activities disturbing greater than 1 acre or more, prior to receiving a grading permit from the City of Los Angeles, the Applicant shall provide proof of a Waste Discharger Identification Number for filing a Notice of Intent for coverage under the Construction General Permit and a certification that a Stormwater Pollution Prevention Plan has been prepared. For individual construction activities that may occur over time that disturb less than 1 acre, the Applicant shall comply with the applicable City of Los Angeles local requirements.

Project Design Feature F.1-3: Prior to issuance of a building permit for a project that triggers the Standard Urban Stormwater Mitigation Plan requirements, the Applicant shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan that shall include Best Management Practices (e.g., infiltration systems, bio-filtration, structural treatment systems) to the City of Los Angeles Department of Public Works or Department of Building and Safety, as applicable.

Project Design Feature F.1-4: The proposed Project shall include up to three stormwater detention features on-site to reduce the peak flow rate to a level at or below the existing peak flow rate leaving the Project Site and pipe runoff to the City storm drain system (Catchment Area D, G and J). The detention features shall be sized to reduce the peak flow rate from those catchment areas to a level at or below the existing peak flow rates (24.11 cubic feet per second in Catchment

Area D, 163.47 cubic feet per second in Catchment Area G, and 11.02 cubic feet per second in Catchment Area J). The potential location of the proposed detention features is shown on Figure IV.F.1-6 of the Draft EIR. The proposed detention feature on the western portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 21-inch City storm drain in Melrose Avenue. The proposed detention feature in the south central portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 33-inch City storm drain in Melrose Avenue. The proposed detention feature in the south-eastern portion of the Main Lot shall be installed when a new private on-site storm drain is connected to the 42-inch City storm drain in Melrose Avenue. The proposed detention features shall be located underground and shall consist of either a flow-through or flow-by detention system, or an approved facility that would provide an equivalent reduction in peak runoff flow rate. The exact size and location of the detention features shall be determined prior to construction as final building plans and detailed hydrology reports are completed.

Project Design Feature F.1-5: The Applicant shall continue to require the control of live animals used in production by an animal wrangler to minimize the potential for animal waste to remain on-site.

Cumulative Impacts

Surface Water Hydrology

— The identified related projects are generally located in a highly urbanized area, and future land use changes or development are not likely to cause substantial changes in regional surface water flows. In accordance with City requirements, each related project, including Related Project No. 61 (located immediately north of the Project Site on the cemetery property), would be required to implement BMPs to manage stormwater in accordance with Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) guidelines, thereby minimizing post-development stormwater flows. Furthermore, the proposed Project would result in an overall reduction in surface water flow volumes sitewide. Therefore, the proposed Project's contribution to cumulative impacts to surface water hydrology would not be cumulatively considerable and, as such, impacts would be less than significant.

Surface Water Quality

— Because the related projects are generally in an already highly urbanized area, future land use changes or development are not likely to cause substantial changes in regional surface water quality. It is anticipated that these related projects and other future development projects would also be subject to SWPPP and SUSMP requirements and implementation of measures to comply with total maximum daily loads. Therefore, with compliance with all applicable laws, rules and regulations, the proposed Project's contribution to cumulative impacts to surface water quality would not be cumulatively considerable and, as such, impacts would be less than significant.

Groundwater

Groundwater Hydrology

– Groundwater under the Project Site is not currently pumped for beneficial uses (e.g., drinking water, industrial, or agricultural supply). In addition, no water supply wells are located at the Project Site that could be impacted by construction, nor would the proposed Project include the construction of water supply wells. During construction, shallow groundwater could be encountered as close to the surface as approximately 8 to 12 feet below ground surface. As the proposed Project would include below-grade parking facilities, construction activities could encounter groundwater within portions of the Project site and dewatering could be required. Potential dewatering inflows are not anticipated to draw water across any substantial distance and, therefore, would not adversely impact the rate or direction of flow of groundwater supply. In addition, due to the distance from the Project Site to the nearest water supply wells and the temporary nature of any groundwater extracted during construction, construction dewatering would not change potable water levels sufficiently to reduce the ability of water utilities to use the groundwater basin for public water supplies or to reduce yields of adjacent wells or well fields (public or private), and related impacts would be less than significant. Therefore, construction of the proposed Project would result in a less than significant impact on groundwater hydrology, and mitigation measures are not required.

– The proposed Project would have no impact on public water supplies, and no reduction in yields of adjacent wells or well fields (public or private) would occur. Project development is not expected to include activities that would require groundwater extraction related to groundwater remediation that could affect groundwater hydrology. Since no water supply wells would be affected and dewatering is not anticipated to adversely impact the rate or direction of flow of regional groundwater (other than localized groundwater flow changes), operation of the proposed Project would result in a less than significant impact on potable water levels. Based on the site-specific land uses and impervious percentage factors applied to the Conceptual Site Plan, the pervious percentage of the Project Site is expected to increase by 1 percent (to approximately 7 percent pervious or 93 percent impervious) as a result of the proposed Project. From a regional groundwater basin perspective, the potential increase in groundwater recharge resulting from this increase in pervious surface would be limited but beneficial and would result in a less than significant impact. Based on the above, operation of the proposed Project would result in a less than significant impact on groundwater hydrology, and mitigation measures are not required.

Groundwater Quality

– The primary concerns relating to groundwater associated with construction of the proposed Project are: (1) the spillage of hazardous materials from temporary construction equipment and operations; and (2) the effects upon groundwater quality resulting from short-term dewatering activities (i.e., movement of existing contamination). The proposed Project would comply with all applicable federal, state and local requirements concerning the handling, storage, and disposal of hazardous waste, that would reduce the potential for the construction of the proposed Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Therefore, impacts would be less than significant. No significant areas of groundwater contamination have been identified beneath the Project Site. Furthermore, the estimated rate of groundwater dewatering during construction would not draw groundwater across any substantial distance. Therefore, impacts related to the rate or direction of movement of existing contaminants, the level of groundwater contamination, and regulatory water quality standards would be less than significant. To the extent construction necessitates the removal or relocation of groundwater monitoring wells, with compliance with the well abandonment guidelines set forth in the *Department of Water Resources, California Water Well Standards, Part III, Destruction of Monitoring Wells*, and the California Department of Health Services

guidelines, the proposed Project would result in a less than significant impact with respect to the abandonment of any on-site wells, if required. Based on the above, construction of the proposed Project would result in a less than significant impact on groundwater quality, and mitigation measures are not required.

– Activities associated with the storage of hazardous materials in underground storage tanks could have a potential impact on groundwater quality during operation of the proposed Project. Compliance with all applicable existing regulations (i.e., the applicable NPDES permit or industrial user sewer discharge permit requirements) at the Project Site and underground storage tank regulatory programs would prevent the proposed Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. Therefore, impacts would be less than significant. Permanent dewatering systems may be required for certain below-ground structures (e.g., subterranean parking). Any dewatering system would be designed and operated in accordance with all applicable regulatory and permit requirements. In addition, no existing significant areas of groundwater contamination have been encountered beneath the Project Site. As such, no significant impact is anticipated to the rate or direction of movement of any existing contaminants beneath the Project Site or the area affected by or the level of groundwater contaminants. Therefore, operational impacts would be less than significant and are not anticipated to violate regulatory water quality standards at an existing production well. Given the estimated rate of groundwater extraction, the distance to the nearest water supply wells, existing groundwater conditions, and compliance with regulatory requirements, dewatering would not adversely affect existing contaminants, expand the area affected by contaminants, result in an increased level of groundwater contamination, or cause regulatory water quality standards at an existing production well to be violated. Therefore, potential impacts associated with dewatering would be less than significant. Based on the above, operation of the proposed Project would result in a less than significant impact on groundwater quality, and mitigation measures are not required.

Project Design Features

Project Design Feature F.2-1: Any discharge of groundwater during construction or operation of the proposed Project shall occur pursuant to, and comply with, the applicable National Pollutant Discharge Elimination System permit or industrial user sewer discharge permit requirements. If contaminated groundwater is found during the management of construction or long-term dewatering, treatment and discharge, as appropriate, shall be conducted in compliance with the applicable regulatory requirements (i.e., the Los Angeles Regional Water Quality Control Board General Permit conditions, or the City's industrial user sewer discharge permit requirements).

Project Design Feature F.2-2: In the event a groundwater monitoring well needs to be removed or relocated during construction, the abandonment of the well shall occur in accordance with the guidelines set forth in the *Department of Water Resources, California Water Well Standards, Part III, Destruction of Monitoring Wells*, and the California Department of Health Services guidelines.

– Also refer to the project design features set forth in the MMP related to the appropriate handling, storage, and disposal of hazardous materials, which would serve to minimize potential impacts to groundwater.

Cumulative Impacts

Groundwater Hydrology

– No water supply wells are located at the Project Site, and the nearest active water well fields are located approximately 4 miles away from the Project Site and approximately 2.5 miles away from the nearest related project. Like the proposed Project, all or most of the related projects would depend on public water supply systems. Given the location of the Project Site and related projects in the area and distance from the existing production wells, the proposed Project's contribution to cumulative groundwater hydrology impacts would not be cumulatively considerable and, therefore, would be less than significant. In addition, the proposed Project would not require groundwater remediation; therefore, no cumulative groundwater impacts would occur. Finally, while the proposed Project's resulting potential increase in groundwater recharge could be considered beneficial, operation of the proposed Project would not result in a measurable increase in local groundwater levels nor would it result in a demonstrable and sustained reduction of groundwater recharge capacity. Therefore, the proposed Project's contribution to groundwater recharge would not be cumulatively considerable and, as such, impacts would be less than significant.

Groundwater Quality

– As with the proposed Project, with compliance with existing statutes and regulations, the related projects would be unlikely to cause or increase groundwater contamination. Therefore, the proposed Project's contribution to cumulative impacts to groundwater quality would not be cumulatively considerable and, therefore, would be less than significant.

Land Use

Land Use Consistency

Consistency with Local Plans and Applicable Policies

– By providing new studio/media/entertainment-related development featuring a combination of rehabilitated historic resources, modernized facilities, and landscaping and pedestrian areas, the proposed Project would complement the area's unique character and employment base and would help ensure the retention of studio-related uses within Hollywood. As such, the proposed Project also would be consistent with the general intent of the General Plan Framework, Hollywood Community Plan, and Wilshire Community Plan.

– With regard to zoning, the regulations of the proposed Specific Plan would supplement, and in some cases, supersede those set forth in the Planning and Zoning Code (Chapter 1) of the LAMC. For example, the proposed Specific Plan includes the Historic Resources Preservation Plan that provides guidelines for the rehabilitation (including alteration) and preservation of historic resources within the Main Lot, as well as the construction of new structures within the Main Lot. Project signage would be coordinated and regulated by the proposed signage regulations included in the proposed Sign

Supplemental Use District. Overall, the proposed zoning designation would set forth regulatory controls, via the proposed Specific Plan, that are comparable to existing zoning requirements. Approval of the proposed Specific Plan would more closely align the Project Site with its existing function as a major film and television production facility and allow for more cohesive development between the Main Lot and Ancillary Lots. With implementation of the requested approvals, including adoption of the proposed Specific Plan, zone change, and the proposed signage regulations, land use impacts related to LAMC consistency would be less than significant.

– In addition, because the proposed Project would allow for the development of industrial and ancillary commercial uses that are consistent with and would enhance the existing uses within the Project Site and the surrounding area, the proposed Project would be consistent with the City of Los Angeles' Industrial Policy Initiatives and the Industrial Land Use Policy.

Consistency with Regional Plans

– As analyzed in Section IV.G, Land Use, of the Draft EIR, the proposed Project would be generally consistent with the Southern California Association of Governments' (SCAG's) 2008 Regional Transportation Plan (RTP), Growth Vision Report, 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), and Regional Comprehensive Plan (RCP). Additionally, as discussed in Section IV.B.1, Air Quality, of the Draft EIR, the proposed Project would be consistent with the goals and policies of the SCAQMD's Air Quality Management Plan (AQMP). Additionally, as discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR, with implementation of all feasible mitigation measures, the proposed Project would not conflict with the Congestion Management Program (CMP) as it would not result in significant impacts to the nearby CMP intersections or freeway monitoring locations.

Conclusion Regarding Impacts Relative to Land Use Consistency

– With approval of the proposed Specific Plan, zone change, and either General Plan Amendment (redesignating the Ancillary Lots to General Commercial or redesignating the entire Project Site to Regional Center or Regional Commercial), the proposed Project would not be in substantial conflict with the adopted Community Plans or with relevant environmental policies in other applicable plans. As such, the proposed Project's impacts related to land use consistency would be less than significant.

Land Use Compatibility

– The surrounding uses were developed over a span of several decades and feature a variety of building types and architectural styles. The eclectic nature of the surrounding uses and their associated architecture results in a non-cohesive visual character within the area. The infill of new studio-related uses that are substantially similar in terms of land use type to the existing studio-related uses within the Project Site would be compatible with the varied land uses that characterize the Project area. Overall, the proposed Project's density would be compatible with the densely developed nature of the surrounding area. The majority of the building heights across the Project Site would be substantially similar to other buildings in the Project vicinity, such as the four-story Raleigh Studios and other existing structures that would remain on the Project Site. The proposed high-rise structures would be compatible with the overall character of the Hollywood area, where high-rise buildings are common along many

streets, such as Hollywood Boulevard, Vine Street/Rossmore Avenue, and Sunset Boulevard. By focusing density and activating the pedestrian realm along Melrose Avenue, the proposed Project would strengthen the Studio's identity and create a greater sense of place along this important frontage. Overall, the land uses proposed on the Ancillary Lots, as detailed in the Conceptual Site Plan, would be compatible with surrounding development in terms of land use type, development density, building height, and overall design. Furthermore, the proposed Project design would improve and enhance the visual character of the Project Site as compared with existing conditions, promoting compatibility with surrounding uses. In general, the proposed signage regulations would regulate signage while providing sufficient flexibility to meet the unique needs of the proposed Project, with an overarching goal of ensuring that Project signage is integrated with and enhances the character of the Project Site as an important entertainment industry venue.

– The proposed Project is considered compatible with the surrounding area in terms of both land use type and design. As such, the proposed Project would not substantially and adversely change the existing land use relationships between the Project Site and existing off-site uses. Furthermore, the proposed Project would not disrupt, divide, or isolate any existing neighborhoods or communities. As such, the proposed Project's impacts related to land use compatibility would be less than significant.

Project Design Features

– Other than the proposed Specific Plan regulations, no project design features relevant to land use are proposed.

Cumulative Impacts

– Future development projects would be subject to existing zoning and land use designations as well as environmental review by the City. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. Rather, the concentration of development in the area would make use of infill opportunities within an area well served by transit, thus promoting a more cohesive and compatible urban environment.

– Two projects, Related Project No. 24 and Related Project No. 61, are in close enough proximity to the Project Site so as to contribute to cumulative land use impacts by potentially altering existing land use relationships. The balance of the related projects would not cause cumulative land use impacts due to either distance and/or existing intervening development. Related Project No. 24, located at 5663 Melrose Avenue, involves the construction of 96 multi-family residential dwelling units and 3,350 square feet of retail uses.² This type of development would be substantially similar to other land uses in the Project vicinity. Related Project No. 61 proposes additional cemetery-related uses within the cemetery immediately north of the Project Site. These uses would be consistent with existing development on the cemetery property. Thus, these related projects would not combine with the proposed Project and the interim projects to create any inconsistency with land use plans or policies, nor any incompatibility with surrounding land uses. Additionally, given that the proposed Project would be compatible with existing surrounding land uses, the proposed Project would not contribute to significant cumulative land use compatibility impacts. Cumulative impacts would be less than significant.

² Construction of Related Project No. 24 has been completed.

Noise (Operational)

On-Site Stationary Noise Sources

Building Mechanical Equipment

– Operation of the proposed Project would require building mechanical equipment to condition and ventilate the indoor air environment. Project building mechanical equipment would comply with the City's Noise Regulation requirements, which would limit the noise from building mechanical equipment not to exceed 5 dBA above the ambient noise levels at the off-site noise sensitive receptors. As such, noise impacts from building mechanical equipment would be less than significant.

Parking Facilities

– Noise associated with below-grade parking garages (e.g., car movements, horns and alarms) would be contained within the structures, and, thus, noise levels would be effectively shielded from the off-site noise sensitive receptor. Therefore, impacts associated with the below-grade parking garages would be less than significant. Noise sources associated with above-grade parking facilities include activation of car alarms, sounding of car horns, slamming of car doors and tire squeals. The estimated maximum noise level from parking-related operations at off-site sensitive receptor locations within 100 feet of a parking structure would exceed the proposed Project's significance threshold for parking operations due to the potential for intermittent car alarms or horns. However, a project design feature would be implemented as part of the proposed Project that would integrate noise control features into the parking structure façade within 100 feet of an off-site sensitive receptor. With implementation of the project design features, operational noise impacts due to the use of parking facilities would be less than significant.

Loading Dock Areas

– Based on measured noise levels from typical loading dock facilities, delivery trucks would generate noise levels of approximately 71 dBA (L_{eq}) at a distance of 50 feet. However, a project design feature would be implemented as part of the proposed Project to locate and construct new buildings with loading docks such that the line of sight between the outdoor loading dock and any adjacent noise sensitive land use will be obstructed to the extent necessary to comply with the LAMC noise requirements. With implementation of the project design feature, noise levels related to typical loading and unloading activities would be contained or shielded and such impacts would be less than significant.

Studio-Related Operations

– The proposed Project is not anticipated to include any new types of uses or activities beyond those occurring within the Project Site today. Outdoor production, including intermittent use of pyrotechnics and use of portable generators, already occurs within the Project Site. The proposed Project would include a net increase in stage and support uses. The stage shell structures are designed to provide sound insulation required to meet the intended functions (e.g., film production). Sound generation within the interior of the stages would be contained within the sound insulated stages. As such, noise impacts associated with the operation of proposed stages and support uses would be less than significant.

– Currently, outdoor production occurs at various locations within the Main Lot and at the Ancillary Lots. Outdoor production within the Main Lot may potentially increase with Project build-out. As described in greater detail in Section IV.H, Noise, of the Draft EIR, noise levels were calculated with outdoor production occurring within the Main Lot locations closest to off-site sensitive receptors. The estimated noise levels from the future outdoor productions when compared with the current production noise levels would result in a maximum increase of 0.8 dBA (receptor R9). The future outdoor production noise levels when added to the existing ambient noise levels would result in a maximum increase of 0.7 dBA (receptor R13), which would be below the significance threshold of 3 dBA above ambient noise levels. Therefore, noise impacts associated with the projected increase in outdoor production activities would be less than significant.

Special Events

– Special events would continue to occur on the Project Site consistent with existing conditions. The principal noise sources associated with special events include amplified sound equipment. Project Design Feature H-5 is included to address the sound level outputs from amplified sound equipment associated with special events. As such, noise impacts associated with the special events would be less than significant.

Off-Site Traffic (Mobile Sources)

Future plus Project

– Future roadway noise levels were calculated along 46 off-site roadway segments in the vicinity of the Project Site. Project traffic would result in a maximum of a 1.0 dBA (CNEL) increase in traffic noise along Van Ness Avenue between Santa Monica Boulevard and Lemon Grove Avenue. This maximum projected increase in noise levels is below the 3 dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the proposed Project would be less than significant.

Existing plus Project

– When compared with the existing conditions, Project traffic would result in a maximum of a 1.0 dBA (CNEL) increase in traffic noise along Van Ness Avenue between Santa Monica Boulevard and Lemon Grove Avenue. Thus, the estimated increase in off-site traffic noise levels would be below the 3 dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the Existing plus Project condition would be less than significant.

Composite Noise Level Impacts from Proposed Project Operations

– An evaluation of noise from all the proposed Project's operational noise sources (i.e., composite noise level) was conducted. Primary noise sources associated with the typical daily operation of the proposed Project would include additional on-site mechanical/electrical equipment; parking facilities, loading dock areas, and studio-related operations; and the anticipated increase in the traffic volumes on nearby roadways. The proposed Project is estimated to increase the ambient sound level at the off-site noise-sensitive receptors from 0.1 dBA (receptors R8 and R9) to a maximum of 2.4 dBA (receptors R1 and R11), relative to the existing ambient noise environment. The estimated increases would be below the more stringent significance threshold of 3 dBA above ambient at all off-site sensitive

receptors. As such, the composite noise level impacts due to operations of the proposed Project would be less than significant.

Project Design Features

Project Design Feature H-3: All Project outdoor loading dock and trash/recycling areas shall be located or constructed such that the line of sight between these noise sources and any adjacent noise sensitive land use shall be obstructed to the extent necessary to comply with Los Angeles Municipal Code noise requirements.

Project Design Feature H-4: Non-squeal paving finishes shall be used within the proposed Project's new parking structure(s).

Project Design Feature H-5: Special events in the Main Lot that include an outdoor amplified sound system shall implement the following noise-management procedures:

- Prior to the special event, Paramount personnel shall test the sound level at the event speaker locations to confirm that the sound levels from the event's amplified sound equipment are consistent with applicable Los Angeles Municipal Code requirements as directed by a qualified acoustical engineer.
- Once the event has commenced, Paramount personnel shall test the sound levels from the event speakers to confirm that the sound levels from the amplified sound equipment are consistent with applicable Los Angeles Municipal Code requirements.
- Paramount shall provide surrounding residents with a phone number to call during the special event with any concerns regarding the amplified sound levels.

Project Design Feature H-6: Project mechanical equipment for new buildings located along the Main Lot northern property line shall be designed not to exceed 45 dBA (in terms of hourly L_{eq}) as measured at the northern property line.

Project Design Feature H-7: If a new above ground parking structure is constructed within 100 feet of an off-site noise sensitive receptor, the façade facing the receptor shall be designed with noise control features (e.g., acoustical louvers or solid parapet wall) so as to reduce noise to within 10 dBA above ambient.

Cumulative Impacts

— Due to provisions set forth in the LAMC that limit stationary source noise from items such as roof-top mechanical equipment, noise levels would be less than significant at the property line for each related project. Furthermore, mitigation measures (if required) for each related project would be implemented to ensure compliance with the LAMC. In addition, with implementation of the project design features, noise impacts associated with operations within the Project Site would be less than significant. Therefore, cumulative stationary source noise impacts associated with operation of the proposed Project and related projects would be less than significant.

– Cumulative traffic volumes would result in a maximum increase of 1.3 dBA CNEL along Gower Street, north of Hollywood Boulevard. At all other analyzed roadway segments, the increase in cumulative traffic noise would be lower. Thus, all of the cumulative noise level increases would be less than the significance threshold of a 3-dBA difference in calculated traffic noise levels. As such, cumulative noise impacts due to off-site mobile noise sources would be less than significant.

Employment

Construction

– It is estimated that approximately 4,480 part-time and full-time jobs would be directly associated with the construction of the proposed Project. These direct jobs would support another 2,784 indirect and induced jobs in a wide range of industries throughout the City resulting from purchases of construction-related supplies, goods and services, and household expenditures by direct and indirect employees. As such, the proposed Project would provide new direct and indirect employment opportunities during the construction period. Therefore, impacts related to construction employment would be less than significant.

Operations

– It is estimated that the proposed Project would add 5,493 new direct on-site jobs once all proposed improvements have been constructed and are in full operation. The additional 5,493 full and part-time jobs directly associated with annual operation of the completed proposed Project represents approximately 0.27 percent of projected 2038 employment in the City of Los Angeles Subregion, and 2.92 percent of employment growth between 2011 and 2038. The proposed Project is therefore consistent with SCAG's forecast for the City of Los Angeles Subregion. Based on the above, the proposed Project would not cause growth (i.e., new employment) nor accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Project buildout. Therefore, impacts related to employment consistency with SCAG's forecast for the City of Los Angeles Subregion would be less than significant and no mitigation measures are required.

Cumulative Impacts

– The sum of direct, indirect, and induced proposed Project employment is projected to total an estimated 12,647 full-time and part-time jobs across a wide range of industry sectors. Although these jobs would be spread over the entire City, the proposed Project's total employment impact would still fall within SCAG's employment growth forecast for the City of Los Angeles Subregion in 2038 (i.e., 2,058,038 jobs), and forecasted employment growth over the period 2011–2038 (188,433 jobs). The cumulative employment, including direct, indirect, and induced Project employment, employment associated with interim project and employment associated with the specified related projects is projected total an estimated 18,467 full-time and part-time jobs. This cumulative employment represents approximately 0.9 percent of 2038 employment in the City of Los Angeles Subregion; and the cumulative employment impact accounts for 9.8 percent of the employment growth forecast in the Subregion through 2038. Therefore, the proposed Project's incremental employment effect would not be cumulatively considerable within the meaning of CEQA, and, hence, its cumulative employment impact would be less than significant and no mitigation measures are required.

Housing

Construction

— Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Thus, there would not be any significant housing impacts on household growth in the City of Los Angeles Subregion due to proposed Project construction. Therefore, construction-related impacts related to housing would be less than significant.

Operations

— The proposed Project would not include any new residential development. The proposed Project also would not remove any existing housing because no housing is located on the Project Site. Therefore, there would be no direct housing impacts.

— The 5,189 net new office and studio production direct jobs (5,493 direct jobs minus 304 retail jobs) are estimated to result in an indirect housing/household demand associated with the proposed Project of approximately 2,589 housing units/households. The proposed Project's estimated 2,589 indirect households/housing units represent about 0.16 percent of the households forecasted for 2038 in the City of Los Angeles Subregion, or about 1.0 percent of the extrapolated growth forecasted between 2011 and 2038. Therefore, the proposed Project would not induce substantial housing growth, because it would account for a limited portion of forecasted household growth rather than exceeding the housing growth forecast for the City of Los Angeles Subregion. The proposed Project is also compatible with relevant adopted local and regional housing and household growth policies, as discussed in Section IV.I.2, Housing, of the Draft EIR. Therefore, impacts related to housing would be less than significant.

Cumulative Impacts

— An indirect housing growth of 2,589 housing units/households would be associated with the direct new jobs generated by the proposed Project. As discussed in Section IV.I.3, Housing, of the Draft EIR, cumulative households (i.e., total proposed Project households plus interim projects households plus related projects households) represents approximately 0.27 percent of 2038 households in the City of Los Angeles Subregion; and the cumulative households impact accounts for approximately 1.72 percent of the household growth forecast in the City of Los Angeles Subregion through 2038. Therefore, the proposed Project's incremental housing impact would not be cumulatively considerable within the meaning of CEQA, and, hence, its cumulative housing impact would be less than significant and no mitigation measures are required.

Population

Construction

— As discussed in Section IV.I.2, Housing, of the Draft EIR, due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Thus, there would not be any

significant population impacts related to household growth in the City of Los Angeles Subregion due to Project construction. Therefore, construction-related impacts related to population would be less than significant and no mitigation measures are required.

Operations

— The proposed Project would not include any new residential development and therefore would have no direct population impacts. As discussed in Section IV.I.2, Housing, of the Draft EIR, jobs associated with the proposed Project's commercial uses could create an indirect demand for approximately 2,589 housing units/households. It is estimated that the indirect Project housing demand could result in an indirect population increase of 7,092 persons. The 7,092 persons associated with indirect housing demand from the proposed Project's office and studio production uses would represent approximately one-fifth of 1 percent of the population forecasted for 2038 in the City of Los Angeles Subregion, and 1.8 percent of population growth forecasted between 2011 and 2038. The proposed Project would be consistent with all City and regional population policies, including jobs/housing balance. Therefore, the proposed Project would not induce substantial population growth, nor would it exceed the population forecast for SCAG's City of Los Angeles Subregion. Therefore, impacts related to population would be less than significant.

Cumulative Impacts

— The cumulative population associated with the proposed Project (i.e., total population associated with the proposed Project plus interim projects population plus related projects population) represents approximately 0.26 percent of 2038 population in the City of Los Angeles Subregion; and the cumulative indirect population growth accounts for approximately 2.97 percent of the population growth forecast in the City of Los Angeles Subregion through 2038. Therefore, the proposed Project's associated incremental population impact would not be cumulatively considerable within the meaning of CEQA, and, hence, its cumulative population impact would be less than significant and no mitigation measures are required.

Public Services—Schools

Proposed Project Impacts

As no residential uses would be developed as part of the proposed Project, implementation of the proposed Project would not result in a direct increase in the number of students within the service area of the Los Angeles Unified School District (LAUSD). Based on application of the LAUSD student generation rates to the land uses under the proposed Project, the proposed Project could indirectly generate approximately 992 elementary school students, approximately 248 middle school students, and approximately 496 high school students, for a total of approximately 1,736 students. For the purposes of providing a conservative analysis, it is assumed that these students would attend the LAUSD schools within the vicinity of the Project Site, rather than schools further away or private schools. Based on this conservative assumption, the elementary school students indirectly generated by employees at the Project Site would attend Van Ness Avenue Elementary School, Vine Street Elementary School, or Santa Monica Boulevard Community Charter School. The middle school students indirectly generated by employees at the Project Site would attend Joseph Le Conte Middle School or Bancroft Middle School. The high school students indirectly generated by employees at the Project Site would attend Fairfax High School or the Helen Bernstein High School Complex. Based on the future capacity and enrollment data provided by the LAUSD, and conservatively assuming that all students indirectly generated by employees

at the Project Site would attend each of these schools, with the exception of Vine Street Elementary School, each school is anticipated to have sufficient capacity to accommodate the students indirectly generated by Project Site employees. Pursuant to Senate Bill 50, the Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees is considered mitigation of Project-related school impacts. Therefore, impacts on schools during operation of the proposed Project would be less than significant and mitigation measures are not required.

Cumulative Impacts

— A number of the identified related projects and ambient growth projections fall within the attendance boundaries of the LAUSD. LAUSD has implemented the New School Construction Program which has delivered more than 170,000 seats. Furthermore, as with the proposed Project and the interim projects, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered mitigation of school impacts generated by the related projects.

Public Services—Parks and Recreation

Construction Impacts

— Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Further, it is anticipated that construction workers would use their breaks for lunch rather than for using parks and recreational facilities. Therefore, Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project area. As such, impacts on parks and recreation facilities during Project construction would be less than significant, and mitigation measures are not required.

Operations Impacts

— The proposed Project would not develop residential uses that would directly generate the need for additional park and recreational facilities. In addition, the proposed Project would provide for expanded private on-site open space and recreational amenities to serve the recreation and leisure needs of Paramount employees and guests. Further, while the proposed Project's employment opportunities would have the potential to indirectly increase the population of the Hollywood and Wilshire Community Plan areas, new demand for public parks and recreational facilities would be limited. Therefore, operation of the proposed Project would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, or interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project area. Impacts on parks and recreation facilities during operation of the proposed Project would be less than significant, and mitigation measures are not required.

