



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 22, 2020
Time: After 8:30 A.M.
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom (<https://zoom.us/>). The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at: <http://planning.acity.org/about/commissionsboards-hearings> and/or by contacting cpc@lacity.org.

Public Hearing Completed: September 16, 2020
Appeal Status: Appealable to City Council
Expiration Date: 11/9/2020
Multiple Approval: All actions are appealable to City Council per LAMC Section 12.36-C.

Case No.: CPC-2017-5090-VCU-CU-SPR
CEQA No.: ENV-2017-5091-EIR (SCH No. 2018011071)
Incidental Cases: None
Related Cases: VTT-80310
Council No.: 13 - O'Farrell
Plan Area: Hollywood
Specific Plan: None
Certified NC: Hollywood Studio District
General Plan: Limited Manufacturing
Zone: M1-1
Applicant: Hudson Pacific Properties, Inc.
Representative: Cindy Starrett, Latham & Watkins, LLP

PROJECT LOCATION: 6040 – 6060 Sunset Boulevard; 1432, 1445 – 1455 North Beachwood Drive; 1443 – 1455 Gordon Street; 1438 North Gower Street; 6065 Fountain Avenue; APNs 5545013057 and 5545013058

PROPOSED PROJECT: The Project Site is currently occupied by creative offices, production support, sound stages, and a vacant restaurant, which together comprise 616,602 square feet of floor area on a 16.5-acre site. Alternative 2, or the Preservation and Soundstage Alternative involves the removal of 130,169 square feet of existing floor area and the construction of 619,942 square feet of new floor area, consisting of 556,557 square feet of creative office and 62,385 square feet of sound stage and production support space. The new uses would be within four buildings (Buildings A, B, D, and E), with a maximum building height of 15 stories (240 feet), on a 15.9-acre (693,432 square feet) portion of the site. Overall, the Project would result in a total of 828,339 square feet of creative office space, 65,319 square feet of production support, 205,202 square feet of sound stages, and 6,516 square feet of restaurant space on the Project Site, with a total floor area of 1,106,376 square feet. Alternative 2 would preserve and relocate the United Recording Building, by relocating the structure on-site. Demolition activities would include the removal of an individually eligible historic structure and contributors and non-contributors to a prospective historic district. Parking would be provided in four subterranean parking levels below the existing basecamp and Building E; four subterranean parking levels below Building D; and three subterranean levels below Building A, for a total of 1,244 new parking spaces. The Project Site's existing 1,398 parking spaces would remain. Alternative 2 would involve export of a total of 316,500 cubic yards.

REQUESTED ACTIONS**ENV-2017-5091-EIR**

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the Project was assessed in the previously certified Environmental Impact Report No. ENV-2017-5091-EIR, State Clearing House No. 2018021071, certified on September 22, 2020, and no subsequent EIR, negative declaration, or addendum is required for approval of the Project;

CPC-2017-5090-VCU-CU-SPR

2. Pursuant to Section 12.24-U, 14 of the LAMC, a **Vesting Conditional Use** for a **Major Development Project** for the addition of more than 100,000 square-feet of non-residential floor area;
3. Pursuant to Section 12.24-W,19 of the LAMC, a **Conditional Use Permit** to allow **Floor Area Averaging** in a unified development in the M Zone;
4. Pursuant to Section 12.24-W,27 and 12.24-F of the LAMC., a **Conditional Use Permit** for a **Commercial Corner Development** to permit extended hours of operation past 11:00 pm, and a maximum building height of 60 feet in lieu of a maximum height of 45 feet as otherwise required by LAMC Section 12.22 A.23;
5. Pursuant to Section 16.05 of the LAMC a **Site Plan Review** for a project that would result in an increase of 50,000 gross square feet of non-residential floor area.