Consistency with Regulations

Public Recreation Plan

— The standards of the Public Recreation Plan are generally applied to projects that include a residential component, as residential uses generate the highest demand for public parks and recreational facilities. Commercial developments, such as the proposed Project, typically do not generate the need for additional public parks and recreational facilities, as the potential use of such facilities by commercial employees is generally minimal. Notwithstanding, the proposed Project would provide for expanded private on-site open space and recreational amenities to serve the recreation and leisure needs of employees and guests at Paramount Studios. Thus, the impacts of the proposed Project with regard to consistency with the Public Recreation Plan would be less than significant.

Los Angeles Municipal Code

— As the proposed Project does not include the development of residential uses on-site, it would not be subject to the open space and park dedication requirements set forth in Section 12.21 and Section 17.12 of the LAMC. Therefore, the proposed Project would result in no impacts with regard to compliance with applicable sections of the LAMC.

Hollywood and Wilshire Community Plans

— The proposed Project would support the objectives and policies of the Community Plans through the provision of private open space and landscaping on-site, which would offset the demand for public parks and recreation space that could be generated by the proposed Project's net new employees. In addition, Project development would not diminish the quality or accessibility or result in the removal of existing parks and recreational facilities within 2 miles of the Project Site. As such, impacts with respect to consistency with the Hollywood and Wilshire Community Plans would be less than significant.

Cumulative Impacts

— A number of the identified related projects and ambient growth projections fall within a 2-mile radius of the Project Site, the geographic area analyzed for purposes of assessing impacts to parks and recreational facilities. The City is currently providing, on average, 0.76 acre of neighborhood and community parks per 1,000 residents, which is below the Public Recreation Plan's standards for neighborhood and community parks. As the population continues to grow in the Project area, increased demand would lower the existing parkland to population ratio if new facilities are not constructed. As with the proposed Project, the related projects would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the Department of Recreation and Parks. Future development projects would also be required to comply with the park and recreation requirements of the Public Recreation Plan and Sections 12.21 and 17.12 of the LAMC, as applicable. In addition, as the proposed Project would not generate a direct increase in residential population, the demand for additional park and recreational facilities generated by Project employees and the potential indirect residential population growth would be minimal. Thus, the cumulative parks and recreation impacts of the proposed Project, interim projects, and related projects would be less than significant.

Public Services—Libraries

Construction

— Construction employment generated by the proposed Project would not result in a notable increase in resident population or a corresponding demand for library services in the vicinity of the Project Site. In addition, it is unlikely that construction workers would utilize Project area libraries on their way to/from work or during their lunch hours. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible and impacts on library facilities during Project construction would be less than significant.

Operations

— The 7,361-square-foot John C. Fremont Library does not meet the building size standard set forth in the 2007 Branch Facilities Plan Criteria for New Libraries, while the 19,000-square-foot Goldwyn-Hollywood Regional Library does meet the applicable size standard. Notwithstanding, the LAPL has indicated that both libraries meet the current demand for library services in their respective service areas. Additionally, five other LAPL branch libraries are located within 2 miles of the Project Site. To the extent that the proposed Project's employees and/or indirect population generate an additional demand for library services, these libraries would assist in meeting that demand. Therefore, given that: (1) the two primary libraries that would serve the proposed Project are adequately meeting the demand for library services in the Project area, (2) the proposed Project does not include residential uses, which are the primary metric used by the LAPL for assessing the adequacy of library services and planning for future growth, and (3) Project employees and the potential indirect population generation that could be attributable to those employees would generate minimal demand for library services, the proposed Project would not exceed the capacity of local libraries to adequately serve the existing residential service population. As such, impacts on library facilities during operation of the proposed Project would be less than significant, and mitigation measures are not required.

Cumulative Impacts

— The John C. Fremont Library, constructed in 1927, is 7,361 square feet in size and, therefore, does not meet the building size standard set forth in the 2007 Branch Facilities Plan Criteria for New Libraries. As such, while the LAPL has indicated that the library meets the current demand for library services in its service area, it is conservatively assumed that the John C. Fremont library may not be adequate to serve the residential service area population upon proposed Project buildout in 2038, based on current LAPL size standards. The 2007 Branch Facilities Plan also provides a building size standard for Regional Libraries of up to 20,000 square feet. Thus, the 19,000-square-foot Goldwyn-Hollywood Regional Library would remain adequate upon Project buildout in 2038 pursuant to the building size standard set forth in the 2007 Branch Facilities Plan Criteria for New Libraries. As with the proposed Project, future development, including the related projects, would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the LAPL. Furthermore, the Goldwyn-Hollywood Regional Library as well as the several other branch libraries located within a 2-mile radius of the Project Site, including the Wilshire Library, Will & Ariel Durant Library, Cahuenga Library, Pio Pico-Koreatown Library, and Fairfax Library, would alleviate increased demand on the John C. Fremont Library. The proposed Project would not generate a direct increase in residential population, and the demand for library services generated by Project employees and potential indirect residential population growth would be minimal. Therefore, the proposed Project's impacts on the John C. Fremont Library and the Goldwyn-Hollywood Regional Library would not be cumulatively considerable, and the cumulative library impacts of the proposed Project, interim projects, and related projects would be less than significant.

Traffic (Congestion Management Plan, Transit System Capacity, Project Access, Parking)

Congestion Management Plan (CMP)

– Only one arterial monitoring intersection, Western Avenue & Santa Monica Boulevard, is forecasted to have over 50 trips added by Project traffic during either peak hour. This intersection is expected to operate at LOS E during both the weekday morning and afternoon peak hours under Existing with Project conditions and under Future with Project conditions. As the intersection would not operate at LOS F during any peak hour, no significant traffic impact would occur according to CMP criteria and no mitigation is required.

– As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP freeway segments impact would occur and no additional freeway analysis is required under CMP criteria for existing or future conditions.

Transit System Capacity

– With regard to transit system capacity, the proposed Project is forecasted to generate a total of 5,061 daily transit trips, including 521 morning peak-hour transit trips and 556 afternoon peak-hour transit trips. The anticipated transit demand from the proposed Project would be more than satisfied by the existing capacity surplus and the proposed Project is not expected to significantly impact the regional transit system under existing conditions. In addition, the anticipated future transit demand from the proposed Project would be more than satisfied by an estimated future capacity surplus, and the proposed Project is not expected to significantly impact the regional transit system under future conditions.

Project Access

– The proposed Project's Conceptual Site Plan indicates that vehicular access to the Project Site would be modified and improved in a number of ways, as discussed in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. Internal circulation within the Main Lot would be improved through widening and connecting of the existing avenues and alleys through the Project Site. With the removal of some buildings and the construction of new ones in strategic locations, the Main Lot's configuration will enhance circulation for vehicles, pedestrians, and bicycles. Additionally, the construction of structured parking would help to reduce passenger vehicle traffic on the Main Lot, which will enhance safety and improve conditions for pedestrians and bicycles. Circulation within and among the Ancillary Lots would be largely unchanged with implementation of the proposed Project. All of the intersections nearest to the proposed driveways would operate at LOS D or better under both Existing with Project and Future with Project conditions. In addition, no access impacts related to bicycle, pedestrian, or vehicular safety are expected to result due to the design or placement of Project access points. Therefore, Project operational access impacts would be less than significant.

Parking

– During construction, an adequate number of on-site parking spaces for construction workers would be available at all times on the Project Site or the proposed Project would provide a shuttle to an off-site parking location for the construction workers. Thus, Project construction would result in a less than significant impact with regard to the availability of parking spaces. Operational parking requirements developed specifically for the Project Site are set forth in the proposed Specific Plan.

Based on these requirements and the Conceptual Site Plan configuration of uses, the proposed Project would provide approximately 7,550 parking spaces, which exceeds the amount of parking required by the LAMC, as well as the forecasted peak parking demand for 7,547 spaces. Therefore, Project impacts with regard to parking would be less than significant. In addition, as discussed above, it is noted that the Project's parking impacts would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

Cumulative Impacts

CMP

— The proposed Project's contribution to cumulative traffic would result in less-than-significant LOS impacts at the CMP arterial monitoring station located at Western Avenue and Santa Monica Boulevard (Intersection No. 54). Further, as this intersection does not operate at LOS F during either peak hour under cumulative conditions, cumulative impacts would be less than significant. As the proposed Project would not add 150 trips in either direction during either peak hour, no CMP freeway segments impact would occur and as a result the proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, cumulative impacts to CMP locations would be less than significant.

Transit System Capacity

— Implementation of the proposed Project in conjunction with cumulative conditions would increase the demand for transit in the Study Area. As discussed above, when accounting for the proposed Project and future growth through Project buildout, the anticipated future transit demand from the proposed Project would be more than satisfied by the capacity surplus. Thus, the proposed Project would not result in transit impacts that would be cumulatively considerable.

Project Access

— Implementation of the proposed Project in conjunction with interim projects, some of the related projects and regional growth (depending on proximity to the Project Site) would increase the amount of traffic in the Project area. The analysis of the Future-with-Project condition reflects both Project-specific and future cumulative traffic impacts related to intersection LOS in the Study Area, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. This analysis concluded that the proposed Project would result in less than significant impacts related to Project access, and bicycle, pedestrian, and vehicular safety. Therefore, the proposed Project's cumulative impacts would not be cumulatively considerable, and are concluded to be less than significant.

Parking

— The parking demands associated with the proposed Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the proposed Project and related projects. The majority of the related projects are sufficiently separated from the Project Site such that they would not share parking supplies. Also, pedestrian access to the Project Site is controlled to select locations. Thus, visitors and employees associated with the proposed Project are not likely to park elsewhere due to geographic and access limitations. Additionally, the proposed

Project's demand for parking would be accommodated on-site. Therefore, cumulative parking impacts would be less than significant.

Utilities and Service Systems—Water Supply

Construction

– The water demand generated by construction activities for the proposed Project would be substantially less than the net new water consumption of the proposed Project at buildout, and is not anticipated to have any adverse impact on available water supplies and infrastructure. In addition, such water demand would be temporary in nature. The proposed Project would implement Project Design Feature L.1-1 related to water infrastructure, including the on-site construction of water facilities (related to domestic water and fire protection) along with off-site connections to the water distribution lines in Melrose Avenue, Gower Street and Ridgewood Place. The design and installation of new water lines would meet applicable City standards as set forth in the City Plumbing Code. Most construction impacts are expected to be confined to trenching for water lines and would be temporary in nature. With implementation of the construction traffic management plans pursuant to Project Design Feature K-2, construction-related impacts to water supply and infrastructure would be less than significant.

Operation

– Buildout of the proposed Project uses would result in a net increase of approximately 239,569 gallons per day or 268 acre-feet per year in potable water demand. As set forth in the Water Supply Assessment for the proposed Project provided in Appendix S of the Draft EIR, the LADWP Board found that the proposed Project falls within the projected water supplies for normal, single-dry, and multiple-dry years and that it will be able to meet the water demand for the proposed Project, as well as existing and planned water demands of its future service area. The estimated water demand for the proposed Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the proposed Project, as well as the existing and planned future water demands of its service area. Therefore, operation-related impacts to water supply would be less than significant.

– Water service to the Project Site would continue to be supplied by the LADWP for domestic and fire protection uses. The proposed Project would increase the demand for domestic and fire water and would require the construction of additional domestic and fire water lines. With implementation of Project Design Feature L.1-1 and Project Design Feature J.2-4, the necessary on-site infrastructure and connections to the LADWP system would be constructed, and the proposed Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site. Therefore, operation-related impacts to water infrastructure would be less than significant.

Project Design Features

Project Design Feature L.1-1: New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site.

Project Design Feature L.1-2: The proposed Project would implement the following water conservation features:

For proposed outdoor areas of the proposed Project:

- Expanded use of high-efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping. Drip or subsurface irrigation shall be utilized.
- Use of water efficient landscaping, such as proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials within the Project Site. At least 25 percent of new landscaping areas shall use drought-tolerant plants.
- Use of landscaped contouring in areas other than production areas and visitor entry points.
- Provide education on water conservation to employees.

For proposed indoor areas of the proposed Project:

- High-efficiency toilets with flush volume of 1.0 gallon of water per flush.
- High-efficiency urinals that use 0.125 gallon per flush or less.
- Indoor faucets that use 1.5 gallons per minute or less.
- Pre-rinse spray valves that use 1.6 gallons per minute or less.
- All installed dishwashers shall be Energy Star rated.
- Shower stalls shall have no more than one showerhead per stall.
 - High-efficiency clothes washers with a water savings factor of 7.5 or less.
- Tankless and on-demand water heaters.
- Domestic water heating system.
- Standardized bottleless water filters for drinking water.
 - Cooling tower conductivity controllers or cooling tower pH conductivity controllers. Cooling towers shall operate at a minimum of 5.5 cycles of concentration.

Cumulative Impacts

— Based on LADWP's 2010 Urban Water Management Plan (UWMP) water demand projections through 2035, and the service area reliability assessment conducted by the LADWP in its UWMP, LADWP determined that it will be able to reliably provide water to its customers through the year 2035. Furthermore, as indicated by the Water Supply Assessment, the LADWP Board found that that it will be able to meet the water demand for the proposed Project as well as existing and planned water demands of its future service area. Thus, it is anticipated that LADWP would be able to supply the demands of the proposed Project, the interim projects, the related projects, and future growth through 2035. Continued efforts by LADWP to secure the reliability of water supplies in the future, combined with project-specific requirements to conduct analyses to ensure the availability of sufficient water supply to meet demand, are expected to continue through 2038 and beyond. Therefore, cumulative impacts on water supply would be less than significant.

– Similar to the proposed Project, new development projects would be subject to LADWP review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

Utilities and Service Systems—Wastewater

Construction

– Wastewater generation would occur incrementally throughout construction of the proposed Project (i.e., up to 2038). However, such use would be temporary and nominal when compared with the wastewater generated by an occupied permanent building. Thus, wastewater generation from proposed Project construction activities is not anticipated to cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. For these same reasons, construction of the proposed Project is not anticipated to generate wastewater flows that would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan. Construction impacts (including, but not limited to, street, traffic detouring and control, and impacts to other utilities) would be confined along Melrose Avenue and streets adjacent to the Ancillary Lots. With implementation of Project Design Feature K-2, which would require the implementation of construction traffic management plans, construction impacts to the wastewater system would be less than significant and no mitigation measures are required.

Operation

– The proposed Project is estimated to generate an average net wastewater flow of 0.226 million gallons per day (0.350 cubic foot per second) and a peak wastewater flow of 0.660 million gallons per day (1.021 cubic feet per second). In terms of wastewater conveyance, there is sufficient capacity to accommodate the increased flows from the proposed Project, and the proposed Project would have a less than significant impact on the City's main sewer lines serving the Project Site. The proposed Project would not cause a measurable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. Impacts with respect to wastewater generation and infrastructure would be less than significant and mitigation measures are not required.

– The Hyperion Treatment Plant has the capacity to accommodate the additional wastewater flows from the proposed Project. The proposed Project's net increase in average daily wastewater flow of 0.226 million gallons per day would equate to less than one percent of the current available capacity of the Hyperion Treatment Plant. Therefore, the proposed Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant and a less than significant impact would occur. In addition, the proposed Project's net increase in average daily wastewater generation of 0.226 million gallons per day would represent approximately 0.04 percent of the Hyperion Service Area's assumed future capacity of 550 million gallons per day and approximately 0.05 percent of the Hyperion Treatment Plant's assumed future capacity of 450 million gallons per day. Therefore, the proposed Project's additional wastewater flows would not substantially or incrementally exceed the future scheduled capacity of any treatment plant by generating flows greater than those

anticipated in the Integrated Resources Plan. Impacts with respect to wastewater treatment capacity would be less than significant and mitigation measures are not required.

Project Design Features

— In addition to the water conservation features set forth in Project Design Feature L.1-2, the MMP also includes the following project design features with respect to wastewater:

Project Design Feature L.2-1: Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building shall be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers shall be installed on-site as necessary to accommodate proposed flows.

Project Design Feature L.2-2: New Project sanitary sewers that may be necessary shall be designed and constructed to conform to the applicable Bureau of Sanitation and California Plumbing Code standards.

Project Design Feature L.2-3: If it is determined, as part of the evaluation performed pursuant to Project Design Feature L.2-1, that existing on-site laterals cannot be utilized for future service for new Project development, the Applicant shall be responsible for the construction of all new service connections to off-site City sanitary sewers. New Project service connections and laterals shall be designed and constructed in accordance with Bureau of Sanitation and California Plumbing Code standards.

Cumulative Impacts

— Forecasted growth from known related projects in areas that are tributary to the City sewers serving the Project Site would generate approximately 0.191 million gallons per day of wastewater under average conditions and 0.565 million gallons per day under peak flows. Combined with the proposed Project's 0.226-million-gallon-per-day average flow and 0.660-million-gallon-per-day peak flow, this equates to a cumulative increase in average daily wastewater flow of 0.417 million gallons per day and a cumulative increase in peak daily wastewater flow of 1.225 million gallons per day. Combined with the proposed Project's 0.226-million-gallon-per-day average flow and the interim projects' 7,500-gallon-per-day average flow, this equates to a cumulative increase in average daily wastewater flow of 0.425 million gallons per day.

— There is capacity within the main sewer lines serving the Project to accommodate the cumulative flows. New development projects occurring in the proposed Project vicinity would be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. Additionally, in order to connect to the sewer system, related projects in the City of Los Angeles would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help to offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. Furthermore, similar to the proposed Project, each related project would be required to comply with water conservation programs of the local

jurisdictions and the state. Therefore, cumulative impacts on wastewater conveyance systems would be less than significant.

— Without accounting for the proposed Project's water conservation features, the proposed Project, interim projects, and related projects would generate a net increase in average daily wastewater flows of approximately 0.425 million gallons per day. The forecasted 2038 average dry weather flow for the Hyperion Service Area is approximately 450 million gallons per day. Based on the Hyperion Service Area's assumed future capacity of approximately 550 million gallons per day, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative wastewater flow of approximately 450.4 million gallons per day from the proposed Project, interim projects, related projects, and forecasted growth by 2038. Therefore, cumulative impacts on the wastewater treatment systems would be less than significant.

Utilities and Service Systems—Solid Waste (Construction)

Construction

— Based on construction and debris rates established by the U.S. Environmental Protection Agency, it is anticipated that construction of the proposed Project would generate a total of approximately 84,305 tons of demolition debris and 8,114 tons of construction debris, for a combined total of 92,419 tons of construction-related waste generation. With the proposed diversion of at least 50 percent of the non-hazardous construction and demolition waste based on Project Design Feature L.3-1, the proposed Project would dispose of approximately 46,209 tons of construction and demolition waste at the unclassified landfill throughout the construction timeframe for the proposed Project. This amount of construction and debris waste would represent approximately 0.07 percent of the remaining disposal capacity of 64.21 million tons for the unclassified landfill in Los Angeles County that has solid waste facility permits. Thus, the total amount of construction and demolition waste generated by the proposed Project would represent a fraction of the remaining capacity at the unclassified landfill in Los Angeles County. In addition, the daily construction and demolition waste generated by the proposed Project would also represent a fraction of the existing daily capacity at the unclassified landfill. Since the County's unclassified landfill generally does not face capacity shortages, and the County's unclassified landfill would be able to accommodate Project-generated waste, construction of the proposed Project would not result in the need for an additional disposal facility to adequately handle Project-generated waste. Therefore, construction impacts to solid waste facilities would be less than significant.

Project Design Features

Project Design Feature L.3-1: During new construction, a minimum of 50 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings shall be recycled and/or salvaged for reuse in compliance with the requirements of City of Los Angeles Department of Building and Safety.

Cumulative Impacts

— It is anticipated that future cumulative development would implement measures similar to Project Design Feature L.3-1 to divert construction and demolition waste from landfill disposal. Furthermore, the unclassified landfill does not face capacity issues and would be expected to have

sufficient capacity to accommodate cumulative demand. Therefore, cumulative impacts on the unclassified landfill would be less than significant and no mitigation measures are required.

Utilities and Service Systems—Energy

Construction

– During proposed Project construction, electricity would be consumed to convey water used for dust control and, on a limited basis, power lights, electronic equipment, and other construction activities necessitating electrical power. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Proposed Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). Overall, a total of 200 megawatt-hours (MWh) of electricity, 315,200 gallons of gasoline, and 1,594,200 gallons of diesel fuel is estimated to be consumed during proposed Project construction. The proposed Project would include measures to avoid unnecessary and wasteful consumption of energy (e.g., powering off equipment when not in use, recycling construction and demolition material). Further, construction of the proposed Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities. Therefore, energy impacts during construction would be less than significant.

Operations

– During operation of the proposed Project, energy would be consumed for multiple purposes including, but not limited to: heating/ventilating/air conditioning (HVAC), refrigeration, lighting, and the use of electronics, equipment, and machinery. Energy would also be consumed during proposed Project operations related to water usage, solid waste disposal, and vehicle trips. The proposed Project's net new energy demand would be approximately 35,800 MWh of electricity per year, 810,600 cubic feet of natural gas per month, 872,000 gallons of gasoline per year, and 151,500 gallons of diesel fuel per year.

– It is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the proposed Project's electricity demand. LADWP has indicated that additional power to meet Project demand would be supplied to existing on-site substations through existing transmission lines and that the existing distribution facilities in the Project area have the capability to supply the increase in electrical demand generated by the proposed Project. Furthermore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the proposed Project's net increase in demand for natural gas. In addition, SoCalGas has indicated it has the gas supply to accommodate the proposed Project. Therefore, operation of the proposed Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities. Further, the proposed Project would comply with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen) and would implement project design features to further reduce energy use. As such, the proposed Project would not cause wasteful, inefficient, and unnecessary consumption of electricity or natural gas during operation. Impacts associated with operational electricity and natural gas consumption would be less than significant.

– With regard to transportation energy use, pursuant to Project Design Feature K-1 in the MMP, the proposed Project would include vehicular trip reduction measures as part of a TDM Program. Additionally, bicycle amenities, such as racks and personal lockers, would be expanded at various locations around the Project Site pursuant to the TDM program. The Project Site is also located in a High-Quality Transit Area designated by SCAG, which indicates that the Project Site is an appropriate site for increased density and employment opportunities from a “smart growth,” regional planning perspective. As such, the proposed Project’s siting would minimize transportation fuel consumption through the reduction of vehicle miles traveled (VMT). Therefore, the proposed Project would not cause wasteful, inefficient, and unnecessary consumption of petroleum-based fuel during operation. Impacts associated with operational transportation-related energy use would be less than significant.

Project Design Features

Project Design Feature L.4-1: The Applicant shall incorporate the following measures into the design of new buildings for the proposed Project:

- Efficient lighting and lighting control systems;
- Light-colored or “cool” roofs;
 - Energy-efficient heating and cooling systems, appliances (e.g., Energy Star) and equipment and control systems;
- Light-emitting diodes (LEDs) for on-site street lighting; and
 - Education regarding energy efficiency, water conservation, waste diversion, and recycling services to the Applicant’s employees.

Cumulative Impacts

– The proposed Project would account for approximately 0.13 percent of LADWP’s projected energy sales for the proposed Project’s build-out year. Accordingly, the proposed Project’s contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant. Furthermore, like the proposed Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

– The proposed Project would account for approximately 0.018 percent of the 2035 forecasted consumption in SoCalGas’s planning area. Accordingly, the proposed Project’s contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant. Furthermore, future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

– The proposed Project would account for approximately 0.005 percent of existing transportation-related energy consumption in the State. The proposed Project is within an infill site that is adjacent to existing, approved, and planned infrastructure, urban services, transportation corridors, transit facilities, and major employment centers in furtherance of SB 375 policies. The proposed Project also would introduce new development and job opportunities within a High-Quality Transit Area, which is

consistent with numerous policies in the 2012–2035 RTP/SCS related to locating new jobs near transit. These features would serve to reduce VMT and associated transportation fuel consumption. Thus, while there would be an increase in the consumption of petroleum-based fuels, the proposed Project's contribution to cumulative impacts related to transportation energy consumption would not be cumulatively considerable and, thus, would be less than significant.

**IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION, WHERE MITIGATION
NONETHELESS PROVIDED TO FURTHER REDUCE IMPACTS**

The following effects associated with the Project were analyzed in the EIR and found not to be significant prior to mitigation. Nonetheless, mitigation measures have been incorporated to further reduce these effects, as set forth in the MMP.

Public Services—Police Protection

Description of Effects

Construction Impacts

— Construction-related traffic on adjacent streets could potentially affect emergency access to and near the Project Site on a temporary basis. However, construction traffic management plans would be implemented pursuant to Project Design Feature K-2 to ensure that adequate and safe access and parking remains available at the Project Site during construction activities. Therefore, with implementation of Project Design Feature K-2, emergency access impacts from construction activities would be less than significant.

— Additionally, the potential for theft of construction equipment and building materials, which would be temporarily stored on-site, would be minimized through the implementation of Project Design Feature J.1-1, which includes the use of security fencing, lighting, locked entry, and security patrol of the Project Site. Thus, potential impacts associated with theft during construction activities would be less than significant.

Operational Impacts

— On-site security and safety measures would be continued as part of future operation of the Project Site to reduce the demand for the Los Angeles Police Department (LAPD) services, pursuant to Project Design Feature J.1-2. The proposed Project would not generate a demand for additional police protection services that would substantially exceed the capability of the Hollywood or Olympic Community Police Stations to serve the Project Site. In addition, emergency access to the Project Site and surrounding uses would be maintained at all times and proposed Project development would not result in a significant impact on access. Therefore, impacts to police protection service would be less than significant. However, in accordance with City policies, Mitigation Measures J.1-1 and J.1-2 are included in the MMP to ensure that specific design features would be implemented that would further reduce potential impacts related to police protection services.

Cumulative Impacts

— A number of the identified related projects and ambient growth projections fall within the service areas of the Hollywood Community Police Station and Olympic Community Police Station, which serve the Project Site and surrounding area. The cumulative increase in the police service population from the identified related projects and ambient growth projections would result in a cumulative increase in the demand for police protection services from both the Hollywood Community Police Station and Olympic Community Police Station. Similar to the proposed Project, the related projects would be reviewed by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. In addition, each related project would be required to comply with regulatory requirements related to police protection. Furthermore, Project-related impacts on police protection services would be less than significant with implementation of project design features, which include the provision of on-site security. Therefore, the combined cumulative impacts on police protection associated with the proposed Project, the interim projects, and the related projects would be less than significant.

Project Design Features

Project Design Feature J.1-1: During Project construction, the Applicant shall implement security measures including security fencing, lighting, locked entry, and security patrols.

Project Design Feature J.1-2: The Applicant shall continue to provide private on-site security throughout the Project Site during Project operation.

Mitigation Measures

Mitigation Measure J.1-1: Prior to the issuance of a building permit for a building that abuts a public street, the Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding the incorporation of crime prevention features appropriate for the design of the building, including applicable features in the Los Angeles Police Department's Design Out Crime Guidelines.

Mitigation Measure J.1-2: The Applicant shall submit a diagram of the property to the Los Angeles Police Department- West Bureau Commanding Officer on an annual basis unless no new construction has occurred within the previous year. The diagram shall include access routes, and any additional information that might facilitate police response.

Findings

— Although operation of the proposed Project would not result in significant impacts on police services provided by the LAPD, in accordance with City policies, Mitigation Measures J.1-1 and J.1-2 are included in the MMP to ensure that specific design features would be implemented that would further reduce potential impacts related to police protection services.

Rationale for Findings

– Implementation of Project Design Features J.1-1 and J.1-2 and Project Design Feature K-2 set forth in the MMP would ensure that Project-level and cumulative construction-related impacts on police services would be less than significant. During operation, Project-level and cumulative impacts on police protection services would be less than significant. Furthermore, implementation of Mitigation Measures J.1-1 and J.1-2 set forth in the MMP would ensure that the proposed Project is designed in a manner that would further reduce potential impacts on police protection services.

Reference

For a complete discussion of environmental impacts with respect to police protection, please see Section IV.J.1, Public Services – Police Protection, of the Draft EIR.

Public Services—Fire Protection

Description of Effects

Construction Impacts

– Construction-related traffic on adjacent streets could potentially affect emergency access to and near the Project Site on a temporary basis. However, construction traffic management plans would be implemented pursuant to Project Design Feature K-2 to ensure that adequate and safe access and parking remains available at the Project Site during construction activities. Additionally, implementation of the project design features related to hazards and hazardous materials, as well as compliance with all applicable federal, state, and local requirements concerning the use, handling, and storage of hazardous materials (including flammable materials) would effectively reduce the potential for Project construction activities to expose people to the risk of fire or explosion related to hazardous materials. Therefore, with implementation of project design features and compliance with applicable regulations, construction-related impacts to fire protection services would be less than significant.

Operational Impacts

Facilities and Equipment

– The proposed Project would not include the development of new residential units which would generate a new residential population in the service area of Fire Station No. 52. While the daytime population projected to be generated by the proposed Project would increase the demand for Los Angeles Fire Department (LAFD) fire protection and emergency medical services, the proposed Project would be located within close proximity (0.8 mile) of Fire Station No. 52. In addition, Fire Stations No. 27, No. 82, No. 29, and No. 61 would continue to be available to serve the Project Site in the event of an emergency. The proposed Project would also implement numerous project design features related to fire protection. These project design features would help reduce the proposed Project's demand for fire protection services provided by the LAFD. In addition, potential fire hazards associated with high-rise structures would be reduced through compliance with numerous construction and Fire Code standards affecting structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, building sprinkler systems, etc. Further, based on a preliminary review of the proposed Project's plans, the LAFD did not conclude that the

proposed Project would have a significant impact on LAFD services. Therefore, impacts related to the LAFD's capability to provide adequate fire protection services would be less than significant.

Response Distance and Access

— Section 57.507.3.3 of the LAMC sets forth the response distance for commercial uses as 1 mile to a fire station with an engine company and 1.5 miles to a fire station with a truck company. Fire Station No. 52 is located 0.8 mile away and is equipped with two engines. Fire Station No. 27, located 1.2 miles away, is the closest fire station to the Project Site that is equipped with a truck. Therefore, the proposed Project would fall within the LAFD's maximum prescribed response distances, and impacts with regard to fire response distance would be less than significant. Notwithstanding the proposed Project's less than significant impact, Mitigation Measure J.2-1 is included in the MMP to ensure adequate emergency response to the Project Site.

Fire Flow

— According to the LAFD, a minimum fire flow ranging from up to 6,000 to up to 9,000 gallons per minute (gpm) from six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch would be required for the proposed Project. The existing fire protection system on-site is able to deliver a minimum of 5,000 gpm for an unlimited duration of time. Additional on-site fire water lines and hydrants would be constructed as necessary to comply with applicable City requirements regarding fire flows and to provide fire flow service to new buildings. Pursuant to Project Design Feature J.2-4, the proposed fire water system improvements would provide a minimum fire flow of up to 6,000 gpm to up to 9,000 gpm, with a residual pressure of 20 pounds per square inch. With construction of the proposed on-site fire water system improvements, the proposed Project would meet the fire flow requirement. Therefore, the proposed Project would result in a less than significant impact related to fire flows.

Cumulative Impacts

— Similar to the proposed Project, related projects would be reviewed by the LAFD to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire services. In addition, each related project would be required to comply with regulatory requirements related to fire protection and emergency medical services, including fire flow requirements. Furthermore, Project-related impacts on fire protection services would be less than significant with implementation of regulatory requirements and the project design features. Therefore, cumulative impacts associated with the proposed Project, interim projects, and the related projects on the LAFD's capability to provide adequate fire protection services would be less than significant. Each of the related projects identified in the area would be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. Therefore, cumulative impacts associated with the proposed Project, interim projects, and the related projects on response distances would be less than significant. In addition, through the City of Los Angeles' routine construction permitting process and coordination with the Los Angeles Department of Water and Power (LADWP), cumulative impacts associated with the proposed Project, interim projects, and the related projects on fire flow water infrastructure would be less than significant.

Project Design Features

Project Design Feature J.2-1: The Applicant shall submit a plot plan for approval of access and fire hydrants by the Los Angeles Fire Department prior to the issuance of a building permit by the City. The plot plan may include the following design features, as determined by the LAFD:

- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Access for Los Angeles Fire Department apparatus and personnel to and into all structures shall be required.
- The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.
- Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access would be required.
- All access roads, including fire lanes, shall be maintained in an unobstructed manner, and removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Los Angeles Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- Private roadways for general access use shall have a minimum width of 20 feet.
- Where access for a given development requires accommodation of Los Angeles Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- All structures shall be fully sprinklered.
- Adequate public and private fire hydrants shall be required.
- The Los Angeles Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- Where fire apparatus shall be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Los Angeles Fire Department prior to any building construction.

- No framing shall be allowed until the roadway is installed to the satisfaction of the Los Angeles Fire Department.
- Private streets shall be recorded as Private Streets and Fire Lanes. All private street plans shall show the words "Private Street and Fire Lane" within the private street easement.
- All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- Plans showing areas to be posted and/or painted "FIRE LANE NO PARKING" shall be submitted and approved by the Los Angeles Fire Department prior to building permit application sign-off.
- Electric gates approved by the Los Angeles Fire Department shall be tested by the Los Angeles Fire Department prior to the Los Angeles Department of Building and Safety granting a Certificate of Occupancy.
- Any required Fire Annunciator Panel or Fire Control Room shall be located within 50 feet of the visual line of sight of the main entrance stairwell or to the satisfaction of the Los Angeles Fire Department.

Project Design Feature J.2-2: The Applicant shall continue to provide on-site safety and fire prevention equipment for internal use by trained staff.

Project Design Feature J.2-3: The Applicant shall continue to coordinate with and provide advance notice to the Los Angeles Fire Department regarding large special events (i.e., 2,500 attendees or more) taking place on the Project Site.

Project Design Feature J.2-4: The proposed Project shall comply with the fire flow requirements set forth in Section 57.507.3.1 of the Los Angeles Municipal Code. In doing so, the proposed Project shall provide a minimum fire flow ranging from up to 6,000 to up to 9,000 gallons per minute from six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch, as determined by the Los Angeles Fire Department based on its review of the proposed Project's design plans.

Mitigation Measures

Mitigation Measure J.2-1: The Applicant shall submit an emergency response plan for approval by the Los Angeles Fire Department on an annual basis unless no new construction has occurred within the previous year. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and the location of the nearest hospitals and fire departments.

Findings

— Although operation of the proposed Project would not result in significant impacts on fire services provided by the LAFD, in addition to the project design features above and compliance with applicable state and City regulations, Mitigation Measure J.2-1 is included in the MMP to ensure adequate emergency response to the Project Site.

Rationale for Findings

— Implementation of Project Design Feature K-2 as set forth in the MMP would ensure that construction-related impacts on fire protection services would be less than significant. During operation, Project-level and cumulative impacts on fire protection services would be less than significant. Furthermore, implementation of Mitigation Measure J.2-1 as set forth in the MMP would ensure that the proposed Project is designed in a manner that would further reduce potential impacts on fire protection services.

Reference

For a complete discussion of environmental impacts with respect to fire protection, please see Section IV.J.2, Public Services – Fire Protection, of the Draft EIR.

IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The following impact areas were concluded by the EIR to be less than significant with the implementation of mitigation measures described in the EIR and included in the MMP. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR and included in the MMP will reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance:

Cultural Resources (Historic Resources)

Description of Effects

Potential Impacts to Paramount Pictures Historic District

— With respect to demolition, with implementation of the Historic Resources Preservation Plan and the other mitigation measures set forth in the MMP, the potential Paramount Pictures Historic District would retain eligibility for historic designation. According to National Park Service guidelines, for a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance. With implementation of Mitigation Measures C-1 through C-7 set forth in the MMP, including the Preservation Plan, the overall integrity of the potential Paramount Pictures Historic District would be retained following Project implementation, and the individual components would collectively convey the historic significance of the historic motion picture studio lot. The district would retain significant aspects of integrity, and the complex as a whole would appear largely as it did historically. The central historic core, including some of the earliest remaining stages in Hollywood, important circulation patterns, a hierarchy of uses, and historic spatial relationships, would be retained. As such, the potential Paramount Pictures Historic District would continue to represent a rare remaining physical example of the Major Studio Era in Hollywood. Accordingly, the potential Paramount Pictures Historic District would remain eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, and as a local Historic Cultural-Monument under Criterion 1 following implementation of the proposed Project. In addition, the *City of Los Angeles CEQA Thresholds Guide* criteria relative to historic impacts also would be met because the proposed Project would not result in the demolition of a significant resource, relocation activities that do not maintain the integrity and significance of a significant resource would not occur, or the introduction of new construction on the Main Lot would not reduce the integrity or significance of the

potential historic district. Therefore, with implementation of the mitigation measures set forth in the MMP, including the Preservation Plan, potential impacts associated with the demolition of buildings within the potential Paramount Pictures Historic District would be less than significant.

— Regarding new construction, the Conceptual Site Plan carefully considers proposed locations for potential new building sites. There is no new construction proposed for the historic administrative core, and existing open space and primary circulation patterns would be maintained and enhanced. The potential building sites would primarily be located adjacent to existing recent construction on the Main Lot or on the peripheral edges of the potential Paramount Pictures Historic District. Based on the Conceptual Site Plan, new construction would meet the National Park Service guidelines for evaluating the integrity of historic districts, as well as the *City of Los Angeles CEQA Thresholds Guide* related to new construction, as the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, based on the proposed locations of the building sites, as identified in the Conceptual Site Plan, and implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, new construction within the potential Paramount Pictures Historic District would have a less than significant impact.

— All proposed rehabilitation or preservation would comply with the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, which include oversight by a qualified preservation professional. Therefore, with implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, the integrity of the remaining contributors would not be diminished, and a less than significant impact would result from any rehabilitation and preservation activities within the potential Paramount Pictures Historic District.

Potential Impacts to RKO Studios Historic District

— With respect to demolition, with implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, the overall integrity of the potential RKO Studios Historic District would be retained following Project implementation, and the individual components would collectively convey the historic significance of the historic motion picture and television studio lot. The district would retain significant aspects of integrity, and the complex as a whole would appear largely as it did historically. The central historic core, including the earliest stages in the district, important circulation patterns, the hierarchy of uses, and historic spatial relationships, would be retained. As such, the potential RKO Studios Historic District would continue to represent a rare remaining physical example of the Major Studio Era in Hollywood and would continue to convey its historic association with the development of the entertainment industry in Los Angeles. Accordingly, the potential RKO Studios Historic District would remain eligible for listing in the National Register under Criterion A, the California Register under Criterion 1, and as a local Historic Cultural-Monument under Criterion 1 following implementation of the proposed Project. In addition, the *City of Los Angeles CEQA Thresholds Guide* criteria relative to historic impacts also would be met because the proposed Project would not result in the demolition of a significant resource, relocation activities that do not maintain the integrity and significance of a significant resource would not occur, or the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, with the implementation of the mitigation measures set forth in the MMP, including the Preservation Plan, potential impacts associated with the demolition of buildings within the potential RKO Studios Historic District would be less than significant.

— With regard to new construction, the Conceptual Site Plan carefully considers proposed locations for potential new building sites. There is no new construction proposed for the historic administrative core, and existing open space and primary circulation patterns would be maintained and enhanced. All new construction proposed within the potential RKO Studios Historic District would be concentrated in the southwest corner and at the eastern edge of the district boundary. These building sites would have adequate separation between proposed new construction and the potential historic district. Based on the Conceptual Site Plan, new construction would meet the National Park Service guidelines for evaluating the integrity of historic districts, as well as the *City of Los Angeles CEQA Thresholds Guide* related to new construction, as the introduction of new construction on the Main Lot would not reduce the integrity or significance of the potential historic district. Therefore, based on the proposed locations of the building sites, as identified in the Conceptual Site Plan, and implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, new construction within the potential RKO Studios Historic District would have a less than significant impact.

— All proposed rehabilitation or preservation would comply with the Preservation Plan, would be subject to oversight by a qualified preservation professional, and would conform to the proposed mitigation measures set forth in the MMP. Therefore, with implementation of the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, the integrity of the remaining contributors would not be diminished and a less than significant impact would result from any rehabilitation and preservation activities within the potential RKO Studios Historic District.

Potential Impacts to Historic Resources Located Outside of Historic District Boundaries

— The KCAL Building is the only potential historic resource located on the Project Site outside of the boundaries of the potential historic districts. The KCAL Building appears eligible for listing in the National Register of Historic Places under Criterion A and Criterion C, in the California Register of Historical Resources under Criterion 1 and 3, and as a local Historic-Cultural Monument under Criterion 1 and 3. Additionally, the only designated historic resource in the immediate Project vicinity is the Hollywood Forever Cemetery, which was listed in the National Register of Historic Places in 1999.

— Following implementation of the proposed Project, the KCAL Building would be retained and rehabilitated according to the Secretary of the Interior's Standards, per the Preservation Plan. The KCAL Building would continue to appear as a stand-alone structure with adequate separation between the historic building and adjacent new construction. Moreover, the new construction would not obscure, damage, or destroy any character-defining features of the KCAL Building, and thus its historic character would not be diminished. With compliance with the Historic Resources Preservation Plan and other mitigation measures set forth in the MMP, new construction associated with the proposed Project would result in a less than significant impact to the KCAL Building.

— The proposed Project would not include new construction adjacent to the cemetery within the western portion of the Main Lot (i.e., within the potential RKO Studios Historic District). The Conceptual Site Plan for the proposed Project identifies two potential building sites for new development adjacent to the cemetery within the eastern portion of the Main Lot (i.e., within the potential Paramount Pictures Historic District). Both of the building sites would be separated from the cemetery by existing or new walls or buildings. The cemetery has shared a boundary with the motion picture studios on-site since

the 1920s. Based on these factors, new construction would result in a less than significant impact to the Hollywood Forever Cemetery.

Potential Impacts to Adjacent Historic Resources

– The nearest designated Historic Preservation Overlay Zone (Hancock Park) is located approximately 0.5 mile from the Project Site, and all Historic Preservation Overlay Zones, including Hancock Park, Windsor Square, and Melrose Hill, are separated from the Project Site by major arterial streets and existing development. No neighboring historic resources would be demolished as part of the proposed Project. Therefore, the proposed Project would have a less than significant impact on historic resources in the Project vicinity.

Cumulative Impacts

– It is not expected that the related projects would impact historic resources of the same character (based on context, building type, evaluation, and designation) as those that are present within the Project Site. In addition, other than Related Project No. 61, due to the distance between the related projects and the Project Site, the related projects are not anticipated to impact the potential historic districts within the Project Site, the KCAL Building, or the Hollywood Forever Cemetery. Related Project No. 61 proposes additional cemetery-related uses within the Hollywood Forever Cemetery, and is subject to independent environmental review under CEQA. Should it be determined that Related Project No. 61 would result in potentially significant impacts to the cemetery's historic designation, it would be required to implement feasible mitigation or alternatives to mitigate those impacts. Furthermore, as a cemetery use, the Hollywood Forever Cemetery does not include historic resources within the same or similar context as those on the Project Site (i.e., entertainment uses). Therefore, cumulative impacts on historic resources would be less than significant.

Project Design Features

– In addition to the proposed Specific Plan regulations, which include a Preservation Plan, Project Design Feature C-1 is included in the MMP with respect to the relocation of the globe feature at Stage 21:

Project Design Feature C-1: When Stage 21 is demolished, the Applicant shall use commercially reasonable efforts to attempt to remove the globe from the structure. If the globe can be successfully removed, the Applicant shall work with an appropriate historic preservation or other group to relocate the globe to an off-site location, where it will be visible to the public, to the extent such a location is available.

Mitigation Measures

Mitigation Measure C-1: Project approval shall include a requirement to implement a preservation plan substantially in the form attached as Appendix L of the *Paramount Pictures Historic Assessment Technical Report* provided in Appendix F of the Draft EIR.

Mitigation Measure C-2: The Applicant shall ensure that archival documentation (Historic American Building Survey [HABS] Level I documentation) will be prepared for district contributors that will be demolished prior to commencement of demolition. HABS Level I documentation shall consist of the following:

- Architectural and historical narrative;
- Adequate archival drawings as available;
- Approximately six (6) to ten (10) large-format photographs documenting each visible façade, context views, and interior views.

Mitigation Measure C-3: No contributing building shall be demolished until the Applicant is ready to proceed with a substitute use, including, for example, a building, landscape, open space, circulation, or production area, for its site.

Mitigation Measure C-4: Production Park and Lucy Park within the Main Lot shall be retained as open space, and future rehabilitation shall conform to the Secretary of the Interior's Standards for the Treatment of Cultural Landscapes and be based on historic photographs and other archival evidence.

Mitigation Measure C-5: Existing avenues within the Main Lot shall be maintained to create a border between existing and new construction. Major historic circulation patterns shall be retained in north-south and east-west orientation.

Mitigation Measure C-6: A qualified preservation professional shall be retained in order to act as the monitor for mitigation measures related to historic resources on the Project Site. The qualified preservation professional shall:

- Verify compliance with the Paramount Pictures Specific Plan Preservation Plan as set forth in the Paramount Pictures Specific Plan; and
- Oversee the Historic American Building Survey documentation required in Mitigation Measure C-2.

Mitigation Measure C-7: The Applicant shall continue to include an interpretive program (e.g., informational signage) on the Main Lot.

Findings

Changes or alterations have been required in, or incorporated into, the proposed Project that avoid or substantially lessen potential significant environmental effects on Cultural Resources (Historic Resources), as identified in the EIR, to less than significant levels.

Rationale for Findings

No adverse impacts associated with Cultural Resources (Historic Resources) would occur as a result of the development of the proposed Project with incorporation of Mitigation Measures C-1 through C-7 set forth in the MMP.

Reference

For a complete discussion of environmental impacts with respect to Cultural Resources (Historic Resources), please see Section IV.C, Cultural Resources, of the Draft EIR and Section II of the Final EIR.

Cultural Resources (Archaeological and Paleontological Resources)

Description of Effects

Project Impacts

– The results of the records search indicate there are no archaeological sites or isolates, which are artifacts not associated with an archaeological site, located within a 0.5-mile radius of the Project Site or within the Project Site. While this does not preclude the potential for an archaeological site to be identified during construction activities associated with the proposed Project, it is highly unlikely because substantial disturbance of the ground surface has previously occurred on-site. With implementation of Mitigation Measures C-8 and C-9 set forth in the MMP, any potential impacts related to archaeological resources would be reduced to a less than significant level.

– The paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soils and Quaternary deposits in the Project Site are unlikely to discover significant vertebrate fossils. However, deeper excavations have the potential to encounter significant remains of fossil vertebrates. With implementation of Mitigation Measure C-10 set forth in the MMP, any potential impacts related to paleontological resources would be reduced to a less than significant level.

Cumulative Impacts

– With regard to potential cumulative impacts related to archaeological and paleontological resources, the Project vicinity is located within an urbanized area that has been substantially disturbed and developed over time. In the event that archaeological and paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of paleontological resources and archaeological resources.

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

Mitigation Measure C-8: If a unique archaeological resource is discovered during Project construction activities, work in the area shall cease and deposits shall be treated in accordance with applicable federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. A unique archaeological resource is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person [Public Resources Code Section 21083.2(g)].

In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 shall be implemented. A historical resource is defined as a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources [Public Resources Code Section 21084.1]. In the event an archaeological resource is encountered that the archaeologist determines is potentially a Native American resource, the archaeologist shall retain a Native American representative to help determine the appropriate treatment for the resources.

Mitigation Measure C-9: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the archaeologist and Native American monitor, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume.

Mitigation Measure C-10: If any paleontological materials are encountered during ground-disturbing activities for construction of the proposed Project, all further ground-disturbing activities in the area shall be temporarily diverted and the services of a qualified paleontologist shall then be secured. The paleontologist shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource, as appropriate. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report, and a copy of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

Findings

— Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Cultural Resources (Archaeological and Paleontological Resources), as identified in the EIR, to less than significant levels.

Rationale for Findings

– No adverse impacts associated with Cultural Resources (Archaeological and Paleontological Resources) would occur as a result of the development of the Project with incorporation of Mitigation Measures C-8, C-9, and C-10 set forth in the MMP.

Reference

For a complete discussion of environmental impacts with respect to Cultural Resources (Archaeological and Paleontological Resources), please see Section IV.C, Cultural Resources, of the Draft EIR.

Geology and Soils

Description of Effects

Geologic Hazards

Seismic Hazards

– No known active or potentially active faults underlie the Project Site. In addition, the Project Site is not located within an Alquist–Priolo Earthquake Fault Zone. Based on these considerations, the risk of fault rupture at the Project Site is considered negligible. Impacts related to fault rupture would be less than significant and no mitigation measures are required.

– As with any new development in the State of California, building design and construction for the proposed Project would be required to conform to the current seismic design provisions of the California Building Code. With implementation of Mitigation Measure D-1 set forth in the MMP, which enforces this requirement, the proposed Project would not cause nor accelerate geologic hazards related to strong seismic ground shaking which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and impacts associated with strong seismic ground shaking would be less than significant.

– The potential for liquefaction, excessive differential settlement, or seismically induced landslides occurring at the Project Site is considered remote. Therefore, the proposed Project would not cause or accelerate geologic hazards related to liquefaction, settlement, or landslides which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to liquefaction, settlement, and landslides would be less than significant and no mitigation measures are required.

– Given the distance of the Hollywood Reservoir to the Project Site, the oversight by the Division of Safety of Dams, including regular inspections, and the City's emergency response program, the risk of inundation by a seiche or dam failure at the Project Site is low. Therefore, the proposed Project would not cause or accelerate geologic hazards related to seismically induced seiches, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts related to seiches would be less than significant and no mitigation measures are required.

Soil Stability

– It is anticipated that on-site fill includes non-engineered fill materials. Non-engineered fills are not suitable for support of new fills, foundations, concrete slabs, or paving. With implementation of Mitigation Measure D-2 set forth in the MMP, the proposed Project would not cause or accelerate geologic hazards related to unstable soils, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury, and impacts associated with expansive soils would be less than significant.

Expansive and Corrosive Soils

– The earth materials underlying the Project Site have yielded test results from the very low to the very high expansion potential ranges. The test data indicate that the majority of the testing falls in the moderate expansion potential range. The majority of reported testing indicates that soils within the Project Site are classified as corrosive to ferrous metals. With implementation of Mitigation Measure D-3 set forth in the MMP, the proposed Project would not cause or accelerate geologic hazards related to corrosive soils, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury, and impacts associated with corrosive soils would be less than significant.

Subsurface Oil and Gas

– One abandoned oil well may exist in the northeast corner of the Project Site. With implementation of Mitigation Measure E-2 set forth in the MMP, the proposed Project would not cause or accelerate geologic hazards related to subsurface oil, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury, and impacts associated with oil would be less than significant. In addition, portions of the Project Site are located within a City-designated Methane Buffer Zone. With implementation of Mitigation Measure D-4 set forth in the MMP, the proposed Project would not cause nor accelerate geologic hazards related to subsurface methane, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury, and impacts associated with methane would be less than significant.

Subsidence

– Any potential settlement related to long-term dewatering for building operation would be less than, and already accounted for in, the construction dewatering settlement. Therefore, the proposed Project would not cause nor accelerate geologic hazards related to subsidence, which would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury. Impacts related to subsidence would be less than significant and no mitigation measures are required.

Sedimentation and Erosion

– Sedimentation and erosion could potentially occur from exposed soils during Project construction. With preparation and implementation of a SWPPP and compliance with applicable City grading regulations, Project construction would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion, nor accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site, and impacts related to sedimentation and erosion would be less than significant during construction.

Landform Alteration

– The proposed Project would not destroy, permanently cover, or materially and adversely modify any distinct and prominent geologic or topographic features. No impacts associated with landform alteration would occur, and no mitigation measures are required.

Cumulative Impacts

– Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis rather than on a cumulative basis. Nonetheless, cumulative growth in the Project area through 2038, which includes specific known development projects as well as general ambient growth projected to occur (as described in Section III, Environmental Setting, of the Draft EIR) would expose a greater number of people to seismic hazards. However, as with the proposed Project, interim projects, related projects, and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Los Angeles Building Code. With adherence to such regulations, cumulative impacts with regard to geology and soils would be less than significant.

Project Design Features

No project design features are identified in the EIR for this environmental issue.

Mitigation Measures

Mitigation Measure D-1: A final site-specific, design-level geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared by a qualified geotechnical engineer and certified engineering geologist and submitted to the Los Angeles Department of Building and Safety for each individual building project, consistent with City of Los Angeles requirements (see 2008 Los Angeles Building Code Section 1802.1). The site-specific, design-level geotechnical reports shall address each of the potential geologic hazards addressed in the *Geotechnical Engineering Evaluation for the Paramount Pictures Master Plan, 5555 Melrose Avenue, Los Angeles, California, 90038* prepared by Geotechnologies, Inc., April 2015. The site-specific, design-level geotechnical reports shall include recommendations for each specific building location and building design, including recommendations pertaining to site preparation, fills and compaction, and foundations, and shall include the applicable recommendations set forth in Mitigation Measures D-2 through D-4, below. Additionally, all such recommendations shall comply with applicable provisions and standards set forth in or established by:

- (a) California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" (Special Publication 117);
- (b) The version of the Uniform Building Code, as adopted and amended by the City of Los Angeles, in effect at the time of approval of each site-specific, design-level geotechnical report;

- (c) Relevant State, County, and City laws, ordinances, and Code requirements; and
- (d) Current standards of practice designed to minimize potential geologic, geotechnical, and related impacts.

The site-specific, design-level geotechnical reports shall be reviewed and approved by the City of Los Angeles Department of Building and Safety.

Mitigation Measure D-2: During construction, encountered non-engineered fills shall be excavated and replaced as compacted fill properly bunched into suitable materials in accordance with City of Los Angeles requirements, or removed. The suitability of the excavated material for reuse in the compacted fills shall be confirmed during each final site-specific, design-level geotechnical investigation in accordance with the applicable provisions and standards detailed in Mitigation Measure D-1.

Mitigation Measure D-3: As part of the site-specific geotechnical report provided for in Mitigation Measure D-1, corrosion testing of Project Site soils, including pH levels, resistivity, sulfate content, chloride content, and other major anions and cations, shall be performed to the extent necessary. Where the evaluation indicates corrosive soil, specific types of pipe, insulation, coatings, and cathodic protection shall be selected in accordance with the applicable provisions and standards detailed in Mitigation Measure D-1 in order to reduce the risk of corrosion damage to underground utilities.

Mitigation Measure D-4: The design and construction of the proposed Project shall comply with the Los Angeles Methane Seepage Regulations (Los Angeles Municipal Code, Chapter IX, Article 1, Division 71), as applicable, including requirements for site testing.

Findings

- Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects with regard to Geology and Soils, as identified in the EIR, to less than significant levels.

Rationale for Findings

- No adverse impacts associated with Geology and Soils would occur as a result of the development of the Project with incorporation of Mitigation Measures D-1 through D-4 set forth in the MMP.

Reference

For a complete discussion of environmental impacts with respect to Geology and Soils, please see Section IV.D, Geology and Soils, of the Draft EIR.

Hazards and Hazardous Materials

Description of Effects

Construction Impacts

– Compliance with the project design features as well as all applicable federal, state, and local requirements concerning the use, handling, and storage of hazardous materials would effectively reduce the potential for Project construction activities to expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, impacts related to the use, storage, and management of hazardous materials during construction would be less than significant.

– With compliance with relevant regulations and requirements, as well as continued implementation of the comprehensive policies and programs specifically related to hazardous waste management on the Project Site, Project construction activities would not expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, impacts associated with hazardous waste management during construction would be less than significant.

– Hazardous substances have been and continue to be used on portions of the Project Site and within the surrounding vicinity. The activities conducted in the past at the Project Site may have resulted in the release of hazardous substances, potentially affecting the subsurface at the Project Site. There is the potential to encounter residual contamination in the subsurface during construction at the Project Site, which would be a potentially significant impact without mitigation. With implementation of Mitigation Measure E-1 set forth in the MMP, impacts related to the potential to encounter residual contamination in the subsurface during construction at the Project Site would be less than significant. In addition, Project-related grading could uncover or disturb existing known and unknown underground storage tanks that could lead to soil and/or groundwater impacts and the potential exposure of people and the environment to hazardous materials, which would be a potentially significant impact without mitigation. With implementation of Mitigation Measure E-1 set forth in the MMP, impacts related to the potential disturbance of underground storage tanks during construction would be less than significant.

– Asbestos testing was conducted on the Main Lot and the results revealed asbestos and asbestos-containing materials in several buildings and structures. With implementation of Project Design Feature E-1 set forth in the MMP, impacts related to asbestos-containing materials during construction would be less than significant.

– Lead-based paint may also be present on-site, particularly in the Main Lot. With implementation of Project Design Feature E-2 set forth in the MMP, impacts related to lead-based paint during construction would be less than significant.

– Based on California State Division of Oil, Gas and Geothermal Resources maps, one abandoned oil well may exist in the northeast corner of the Main Lot. With implementation of Mitigation Measure E-2 set forth in the MMP, impacts related to construction in the area of abandoned oil wells would be less than significant. In addition, based on applicable safety provisions and appropriate monitoring, grading and construction activities associated with development within a Methane Buffer Zone are not expected to substantially expose construction workers to elevated levels of methane or other soil gases. Therefore, impacts associated with construction within a Methane Buffer Zone would be less than significant, and the proposed Project would not expose people or structures to substantial risk resulting

from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards.

– Construction-related traffic on adjacent streets could potentially affect emergency access to and near the Project Site on a temporary basis. With implementation of Project Design Feature K-2, construction of the proposed Project is not anticipated to significantly impair implementation of or physically interfere with any adopted or on-site emergency response or evacuation plans, and impacts would be less than significant.

Operational Impacts

– The expansion of operations on the Project Site has the potential to increase the acquisition, use, handling, and storage of hazardous materials on-site. Operation of the proposed Project could increase the opportunity for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. Project staff on the Project Site would continue to be trained and designated to respond to accidental releases of hazardous materials associated with the acquisition, use, storage, and handling of hazardous materials. In addition, professional hazardous materials response companies would continue to be on-call should a release occur at a time when appropriate staff are not available or the magnitude of the release is such that it cannot be handled internally. With continued implementation of hazardous materials management at the Project Site, in accordance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, operation of the proposed Project is expected to be consistent with the goals, policies, and objectives of the City's General Plan Safety Element. Through continued compliance with applicable laws, as well as implementation of the project design features, impacts associated with the use, storage, and management of hazardous materials during operation of the proposed Project would be less than significant.

– With implementation of the proposed Project, it is anticipated that hazardous waste-generating activities could increase. As is currently the Applicant's practice, compliance with all applicable federal, state, and local requirements concerning the handling, storage, and disposal of hazardous waste would effectively reduce the potential for operation of the proposed Project to expose people to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, impacts associated with hazardous waste generation, handling, and disposal during operation of the proposed Project would be less than significant.

– While additional underground storage tanks are not anticipated as part of the proposed Project, expanded operations on the Project Site could require the installation and operation of additional underground storage tanks to accommodate increased hazardous materials similar to those used in existing operations on-site. An increase in the number of underground storage tanks could potentially increase the potential for accidental releases and subsequent impacts to soil, surface water, and groundwater, as well as the potential for environmental and human exposure to hazardous materials. Any new underground storage tanks installed at the Project Site would be required to be installed in accordance with federal, state, and local laws. Plans for any new underground storage tanks installations and for associated post-construction activities, monitoring, and response, would be submitted to the Los Angeles Fire Department (LAFD) for review and approval. The LAFD would oversee compliance with

these construction standards and subsequent post-construction requirements. Therefore, impacts related to underground storage tanks during operation of the proposed Project would be less than significant.

– Expanded operations on the Project Site could require the installation and operation of additional aboveground storage tanks for storage of motor oil, vegetable oil, propane, and other substances. This increase in the number of aboveground storage tanks on-site could potentially increase the potential for accidental releases and subsequent impacts to soil and surface water, as well as the potential for environmental and human exposure to hazardous materials. Compliance with applicable laws would minimize impacts to human health and the environment associated with aboveground storage tanks by, for example, ensuring that new tanks include secondary containment, as required. Therefore, impacts related to aboveground storage tanks during operation would be less than significant.

– As the permitting process would ensure that new development would comply with the City's Methane Seepage Regulations, impacts associated with development within portions of the Project Site within the Methane Buffer Zone would be less than significant, and the proposed Project would not expose people or structures to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards.

– Existing emergency response and evacuation plans would be updated and/or new plans created, as appropriate, to include operation of the proposed Project. Therefore, it is not anticipated that Project operations would significantly impair the implementation of or physically interfere with any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan. No adverse impacts to emergency response or emergency evacuation plans are anticipated.