RECOMMENDED ACTIONS**ENV-2017-5091-EIR**

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, that the Project was assessed in the Environmental Impact Report (EIR) No. ENV-2017-5091-EIR (State Clearing House No.2018021071) which includes the Draft EIR dated May 2020, and the Final EIR, dated August, 2020, previously certified on September 22, 2020; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2017-5090-VCU-CU-SPR

2. **Approve a Vesting Conditional Use** for a **Major Development Project** for the addition of more than 100,000 square feet of non-residential floor area;
3. **Approve a Conditional Use** to permit **Floor Area Averaging** across the project site;
4. **Approve a Conditional Use** to permit a **Commercial Corner Development** to permit extended hours of operation past 11:00 pm, and a maximum building height of 60 feet in lieu of a maximum height of 45 feet as otherwise required by LAMC Section 12.22 A.23;
5. **Approve a Site Plan Review** for a project that would result in an increase of 50,000 gross square feet of non-residential floor area;
6. **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;
7. **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



Luciralia Ibarra, Principal City Planner



Alan Como, AICP, City Planner



Milena Zasadzien, Senior City Planner



Jason McCrea, Hearing Officer
Telephone: (213) 847-3672

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, Room 272, 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 out 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 the 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 not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT DESCRIPTION

The applicant, Hudson Pacific Properties, Inc., proposes the redevelopment of portions of its Sunset Gower Studios site with the development of 488,773 square feet of new floor area for creative office, production space, and soundstage areas within four new buildings. The Project also includes the preservation and relocation of the United Recording building, currently located at 6050 Sunset Blvd., to the interior of the Project Site. Approximately 130,169 square feet of existing floor area would be demolished to facilitate the new construction.

Parking would be provided beneath the existing “basecamp” area, used for staging, storage, and support activities, and in subterranean parking levels within three of the four new structures, resulting in a total of 1,244 new parking spaces.

The new studio-related uses would be located within four buildings, as described in Table 1 below:

TABLE 1 PROPOSED DEVELOPMENT SUMMARY				
Building	Uses	Height	Parking	Square Footage
A	Creative Office	240'	798	399,103
B	Creative Office	137'	315	157,454
D	Soundstage & Production Support	60'	64	32,025
E	Soundstage & Production Support	60'	61	30,360
Total			1,244	618,942 sf

Project Site and Characteristics

The 16.5-acre Project Site has approximately 300 feet of frontage along Sunset Boulevard, 1,000 feet of frontage along Gordon Street, 600 feet of frontage along Fountain Avenue and approximately 1,000 feet of frontage along Gower Street. The existing major motion picture and television studio uses constitute approximately 680,544 square feet of floor area, including creative office space, production support, sound stage area, restaurant uses, and three above-ground parking structures providing a total of 1,398 parking spaces. The northwest corner of Sunset Gower Studios (1448 N. Gower Street), which includes a five-story office building and an approximately 6,500-square foot single-story vacant building, is included as part of the overall 16.5-acre Project Site, however, it is not subject to the Project entitlements and no development is proposed at this location.