Cumulative Impacts

– While impacts associated with hazards and hazardous materials are typically site-specific and do not cumulatively affect off-site areas, conditions such as contaminated groundwater can affect down-gradient properties. In addition, operation of many of the related projects can reasonably be expected to involve the limited use of potentially hazardous materials typical of those used in residential and commercial developments, including cleaning agents, paints, pesticides, and other materials used for landscaping. However, all future development located within the vicinity of the Project Site would be subject to the same local, regional, state, and federal regulations pertaining to hazards and hazardous materials. It is expected that all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' specifications and handled in compliance with applicable standards and regulations. Any risks associated with these materials would be adequately reduced to a less than significant level through compliance with these standards and regulations. In addition, through the extension of existing programs administered on the Project Site, Project impacts with regard to emergency response or evacuation plans would not be cumulatively considerable. As such, cumulative impacts with regard to hazards and hazardous materials from the combined proposed Project, interim projects, and related projects would be less than significant.

Project Design Features

Project Design Feature E-1: Prior to the issuance of any demolition permit or permit for remodeling of existing buildings, if applicable, the Applicant would provide a

letter to the Department of Building and Safety indicating that the demolition/renovation contract provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with the South Coast Air Quality Management District's Rule 1403. The Applicant shall comply with State and federal regulations to test for asbestos prior to issuance of any demolition permit. If asbestos-containing materials are found to be present, it shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403, as well as all other applicable state and federal rules and regulations.

Project Design Feature E-2: Prior to the issuance of any permit for demolition or alteration of an existing structure, if applicable, a lead-based paint survey would be performed in compliance with applicable State and federal regulations. Should lead-based paint materials be identified, the Applicant would provide evidence to the Department of Building and Safety demonstrating that the demolition/renovation contract provides that standard handling and disposal practices would be implemented pursuant to Occupational Safety and Health Act regulations. The Applicant shall comply with State and federal regulations to test for lead-based paint prior to issuance of any demolition permit. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to Occupational Safety and Health Act regulations.

Mitigation Measures

Mitigation Measure E-1: If excavation or grading occurs in areas identified in Figure IV.E-1 in the Draft EIR (areas with potential for residual contamination in subsurface), then construction contracts shall include a provision that in the event that potential contamination is encountered during excavation or grading, work in the area of potential contamination shall be temporarily halted and the contamination evaluated by a qualified environmental professional using appropriate collection and sampling techniques as determined by the environmental professional based on the nature of the contamination. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements, such as South Coast Air Quality Management District Rule 1166.

If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) during excavation and grading activities, excavation and grading within the area of the observed contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented by a qualified environmental professional, as described above.

Mitigation Measure E-2: Prior to issuance of grading or building permits for construction in the area of the abandoned oil well that may exist in the northeast corner of the Main Lot, the Applicant shall comply with applicable regulations for California State Division of Oil, Gas and Geothermal Resources site plan review. If any

oil wells are encountered during excavation and construction, the Applicant shall comply with all applicable requirements of California State Division of Oil, Gas and Geothermal Resources for the investigation and/or re-abandonment of the well.

Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects with regard to Hazards and Hazardous Materials, as identified in the EIR, to less than significant levels.

Rationale for Findings

No adverse impacts associated with Hazards and Hazardous Materials would occur as a result of the development of the Project with incorporation of Mitigation Measures E-1 and E-2 set forth in the MMP.

Reference

For a complete discussion of environmental impacts with respect to Hazards and Hazardous Materials, please see Section IV.E, Hazards and Hazardous Materials, of the Draft EIR.

SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES

The Project would result in the following impacts, which are found to be significant and unavoidable:

Shading

Description of Effects

Project Impacts

— Under the proposed Specific Plan, new buildings would be developed in accordance with height zones that establish the maximum building heights for buildings throughout the Project Site. Setbacks would also be established within the proposed Specific Plan. Prior to mitigation, significant impacts are anticipated during the following seasons as a result of shadows cast by future development within the height zones proposed for the Project Site:

- Winter: Camerford Lot (impacts to north); Lemon Grove Lot (Parcels B, C, and D)
- Spring: Lemon Grove Lot (Parcels B, C, and D)
- Summer: Lemon Grove Lot (Parcels B, C, and D)
- Fall: Lemon Grove Lot (Parcels B, C, and D)

— Impacts associated with other Project Site locations/seasons and cumulative shading impacts would be less than significant.

Cumulative Impacts

– Based on the location of the related projects identified in the area, only two projects, Related Project No. 24 and Related Project No. 61, have the potential to cast shadows that may affect some of the same shade-sensitive uses as the proposed Project. Project shadows would extend to residential properties along Camerford Avenue in the morning during spring and fall. However, a cumulative effect resulting from the shading of the same individual properties by the proposed Project and Related Project No. 24 would not be expected. Furthermore, shadows from Related Project No. 61 would not extend beyond the shadow that is already cast by the existing parking structure on Parcel A of the Lemon Grove Lot during the winter solstice afternoon hours prior to 3:00 P.M. Therefore, it can be assumed that cumulative shading impacts in the vicinity of the Lemon Grove Lot would be less than significant. Cumulative shading impacts would be less than significant.

Project Design Features

– As previously described, future development under the proposed Project would be subject to the proposed Specific Plan, which includes building height limitations based on defined height zones as well as setback requirements. Other than the proposed Specific Plan regulations, no project design features relevant to shading are identified.

Mitigation Measures

– The following mitigation measure is included in the MMP to reduce the significant shadow impacts associated with the proposed Project:

Mitigation Measure A.3-1: A 10-foot setback from the northern property line of the Camerford Lot shall be implemented to reduce shadow impacts affecting shade-sensitive uses to the north.

Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

Rationale for Findings

– With implementation of Mitigation Measure A.3-1 set forth in the MMP, a 10-foot setback would be established from the northern property line of the Camerford Lot. As none of the yards of the residential properties north of the Camerford Lot would be shaded for three or more hours, the potential impact would be eliminated. As for the Lemon Grove Lot, an analysis was performed to determine the extent to which setbacks would need to be increased or building heights reduced in order to eliminate the significant shading impacts resulting from development on the Lemon Grove Lot. It was determined that no feasible mitigation is available to eliminate the significant shading impacts from the Lemon Grove Lot. Because mitigation of the proposed Project's impacts associated with the Lemon Grove Lot would be infeasible, Project-level impacts would be significant and unavoidable. Cumulative shading impacts would be less than significant at the Lemon Grove Lot as no related projects would create shadows that would overlap with new shadows associated with the proposed Project or affect the same shade-sensitive uses as new shadows associated with the proposed Project. However, it is noted that the Project's

aesthetic impacts, including shading, would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.

Reference

For a complete discussion of environmental impacts with respect to shading, please see Section IV.A.3, Shading, of the Draft EIR.

Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)

Description of Effects

Construction

Regional Construction Impacts

– Construction activities would include demolition of existing uses, grading and excavation, and construction of new structures and related infrastructure. It is anticipated that the proposed Project would result in the off-site export of approximately 420,000 cubic yards of excavated soil. Construction-related daily maximum regional construction emissions would not exceed the South Coast Air Quality Management District (SCAQMD) daily significance thresholds for CO, SO_x, PM₁₀, and PM_{2.5}. However, maximum regional emissions would exceed the SCAQMD daily significance thresholds for VOC during periods of architectural coatings application and NO_x during periods of heavy construction equipment use. Therefore, regional construction emissions resulting from the proposed Project would result in a significant short-term impact.

Localized Impacts from On-Site Construction Activities

– Maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening thresholds for CO and PM₁₀. However, localized NO_x and PM_{2.5} emissions would exceed the applicable screening-level LST for several construction phases and combined overlapping activities. Therefore, localized construction emissions resulting from the proposed Project would result in a significant short-term impact without mitigation.

Operations

Regional Operational Impacts

– Regional emissions resulting from operation of the proposed Project are expected to exceed the SCAQMD thresholds for VOC and NO_x. Therefore, air quality impacts from Project operational emissions would be significant without mitigation.

– An analysis of daily operational emissions of existing conditions without the proposed Project versus with the proposed Project was also conducted. The net overall operational emissions associated with the proposed Project would be greater in comparison to Project build-out emissions due to emission factors that assume air quality improves over time based on regulations applicable to newer vehicles. As with the Project build-out analysis year, the proposed Project regional emissions analysis would exceed the established SCAQMD threshold levels for VOC and NO_x. The proposed Project would

also exceed the SCAQMD regional significance threshold for CO. Therefore, air quality impacts from Project operational emissions would be significant without mitigation.

Localized Operational Impacts

– Operation of the proposed Project would not introduce any major new sources of air pollution within the Project Site. Notwithstanding, the screening level analysis shows that on-site operational emissions would not exceed the CO and NO_x localized significance thresholds, but would exceed the localized PM₁₀ and PM_{2.5} significance thresholds. Therefore, the localized effects from the on-site operational emissions of PM₁₀ and PM_{2.5} were analyzed using the AERMOD dispersion model. Based on the detailed dispersion modeling, on-site operational emissions would not exceed any of the SCAQMD localized significance thresholds.

– An analysis of localized operational on-site emissions of existing conditions without the proposed Project versus with the proposed Project was also conducted. The net overall operational on-site emissions associated with the proposed Project would be greater in comparison to Project build-out emissions due to emission factors that assume air quality improves over time based on regulations applicable to newer vehicles. As with the Project build-out analysis year, the screening level analysis shows that on-site operational emissions would not exceed the CO and NO_x localized significance thresholds, but would exceed the localized PM₁₀ and PM_{2.5} significance thresholds. Therefore, the localized effects from the on-site operational emissions of PM₁₀ and PM_{2.5} were analyzed using the AERMOD dispersion model. Based on the detailed dispersion modeling, on-site operational emissions would not exceed any of the SCAQMD localized significance thresholds.

– The localized CO hotspot screening analysis conducted for 15 intersections demonstrated that the proposed Project would not cause any new or exacerbate any existing CO hotspots. To further support this conclusion, CO concentration levels were forecasted at the three most potentially impacted intersections based on the highest projected concentration and using peak-hour traffic volumes and conservative meteorological assumptions. Project-generated traffic volumes under buildout in 2038 were forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at each of the three intersection locations analyzed. Similarly, the Project (2011) analysis also resulted in a negligible effect on the projected 1-hour and 8-hour CO concentrations at the intersections. Thus, the proposed Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, impacts related to localized mobile-source CO emissions would be less than significant.

Concurrent Construction and Operational Emissions

– Concurrent construction and operational regional emissions of VOC and NO_x would exceed the SCAQMD regional thresholds, but would not exceed the SCAQMD localized significance thresholds.

Cumulative Impacts

Construction

– According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable

increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would exceed the SCAQMD's regional significance threshold for NO_x and VOC with mitigation. Consequently, the proposed Project would have a cumulative impact due to construction-related regional VOC and NO_x emissions even with incorporation of mitigation measures. In terms of localized air quality impacts, construction of the proposed Project would have a less than significant cumulative impact due to localized emissions with implementation of mitigation measures.

Operation

– According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Regional emissions resulting from operation of the proposed Project are expected to exceed the SCAQMD thresholds for VOC and NO_x. Therefore, air quality impacts from Project operational emissions would be significant without mitigation. Thus, the emissions of non-attainment pollutants and precursors generated by Project operation in excess of the SCAQMD project-level thresholds also would be cumulatively considerable.

– An analysis of potential localized operational impacts from on-site activities was conducted. Based on the analysis, localized CO, NO₂, PM₁₀, and PM_{2.5} operational impacts would not exceed the SCAQMD's thresholds. As such, the potential localized operational impacts from the proposed Project's on-site activities would not be cumulatively considerable.

Project Design Features

– The following project design features are intended to implement requirements of SCAQMD Rule 403 (Fugitive Dust):

Project Design Feature B.1-1: The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used for haul trucks to reduce dust emissions and meet South Coast Air Quality Management District Rule 403.

Project Design Feature B.1-2: All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of spillage or dust.

Project Design Feature B.1-3: All clearing, earth-moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 miles per hour), so as to prevent excessive amounts of dust.

Mitigation Measures

Construction

The following mitigation measures set forth a program of air pollution control strategies designed to reduce the proposed Project's air quality impacts to the extent feasible during construction.

Mitigation Measure B.1-1: The Project representative shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities for the proposed Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment within the construction inventory list described above shall meet the Tier 3 standards where commercially available.

Mitigation Measure B.1-2: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.

Mitigation Measure B.1-3: Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five minutes when not in use, to reduce vehicle emissions.

Mitigation Measure B.1-4: Construction activities shall be discontinued during second-stage smog alerts.

Mitigation Measure B.1-5: To the extent possible, petroleum-powered construction activity shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. If stationary petroleum-powered construction equipment, such as generators, must be operated continuously, such equipment shall be located at least 100 feet from sensitive land uses, whenever possible.

Operation

— In addition to the project design features designed to reduce greenhouse gas emissions (which would also serve to reduce criteria air pollutants), the following mitigation measures would further reduce operational emissions from the proposed Project:

Mitigation Measure B.1-6: The Applicant or its successor shall minimize delivery truck idling times to a maximum of five minutes, per the California Air Resources Board's Airborne Toxic Control Measure.

Mitigation Measure B.1-7: The Applicant or its successor shall route delivery trucks via the most efficient available route on the Project Site.

Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

Rationale for Findings

— Implementation of the mitigation measures and project design features set forth in the MMP would reduce construction emissions for all pollutants. However, even with the incorporation of mitigation measures, the proposed Project would exceed the SCAQMD regional significance thresholds for NO_x and VOC during some periods of construction. As such, Project construction would result in significant and unavoidable Project-level and cumulative regional impacts even with incorporation of all feasible mitigation measures.

— Implementation of the project design features would reduce localized construction NO_x, PM₁₀, and PM_{2.5} emissions. With incorporation of mitigation measures set forth in the MMP, impacts from localized NO_x, PM₁₀, and PM_{2.5} emissions would be reduced to a less than significant level.

— Although the proposed Project would incorporate feasible mitigation measures and project design features to reduce operational emissions, regional operational emissions associated with the proposed Project buildout analysis year still would exceed the SCAQMD daily emission threshold for regional NO_x and VOC after implementation of feasible mitigation measures. The net overall operational emissions associated with the proposed Project would exceed the established SCAQMD threshold levels for VOC, NO_x, and CO. Therefore, operation of the proposed Project would have a significant and unavoidable Project-level impact on regional air quality. No additional feasible mitigation has been identified to further reduce these regional impacts. Cumulative operational air quality impacts would also remain significant. No significant impacts related to local CO concentrations would occur for the proposed Project or cumulatively. Project development would be consistent with the air quality policies set forth in the SCAQMD's AQMP and the City of Los Angeles General Plan Air Quality Element, resulting in a less than significant impact.

— Implementation of the mitigation measures and project design features set forth in the MMP would reduce NO_x, PM₁₀ and PM_{2.5} emissions. Even with incorporation of mitigation measures, during certain periods of concurrent construction and operation, the proposed Project would remain in exceedance of the SCAQMD regional threshold for VOC and NO_x.

— The project design features and mitigation measures set forth in the MMP would reduce pollutant emissions. Concurrent construction and operational regional emissions of VOC and NO_x would exceed SCAQMD regional thresholds. As such, regional emissions that result from concurrent construction and operations would result in a significant impact for regional VOC and NO_x emissions. On the other hand, concurrent construction and operational localized emissions would be less than significant for localized NO_x, PM₁₀, and PM_{2.5} impacts. As such, localized emissions that result from concurrent construction and operations would result in a less than significant impact.

Reference

For a complete discussion of environmental impacts with respect to air quality, please see Section IV.B.1, Air Quality, of the Draft EIR.

Noise (Construction Noise and Vibration)

Description of Effects

On-Site Construction Noise Sources

Based on noise data collected by the Federal Highway Administration, individual pieces of construction equipment that would be used for construction of the proposed Project produce maximum noise levels (L_{max}) of 74 A-weighted decibels (dBA) to 90 dBA at a reference distance of 50 feet from the noise source. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less-than-full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (hourly L_{eq}) noise level associated with each construction stage (i.e., demolition, site grading, building construction, and landscaping) was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

The Project construction schedule would depend on market conditions and the business needs of the Applicant. For purposes of the construction noise analysis, a construction phasing schedule was developed that considers the anticipated business needs and the maximum amount of development that may simultaneously occur on the Project Site at any one time. As discussed in Section IV.H, Noise, of the Draft EIR, the analysis assumed the proposed Project would be constructed over four phases (A, B, C and D). Within each phase, construction activities were grouped by geographic area (sub-phase) to allow for maximum construction activities to occur within a phase while providing for continued studio operations within the Project Site. The analysis shows that construction noise levels generated during various phases of the Project construction activities could exceed the 5 dBA above ambient noise level significance threshold at the following off-site sensitive receptors:

- Phase A—Receptors R2, R3, R7, R8, R12, and R16
- Phase B—Receptors R3, R5, R6, R10, R11, R14, R15, and R16
- Phase C—Receptors R2, R3, R11, R12, R14, and R16
- Phase D—Receptors R5, R11, R13, R14, and R16

In addition, based on the construction phasing schedule, the potential exists for overlapping construction between phases. The overlapping construction activities could result in an increase above the estimated highest construction noise level of 2.8 dBA at receptor R4 due to overlapping construction activities for sub-phases C4 and C5. Construction noise levels at the existing on-site childcare centers for all construction phases would be below the significance threshold.

Off-Site Construction Noise Sources

– In addition to on-site construction noise, delivery/haul trucks (trucks), and construction worker vehicles would require access to the Project Site during various construction phases. Construction-related haul trucks would generate noise levels ranging from 56.3 dBA ($L_{eq(hr)}$) during Phase A to 67.8 dBA ($L_{eq(hr)}$) during Phase D. The estimated construction haul truck noise levels would be below the existing daytime hourly ambient noise levels measured along Lemon Grove Avenue, Melrose Avenue, and Western Avenue. The construction related trucks noise would exceed the existing ambient noise levels by up to 1.9 dBA ($L_{eq(hr)}$) along Van Ness Avenue and up to 2.4 dBA ($L_{eq(hr)}$) along Gower Street, which would be below the 5 dBA above ambient noise level significance threshold. As such, noise impacts associated with off-site construction truck traffic would be less than significant.

Construction Vibration

– Construction activities can generate varying degrees of ground vibration, depending on the construction procedures and type of equipment used. Vibration velocities from typical heavy construction equipment operations that would be used during construction of the proposed Project would range from 0.003 to 0.089 peak particle velocity (PPV) at a distance of 25 feet from the equipment. The majority of the Project construction activities would occur within the Main Lot and would be a minimum of 50 feet from off-site building structures. Therefore, the estimated vibration velocity levels for construction activities within the Main Lot would be well below the most stringent significance threshold of 0.12 PPV. However, construction activities at the Ancillary Lots could occur in closer proximity to off-site building structures. Vibration levels generated by a large bulldozer or caisson drilling would be up to 0.995 PPV (at 5 feet from the equipment) and 0.192 PPV (at 15 feet from the equipment). With implementation of Project Design Feature H-2, which requires that the use of large bulldozers and caisson drilling occur a minimum of 15 feet from the nearest off-site building, vibration impacts associated with potential building damage during construction activities would be less than significant.

– Potential vibration impacts with respect to human annoyance were also evaluated. The anticipated construction equipment for Project construction would generate vibration levels ranging from 58 VdB (a decibel unit referenced to a velocity of 1 micro-inch per second) for a small bulldozer to up to 87 VdB for a large bulldozer operating at a distance of 25 feet. The vibration level from the large bulldozer would attenuate to below the 72 VdB significance threshold at a distance of 80 feet. Therefore, except for construction activities within 15 feet of Van Ness Avenue, vibration impacts with respect to human annoyance would be less than significant for construction activities within the Main Lot. Vibration levels generated by construction equipment operating at the Ancillary Lots would exceed the 72 VdB significance threshold at the adjacent sensitive receptors within 80 feet of large construction equipment. Impacts would occur on a short-term basis when large construction equipment (e.g., a large bulldozer) would operate within 80 feet from the sensitive receptors.

– Based on Federal Transit Administration (FTA) data, the vibration generated by a typical haul truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. There are building structures and sensitive receptors (i.e., residential uses) that are located as close as 15 feet from the haul truck routes. Therefore, the vibration level generated by the haul trucks would be approximately 0.034 PPV, which would be well below the most stringent building damage threshold of 0.12 PPV for buildings.

– The vibration levels at sensitive receptors within 15 feet of the haul routes would be approximately 79 VdB, which would exceed the 72 VdB significance threshold for human annoyance. Per

the FTA, "it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." However, vibration impacts with respect to human annoyance along the haul routes during construction would be significant at sensitive receptors located within 25 feet from the haul route.

Cumulative Impacts

— While the majority of the related projects are located a substantial distance from the Project Site, based on the location of the related projects identified in the area, there are three related projects near the Project Site, including: Related Project No. 61, which proposes cemetery-related uses within the cemetery immediately north of the Project Site; Related Project No. 24, a condominium and retail development at 5663 Melrose Avenue (approximately 450 feet west of the Project Site); and Related Project No. 9, at 5651 Santa Monica Boulevard (approximately 800 feet from the Project Site, north of the Lemon Grove Lot). However, construction of Related Project No. 24 has recently been completed. The next closest related project is approximately 1,600 feet from the Project Site.

— Since the timing of the construction activities for related projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be entirely speculative. Nonetheless, if construction of Related Project No. 61 or Related Project No. 9 were to occur concurrently with the construction on the north or northeast sides of the Project Site, respectively, these related projects could have a contribution to the cumulative impact on nearby noise-sensitive receptors. Specifically, concurrent construction of the proposed Project and Related Project No. 61 could impact noise-sensitive receptors located in proximity to the northern boundary of the Project Site (i.e., elementary school and residential uses along Van Ness Avenue). Concurrent construction of the proposed Project and Related Project No. 9 could impact noise-sensitive receptors located between Related Project No. 9 and the Project Site (i.e., residential uses located along Van Ness Avenue, Ridgewood Place and Wilton Place, south of Santa Monica Boulevard, represented by R1). Construction-related noise levels from the related projects would be intermittent and temporary. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Nonetheless, even with proposed mitigation measures, if nearby Related Project No. 61 and/or Related Project No. 9 were to be constructed concurrently with the proposed Project, significant and unavoidable cumulative construction noise impacts could result.

— Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., less than 25 feet). Although the Related Project No. 61 site is adjacent to the Project Site, the proposed construction areas of Related Project No. 61 would be a minimum of approximately 90 feet from the Project Site. In addition, Related Project No. 9 is approximately 800 feet away from the Project Site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there would be no potential cumulative construction impact with respect to ground-borne vibration.

Project Design Features

Project Design Feature H-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices

(consistent with manufactures' standards). All equipment shall be properly maintained.

Project Design Feature H-2: The use of caisson drilling and/or large bulldozers shall occur a minimum of 15 feet from the nearest off-site building.

Mitigation Measures

Mitigation Measure H-1: Prior to the issuance of grading permits for the development of a new building, structure or infrastructure for the proposed Project, the Applicant or its successor shall provide proof satisfactory to the City Department of Public Works or Department of Building and Safety, as applicable, that all related construction contractors have been required in writing to comply with the City Noise Ordinance, and the contractor or the Applicant or its successor shall design a Construction Noise Mitigation Plan to minimize the construction-related noise impacts to off-site noise-sensitive receptors. The Construction Noise Mitigation Plan may include the following:

- a) Use temporary sound barriers between the proposed Project construction area and affected noise-sensitive receptors where feasible and necessary;
- b) Stationary source equipment which is flexible with regard to relocation (e.g., generators and compressors) shall be located so as to maintain the greatest feasible distance from off-site noise-sensitive land uses;
- c) To the extent feasible, the staging of high noise-generating activities should take place during mid-day and/or when fewer people are at home or ambient noise levels in the receptor areas are at their highest levels;
- d) To the extent feasible, construction and demolition activities should be scheduled so as to avoid operating several pieces of equipment simultaneously;
- e) Limit engine idling from construction equipment. Specifically, the idling of haul trucks shall be limited to 5 minutes at any given location as established by the South Coast Air Quality Management District;
- f) Provide for the location of construction staging areas to be situated and operated in a manner which will limit direct interference with residential streets surrounding the Project Site;
- g) Provide a hotline to enable the public to call and address construction related issues associated with the construction; and
- h) Project construction shall not use impact pile driving methods.

Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

Rationale for Findings

— Implementation of the project design features and compliance with the mitigation measures set forth in the MMP would reduce Project and cumulative construction noise and vibration levels to the extent feasible. Implementation of the noise mitigation measures would reduce the construction-related noise of the proposed Project. However, depending on the receptor and ambient noise levels at the time of construction, significant temporary construction noise impacts could exceed the significance threshold. Thus, proposed Project and cumulative noise impacts associated with construction activities would be significant and unavoidable.

— As explained further in Section IV.H, Noise, of the Draft EIR, the estimation of potential construction noise levels represent a conservative noise impact scenario in which all construction equipment during each phase of construction was assumed to operate simultaneously and was assumed to be located at the construction area nearest to the potentially affected off-site noise-sensitive receptor. Typically, construction activities would be spread throughout the entire site, further away from the affected receptors. As evaluated, construction noise impacts would be temporary and variable during construction, and would affect off-site noise-sensitive receptors differently depending on the location of the construction. Given that the potential impact is conservatively estimated and would be variable as to time, duration, and location, off-site noise-reduction measures would not be feasible.

— Implementation of Project Design Feature H-2 set forth in the MMP would ensure that vibration generated during construction activities would be reduced to levels below the significance threshold for building damage at the adjacent off-site buildings. In addition, Project Design Feature H-2 would reduce the vibration impacts with respect to human annoyance. However, there are no other feasible mitigation measures that would reduce the vibration levels during certain construction activities to below the significance threshold for human annoyance. Therefore, vibration impacts on human annoyance during construction would be significant and unavoidable. The vibration impacts on human annoyance would be short-term and would only occur when large construction equipment is operated within 80 feet of a sensitive receptor. Ground-borne vibration from each of the construction sites (proposed Project and related projects) would rapidly attenuate from each of the construction sites, which would not result in cumulative construction vibration impacts. Therefore, cumulative construction vibration impacts would be less than significant.

Reference

For a complete discussion of environmental impacts with respect to noise, please see Section IV.H, Noise, of the Draft EIR.

Traffic, Access, and Parking (Intersection Level of Service, Neighborhood Intrusion, In-Street Construction, Supplemental Caltrans Analysis)

Description of Effects

Intersection Level of Service

Project Trip Generation

– It is estimated that after Project construction, the Project Site (including the existing components that would remain after construction) would generate a total of 21,226 daily trips on a typical weekday, including approximately 2,160 morning peak-hour trips (1,650 inbound, 510 outbound) and 2,288 afternoon peak-hour trips (688 inbound, 1,600 outbound). The existing land uses on the Project Site are estimated to currently generate a total of 11,396 daily trips on a typical weekday, including approximately 1,235 morning peak-hour trips (938 inbound, 297 outbound) and 1,255 afternoon peak-hour trips (391 inbound, 864 outbound). The proposed Project is, therefore, expected to generate a net total of 9,830 daily trips on a typical weekday, including approximately 925 morning peak-hour trips (712 inbound, 213 outbound) and 1,033 afternoon peak-hour trips (297 inbound, 736 outbound).

Existing with Project Intersection Operations (Existing with Project Before Mitigation)

– The Existing with Project analysis assumes the proposed Project is constructed to full buildout and added to existing traffic conditions. Of the 65 signalized study intersections, 51 are projected to operate at Level of Service (LOS) D or better during both the morning and afternoon peak hours under the Existing with Project conditions. The remaining 14 intersections are projected to operate at LOS E or F during one or both peak hours. Under Existing with Project conditions, the proposed Project would result in 11 significant impacts during the morning peak hour and 14 significant impacts during the afternoon peak hour at signalized intersections before implementation of the Project TDM program or mitigation measures discussed below. Because intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 17 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Existing with Project conditions. The remaining 48 signalized intersections would not be significantly impacted.

– Of the 11 unsignalized study intersections, 10 are projected to operate at LOS D or better during the morning peak hour under the Existing with Project conditions. The remaining intersection, US 101 Southbound Off-Ramp & Lexington Avenue (Unsignalized Intersection No. 9), is projected to operate at LOS E during the morning peak hour under both the Existing with Project Before Mitigation and the Existing with Project with Mitigation conditions. The intersection does not meet signal warrants, and thus does not meet the City's criteria for signalization.

– Based on the *City of Los Angeles CEQA Thresholds Guide* methodology for analyzing unsignalized intersections, under Existing with Project conditions before mitigation, the proposed Project would cause significant impacts at the following two unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; and (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp.

Future with Project Intersection Operations (Future with Project Before Mitigation)

– The Future with Project analysis assumes the proposed Project is constructed to full buildout and added to future traffic conditions, which comprises existing traffic, interim projects, ambient, and related project traffic growth and future roadway and infrastructure improvements, but does not

include any of the features or benefits of the proposed Project's TDM program and mitigation measures. Of the 65 signalized study intersections, 41 would operate at LOS D or better during both the morning and afternoon peak hours under Future with Project conditions. The remaining 24 intersections would operate at LOS E or F during at least one analyzed peak hour. Under Future with Project conditions, the proposed Project would result in 13 significant impacts during the morning peak hour and 16 significant impacts during the afternoon peak hour at signalized intersections before implementation of the proposed Project's TDM program or mitigation measures set forth below. As intersections impacted during the morning peak hour can be the same intersections impacted during the afternoon peak hour, a total of 19 of the 65 signalized study intersections are expected to be impacted during either the morning or afternoon peak hours under Future with Project conditions before mitigation. The remaining 46 signalized intersections would not be significantly impacted.

— With regard to unsignalized intersections, 3 of the 11 unsignalized intersections would operate at LOS E or F during the morning or afternoon peak hour. The remaining 8 unsignalized intersections would operate at LOS D or better during both peak hours. Of these intersections, the following two intersections would meet Los Angeles Department of Transportation (LADOT) criteria for signalization:

- Gower Street & US 101 SB Off-Ramp/Yucca Street (Unsignalized Intersection No. 6); and
- Normandie Avenue & US 101 NB On-Ramp/Monroe Street (Unsignalized Intersection No. 10).

— It should be noted that both of these intersections also meet signal warrants in both the Future without Project conditions before mitigation as well as under Existing conditions, so neither Project traffic nor ambient growth is causing the intersections to meet signal warrants.

— Under the *City of Los Angeles CEQA Thresholds Guide* methodology, the proposed Project would cause potential significant impacts at the following three unsignalized study intersections: (1) Unsignalized Intersection No. 6: Gower Street & US 101 Southbound Off-Ramp/Yucca Street; (2) Unsignalized Intersection No. 8: Western Avenue & US 101 Northbound On-Ramp; and (3) Unsignalized Intersection No. 10: Normandie Avenue & US 101 NB On-Ramp/Monroe Street.

Neighborhood Intrusion

— Five neighborhoods were identified according to LADOT criteria that may be subject to significant neighborhood intrusion impacts (cut-through traffic) by the Project-generated traffic under either Existing with Project or Future with Project conditions before mitigation. These neighborhoods are described as follows:

- De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
- Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;

- Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
- Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
- Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

– These potential impacts are considered significant, and a Neighborhood Traffic Management Plan process by which the potential impacts can be identified and mitigated has been incorporated into the mitigation for neighborhood intrusion impacts, as discussed below.

In-Street Construction

– The maximum anticipated construction traffic during any phase of Project construction is expected to generate a maximum of 68 morning peak-hour trips and 108 afternoon peak-hour trips from construction activity. Depending on the haul route utilized, construction traffic could result in temporary traffic impacts at up to four study intersections. To reduce potential traffic impacts related to construction traffic, construction traffic management plans would be implemented, as discussed below, which would help to minimize the amount and effect of peak hour construction traffic.

– Project development along the Project Site perimeter streets, including Van Ness Avenue, Gower Street, Melrose Avenue, Ridgewood Place, Gregory Avenue, and Camerford Avenue, may result in temporary lane closures, temporary sidewalk closures, temporary loss of street parking, and/or temporary bus stop relocation. Therefore, temporary impacts could occur with regard to the loss of on-street parking, sidewalk closure, and relocation of bus stops. Such temporary impacts are considered significant.

Supplemental Caltrans Analysis

– Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities (intersections, freeway mainline segments, and freeway on-ramps and off-ramps). While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of the Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its facilities, to be conservative and for the purposes of the EIR analysis, the potential impacts are considered significant.

Cumulative Impacts

Intersections

– Implementation of the proposed Project in conjunction with the interim projects and related projects identified in Section III, Environmental Setting, of the Draft EIR and projected regional

growth would increase the amount of traffic in the Study Area. As discussed previously, the analysis of Future-with-Project conditions reflects both Project-specific and future cumulative traffic impacts related to intersection LOS, because the Future-with-Project condition considers a combination of existing traffic conditions, plus traffic from regional growth and related projects, and Project traffic. Therefore, the proposed Project's contribution to impacts that would occur under the future cumulative conditions would be considerable, and cumulative impacts would be significant at the intersections discussed above.

Neighborhood Intrusion

— Implementation of the proposed Project in conjunction with the related projects would increase the amount of traffic in the Study Area. As discussed previously, the analysis of the Future with Project condition reflects both Project-specific and future cumulative traffic impacts related to traffic volumes and traffic distribution in the Study Area. The proposed Project's impacts related to neighborhood intrusion at the five neighborhoods identified above as having the potential to experience significant neighborhood intrusion impacts could remain significant because at this time it is not known whether a consensus would be reached among residents in the affected neighborhoods on the implementation of mitigation measures or if the agreed upon measure would reduce impacts to less than significant levels. No other feasible mitigation was identified. Therefore, cumulative impacts related to neighborhood intrusion are conservatively considered significant and unavoidable.

In-Street Construction

— Most of the related projects are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the proposed Project. In addition, per standard City practice, the construction of large development projects would occur in accordance with project-specific construction traffic management plans, as is the case with the proposed Project. As construction traffic management plans are reviewed and approved by LADOT, it is anticipated that through this process, LADOT would coordinate construction activities among the projects that would have the potential to result in cumulative intersection impacts. Under these circumstances, cumulative impacts at study intersections during construction would be less than significant.

— As discussed above, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. To the extent that nearby related projects (e.g., Related Project No. 61 at the cemetery north of the Project Site) also result in such temporary impacts concurrent with the proposed Project, these impacts would be considered cumulatively significant.

Supplemental Caltrans Analysis

— As noted above, Caltrans uses different methodologies than the City of Los Angeles to evaluate operating conditions at Caltrans facilities. While Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of the Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. Due to the uncertainties surrounding the potential Caltrans evaluation of impacts to its

facilities, to be conservative and for the purposes of the EIR analysis, the potential impacts are considered significant.

Project Design Features

Project Design Feature K-1: The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) program to reduce traffic impacts of the proposed Project. The TDM program shall include implementation of several TDM strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Bicycle amenities (bicycle racks, lockers, etc.);
- Guaranteed Ride Home program;
- Rideshare/carpool/vanpool promotion and support;
- Transportation Information Center;
- On-Site TDM Coordinator;
- Discounted transit passes;
- Mobility hub support;
- Funding for bikeway improvements; and
- Continued provision of on-site personnel at studio entry gates to facilitate traffic flow onto the Project Site.

Project Design Feature K-2: Construction Traffic Management Plan

The Project Applicant shall prepare detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary and satisfactory to the City. The construction traffic management plans shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions for temporary traffic control during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers);
2. Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
3. Construction-related vehicles shall not park on surrounding public streets;
4. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;

5. Contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the general contractor;
6. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak travel periods as identified in this study;
7. Obtain the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any grading permit for the proposed Project; and
8. Obtain the required Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities.

Mitigation Measures

Mitigation Measure K-1: The Project Applicant shall initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.

Mitigation Measure K-2: The Project Applicant shall pay LADOT to design and install signal controller upgrades, CCTV cameras, and system loops at the locations set forth below, and shown in Figure IV.K-4 in Section IV.K, Traffic, Access, and Parking, of the Draft EIR. These improvements would be implemented by Paramount Pictures through payment of a fixed fee to LADOT to fund the cost of these improvements. If LADOT selects the payment option, then Paramount Pictures would be required to pay LADOT's projected cost of installation, and LADOT shall design and construct these improvements.

The TSM improvements shall target the following four travel corridors: (1) Franklin Avenue (between Cahuenga Boulevard and Bronson Avenue); (2) Santa Monica Boulevard (between La Brea Avenue and Vermont Avenue); (3) Melrose Avenue (between La Brea Avenue and Heliotrope Drive); and (4) Gower Street (between Franklin Avenue and Melrose Avenue).

The following are the locations designated for signal controller upgrades, CCTV, and system loops.

Signal Controller Upgrade Locations:

- Vine Street & Franklin Avenue
- Gower Street & Franklin Avenue
- Beachwood Drive & Franklin Avenue

- Bronson Avenue & Franklin Avenue
- Gower Street & Carlos Avenue
- Gower Street & Sunset Boulevard
- Gower Street & Waring Avenue
- Mansfield Avenue & Melrose Avenue
- June Street & Melrose Avenue
- Cahuenga Boulevard & Melrose Avenue
- Larchmont Boulevard & Melrose Avenue
- Gower Street & Melrose Avenue
- Van Ness Avenue & Melrose Avenue
- Wilton Place & Melrose Avenue
- Harvard Boulevard & Melrose Avenue
- Ardmore Avenue & Melrose Avenue
- Normandie Avenue & Melrose Avenue
- Alexandria Avenue/US 101 Northbound Off-Ramp & Melrose Avenue
- Heliotrope Drive & Melrose Avenue

Closed Circuit Television Locations:

- Highland Avenue & Santa Monica Boulevard
- Normandie Avenue & Melrose Avenue
- Vine Street/Rossmore Avenue & Melrose Avenue

System Loop Locations (Where necessary at signalized intersections within the following corridors):

- Franklin Avenue between Cahuenga Boulevard and Bronson Avenue
- Santa Monica Boulevard between Orange Drive and Vermont Avenue
- Melrose Avenue between La Brea Avenue and Heliotrope Drive
- Gower Street between Franklin Avenue and Melrose Avenue

Mitigation Measure K-3: Intersection #33—Gower Street & Santa Monica Boulevard. Convert the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, two street parking stalls on the east side of Gower Street south of Santa Monica Boulevard would need to be removed. With this improvement, the northbound intersection approach would provide one left-turn lane, one through lane, and one right-turn lane.

Mitigation Measure K-4: Intersection #34—Gower Street & Melrose Avenue. Convert the existing westbound shared through/right-turn lane into a separate through lane

and right-turn lane by dedicating necessary right of way for a right-turn curb cut from the Project Site to the north. With this improvement, the westbound intersection approach would provide two through lanes and one right-turn lane.

Mitigation Measure K-5: The Applicant or its successors shall fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process set forth in Appendix Q of the Traffic Study prepared for the proposed Project, in an amount up to \$500,000. Eligible communities shall include the residential neighborhoods within the boundaries listed below:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west;
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west;
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west;
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west; and
5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west.

Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

Rationale for Findings

Intersection Level of Service

Existing With Project with Mitigation

– With the implementation of the proposed Project's TDM program and mitigation program, under Existing with Project conditions, Project impacts at 63 of the 65 signalized intersections would be reduced to less than significant levels. Significant impacts would remain at the following two intersections: (1) Intersection No. 31: Gower Street & Sunset Boulevard (morning peak hour); and (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour).

– With implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP, the potential significant impact at the unsignalized intersection of Gower Street & US-101 Southbound Off-Ramp/Yucca Street would be reduced to a less than significant level. While the installation of a traffic signal at the intersection of Western Avenue & US-101 Northbound On-Ramp would reduce this potential impact to a less than significant level, this intersection does not meet

LADOT's criteria for signalization. The decision on whether a traffic signal will be installed at this location is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at this location, a significant and unavoidable impact would remain at the unsignalized intersection based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

Future With Project with Mitigation

— With the implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP, Project impacts at 61 of the 65 signalized intersections would be reduced to less than significant levels. Significant impacts would remain at the following four signalized intersections: (1) Intersection No. 31: Gower Street & Sunset Boulevard (morning peak hour); (2) Intersection No. 44: Van Ness Avenue & Santa Monica Boulevard (afternoon peak hour); (3) Intersection No. 49: Wilton Place & Melrose Avenue (afternoon peak hour); and (4) Intersection No. 54: Western Avenue & Santa Monica Boulevard (morning peak hour).

— With implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP, the significant impact at the unsignalized intersection of Normandie Avenue & US-101 NB On-Ramp/Monroe Street would be reduced to a less than significant level. While the installation of a traffic signal at the intersection of Gower Street & US 101 Southbound Off-Ramp/Yucca Street meets LADOT's criteria, the intersection of Western Avenue & US-101 Northbound On-Ramp does not meet LADOT's criteria for signalization.

— The decision on whether a traffic signal will be installed is made by the governing jurisdictions taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. If a traffic signal control was not installed at these two locations, a significant and unavoidable impact would remain based on the *City of Los Angeles CEQA Thresholds Guide* criteria.

Neighborhood Intrusion

— Implementation of the proposed Project's TDM program and mitigation measures set forth in the MMP may reduce the proposed Project's neighborhood intrusion impacts to a less than significant level. The identified neighborhood intrusion mitigation measure would be applied to the boundaries of the identified neighborhoods to ensure that the cut-through traffic diverted from these neighborhoods moves to the neighboring arterial and collector streets does not result in a neighborhood impact at another neighborhood. However, as at this time it is not known whether consensus will be reached among the residents in the affected neighborhoods on the implementation of the neighborhood intrusion mitigation measure or if the agreed upon measure will reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impact will not be feasible. Therefore, it is conservatively concluded that a significant Project-level traffic intrusion impact in the identified neighborhoods would remain. Such impacts would also be considered cumulatively significant.

In-Street Construction

– Project impacts related to intersection operations during construction would be less than significant. Even with implementation of the project design features and mitigation measures set forth in the MMP, the proposed Project could result in temporary construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops. These potential impacts would be considered significant on a Project-level and cumulative basis.

Supplemental Caltrans Analysis

– In addition, while Caltrans does not have published criteria for determining potential impacts to its facilities, to be conservative, a supplemental analysis of Caltrans facilities according to Caltrans guidelines is presented in Appendix K of the Traffic Study included in Appendix Q of the Draft EIR. As summarized in this supplemental Caltrans analysis additional unsignalized intersections and freeway mainline segments may be impacted by the Project before mitigation. The mitigation measures identified above would provide traffic signal control, which would improve operating conditions at the unsignalized intersections. However, not all of the unsignalized intersections meet signal warrants, which are a component of LADOT's criteria for signalization. Even if an intersection meets signal warrants, the decision on whether a traffic signal will be installed will be made by the governing jurisdictions by taking into consideration other factors, such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. With regard to freeway mainline segments, generally Caltrans has determined that there are no mitigation measures that a single project can feasibly implement that would directly reduce mainline impacts to a less than significant level. Caltrans instead requires that the applicant pay its fair share of any feasible improvements that Caltrans may implement at significantly impacted segments. The Project Applicant will work with Caltrans to determine an equitable share of a feasible improvement for potential Project impacts, if any. There is the potential that feasible mitigation for any such impacts is not available; therefore, it is conservatively concluded that a significant Project-level impact on Caltrans facilities would remain. Such impacts would also be considered cumulatively significant.

Reference

For a complete discussion of environmental impacts with respect to traffic, access, and parking, please see Section IV.K, Traffic, Access, and Parking, of the Draft EIR and Section II of the Final EIR.

Solid Waste (Operations)

Discussion of Effects

Operational Impacts

– The transport of Project-generated solid waste to waste management/disposal facilities would continue to occur along existing solid waste routes of travel. As such, the proposed Project would not result in the need for additional solid waste collection routes to adequately handle Project-generated waste. The proposed uses would result in an approximate 3,807 ton-per-year (approximately 10 tons per day) net increase in solid waste generation over that produced by the existing mix of entertainment production uses on the Project Site. During 2012, approximately 4,112 tons of waste were generated at the Project Site. Thus, upon full buildout of the proposed Project, the Project Site would be expected to generate approximately 7,919 tons of solid waste per year (or approximately 20.5 tons per day). Assuming a diversion rate of approximately 70 percent based on implementation of Project Design

Feature L.3-2, the net increase in solid waste disposal associated with the proposed Project would be approximately 1,142 tons per year or approximately 3 tons per day, which would represent approximately 0.001 percent of the estimated remaining Class III landfill capacity available to the City of Los Angeles as of 2011. As set forth in the Annual Report, the County anticipates that it would be able to adequately serve future disposal needs through 2026. At this time, it is not possible to project the available landfill capacity in 2038 (the Project buildout year). Various factors, including future County development and/or expansion of landfills, use of new waste-by-rail facilities, development of new conversion technologies, etc., will ultimately determine the available landfill capacity in 2038. While it is anticipated that future iterations of the Los Angeles County Integrated Waste Management Plan Annual Reports would provide for improvements beyond 2026 to serve future waste disposal needs, it is conservatively assumed that no new landfills or increases in capacity would occur. Thus, based on this worst case assumption, the County may not be able to accommodate the disposal needs of the proposed Project. Therefore, the proposed Project's impacts to solid waste disposal facilities in 2038 are conservatively concluded to be potentially significant.

Cumulative Impacts

— Per the Annual Report, the forecasted 2026 waste generation volume for the County is approximately 27.6 million tons. The estimated Project generation net increase of approximately 3,807 tons of waste per year would represent a limited percentage (approximately 0.01 percent) of the cumulative waste generation in 2026. Thus, the proposed Project's contribution to the County's cumulative waste stream for the last forecasted year available would not be substantial. Nonetheless, while it is anticipated that future iterations of the County Integrated Waste Management Plan Annual Reports would provide for improvements to serve future waste disposal needs, it is conservatively assumed that no new landfills or increases in capacity would occur. Thus, based on this worst case assumption, the County may not be able to accommodate the disposal needs of future growth, including the proposed Project and the interim projects, through 2038. Therefore, cumulative impacts on solid waste disposal facilities are conservatively concluded to be potentially significant.

Project Design Features

Project Design Feature L.3-2: During operations, the proposed Project shall have a solid waste diversion target of 70 percent based on current available recycling practices, including off-site sorting of waste by third party vendors, permitted by the Los Angeles Municipal Code.

Mitigation Measures

— Project-level and cumulative impacts with regard to solid waste would be reduced to the extent feasible through the above project design feature, and no other feasible mitigation measures have been identified.

Findings

Specific economic, legal, social, technological or other considerations make infeasible additional mitigation measures or project alternatives identified in the EIR.

Rationale for Findings

– While the existing landfills serving Project Site have adequate capacity to accommodate Project-related disposal needs, due to the uncertainty in future availability and capacity of these landfills over the entire buildout period for the proposed Project, it is conservatively assumed that the proposed Project's operational impacts to landfill capacity would remain significant and unavoidable. Likewise, cumulative impacts with regard to regional landfill disposal capacity would also remain significant and unavoidable. It should be noted that the identification of additional landfills is generally addressed at the City and County levels (e.g., through the County's Countywide Siting Element) and, as such, is not under the control of the individual Project. Other than waste minimization and diversion, which are project design features, no other feasible mitigation measures have been identified to address this significant impact.

Reference

For a complete discussion of environmental impacts with respect to solid waste, please see Section IV.L.3, Utilities and Service Systems – Solid Waste, of the Draft EIR.

ALTERNATIVES TO THE PROPOSED PROJECT

Summary of Findings

– Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that no alternative within its powers would substantially lessen or avoid any significant effect the Project would have on the environment.

Project Objectives

– An important consideration in the analysis of alternatives to the proposed Project is the degree to which such alternatives would achieve the objectives of the proposed Project. To facilitate this comparison, the objectives of the proposed Project contained in Section II, Project Description, of the Draft EIR were compared to the alternatives.

– The underlying purpose of the proposed Project is to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history. The proposed Project provides the opportunity to evaluate the entire studio lot to improve synergy and efficiencies that are critical to preparing for the future.

Project Alternatives

– In accordance with CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration is the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. As discussed in Section V., Alternatives, of the Draft EIR, numerous alternatives were considered and seven were retained for further analysis in the EIR as discussed below.

Alternative A: No Project Alternative—Continued Operation of Existing Campus

Description of Alternative

– Alternative A, the No Project—Continued Operation of Existing Campus Alternative, assumes the Project would not be approved, no new permanent development or land uses would be introduced within the Project Site, and the existing environment would be maintained. The existing uses within the Main Lot and the Ancillary Lots would continue to operate as they do currently. Temporary sets (both interior and exterior) would continue to be constructed and removed on a regular basis as part of ongoing studio operations, and regular maintenance and upkeep of existing buildings would continue to occur. However, no new permanent structures would be constructed or new permanent land uses introduced. Unlike the proposed Project, future development under Alternative A would not be guided by a Specific Plan.

Impact Summary of Alternative A

– Alternative A would reduce to a less-than-significant level all of the significant impacts that would occur with the proposed Project, including: shading during operation; air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Alternative A would result in the avoidance of most of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, operational noise, geology and soils, public services, water, and wastewater. On the other hand, Alternative A would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative A would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

Finding

– Overall, Alternative A would reduce adverse environmental impacts when compared with the development of the proposed Project. Therefore, this Alternative would be an environmentally superior alternative to the Project. However, Alternative A would not address any of the project objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the EIR.

Rationale for Finding

– No new permanent development or land uses would be introduced on the Project Site under Alternative A, and the existing uses on the Project Site would continue to operate as they do currently. As such, Alternative A would not meet any of the proposed Project's objectives or the proposed Project's underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history.

Alternative B: No Project Alternative—Continued Operation of Existing Campus With Predicted Growth

Description of Alternative

– Alternative B, the No Project/Continued Operation of Existing Campus With Predicted Growth Alternative, contemplates another reasonably foreseeable scenario that could occur if the proposed Project were not implemented. Under this Alternative, construction would continue to occur on the Project Site in a manner consistent with the development characteristics at Paramount Studios over the past 25 years. In the past 25 years, approximately 351,200 square feet of production office, support, office, and retail uses have been added to the Project Site. It is assumed that Alternative B would result in the removal of approximately 151,200 square feet of production office, support, office, and retail uses, and the construction of approximately 351,200 square feet of new production office, support, office, and retail uses. Overall, this Alternative would result in a net increase of approximately 34,300 square feet of production office uses, 167,800 square feet of office uses, and 28,400 square feet of retail uses, and a net decrease of approximately 30,500 square feet of support uses on the Project Site. Under Alternative B, less functional buildings and uses would be removed and replaced with new production office, support, office, and retail uses. The existing stages would remain, and no new stage uses would be constructed. Unlike the proposed Project, future development under Alternative B would not be guided by a Specific Plan.

Impact Summary of Alternative B

– Alternative B would reduce to a less-than-significant level some of the significant impacts that would occur with the proposed Project, including: shading during operation; air quality during construction and operation; neighborhood traffic intrusion during operation; and in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction. Alternative B would reduce but not avoid the proposed Project's significant and unavoidable impacts related to: noise and vibration during construction; traffic intersection levels of service during operation; and solid waste generation during operation. In addition, Alternative B would result in new significant impacts with regard to greenhouse gas emissions, historic resources, archaeological and paleontological resources, and operational noise, as compared to the proposed Project which would have less than significant impacts in these areas. Alternative B would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, geology and soils, public services, water, and wastewater. Alternative B would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative B would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

Finding

– Overall, Alternative B would reduce some adverse environmental impacts when compared with the development of the proposed Project but would not eliminate all of the proposed Project's significant impacts. In addition, Alternative B would generate additional significant impacts. Alternative B would not fully meet any of the proposed Project's objectives. Rather, this Alternative would only partially meet or be incompatible with some of the proposed Project's objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative B described in the EIR.

Rationale for Finding

— Overall, Alternative B represents a greatly reduced scope of development compared to the proposed Project. New development would be implemented in a manner that is consistent with the characteristics of development at Paramount Studios over the past 25 years and would not be subject to a Specific Plan. As such, Alternative B would not create a singular, cohesive, and integrated campus that is guided by a unified set of development guidelines and standards. Therefore, Alternative B would not substantially enhance the role of the Project Site in the movie, television, and entertainment industry. While Alternative B would modernize and upgrade the facilities at the Project Site to some degree, the limited improvements would not meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations. Alternative B would not provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site to meet the anticipated future demand of the movie, television, and entertainment industry or allow flexibility to incorporate future technology advances. While some new employment opportunities would be created, Alternative B would not maximize opportunities for the local and regional economy by creating construction jobs or a wide range of jobs. Without the establishment of unified design guidelines and standards through the adoption of a Specific Plan, the extent to which Alternative B would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site while preserving the historic character of the Project Site would be uncertain and greatly reduced in comparison to the proposed Project. Alternative B would not fully meet any of the proposed Project's objectives. Rather, this Alternative would only partially meet or be incompatible with some of the proposed Project's objectives, and it would not meet the underlying purpose of the proposed Project to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history to the same extent as the proposed Project.

Alternative C: Reduced Density Alternative—20 Percent Reduction

Description of Alternative

— Alternative C, the Reduced Density Alternative—20 Percent Reduction, would represent an overall reduction in net new Project development by approximately 20 percent. This alternative assumes that the reduction would occur mostly within the office uses, and that with the related reduction in office employees the need for support uses would also be reduced. The amount of net new stage, production office, and retail uses would be the same or substantially similar to that of the proposed Project. Alternative C would result in the removal of approximately 536,600 square feet of stage, production office, support, office, and retail uses and the development of approximately 1,638,400 square feet of new stage, production office, support, office, and retail uses. This would result in a net increase of approximately 1,101,800 square feet of floor area within the Project Site. Alternative C would involve the construction of 111,100 square feet of stage uses, 722,200 square feet of production office uses, 144,600 square feet of support uses, 568,500 square feet of office uses, and 92,000 square feet of retail uses. Like the proposed Project, Alternative C would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

Impact Summary of Alternative C

– Alternative C would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative C would result in similar significant and unavoidable impacts related to shading during operation and solid waste generation during operation. Alternative C would reduce but not eliminate the significant impacts related to: air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; and temporary in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction. Alternative C would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, geology and soils, public services, water, and wastewater. Alternative C would not have the same level of beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative C would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

Finding

– Overall, Alternative C would reduce some adverse environmental impacts when compared with the development of the proposed Project but would not eliminate any of the proposed Project's significant impacts. Alternative C would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet some of the Project objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative C described in the EIR.

Rationale for Finding

– Alternative C would construct a similar mix of land uses as the proposed Project but **with** an approximate 20 percent reduction in overall square footage. Therefore, Alternative C would enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry, but to a lesser extent than the proposed Project. Alternative C would modernize and upgrade the facilities at the Project Site and provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, but to a lesser extent than the proposed Project. Alternative C would enhance opportunities for the local and regional economy by creating construction jobs and a wide range of jobs and production crew jobs, but to a lesser extent than the proposed Project. Alternative C would result in a net loss of support area on the Project Site, and as such, would not provide new production support facilities and expand employee amenities and increase gathering spaces for employees. Alternative C would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet some of the Project objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. Overall, Alternative C would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project, and Alternative C would not eliminate any of the proposed Project's significant impacts.

Alternative D: Reduced Density Alternative—50 Percent Reduction

Description of Alternative

— Alternative D, the Reduced Density Alternative—50 Percent Reduction, represents an overall reduction in net new Project development by approximately 50 percent. This alternative assumes that the reduction would occur mostly within the production office and office uses, and that with the related reduction in the office employees the need for support uses would also be reduced. The amount of net new stage and retail uses would be substantially similar to that of the proposed Project. Given the existing physical constraints on the Project Site, Alternative D would remove approximately 536,600 square feet of stage, production office, support, office, and retail uses and develop approximately 1,215,200 square feet of new stage, production office, support, office, and retail uses. This would result in a net increase of approximately 678,600 square feet of floor area within the Project Site. Alternative D would involve the construction of 111,100 square feet of stage uses, 434,100 square feet of production office uses, 144,600 square feet of support uses, 433,400 square feet of office uses, and 92,000 square feet of retail uses. Like the proposed Project, Alternative D would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

Impact Summary of Alternative D

— Alternative C would reduce the following significant impacts that would occur with the proposed Project to a less-than-significant level: air quality during operation; and traffic intersection levels of service during operation (Existing Plus Project). Alternative D would reduce but not eliminate the significant impacts related to: air quality during construction; noise and vibration during construction; traffic intersection levels of service during operation (Future Plus Project); neighborhood traffic intrusion during operation; temporary in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Alternative D would result in similar significant and unavoidable impacts related to shading during operation. Alternative D would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: land use compatibility, geology and soils, public services, water, and wastewater. Alternative D would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative D would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City.

Finding

— Overall, Alternative D would reduce adverse environmental impacts when compared with the development of the proposed Project. Alternative D would meet or partially meet some of the proposed Project's objectives, but would not meet the majority of the objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative D described in the EIR.

Rationale for Finding

– Alternative D would construct a similar mix of land uses as the proposed Project but with an approximate 50 percent reduction in overall square footage. With this limited amount of net new development, Alternative D would not substantially enhance the role of the Project Site in the movie, television, and entertainment industry. While Alternative D would modernize and upgrade the facilities at the Project Site to some extent, the reduced amount of net new floor area would not meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations. Similarly, while Alternative D would provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, the limited amount of net new floor area would not meet the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances. While some job opportunities would be created, Alternative D would not maximize opportunities for the local and regional economy by creating construction jobs and a wide range of jobs, including production crew jobs, serving the movie, television, and entertainment industry. Alternative D would not provide new producers, writers, talent and other creative personnel, and related administrative personnel with enough offices, work spaces, and general offices to meet the demand for the movie, television, and entertainment industry and to remain competitive with other production facilities in the region and worldwide. Because it would result in a net loss of support area on the Project Site, Alternative D would not provide new production support facilities or expand employee amenities and increase gathering spaces for employees. , Alternative D would meet or partially meet some of the proposed Project's objectives, but would not meet the majority of the objectives due to the reduced amount of net new floor area compared to the proposed Project and net loss of support floor area. Overall, Alternative D would generally meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a much lesser extent than the proposed Project. However, Alternative D would not achieve objectives related to meeting the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations and meeting the future demand of the movie, television, and entertainment industry. Further, even with an approximate 50 percent reduction in overall square footage, Alternative D would not eliminate all of the proposed Project's significant impacts.

Alternative E: Alternative Land Use—New Residential Uses With Decreased Office Uses

Description of Alternative

– Alternative E, the Alternative Land Use—New Residential Uses With Decreased Office Uses Alternative, would introduce residential uses to the Project Site and reduce the amount of proposed office, production office, and support uses. Given the mix of uses in the surrounding area, Alternative E is included to evaluate the inclusion of residential uses on the Project Site. Alternative E would replace approximately 450,700 square feet of the proposed Project's production office and office uses and approximately 2,200 square feet of support uses with approximately 380 multi-family residential units, and 27,200 square feet of additional retail uses. As compared to the proposed Project a slightly greater amount of demolition would occur, totaling approximately 556,800 square feet. Overall, Alternative E would develop approximately 1,896,800 square feet of new stage, production office, support, office, retail, and residential uses,³ resulting in a net increase of approximately 1,340,000 square feet of net new floor area within the Project Site upon completion of this Alternative. Alternative E would involve the

³ The assumed size of each residential unit is 1,000 square feet.

construction of 111,100 square feet of stage uses, 630,300 square feet of production office uses, 261,400 square feet of support uses, 394,800 square feet of office uses, 119,200 square feet of retail uses, and 380,000 square feet of residential uses. This Alternative would result in a total site-wide floor area that is slightly less than that of the proposed Project. The layout of this Alternative would differ from that of the proposed Project in that the residential uses and the majority of the retail uses would be concentrated in the southwest corner of the Main Lot and separated from the studio by a perimeter wall. Like the proposed Project, Alternative E would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

Impact Summary of Alternative E

— Alternative E would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative E would reduce but not eliminate the significant impacts related to traffic intersection levels of service during operation. Alternative E would result in similar significant and unavoidable impacts related to: shading during operation; air quality during construction and operation; noise and vibration during construction; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Significant impacts with regard to neighborhood traffic intrusion during operation would be similar or greater under Alternative E. Alternative E would result in similar or reduced less than significant impacts anticipated to occur with the development of the proposed Project; however, Alternative E would result in greater less than significant impacts with regard to: aesthetics/visual quality during operation; light/glare during operation; land use consistency; land use compatibility; parks and recreation; libraries; wastewater; solid waste during construction; and energy during operation. In addition, Alternative E would not have the same level of beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative E would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City, including City policies related to employment.