PROJECT BACKGROUND

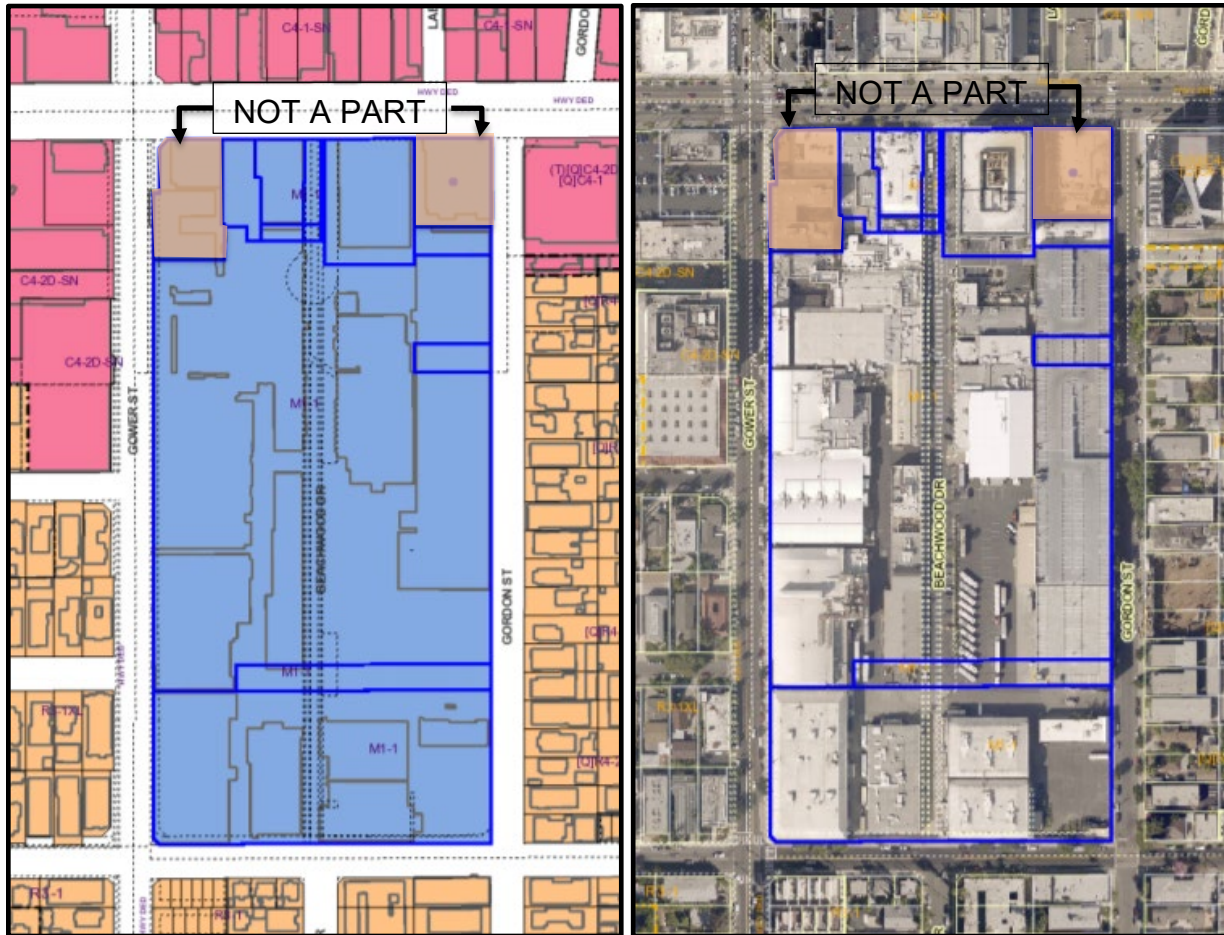
Zoning and Land Use Designation

Existing Land Use and Zoning

The Project Site is located within the Hollywood Community Plan area and has a Limited Manufacturing General Plan land use designation with corresponding zones of MR1, M1, P, and PB zones.

The Project Site is zoned M1-1 (Limited Industrial, Height District 1), which permits limited industrial and manufacturing uses, and uses consistent with the MR1 Zone, including studio production and office uses. Height District 1 within the M1 Zone has no height limit but restricts

Floor Area Ratio (FAR) to 1.5:1. The Project Site is adjacent to residential uses, and therefore subject to Commercial Corner regulations per LAMC Section 12.24 W.7. Commercial Corner regulations impose a height limit of 45 feet and limitations on operating hours.



Adjacent Land Uses

North: The area to the north of the Project Site across Sunset Boulevard is characterized by a variety of low-, mid-, and high-rise commercial and office structures, including retail and restaurant uses within the Sunset Gower Plaza, Siren Studios, and a motel. High-rise buildings are located further to the west and east along Sunset Boulevard.

East: Across Gordon Street to the east of the Project Site, are one- to three-story single- and multi-family residential buildings, and a high-rise building containing Emerson College.

South: Across Fountain Avenue to the south, uses are predominantly characterized by single- and multi-family residential residences, with a low-rise commercial building located at the corner of Fountain Avenue and Gordon Street.

West: Across Gower Street to the west of the Project Site, uses consist of low- to mid-rise retail, restaurant, and multi-family residential residences.