Finding

— Overall, Alternative E would not reduce adverse environmental impacts when compared with the development of the proposed Project. Alternative E would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area compared to the proposed Project. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative E described in the EIR.

Rationale for Finding

— Alternative E would involve the construction of 380 residential dwelling units and increased retail uses on the Project Site, in addition to a similar mix of stage and support uses as the proposed Project, but with a substantial reduction in office uses, and a net reduction of support uses. In addition, the conversion of a portion of the Project Site to residential use would result in the division of the Main Lot by an interior wall. Therefore, Alternative E would substantially enhance the role of the Project Site in the movie, television, and entertainment industry, but to a lesser extent than the proposed Project. While Alternative E would modernize and upgrade the facilities at the Project Site, the limited amount of

net new office area and net loss of support area would not meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations. Similarly, while Alternative E would provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, the limited amount of net new office area and net loss of support area would not meet the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances. Alternative E would not maximize opportunities for the local and regional economy by creating construction jobs and a wide range of jobs, including production crew jobs, serving the movie, television, and entertainment industry. Alternative E would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site, but to a lesser extent than the proposed Project as the Gower Street/Melrose Avenue corner would no longer be visually integrated with the rest of the Studio under Alternative E. While Alternative E would provide offices, work spaces, and general offices, the limited amount of net new office area would not meet the demand for the movie, television, and entertainment industry and allow the Applicant to remain competitive with other production facilities in the region and worldwide. Alternative E would result in a net loss of support area, and as such, would not provide new production support facilities and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities. Alternative E would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area compared to the proposed Project. Overall, Alternative E would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project.

Alternative F: Alternative Land Use—Increased Retail Uses With Substantially
Decreased Office Uses

Description of Alternative

— Alternative F, the Alternative Land Use—Increased Retail Uses With Substantially Decreased Office Uses Alternative, represents a different configuration of land uses with a substantial reduction in office and production office uses, an increase in retail uses, and a minor reduction in support uses, and with a total floor area less than that of the proposed Project. The increased retail uses would serve the Project Site and surrounding neighborhood. Alternative F would replace approximately 450,700 square feet of the proposed Project's production office and office uses and approximately 17,600 square feet of support uses, with approximately 115,500 square feet of retail uses. As compared to the proposed Project a slightly greater amount of demolition would occur, totaling approximately 556,800 square feet. Overall, approximately 1,589,700 square feet of new stage, production office, support, office, and retail uses would be developed, resulting in a net increase of approximately 1,032,900 square feet of floor area within the Project Site upon completion of this Alternative. Alternative F would involve the construction of 111,100 square feet of stage uses, 630,300 square feet of production office uses, 246,000 square feet of support uses, 394,800 square feet of office uses, and 207,500 square feet of retail uses. As compared to the proposed Project, this Alternative would result in the same amount of stage uses, a minor reduction in support uses, a reduction in production office floor area, a substantial reduction in office area, and a notable increase in retail uses, with a total site-wide floor area less than that of the proposed Project. The layout of this Alternative would differ from that of the proposed Project in that the majority of the retail uses would be concentrated in the southwest corner of the Main Lot and separated from the studio by a

perimeter wall. Like the proposed Project, Alternative F would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

Impact Summary of Alternative F

– Alternative F would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative F would reduce but not eliminate the significant impacts related to: air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; and in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction. Alternative F would result in similar significant and unavoidable impacts related to: shading during operation; neighborhood traffic intrusion during operation; and solid waste generation during operation. Alternative F would result in the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: geology and soils, public services, water, and wastewater. Alternative F would result in similar less than significant impacts with regard to historic resources, land use compatibility, and operational noise, among other issues. However, Alternative F would result in greater less than significant impacts with regard to: aesthetics/visual quality during operation; light/glare during operation; land use consistency; and solid waste during construction. In addition, Alternative F would not have the same level of beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative F would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City, including City policies related to employment.

Finding

– Overall, Alternative F would have similar effects as compared with the development of the proposed Project. Alternative F would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities, due to the net loss of support floor area compared to the proposed Project. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative F described in the EIR.

Rationale for Finding

– Alternative F would involve the construction of the same types of land uses as the proposed Project but with a substantial reduction in office and production office space, a minor reduction of support space, and more retail space, resulting in a total site-wide floor area less than that of the proposed Project. In addition, the retail area in the southwest corner of the Project Site would require the division of the Main Lot by an interior wall. Specifically, Alternative F would enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry but to a lesser extent than the proposed Project. While Alternative F would modernize and upgrade the facilities at the Project Site, the limited amount of net new floor area associated with the studio, and the focus on retail area, would meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations to a lesser extent than the proposed Project. Similarly, while Alternative F would provide new state-of-the-art and technologically advanced soundstages, production offices, and post-production areas within the Project Site, the reduced amount of

net new floor area associated with the studio, and the focus on retail area, would meet to a lesser extent than the proposed Project the anticipated future demand of the movie, television, and entertainment industry and allow flexibility to incorporate future technology advances. Alternative F also would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site, but to a lesser extent than the proposed Project as the Gower Street/Melrose Avenue corner would no longer be visually integrated with the rest of the Studio under Alternative F. Alternative F would result in a net loss of support area, and as such, would not provide new production support facilities and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities. Alternative F would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities, due to the net loss of support floor area compared to the proposed Project. Overall, Alternative F would meet the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project.

Alternative G: Alternative Land Use—Increased Retail Uses With Moderately Decreased Office Uses

Description of Alternative

— Alternative G, the Alternative Land Use—Increased Retail Uses With Moderately Decreased Office Uses Alternative, represents a different configuration of land uses, with a moderate reduction in production office and office uses and an increase in retail uses, with a total floor area that would be somewhat less than the proposed Project. The increased retail uses would serve the Project Site and the surrounding neighborhood. Alternative G would replace approximately 229,600 square feet of the proposed Project's production office and office uses and approximately 17,600 square feet of support uses with approximately 86,800 square feet of retail uses. As compared to the proposed Project a slightly greater amount of demolition would occur, totaling approximately 556,800 square feet. Overall, approximately 1,782,100 square feet of new stage, production office, support, office, and retail uses would be developed, resulting in a net increase of approximately 1,225,300 square feet of floor area within the Project Site upon completion of this Alternative. Alternative G would involve the construction of 111,100 square feet of stage uses, 630,300 square feet of production office uses, 246,000 square feet of support uses, 615,900 square feet of office uses, and 178,800 square feet of retail uses. The layout of this Alternative would differ from that of the proposed Project, with the majority of the retail uses concentrated in the southwest corner of the Main Lot and separated from the studio by a perimeter wall. Like the proposed Project, Alternative G would be implemented under a Specific Plan that would guide development within the Project Site through the year 2038.

Impact Summary of Alternative G

— Alternative G would not eliminate any of the significant impacts that would occur with the proposed Project. Alternative G would reduce but not eliminate the significant impacts related to: traffic intersection levels of service during operation; and neighborhood traffic intrusion during operation. Alternative G would result in similar significant and unavoidable impacts related to: shading during operation; air quality during construction and operation; noise and vibration during construction; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. Alternative G would result in

the reduction but not the elimination of some of the adverse, less than significant impacts anticipated to occur with the development of the proposed Project, including among other things: geology and soils, public services, water, and wastewater. Alternative G would result in similar less than significant impacts with regard to historic resources, land use compatibility, and operational noise, among other issues. However, Alternative G would result in greater less than significant impacts with regard to: aesthetics/visual quality during operation; light/glare during operation; land use consistency; and solid waste during construction. In addition, Alternative G would not have the same beneficial effect as the proposed Project in terms of creating new jobs. Additionally, Alternative G would be less consistent than the proposed Project with applicable employment growth plans and policies of the Southern California Association of Governments (SCAG) and the City, including City policies related to employment.

Finding

— Overall, Alternative G would have similar effects as compared with the development of the proposed Project. Alternative G would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible Alternative G described in the EIR.

Rationale for Finding

— Alternative G would involve the construction of the same types of land uses as the proposed Project but with less office and production office space, a net loss of support space, and more retail space, resulting in a total site-wide floor area that is slightly less than that of the proposed Project. In addition, the retail/office area in the southwest corner of the Project Site would require the division of the Main Lot by an interior wall. Overall, Alternative G would substantially enhance the role of the Project Site in the movie, television, and entertainment industry, and in so doing, contribute to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry, but to a slightly lesser extent than the proposed Project. Alternative G would modernize and upgrade the facilities at the Project Site to meet the increased competition for movie, television, and entertainment production and post-production facilities from other states or worldwide locations, but to a slightly lesser extent than the proposed Project. Alternative G would improve the identity of the Project Site as a movie, television, and entertainment industry area and enhance the visual appearance of the Project Site, but to a lesser extent than the proposed Project as the Gower Street/Melrose Avenue corner would no longer be visually integrated with the rest of the Studio under Alternative G. Alternative G would provide a campus environment and incorporate and integrate a mix of uses that maximizes synergies and efficiencies within the Project Site, but to a lesser extent than the proposed Project due to the separation of the southwest corner of the Main Lot. In addition, Alternative G would establish clear guidelines for the preservation of the historic character of the Project Site while allowing for the development of state-of-the-art facilities for the movie, television and entertainment industry. Alternative G would result in a net loss of support area on the Project Site, and as such, would not provide new production support facilities for storage and on-lot distribution of lighting, props, and other equipment, and expand employee amenities and increase gathering spaces for employees to meet increased demand for facilities to the same extent as the Project. Alternative G would meet or partially meet most of the proposed Project's objectives, but to a lesser extent than the proposed Project, and would not meet the project objective to provide new production support facilities due to the net loss of support floor area. Overall, Alternative G would meet

the underlying purpose to maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities, and create entertainment jobs in Hollywood while respecting the studio's history, but to a lesser extent than the proposed Project.

Environmentally Superior Alternative

– Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives.

– Alternative A, the No Project/Continued Operation of Existing Campus Alternative, would reduce all of the proposed Project's significant Project-level and cumulative impacts to a less than significant level. In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than a No Project Alternative, a comparative evaluation of the remaining alternatives indicates that Alternative D, the Reduced Density Alternative—50 Percent Reduction, would reduce the greatest number of Project impacts and have the fewest significant and unavoidable impacts. On this basis, Alternative D is considered the Environmentally Superior Alternative. Specifically, the reduction in floor area occurring under this Alternative would likely avoid the proposed Project's significant operational air quality impacts with regard to regional emissions, as well as the proposed Project's significant operational traffic (intersection levels of service) impacts under Existing with Project with Mitigation conditions, but not Future with Project with Mitigation intersection conditions. Additionally, although Alternative D would not avoid the proposed Project's significant impacts with regard to construction-related air quality, construction noise and vibration, operational traffic (intersection levels of service under Future with Project with Mitigation conditions and neighborhood intrusion), in-street construction traffic, and operational solid waste, the intensity of these significant impacts would be reduced in comparison to the proposed Project. It should also be noted that Alternative D would not reduce the proposed Project's significant shading impacts, and the degree to which Alternative D would result in beneficial effects with regard to employment generation would be less than that of the proposed Project. With regard to cumulative impacts, Alternative D would avoid the proposed Project's significant cumulative impacts associated with operational air quality and would reduce (but not avoid) the remaining significant cumulative impacts of the proposed Project. With less overall development, Alternative D also would have incrementally fewer impacts for those remaining issues where the amount of development influences the impact, including population and housing, public services, and utilities. However, Alternative D would not meet the majority of the Project objectives, including Project Objectives 1, 2, 3, 5, 7, 9, and 10, due to the reduced amount of net new floor area compared to the proposed Project and the net loss of support floor area compared to existing conditions.

FINDINGS REGARDING GENERAL IMPACT CATEGORIES

Potential Secondary Effects

– Section 15126.4(a)(1)(D) of the state CEQA Guidelines requires mitigation measures to be discussed in less detail than the significant effects of the proposed project if the mitigation measure(s) cause one or more significant effects in addition to those that would be caused by the proposed project. In accordance with the CEQA Guidelines, proposed mitigation measures that could cause potential

impacts were evaluated. The following provides a discussion of the potential secondary environmental effects that could occur as a result of implementing mitigation measures.

- Mitigation Measure K-3 set forth in the MMP addresses significant impacts at the intersection of Gower Street and Santa Monica Boulevard. This mitigation measure includes the conversion of the existing northbound shared through/right-turn lane into a separate through lane and right-turn lane by shifting the north/south lanes westward by approximately 1 foot. In order to provide the right-turn lane, up to two street parking stalls on each side of Gower Street south of Santa Monica Boulevard would need to be removed. As discussed in the LADOT Assessment Letter, LADOT reviewed and approved the mitigation measures, including Mitigation Measure K-3, and a copy of the August 28, 2015, LADOT Assessment Letter is included as Appendix R of the Draft EIR. Although on-street parking stalls would remain in the Project vicinity and the proposed Project would provide more parking spaces on the Project Site than required by the LAMC to accommodate parking for all guests, implementation of Mitigation Measure K-3 is conservatively concluded to result in an adverse secondary impact with respect to the loss of up to four on-street parking spaces.

Growth Inducing Impacts

- Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in an EIR. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Growth can be induced or fostered by direct growth associated with a project; or indirect growth created by either the demand not satisfied by a project or the creation of surplus infrastructure not utilized by a project.

- Because the proposed Project would not include any new residential development, it would not result in direct population growth. However, the proposed Project would have the potential to generate indirect population growth in the Project vicinity as a result of the new employees generated by the proposed Project. Construction workers would not relocate their households' places of residence as a direct consequence of working on the proposed Project for the reasons discussed in Section IV.I.2, Housing, of the Draft EIR. Therefore, given the availability of local workers, the proposed Project would not be considered growth inducing from a short-term employment perspective, but rather the proposed Project would provide a public benefit by providing new direct and indirect employment opportunities during the construction period. As discussed in Section IV.I.1, Employment, of the Draft EIR, it is estimated that the proposed Project would directly add 5,493 new direct jobs once all proposed improvements have been constructed and are in full operation, thereby adding to the developed urban community in and around Hollywood. The additional full and part-time jobs directly associated with annual operation of the completed proposed Project would be consistent with SCAG's employment forecasts for the City of Los Angeles Subregion. In addition, the indirect housing/household demand and population

growth that could be generated by the proposed Project would be consistent with SCAG's housing and population forecasts for the City of Los Angeles Subregion.

- The property surrounding the Project Site is currently developed with a mix of commercial, industrial, and residential uses. All roadway improvements planned for the proposed Project would be tailored to improve circulation flows within the Project Site and the immediate Project vicinity. Utility and other infrastructure upgrades are intended primarily to meet Project-related demand. The Project employees' demand for convenience commercial goods and services would be met by new retail and support uses included as part of the proposed Project or already located within close proximity to the Project Site. No new off-site development would be needed to specifically meet the commercial demands associated with the Project Site employees.

- In addition, the proposed Project falls within the projected water supplies for normal, single-dry, and multiple-dry years and LADWP found that it will be able to meet the water demand for the proposed Project, as well as existing and planned water demands of its future service area. Furthermore, the proposed Project's additional wastewater flows would not substantially or incrementally exceed the future scheduled capacity of any treatment plant by generating flows greater than those anticipated in the Integrated Resources Plan. Therefore, the proposed Project would not require the expansion of existing water entitlements or upgrades to any wastewater treatment facilities, and as such, would not be considered growth-inducing in this regard.

- While the proposed Project may require local infrastructure upgrades to maintain and improve water, sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project Site, the proposed Project would not necessitate regional utility infrastructure improvements that have not otherwise been accounted for and planned for on a regional level. In addition, all roadway improvements planned for the proposed Project or as mitigation are intended to provide for better circulation flows within the Project Site and the immediate Project vicinity, and would not open any large undeveloped areas for new use. As such, growth-inducing impacts associated with utilities and circulation systems would be less than significant.

C. Significant Irreversible Impacts

- In accordance with Section 15126.2(c) of the CEQA Guidelines, an EIR is required to evaluate significant irreversible environmental changes that would be caused by implementation of the proposed Project. As stated in CEQA Guidelines Section 15126.2(c):

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

– The proposed Project would necessarily consume limited, slowly renewable, and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the proposed Project and would continue throughout its operational lifetime. The development of the proposed Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., petroleum-based fuels) for electricity, natural gas, and transportation and the associated impacts related to air quality. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the proposed Project, such changes are concluded to be less than significant.

OTHER CEQA CONSIDERATIONS

The City of Los Angeles (“the City”), acting through the Department of City Planning, is the “Lead Agency” for the Project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed and responded to the comments received and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

The EIR evaluated the following potential Project and cumulative environmental impacts: Aesthetics (including views, light/glare, and shading); Air Quality (including greenhouse gas emissions); Cultural Resources (including historic resources, and archaeological and paleontological resources); Geology and Soils; Hazards and Hazardous Materials; Hydrology and Surface Water Quality (including groundwater); Land Use and Planning; Noise; Employment, Housing and Population; Public Services (including police protection, fire protection, schools, parks and recreation, and libraries); Traffic, Access, and Parking; and Utilities and Service Systems (including water supply, wastewater, solid waste, and energy). Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes, Growth Inducing Impacts and potential secondary effects of the Project. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

The project design features and mitigation measures identified for the proposed Project were included in the Draft EIR and Final EIR. The final project design features and mitigation measures for the proposed Project are described in the Mitigation Monitoring Program ("MMP"). Each of the project design features and mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to the extent feasible by the project design features and mitigation measures identified in the MMP.

Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.

The responses to the comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.

Having reviewed the information contained in the EIR and in the administrative record as well as the requirements of CEQA and the state CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant information in the Final EIR and finds that recirculation of the Draft EIR is not required.

CEQA requires the Lead Agency approving a project to adopt an MMP for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and included in the MMP as adopted by the City serves that function. The MMP includes all of the mitigation measures adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts the MMP.

In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

The custodian of the documents or other material which constitute the record of proceedings upon which the City decision is based is the Los Angeles Department of City Planning, 6262 Van Nuys Boulevard, Room 352, Van Nuys, CA 91401.

The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project. It is contemplated that there may be a variety of actions undertaken by other State and local agencies (who might be referred to as "responsible agencies" under CEQA). Because the City is the Lead Agency for the Project, the EIR is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other State and local agencies to carry out the Project.

The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City of Los Angeles and the other regulatory jurisdictions.

STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR has identified unavoidable significant impacts that would result from implementation of the proposed Project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. State CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, including the reference library to the EIR, and documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project, as identified in the EIR: shading during operations; air quality during construction and operation; noise and vibration during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation. In addition, implementation of the proposed Project would result in significant and unavoidable cumulative impacts related to: air quality during construction and operation; noise during construction; traffic intersection levels of service during operation; neighborhood traffic intrusion during operation; in-street construction impacts associated with the loss of on-street parking, sidewalk closures, and relocation of bus stops during construction; and solid waste generation during operation.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts would result from implementation of the proposed Project. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the proposed Project, as discussed above, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

These overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the completed EIR. Each of the following overriding considerations separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project.

The Project will enhance the future economic vitality of the City of Los Angeles by providing growth (a net increase of approximately 1,385,700 square feet of new stage, production office, support, office, and retail uses) in proximity to public transit, and will enhance the role of the Project Site in the movie, television, and entertainment industry and contribute

to the preservation of Hollywood as the international focus for the movie, television, and entertainment industry.

Development and construction of the Project will generate more than 7,200 part-time and full-time jobs in the Los Angeles County economy, of which over 4,400 jobs are directly related to construction of the Project. Operation of the Project at full buildout will generate more than 12,600 jobs in the Los Angeles economy, of which more than 5,400 jobs are from on-site operations. Overall, the Project will create nearly 20,000 jobs during construction and operations, in accordance with City policies related to employment.

Development and construction of the Project includes an estimated \$630 million investment in construction costs, with a resulting estimated \$1.1 billion economic output to the Los Angeles economy from that construction.

The Project also will be a significant economic engine in Los Angeles. The annual economic output from operation of the proposed Project, including employee compensation, is estimated to contribute approximately \$3.1 billion annually to the Los Angeles County economy.

Total employee compensation from ongoing operation of the proposed Project will generate approximately \$908 million annually in the City, with about 60 percent of this attributable to direct employees and 40 percent to indirect and induced employees.

The Project would modernize the Paramount Pictures campus to respond to the evolving and increasingly technological nature of the entertainment business, while respecting the studio's history and creating entertainment jobs in Hollywood. The Project would maintain and enhance studio operations, invest in new state-of-the-art soundstages and high-tech production facilities.

The proposed Project's variety of jobs would provide important employment opportunities for part-time and entry-level workers, whose numbers are increasing and who are having difficulty finding sufficient employment in the region's new high technology sectors. The proposed Project would also create higher-skilled, higher-wage positions. The Project is consistent with applicable growth forecasts and regional and local economic development and employment policies.

The Project's development and operation of additional studio, production, post-production, and related uses would expand and enhance the Project Site's historic role in the entertainment industry, allowing the incorporation of new technologies and operations and providing for facilities on the Project Site to meet the growing and changing needs of the industry.

The proposed Project would directly address a key goal of the Hollywood Community Plan, which is the retention and promotion of Hollywood as an international center for motion picture production. The proposed Project would bring modern facilities and more efficient operations to Paramount Studios, an integral and historic entity in the entertainment industry, and the largest working film and television studio still headquartered in Hollywood. The proposed Project also would be consistent with the overall intent of the Wilshire Community Plan and focus commercial development along the Melrose Avenue commercial corridor, replacing surface parking lots with appropriately designed buildings that are compatible with the character of the surrounding area, including the residential uses to the south.

The Project would facilitate a reduction of traffic impacts (and associated greenhouse gas emissions) by preparing and implementing a Transportation Demand Management (TDM) program that encourages employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The TDM program would include implementation of several TDM strategies, which may include, but are not limited to the following: (1) flexible work schedules and telecommuting programs; (2) bicycle amenities (bicycle racks, lockers, etc.); (3) a guaranteed ride home program; (4) rideshare/carpool/vanpool promotion and support; (5) transportation information center; (6) on-site TDM coordinator; (7) discounted transit passes; (8) mobility hub support; (9) funding for bikeway improvements; and (10) continued provision of on-site personnel at studio entry gates to facilitate traffic flow onto the Project Site.

The Project Applicant would initiate, fund, and market a Hollywood-area Transportation Management Organization (TMO) to promote alternative modes of transportation including walking and bicycling, carpooling and vanpooling, use of public transit, short-term automobile rentals, etc. This TMO would be available to anyone within the Hollywood community, not just patrons of the proposed Project, and would be accessible through a website and a mobile application providing users with information and allowing them to access TMO services.

The Project will establish a telephone hotline to enable the public to call and address construction related issues associated with Project construction.

Construction and implementation of the Project would institute on-site waste management and recycling programs. During new construction, a minimum of 50 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings would be recycled and/or salvaged for reuse. During operations, the Project would have a solid waste diversion target of 70 percent based on current available recycling practices.

The Project would incorporate various energy efficient features into the design of new buildings for the proposed Project, including: efficient lighting and lighting control systems; light colored or "cool" roofs; energy-efficient heating and cooling systems, appliances (e.g., Energy Star) and equipment and control systems; light-emitting diodes (LEDs) for on-site street lighting; and education regarding energy efficiency, water conservation, waste diversion, and recycling services to the Project Site employees.

The Project would preserve cultural resources, including the potential Paramount Pictures Historic District and the potential RKO Studios Historic District, through the implementation of the Historic Resources Preservation Plan.

MITIGATION AND MONITORING PROGRAM

A Mitigation and Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires adoption of a MMP for projects in which the Lead Agency has required changes or adopted mitigation to avoid significant environmental effects and is included with the City's determination. The City of Los Angeles is the Lead Agency for the proposed Project and is, therefore, responsible for administering and implementing the MMP. The decision-makers must define specific reporting and/or monitoring requirements to be enforced during the Project implementation prior to final approval of the Project. The primary purpose of the MMP is to ensure that the project design features and mitigation measures identified in the EIR are implemented, thereby minimizing identified environmental effects.

The Project Applicant shall be obligated to provide documentation concerning implementation of the listed Project Design Features and Mitigation Measures to the appropriate Monitoring Agency and the appropriate Enforcement Agency as provided for in the MMP. All departments listed in the MMP are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all Project Design Features and Mitigation Measures shall be the Project Applicant or its successor unless otherwise noted.

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The enforcement agency;
- The monitoring agency;
- The monitoring phase (*i.e.*, the phase of the Project during which the measure should be monitored):
 - Pre-construction
 - Construction
 - Operation (prior to and post-occupancy);
- The monitoring frequency; and
- The action indicating compliance with the mitigation measure(s).

The MMP for the Project will be in place throughout all phases of development of the Project. The entity responsible for implementing each Project Design Feature or Mitigation Measure is set forth within the text of the Project Design Feature or Mitigation Measure itself. The entity responsible for implementing the Project Design Feature or Mitigation Measure shall also be obligated to provide certification, as identified below, to the appropriate Monitoring Agency and the appropriate Enforcement Agency that compliance with the required Project Design Feature or Mitigation Measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Project Applicant or its successor subject to the approval by the Lead Agency for Project Design Features and Mitigation Measures applicable to the Lead Agency. In conjunction with any appropriate agencies or departments, the Lead Agency will determine the adequacy of any proposed change or modification. Other responsible agencies have the authority under CEQA to approve their own MMPs for the Project, provided that Mitigation Measures therein address only the direct or indirect environmental effects of those parts of the Project, which the responsible agency decides to carry out, finance, or approve. (Pub. Resources Code § 21081.6(a); CEQA Guidelines §§ 15096(g)(1), 15097(d).) Minor changes and modifications to any MMP approved by a responsible agency can only be made by the Project Applicant or its successor subject to the approval by that responsible agency. Any revisions to a Mitigation Measure in the final MMP or any MMP adopted thereafter by a responsible agency must achieve the same level or more of mitigation as the original mitigation measure.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Tentative Tract No. 71751, the Advisory Agency of the City of Los

Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I of the Map Act establishes the general provisions for tentative, final and parcel maps.

Section 17.06-B of the Los Angeles Municipal Code establishes the "Map Requirement," and provides that the map be prepared by, or under the direction of a licensed land surveyor or registered civil engineer. The map must be drawn to an engineer's scale of not less than one inch equaling 200 feet. The map must also contain information relative to the tract number, legal description, subdivider/ownership information, north point, engineering scale, date and area, widths and locations of easements, approximate grades of existing and proposed streets, highways, and alleys adjacent to the property, and other required information.

In consideration of the requirements stated above, the proposed Tentative Map was prepared by a Professional Land Surveyor, and provides a scale of 1"=40' and includes north arrow, legend, label, ownership/subdivider information, date, notes, tract number, existing and proposed zoning information and legal description. The map also shows streets, streets to be vacated, highways, and approximate grades and elevations among other pertinent information.

The map also illustrates and provides data pertinent to the proposed zone change by showing existing zoning and the proposed zone along with the proposed uses as described in the entitlements requested. The proposed uses, lot sizes, and layouts are consistent with the applicable zoning, the proposed Paramount Pictures Specific Plan, and General Commercial or Regional Center Commercial Plan designation as described by the General Plan and Los Angeles Municipal Code.

Recordation of the map is contingent upon the review and approval of the associated entitlements to be considered by the City Planning Commission. Therefore, the "map" is consistent with applicable regulations of the Subdivision Map Act and the Los Angeles Municipal Code as it relates to the applicable Community Plan (General Plan) and proposed Specific Plan.

- (b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66418 of the Subdivision Map Act defines the term "design" as follows: "Design" means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. And, Section 66427 of the Subdivision Map Act expressly states that the "Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each Tentative Map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph,

further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes ("net area").

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including Fire Department, Department of Building and Safety, Bureau of Engineering, Department of Water and Power, and Bureau of Sanitation) have reviewed the map and found the subdivision design satisfactory and have imposed improvement requirements and/or conditions of approval. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project's sewerage needs. The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the Tentative Tract Map, building permit, grading permit, or Certificate of Occupancy. Bureau of Engineering requires dedication and improvements to Bronson Avenue and Irving Boulevard in accordance to the City's Street Standards.

The Adopted Community Plans designate the property for Limited Manufacturing, Neighborhood Office Commercial, and Medium Residential land uses; however, the project proposes a General Plan Amendment with options to apply either the General Commercial designation to the Ancillary Lots or the Regional Center Commercial designation to the entire Project site. Both of these options would have the newly created PPSP (Paramount Pictures Specific Plan) zone applied to the entire Project site. The Paramount Pictures Specific Plan zone designates the area subject to the proposed Paramount Pictures Specific Plan, which is being proposed specifically to facilitate and regulate the uses and design of the Project Site. The project accordingly provides uses, development, design, and layout consistent with the zoning proposed.

The Bureau of Street Lighting has also reviewed the proposed subdivision and has conditioned the subdivision approval to meet current street lighting standards.

The site is subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high-hazard and flood-related erosion hazard areas).

The project conforms with both the specific provisions and the intent of the Specific Plan for the Management of Flood Hazards (Section 5 of Ordinance 172,081).

Therefore, as conditioned, the design and improvement of the proposed subdivision is consistent with the intent and purpose of the applicable General Plan.

(c) **THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.**

The subject site is not located in a hazardous zone and does not contain any known hazards (i.e., toxic waste, methane hazards, very high fire hazard severity zone etc.). The site is relatively level and is not located in a slope stability study area, high erosion hazard area, or Alquist-Priolo Fault Zone. The site is an in-fill lot in a substantially developed urban area. The site does contain property located within a Special Flood Hazard Area (100-year flood zone), however, the project will be required to meet all City and FEMA requirements for buildings proposed within a Special Flood Hazard Zone area as a matter of law.

The environmental review conducted by the Department of City Planning (Case No. ENV-2011-2460-EIR; SCH No. 2011101035), established that the physical characteristics of the site and surrounding area are generally consistent with existing development and urban character of the surrounding community. Therefore, the project site is physically suitable for the proposed type of

development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The subject site is of the size and shape suitable for the proposed development intensity. The Tract Map site contains approximately 56.92 net acres of land which allows a maximum development of 3,284,400 square feet of Stage, Production Office, Support, Office, and Retail uses. The subject site is a relatively flat, currently developed lot, in a substantially developed urban area with adequate infrastructure.

The environmental review conducted by the Department of City Planning (Case No. ENV-2011-2460-EIR; SCH No. 2011101035), established that the physical characteristics of the site and surrounding area are generally consistent with existing development and urban character of the surrounding community. The site does contain property located within a Special Flood Hazard Area (100-year flood zone), however, the project will be required to meet all City and FEMA requirements for buildings proposed within a Special Flood Hazard Zone area as a matter of law. Therefore, the project site is physically suitable for the proposed density of development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The environmental review conducted by the Department of City Planning (Case No. ENV-2011-2460-EIR; SCH No. 2011101035), established that the physical characteristics of the site and surrounding area is generally consistent with existing development and urban character of the surrounding community. The project would not result in substantial impacts to fish or wildlife or their habitat. Also see the CEQA Finding in this approval for Biological Resources listed under "Environmental Impacts Found in the Initial Study not to be Significant."

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The project is not located over a hazardous materials site and is not located on unsuitable soil conditions. The project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. The site does contain property located within a Special Flood Hazard Area (100-year flood zone), however, the project will be required to meet all City and FEMA requirements for buildings proposed within a Special Flood Hazard Zone area as a matter of law.

The development would be connected to the City's sanitary sewer system, where collected sewage is directed to sewer treatment plants, which have been upgraded to meet Statewide Ocean Discharge Standards. Additionally, an environment assessment consistent with the requirements of the California Environmental Quality Act (CEQA) was prepared for the proposed project, which indicates that no adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

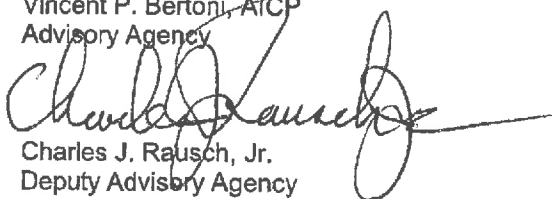
There are instruments identifying easements in the subdivision for the purpose of providing sanitation, but none for the purpose of providing public access. The project site contains legally recorded lots identified by the Assessor Parcel Record. The site is surrounded by private and public properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The project site does not adjoin or provide access to a public resource, natural habitat, Public Park or any officially recognized public recreation area. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

- 1) In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.
- 2) Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.
- 3) The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.
- 4) The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.
- 5) In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Tract No. 71751.

Vincent P. Bertoni, ATCP
Advisory Agency



Charles J. Rausch, Jr.
Deputy Advisory Agency

CJR:AV:hs

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be

accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Figueroa Plaza
201 North Figueroa Street
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

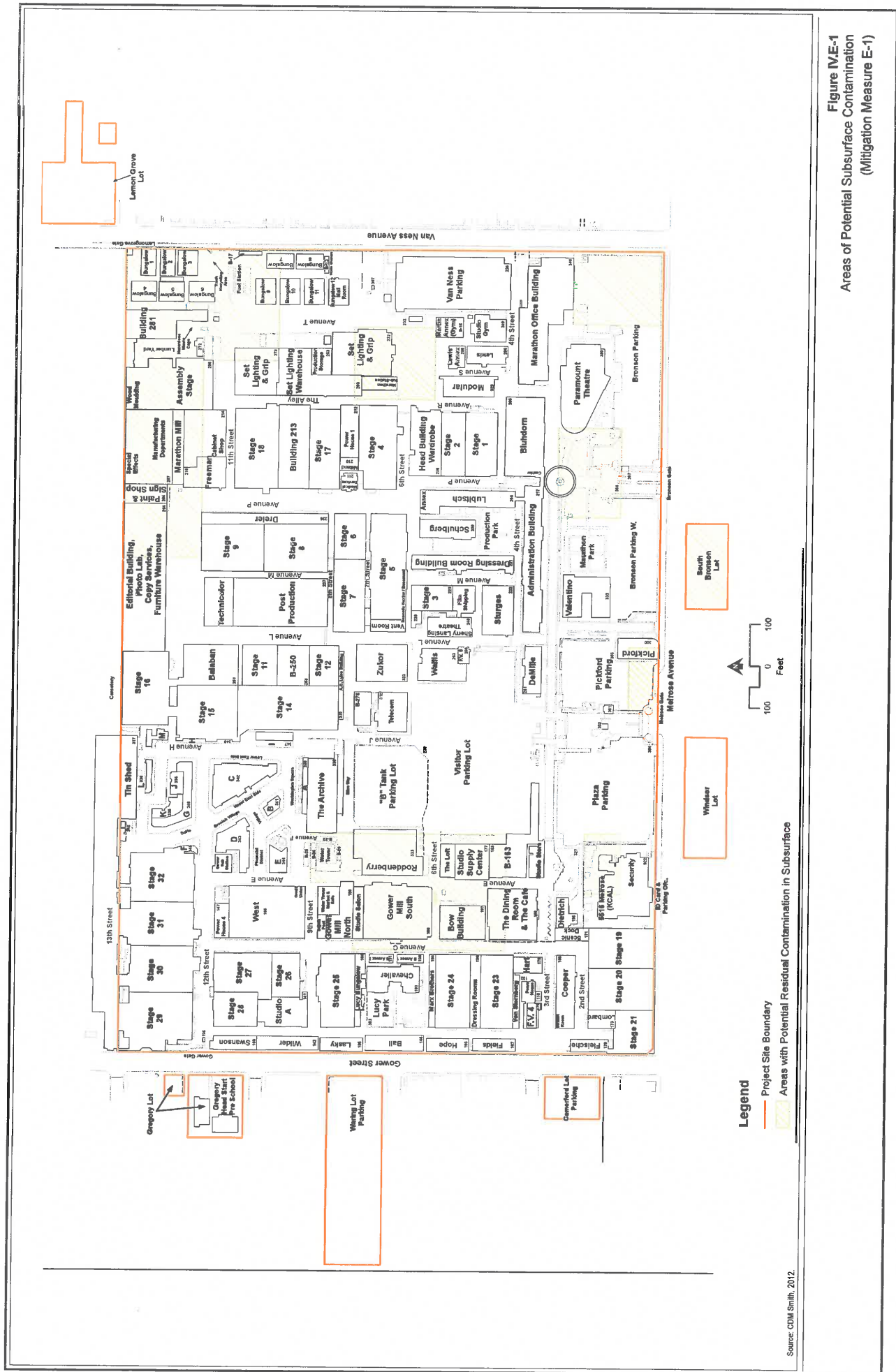
Forms are also available on-line at <http://planning.lacity.org>

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

If you have any questions, please call the Development Services Center staff at (213) 482-7077.

Attachment 1

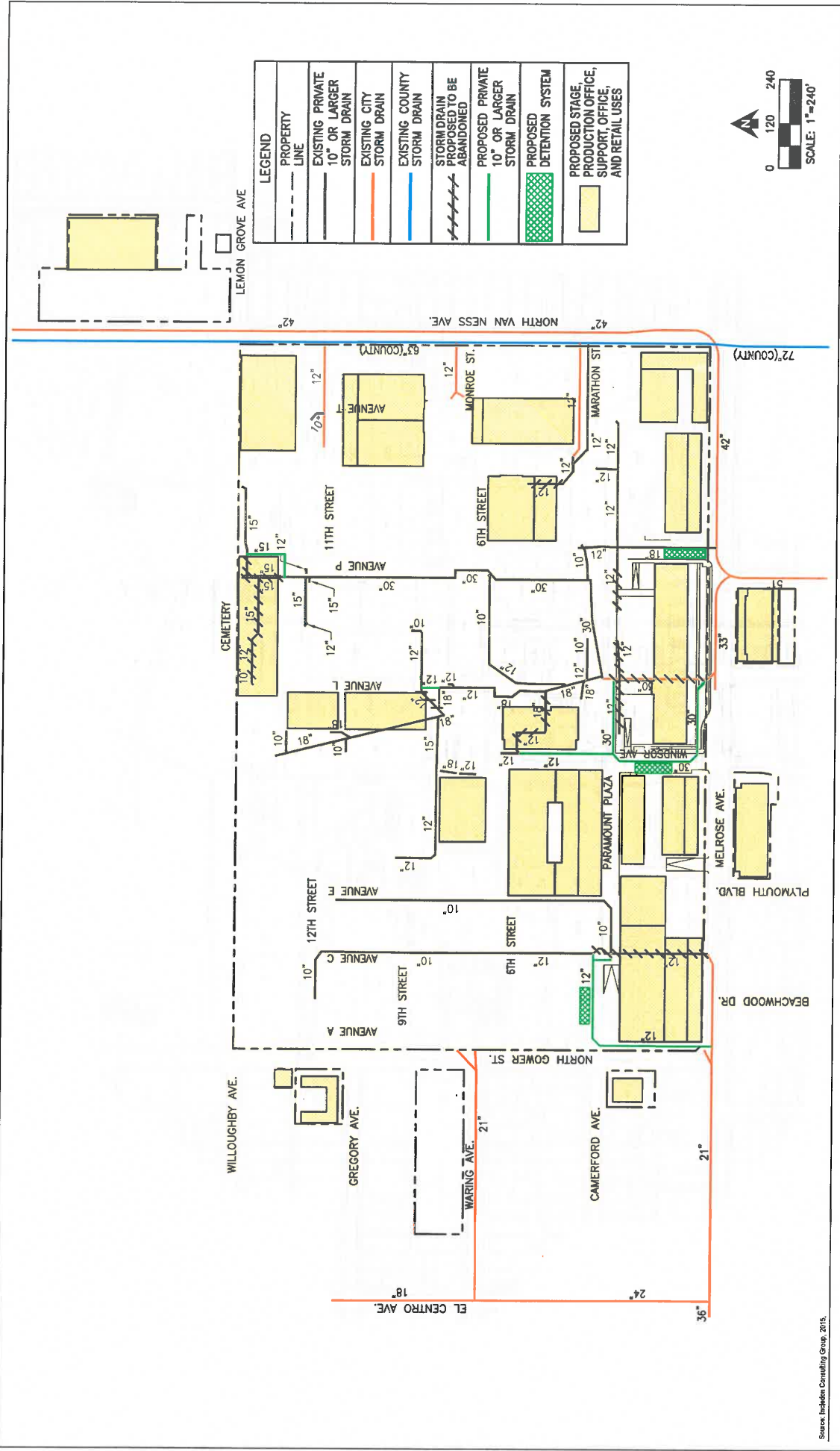
Figure IV.E-1
Areas of Potential Subsurface Contamination
(Mitigation Measure E-1)



Attachment 2

Figure IV.F.1-6

Proposed Conditions—Major Storm Drain Lines
(Project Design Feature F.1-4)



Source: Inshelton Consulting Group, 2015.

Figure IV.F.1-6
Proposed Conditions - Major Storm Drain Lines

Attachment 3

Transportation Mitigation Phasing Program
(Project Design Features K-1 through K-2 and
Mitigation Measures K-1 through K-5)

Transportation Improvement Phasing Program

As described in Chapter 7, the proposed Project design features include implementation of a transportation demand management (TDM) program. The TDM program features various programs designed to promote peak period trip reduction. The proposed Project would also implement mitigation measures consisting of three primary components. The mitigation measures include:

1. Establishment and primary funding for a new Hollywood transportation management organization (Hollywood TMO) to promote transit usage, ride-sharing, and non-automotive means of transportation in the Hollywood area. The Hollywood TMO would encompass approximately 20 square miles, approximately bordered by State Route 134 to the north, 3rd Street to the south, Fairfax Avenue to the west, and Hoover Street to the east;
2. Transportation Systems Management (TSM) improvements, including signal controller upgrades and installation of closed circuit television (CCTV) cameras at key intersections within the Study Area; and,
3. Specific intersection improvements, including physical widening and addition of lanes.

The Project is expected to be developed through year 2038. The timing of development will be dependent on market forces affecting the entertainment industry and the overall real estate market. As the Project will not be developed all at one time, the implementation of specific transportation improvements will be phased as applicable, as individual buildings are constructed.

This phasing program ties the implementation of the TDM program and mitigation measures to construction of individual buildings or groups of buildings, based on the number of afternoon peak hour trips projected to be generated by the additional development. As development reaches each milestone in peak hour trip generation, the corresponding components of the transportation improvement program will be put in place. The phasing triggers have been chosen to mitigate impacts below a level of significance at all times, except at those four intersections where the effects of Project traffic cannot be fully mitigated.

The following four-phase schedule is proposed for implementation of the transportation improvement program:

1. Prior to Project construction upon issuance of the first building permit for net new Project Development (0 Project trips):

- The Applicant will establish the Hollywood TMO. The Applicant would continue to contribute to the on-going operation and marketing of the Hollywood TMO for a period of 10 years.

2. When 30% of Project is Completed (310 Project trips):

- The Applicant will implement the street improvement at Gower Street & Santa Monica Boulevard.

3. When 45% of Project is Completed (465 Project trips):

- The Applicant will provide funding to LADOT to implement TSM improvements along the corridors of Franklin Avenue, Santa Monica Boulevard, Melrose Avenue, and Gower Street.
- The Applicant will establish the TDM program with an on-site TDM coordinator, a shuttle (either by the Applicant or in conjunction with the TMO and/or LADOT) to connect the Project Site and the Metro Redline Station at Hollywood and Highland, and mobility hub support.
- The Applicant will initiate discussions with the potentially impacted residential neighborhoods identified in Chapter 11 regarding traffic protection measures.

4. When 80% of the Project is Completed (826 Project trips):

- The Applicant will expand the TDM program with a \$250,000 contribution to LADOT for bikeway improvements in the Project area pursuant to the *2010 Bicycle Plan*, establishment of an Employee Transit Pass Subsidization Plan, and a Transportation Information Center on-site to promote the benefits of the TDM program and the Hollywood TMO.

Additionally, the Applicant will implement the intersection improvement at Gower Street & Melrose Avenue at the time that the structure on the Main Lot adjacent to this intersection is replaced as part of the Project.

The Los Angeles Department of Transportation (LADOT) is responsible for overseeing the implementation of the TDM program and mitigation measures by the Applicant. This phasing program is intended to guide the implementation of the transportation improvement program over the project buildout period. However, just as the Project will be developed in response to the needs of the market over many years, LADOT has the flexibility to substitute equivalent mitigation measures in response to the needs of the transportation network in and around the Project Study Area.

Attachment 4

Figure IV.K-4
Transportation Systems Management
Improvements
(Mitigation Measure K-2)

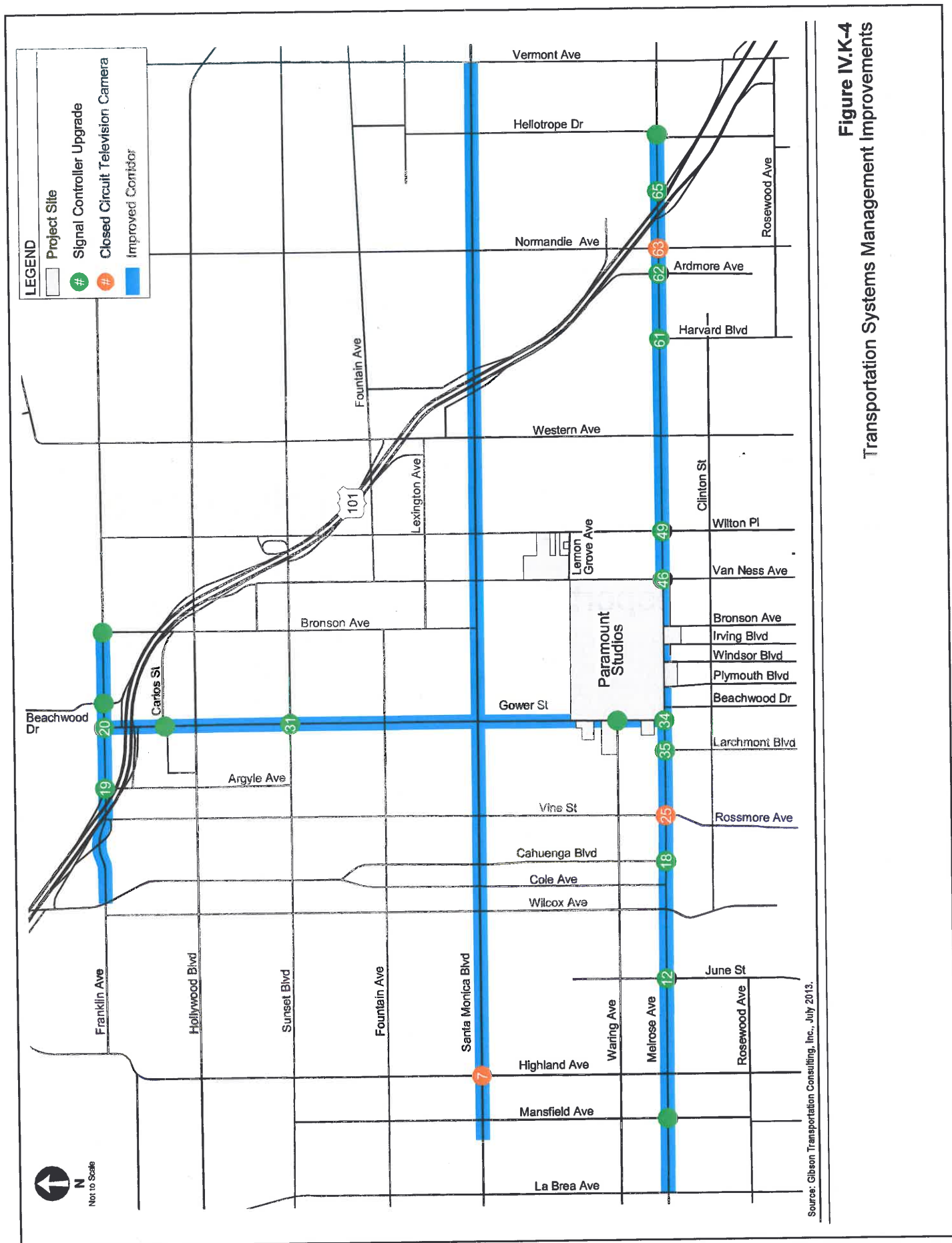


Figure IV.K-4
Transportation Systems Management Improvements

Attachment 5

Traffic Study Appendix Q—LADOT
Neighborhood Traffic Management Process
(Mitigation Measure K-5)

Appendix Q

LADOT Neighborhood Traffic Management Process

LADOT Neighborhood Traffic Management Process

This appendix sets forth the Los Angeles Department of Transportation's (LADOT) process for implementation of Neighborhood Traffic Management Plan(s) for the Project.

ELIGIBLE NEIGHBORHOODS

After implementation of the Project's proposed Transportation Demand Management (TDM) program and traffic mitigation measures, five neighborhoods, the boundaries of which are described below, have the potential to experience neighborhood intrusion traffic:

1. De Longpre Avenue to the north, Gower Street to the east, Santa Monica Boulevard to the south, and Vine Street to the west
2. Sunset Boulevard to the north, Bronson Avenue to the east, Fountain Avenue to the south, and Gordon Street to the west
3. Fountain Avenue to the north, Bronson Avenue to the east, Santa Monica Boulevard to the south, and Gower Street to the west
4. Santa Monica Boulevard to the north, Wilton Place to the east, Melrose Avenue to the south, and Van Ness Avenue to the west
5. Santa Monica Boulevard to the north, Western Avenue to the east, Lemon Grove Avenue to the south, and Wilton Place to the west

TRAFFIC CALMING MEASURES

The following are traffic calming measures that may be included in Neighborhood Traffic Management Plan(s) for the Project.

Non-restrictive Control Measures

Non-restrictive control measures are intended to reduce traffic speeds on local streets and/or make the neighborhood streets less inviting for through traffic. Non-restrictive traffic calming measures may include, but are not limited to, traffic circles, speed humps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes (adding bike lanes or parking striping to reduce the perceived width of the roadway), and stop sign pattern.

Non-restrictive Improvements

Non-restrictive improvements include neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN(S) BUDGET

Based on its experience implementing Transportation Management Plans, LADOT has determined that a budget of up to \$500,000 is appropriate for the development of Neighborhood Transportation Management Plan(s) for the eligible neighborhoods identified above. The Applicant or its successor shall guarantee the budget in a form reasonably satisfactory to LADOT. The \$500,000 budget is allocated among the five neighborhoods (based on the number of residential street blocks in each neighborhood) as follows:

- Neighborhood 1 - \$187,500
- Neighborhood 2 - \$31,250
- Neighborhood 3 - \$125,000
- Neighborhood 4 - \$62,500
- Neighborhood 5 - \$93,750

Consultant time to develop the plans shall be paid by the Applicant or its successors and shall not be counted against the \$500,000 budget, but data collection and mailing costs shall be included in the budget as shall the costs associated with the design of any changes approved by the neighborhood.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN PROCESS

Each Neighborhood Transportation Management Plan process shall include three workshops that shall take place over a maximum four-month time period. Each workshop shall be rescheduled a maximum of one time if a quorum of the Committee (described below) is not present in person or by proxy. Failure to deliver a quorum for two consecutive meetings duly called and approved by the Committee shall constitute a declaration of non-interest in the process and the process shall cease.

1. Kick-Off Neighborhood Workshops – Based on the schedule in the final Project mitigation program, the transportation consultant for the Applicant or its successors shall hold a “Kick-off Workshop” meeting with the residents of each of the neighborhoods. Working with the Council Office, residents in the boundaries of the neighborhood will be invited to participate in the workshops. At the Kick-off Workshop, each neighborhood shall select a Committee of seven members by a consensus of the neighbors present at the meeting. If fewer than seven members of the neighborhood attend the Kick-off Workshop, the meeting will be rescheduled. If fewer than seven members attend the rescheduled Kick-off Workshop, it shall constitute a declaration of non-interest in the process and the process shall cease and all funds allocated to that neighborhood shall be returned to the Applicant.

A majority of the Committee members must be present at each of the workshops for the Neighborhood Transportation Management Plan. The Agenda for the “Kick-off Workshop” shall include the following:

- i. Identify the process to be used to develop the Neighborhood Traffic Management Plan

-
- ii. Identify the non-restrictive control measures and non-restrictive improvement choices for the neighborhood
 - iii. Discuss the existing and anticipated traffic issues in the neighborhood
 - iv. Match the types of improvements with the types of problems that each measure addresses
 - v. Identify the types of improvements that the neighbors are likely to support

If a consensus of the residents present at the kick-off workshop approve of proceeding with data collection and development of a draft plan, the process shall proceed. If not, the process shall cease and all funds allocated to that neighborhood shall be returned to the Applicant.

2. Data Collection – If the neighborhood approved of proceeding with data collection, the transportation consultant for the Applicant or its successors shall collect and submit to LADOT appropriate traffic data (average daily trips, speed data, intersection turning movement counts, roadway characteristics, etc.) for the applicable neighborhoods within 60 days.
3. Draft Plan – Based on the data and input from the Kick-off Workshop, the transportation consultant for the Applicant or its successors shall develop a draft plan to implement for the neighborhood. The transportation consultant for the Applicant shall review the proposed measures with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.
4. Neighborhood Workshop 2 – Upon completion of a draft plan, Neighborhood Workshop 2 shall be held to get reactions to the draft plan and suggestions from the residents for modifications to the plan.
5. Revised Plan – Based on input obtained during Neighborhood Workshop 2, the transportation consultant for the Applicant or its successors shall revise the draft plan for the neighborhood. The transportation consultant for the Applicant shall review the revised plan with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.

6. Neighborhood Workshop 3 – Upon completion of the revised plan, Neighborhood Workshop 3 shall be held to finalize the plan. The plan shall be finalized based on the consensus of the residents present at Neighborhood Workshop 3.
7. Information Brochure – The transportation consultant for the Applicant or its successors shall prepare an information brochure that summarizes the final plan approved in Neighborhood Workshop 3 and a process for the neighborhood to approve or reject the plan. LADOT shall cause the information brochure to be mailed to all households in the neighborhood at issue.
8. Approval/Rejection of the Plan – If a majority of the households in the neighborhood approve of the plan, the Applicant or its successors shall implement the traffic management plan on a temporary basis based on the schedule in the final Project mitigation program. If a majority of the households do not approve of the plan, the measures in the plan shall not be implemented, the process shall be declared over and all remaining funds for that neighborhood shall be returned to the Applicant or its successors.
9. Approval on Final Plan – If Step 8 above resulted in the approval of the plan and temporary measures were implemented, six months after the implementation of the temporary measures, LADOT shall cause a second survey of the households in the neighborhood at issue to determine the level of interest in making the temporary traffic measures in the plan permanent. If a majority of the households in the neighborhood approve of permanent implementation of the measures, the traffic measures shall be made permanent. If a majority of the households do not approve of the traffic measures, the measures shall be removed.

Upon completion of Steps 1 through 9 above, the Applicant's or its successors' responsibility for the Neighborhood Traffic Management Plan shall be deemed complete and any remaining funds allocated for that neighborhood shall be returned to the Applicant.

PROJECT TENTATIVE MAP NO. 71751 PARAMOUNT PICTURES		SHEET TITLE PROPOSED CONDITIONS SHEET INDEX		DATE 03/21/2016	
OWNER/DEVELOPER Paramount Pictures		SHEET NO. 8 OF 13 SHEETS		SCALE AS SHOWN	
INCLDED RECORDING INFORMATION Recording Information - Recording Fee Recording Fee - \$10.00		DRAWN BY AD		CHECKED BY M	
NO. DATE DESCRIPTION BY NO. DATE DESCRIPTION BY		LOT NUMBER 200 001		SHEET NO. 8 OF 13 SHEETS	

LOT NO.	LOT AREA (SQ. FT.)
1	105,500
2	19,278
3	74,620
4	271,808
5	74,620
6	146,175
7	16,310
8	16,310
9	16,310
10	16,310

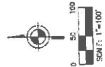
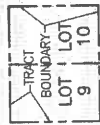
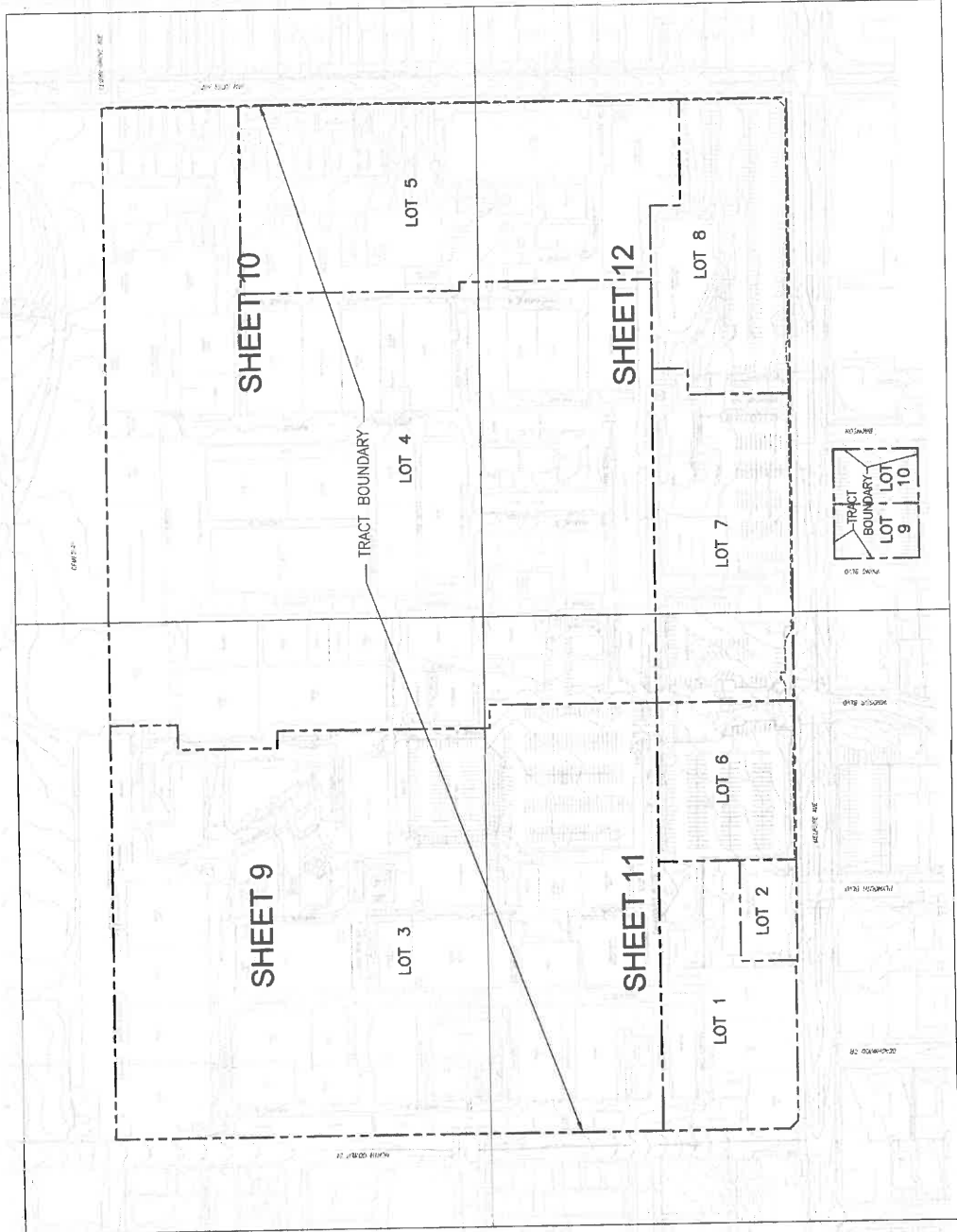


Exhibit D:

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

10. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division will issue a clearance letter stating shall certify that no Building or Zoning Code violations exist relating to the subdivision on the subject site once ~~.-In-addition,~~ the following items have been shall be satisfied:
- c. Provide a copy of CPC case CPC-2011-2459-~~ZC~~-GPA-ZC-SP-SN-CA. Show compliance with all the conditions/requirements of the CPC case as applicable.
 - d. Provide a copy of affidavits PKG-5677, PKG-5449, PKG-5378, PKG-4641, PKG-2149, AFF-58386, AFF-50086, AFF-49746, AFF-49311, AFF-37720, AFF-~~31319~~ 31719, AFF-7652, AFF-6901, AF-95-20232244-OP, AF-93-231336-OP, AF-92-715189-DR, AF-92-1541539-OP, AF-90-346128-OP, AF-90-1796556-OP, AF-90-2071980-LT, AF-89-543035, and PKG-LAYOUT-140. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavits may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

DEPARTMENT OF TRANSPORTATION

11. That prior to the recordation of the final map, that satisfactory arrangements shall be made to satisfy the recommendations of the Department of Transportation as provided for in its assessment letter dated August 28, 2015.
- a. All requirements and conditions listed in the DOT traffic assessment letter dated August 28, 2015, and all subsequent revisions to this traffic assessment, be applied to the tract map. Additionally, all mitigation measures and improvements listed in this traffic assessment shall be completed as provided in the transportation mitigation phasing program set forth in the DOT traffic assessment letter ~~prior to the recordation of the tract map.~~

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

15. Prior to the recordation of the final map or ~~issuance of the Certificate of Occupancy (C of O)~~, street lighting improvement plans shall be submitted for review consistent with Condition No. S-3(c) ~~and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District. (This condition shall be deemed cleared at the time the City Engineer clears condition No. S-3.(c).~~

DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

18. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- b. Provide ~~a minimum of 7,550~~ off-street parking spaces on the ~~entire~~ Project Site as required by ~~for~~ the Paramount Pictures Specific Plan area ~~or 1 off-street parking space~~

~~for each 1,000 square feet of combined floor area, whichever is greater.~~

~~d.—The applicant shall install an air filtration system(s) to reduce the effects of diminished air quality on occupants of the project.~~

~~e.—That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.~~

22. Construction Mitigation Conditions - Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

CM-2. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used for haul trucks to reduce dust emissions and meet SCAQMD District Rule 403. ~~Wetting could reduce fugitive dust by as much as 50 percent.~~

CM-6. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 25 ~~45~~ mph), so as to prevent excessive amounts of dust.

CM-9. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday, on Lots 9 and 10. For the remainder of the subject site, Lots 1 through 8, construction and demolition hours shall be consistent with the LAMC.

CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

CM-12. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), comply with applicable regulatory requirements to address potential runoff from the site ~~construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.~~

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1.

(h) That each lot in the tract comply with the width and area requirements of the Specific Plan Zoning Ordinance.

(l) Prior to the issuance of a building permit for construction of a new building along a public right of way, ~~that~~ any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

(c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

- a. ~~Relocate and upgrade~~ ~~Construct~~ nine (9) new lights on Gower Street.
 - b. ~~Relocate and upgrade~~ ~~Construct~~ eighteen (18) new lights on Melrose Avenue.
 - c. ~~Relocate and upgrade~~ ~~Construct~~ eight (8) new lights on Van Ness Avenue.
- (h) ~~Construct any necessary additional~~ Any street improvements are required conditions of this tract map shall be constructed in compliance to comply with the Americans with Disabilities Act (ADA) of 1990.

6/21/2016 12:49 PM

EXHIBIT E

Exhibit E is the Environmental Impact Report for this case, ENV-2011-2460-EIR. It may be located online at:

<http://planning.lacity.org/eir/Paramount/ParamountCoverPg.htm>

- 1) SEE SEPARATE TREE REPORT FOR EXISTING TREES.
- 2) LOT SIZES AND CONFIGURATIONS ARE ILLUSTRATIVE ONLY AND WILL BE PHASED ON THE FINAL MAPS BASED ON TENTATIVE MAP CONDITIONS.
- 3) BUILDING SIZES AND CONFIGURATIONS SHOWN ARE ILLUSTRATIVE ONLY AND WILL BE PHASED ON THE FINAL CONFIGURATION PLANS BASED ON TENTATIVE MAP CONDITIONS AND THE PREVALENT FUTURE WASTEWATER PLAN.
- 4) REQUEST IS MADE FOR THE ABILITY TO CONSOLIDATE LOTS.
- 5) ALL EXISTING EASEMENTS ARE TO BE WAIVED/OUTLINED WITHIN THE TRACT BOUNDARY UNLESS NOTED OTHERWISE.
- 6) ADJACENT LAND USES IN THE SURROUNDING COMMUNITY INCLUDE COMMERCIAL, MANUFACTURING, RESIDENTIAL, AND AGRICULTURAL USES.
- 7) REQUEST IS MADE TO RECORD MAP IN UNITS.

PROPERTY BOUNDARY	CENTER LINE	EXISTING DOMESTIC WATER	EXISTING SANITARY SENDER	PROPOSED DOMESTIC WATER	PROPOSED SANITARY SENDER	EXISTING SURFACE CONTOUR	FINISH SURFACE CONTOUR	CB - CATCH BASIN	PH - FIRE HYDRANT	GP - GUARD POST	LT - LIGHTING	MM - MAN HOLE	PP - POWER POLE	WW - WATER VALVE	SCD - SEWER CLEAN OUT	PH - FIRE HYDRANT	VA - VALVE	WM - WATER METER	TREE	PAULI TREE
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UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	CITY OF LOS ANGELES, DWP	(213) 367-4211	111 N HOPE ST., LA, CA
WATER	CITY OF LOS ANGELES, DWP	(213) 367-4511	111 N HOPE ST., LA, CA
STORM DRAIN	CITY OF LOS ANGELES		650 S SPRING ST., LA, CA
SEWER	CITY OF LOS ANGELES		650 S SPRING ST., LA, CA
GAS	SO CAL GAS COMPANY	(800) 427-2000	PO BOX 3150, SAN DIMAS, CA

CITY OF LOS ANGELES

SUB-161-188-1, -2, -4A, -7A, 7B, -4B

SUB-144-188-1, -2

S-463

D-1810, -1936, -11976, -28867, -29504, -20088

P-3317, -3550, -13691, -32267, -32023, -33366

B-578, -10814, -10059

12826, 15810, 15852, 15854, 15863, 17049, 17109, 17191

18146, 26531, 26554, 28857, 29422, 29352, 26353

1418168

THE ONLY SUBSTRUCTURE INFORMATION MADE AVAILABLE BY THE PUBLIC UTILITIES IS THE LOCATION WITHIN THE PUBLIC RIGHTS-OF-WAY. THEREFORE NO ON-SITE SUBSTRUCTURES ARE SHOWN ON THIS MAP. THE LOCATION OF ON-SITE SUBSTRUCTURES SHOULD BE DETERMINED AND NOTED FROM OTHER SOURCES BEFORE THE BEGINNING OF ANY CONSTRUCTION.

OWNED/SUBOWNER:	PARAMOUNT PICTURES CORPORATION, A DELAWARE CORPORATION 3255 WELLS AVENUE HOLLYWOOD, CA 90028
APPLICANT:	PARAMOUNT PICTURES CORPORATION, A DELAWARE COMPANY 3255 WELLS AVENUE HOLLYWOOD, CA 90028
SUPPLYOR/ENGINEER:	INCLINED CONSULTING GROUP 3331 OCEAN PARK BLVD., SUITE 100 SANTA MONICA, CA 90405 (310) 352-9100

PROJECT ADDRESS:
PARAMOUNT PICTURES CORPORATION, A DELAWARE CORPORATION
5555 MELROSE AVENUE,
HOLLYWOOD, CA 90038

THOMAS BROS. GUIDE:

THOMAS BROS. GUIDE:

ZONE A

STREET DESIGNATION: MELROSE AVENUE -- SECOND

BRONSON - LOCAL STREET

PLANNING AND ZONING INFORMATION:

COMMUNITY PLAN,
MIDSTOWN AND HOLLYWOOD COMMUNITY PLANS

SOUTH BRONSON LOT: NEIGHBORHOOD OFFICE COMMERCIAL
UNITED MANUFACTURING

EXISTING ZONING: [Q]M1-20

Run	$[\eta]$, dl/g	$[\eta]$, dl/g	$[\eta]$, dl/g
1	0.11	0.11	0.11
2	0.11	0.11	0.11
3	0.11	0.11	0.11
4	0.11	0.11	0.11
5	0.11	0.11	0.11
6	0.11	0.11	0.11
7	0.11	0.11	0.11
8	0.11	0.11	0.11
9	0.11	0.11	0.11
10	0.11	0.11	0.11
11	0.11	0.11	0.11
12	0.11	0.11	0.11
13	0.11	0.11	0.11
14	0.11	0.11	0.11
15	0.11	0.11	0.11
16	0.11	0.11	0.11
17	0.11	0.11	0.11
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83	0.11	0.11	0.11
84	0.11	0.11	0.11
85	0.11	0.11	0.11
86	0.11	0.11	0.11
87	0.11	0.11	0.11
88	0.11	0.11	0.11
89	0.11	0.11	0.11
90	0.11	0.	

R2-1

THE FINE STRUCTURE OF VARIOUS

ZOOMING INFORMATION; TED

100

THE FIRST WORLD WAR

2) PRODUCTION OFFICE

3) STAGE

4) SUPPORT

2) DRAINAGE

5) NATURAL GAS WILL BE PROVIDED BY SOUTHERN CALIFORNIA GAS COMPANY.

EXISTING UTILITIES: STREET UTILITIES: UNDERGROUND UTILITIES SPECIFICALLY LISTED IN THE UTILITY

ABANDONED LINES, ETC.) HAVE NOT BEEN PLOTTED. THE LOCATION OF THOSE UTILITIES NOT LISTED (E.G., TRAFFIC SIGNAL AND STREET LIGHTING CONDUIT,

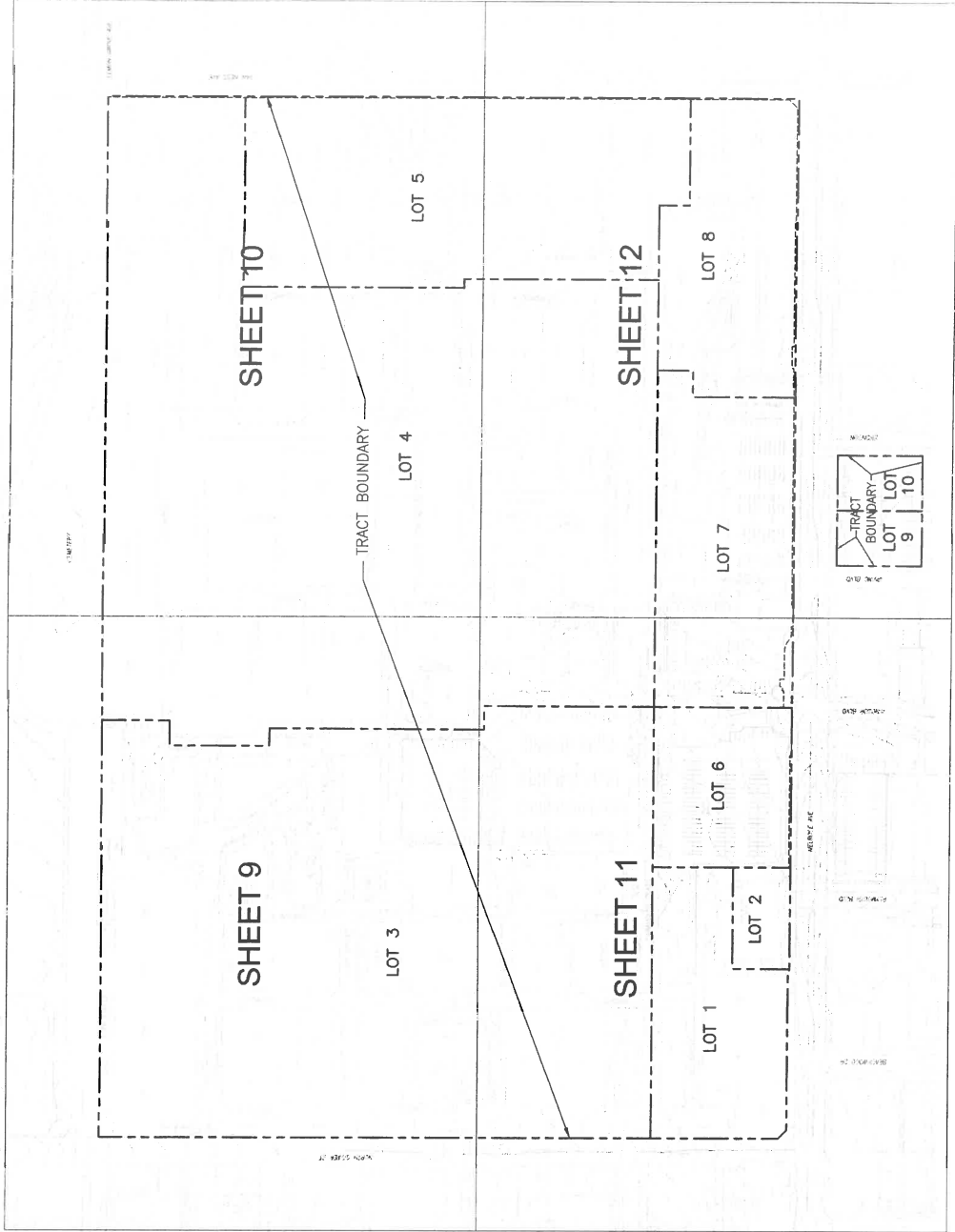
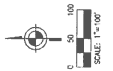
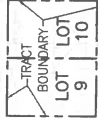
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STAMP:					
ZONING, CONTACT INFORMATION AND MISCELLANEOUS NOTES TENTATIVE MAP NO. 71751 PARAMOUNT PICTURES					
PROJECT TITLE:					
OWNER/DEVELOPER: Paramount Pictures					
INGLEDAIN 1118 H St NW Suite 200 Washington, DC 20004 Tel: 202-462-1000 Fax: 202-462-1001					
REVISIONS					
	NO.	DATE	DESCRIPTION	BY	

13/09/2001 Monday 13/09/2001 12:48

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LOT NO.	LOT AREA (SQ. FT.)
1	108,600
2	19,776
3	78,374
4	921,036
5	273,896
6	74,620
7	146,125
8	724,410
9	16,319
10	16,279



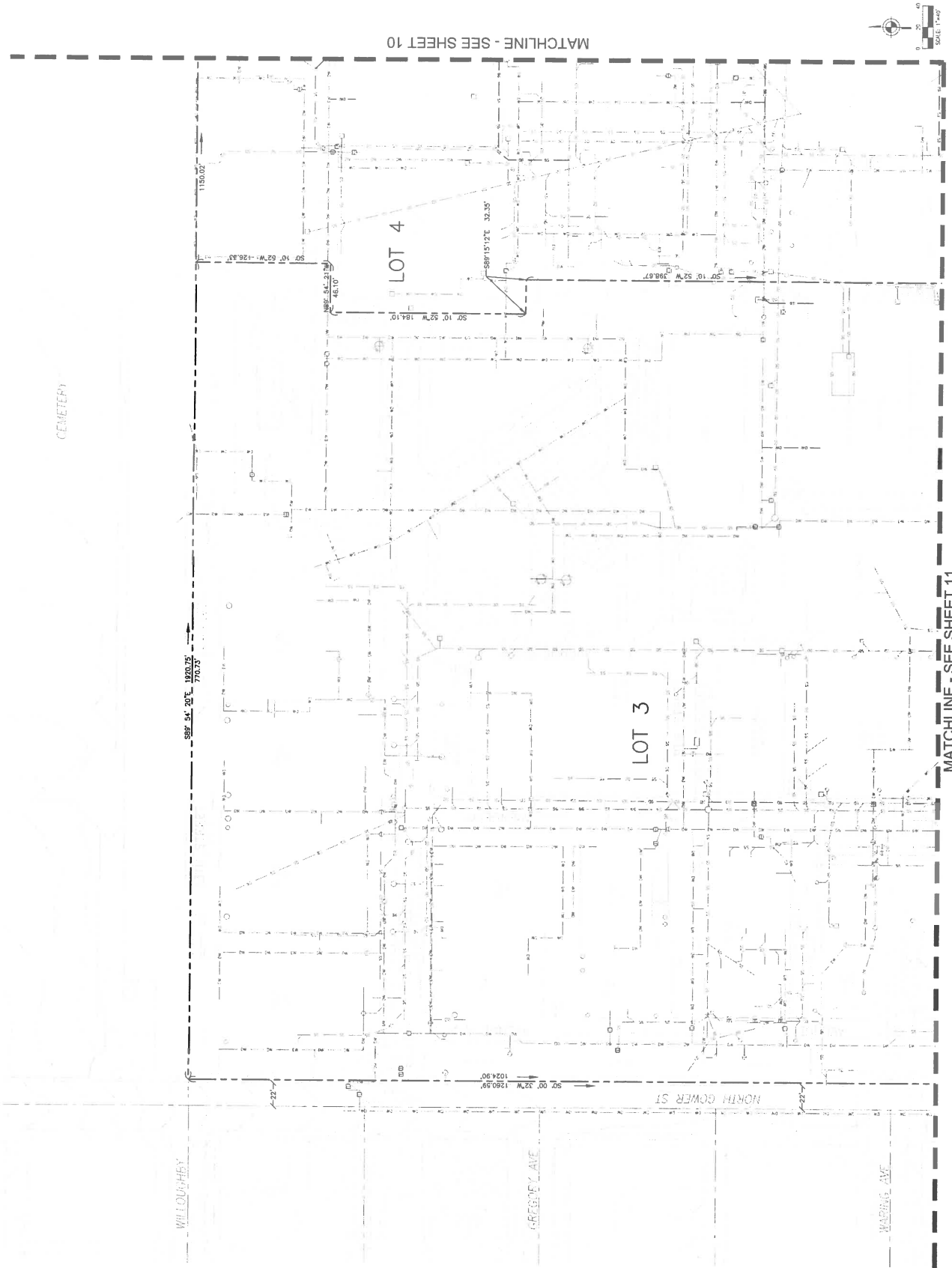
INGLEDEN

Shirlington Pictures

PROPOSED CONDITIONS	TENTATIVE MAP NO. 71751
SHEET INDEX	PARAMOUNT PICTURES

DATE:	09/21/2011	
SCALE:	AS SHOWN	
DRAWN:	AD	CHECKED: M
DOB NUMBER:	308 001	
AWG NUMBER:		
SHEET NO		

[illegible]



MATCHLINE - SEE SHEET 10

LOT 4

LOT 3

NORTH GOWER ST

1940011M

GREGORY, AVE

MADRID AVE

0 25 40
SCALE: 1"=40'

TENTATIVE MAP NO. 71751
PARAMOUNT PICTURES

PROPOSED CONDITIONS

TENTATIVE MAP NO. 717
PARAMOUNT PICTURES

Stammount Pictures

OWNER/DEVELOPER

INGLEDON

[Return to top](#)

1997

REVISIONS				
NO.	DATE	DESCRIPTION	BY	NO.



DATE:	5/5/2016	
SCALE:	AS SHOWN	
DRAWN:	AD	CHECKED: MF
JOB NUMBER:	309 00*	
DWG NUMBER:		

SCALE:	AS SHOWN
5/5/2016	


DRAWN: A1)	CHECKED: M1
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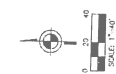
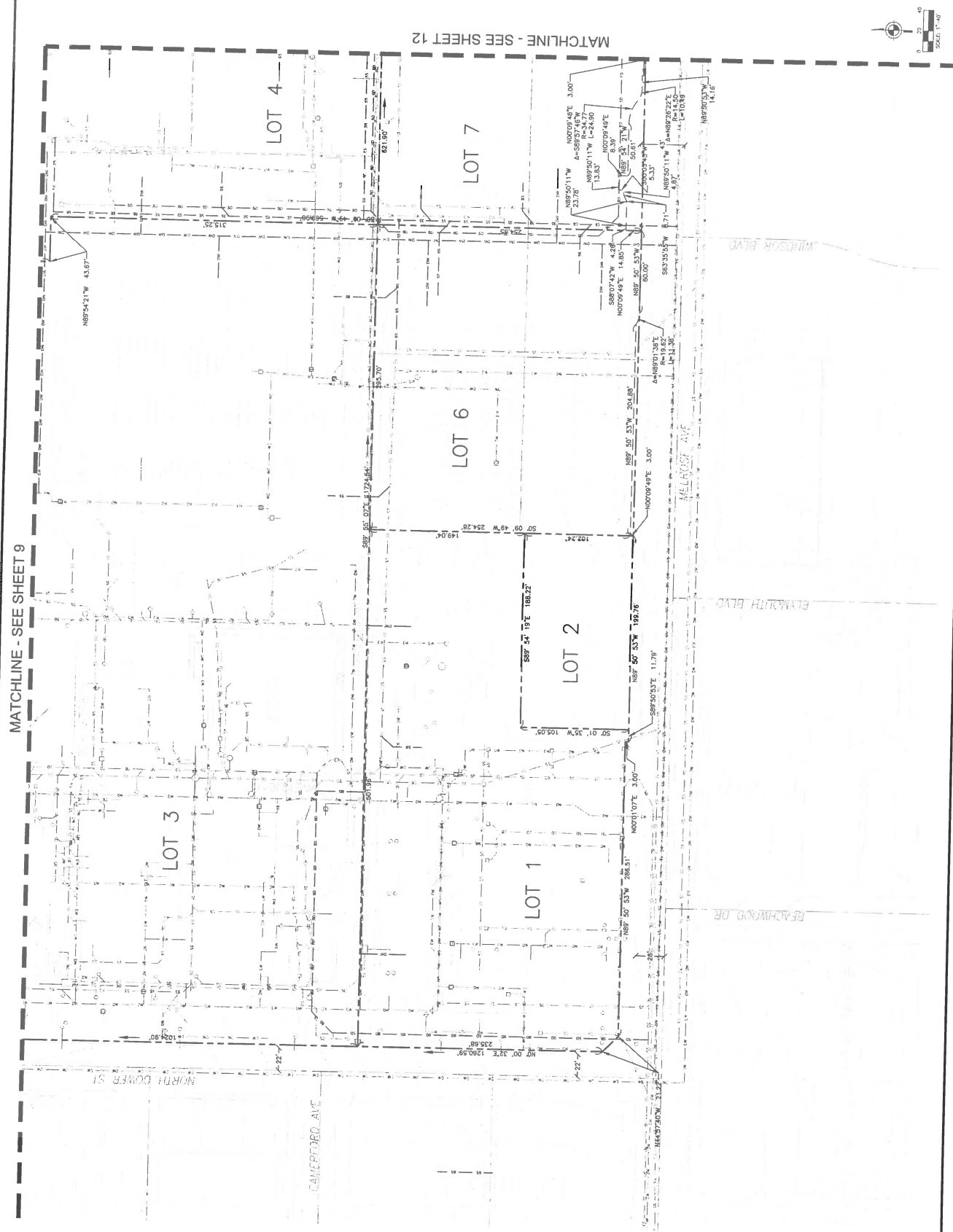
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DWG NUMBER:

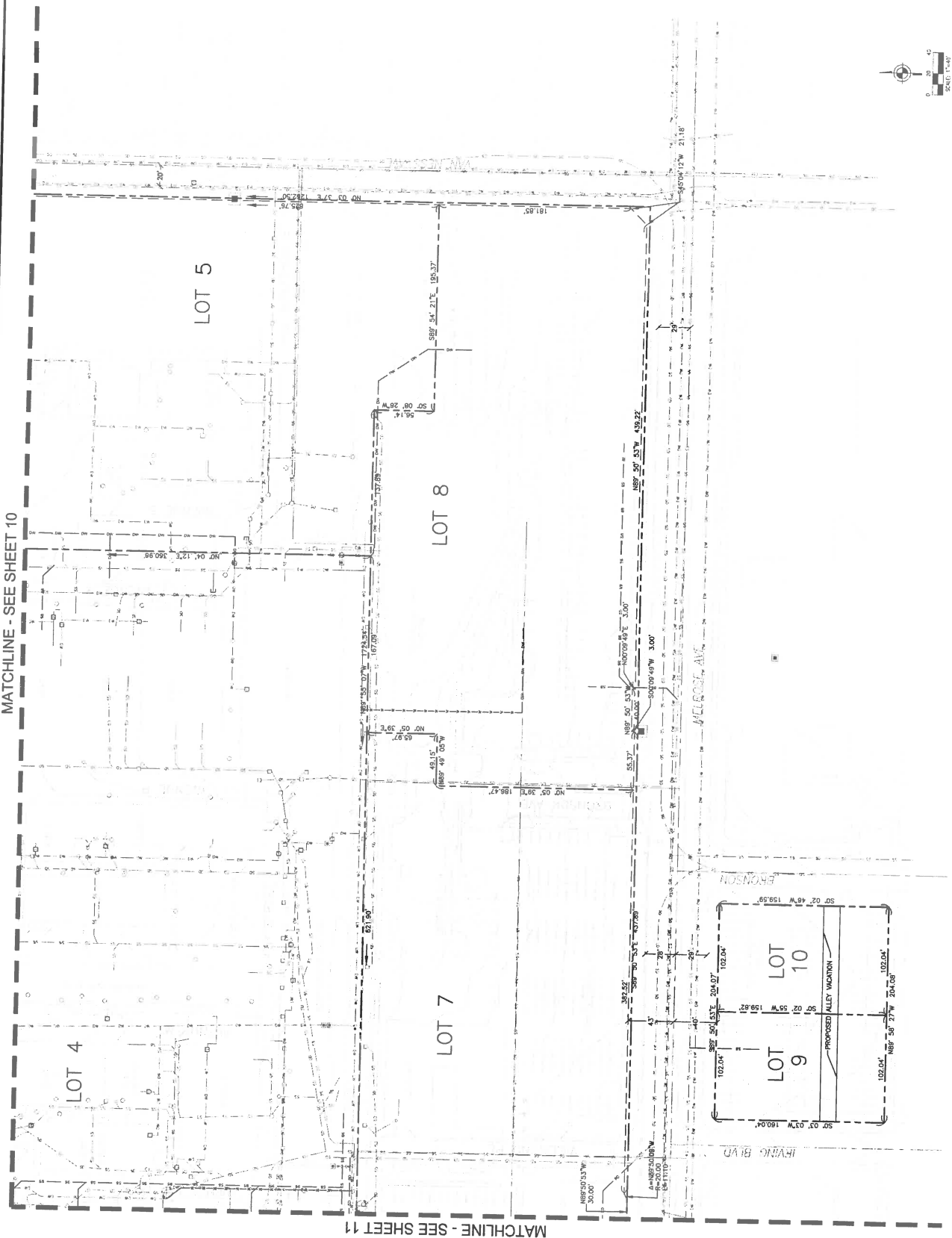
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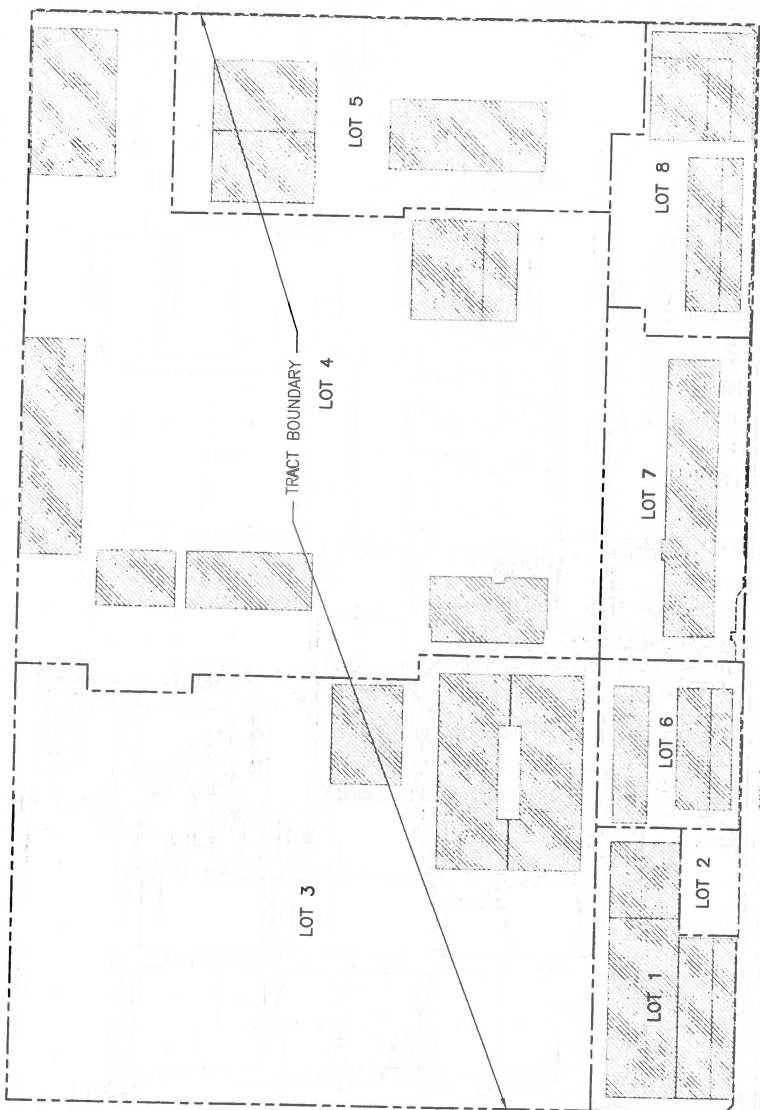
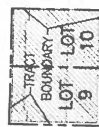
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INCLD 4 <small>100% Final Plat Map for Record</small>		OWNER/DEVELOPER		PROJECT TITLE	
NO. DATE DESCRIPTION BY NO. DATE DESCRIPTION		REVISIONS		DATE 5/5/2016 SCALE: AS SHOWN DRAWN BY: [blank] CHECKED BY: [blank] JOB NUMBER: [blank] DWG NUMBER: [blank]	
SHEET NO. 11		11 OF 13 SHEETS		SECTION CONSULTING GROUP, THIS DOCUMENT CONTAINS COPYRIGHTED MATERIAL AND CONVEYING THEREOF WITHOUT THE WRITTEN PERMISSION OF SECTION CONSULTING GROUP IS STRICTLY PROHIBITED.	



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PROPOSED CONDITIONS		TENTATIVE MAP NO. 71751 PARAMOUNT PICTURES	
SHEET TITLE OWNER/DEVELOPER		PROJECT SHEET NO.	
NO. DATE DESCRIPTION BY NO. DATE DESCRIPTION		SCALE: AS SHOWN DRAWN: AS SHOWN CHECKED: VI JOB NUMBER: 303 001 DWG NUMBER:	
REVISIONS		DATE: 5/9/2016 SHEET NO. 12 OF 13 SHEETS	



LOT NO.	LOT AREA (SQ. FT.)
1	106,600
2	19,776
3	783,734
4	921,036
5	273,866
6	74,620
7	146,126
8	124,410
9	16,313
10	16,279



AREA OF PROPOSED IMPROVEMENTS

13
13 of 13

[illegible]

DATE: 5/5/2016



CONCEPTUAL SITE IMPROVEMENTS
PROJECT
TENTATIVE MAP NO. 71751
PARAMOUNT PICTURES

Paramount Pictures

INCIDENT
 (Call Engineering & Surveying & Planning
 201-222-1110, 24 hours)
 201-222-1110

[illegible]