Streets, Circulation, Public Transit

Sunset Boulevard is designated by the Mobility Plan as an Avenue I with a right-of-way width of 100 feet and a roadway width of 70 feet.

Gordon Street is designated by the Mobility Plan as a Local Street with a right-of-way width of 60 feet, and a roadway width of 40 feet.

Fountain Avenue is designated by the Mobility Plan as a Collector Street with a right-of-way width of 60 feet and a roadway width of 50 feet.

Gower Street is designated by the Mobility Plan as a Modified Avenue III with a variable right-of-way width of 70 to 80 feet and a variable roadway width of 50 to 55 feet.

Public Transit

The following lines provide service to and around the project site (within 0.5 miles):

- Metro B-line (Red Line) Hollywood/Vine;
- Metro Regional/Local Lines: 2/302, and 210; and
- LADOT DASH: Hollywood, Hollywood/Wilshire, Beachwood Canyon

Regional Access

The major highway serving the Project vicinity is the Hollywood Freeway (US-101), which runs generally north–south approximately 0.4-mile east of the Project Site. Major arterials providing regional access to the Project Site and vicinity include Sunset Boulevard, Hollywood Boulevard, Van Ness Avenue, and La Brea Avenue and are lined with commercial, industrial, and some residential mixed-use developments, with residential neighborhoods primarily interspersed between the major arterials.

Hollywood Community Plan

The Hollywood Community Plan (Community Plan), adopted in December 1988, designates the project site for Limited Manufacturing land uses with the corresponding zones of MR1, M1, P, and PB. Objectives of the plan include the further development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry. It proposes intense utilization of existing industrial land uses to promote industries indigenous to television and motion picture development in Hollywood.

Hollywood Redevelopment Plan

The project site is also within the Hollywood Redevelopment Plan Area where it is designated as a Limited Industrial use. The Hollywood Redevelopment Plan (Redevelopment Plan) was adopted by the City Council on May 7, 1986, and most recently amended May 2003. The Redevelopment Plan aims to improve economically and socially disadvantaged areas, redevelop or rehabilitate under or improperly utilized properties, eliminate blight, and improve public welfare. It encourages the promotion of Hollywood as the center of the entertainment industry through the development and expansion of entertainment-related industry, jobs, and services tied to all sectors of the industry.

According to the Redevelopment Plan, Limited Manufacturing uses include, but not limited to television and motion picture production, machine and woodworking shops, electronic instrument uses and electrical appliance manufacturing, and other related and comparable uses.

Assembly Bill 1x-26 (AB 26), revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. On November 11, 2019, the City of Los Angeles assumed authority of unexpired Redevelopment Plan areas via Ordinance No. 186,325.

On-Site Related Cases

ZA-2009-1786: On November 9, 2009, the Zoning Administrator approved a Conditional use to allow patron dancing and live entertainment, and dismissed the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant located at 1448 N. Gower Street.

DIR-2006-2586-SPR: On August 9, 2006, the Director of Planning approved Site Plan Review for the construction of a new 6-story 96,681 square-foot building at the northeast corner of the Sunset Gower Studios site, at 6040 Sunset Boulevard.

Off-Site Related Cases

AA-2018-1633-PMLA: On August 28, 2018, the Deputy Advisory Agency approved a parcel map for the creation of a maximum of four (4) lots at 5800 Sunset Boulevard.

CPC-2017-4523-SN-CU: On February 28, 2019, the City Planning Commission approved a Conditional Use to allow Floor Area Averaging in a Unified Development, and recommended that the City Council approve the establishment of a Supplemental Use District for the Sunset Bronson Studios campus at 5800 Sunset Boulevard (5808, 5842 Sunset Boulevard; 1424, 1452, 1456 N. Bronson Avenue; and, 1351, 1455, and 1457 N. Van Ness Avenue). The Sign District (Ordinance No. 186,271) was approved by the City Council August 7, 2019 and became effective October 1, 2019.

AA-2014-465-PMEX: A lot line adjustment to create a separate legal parcel for the property located at 5800 and 5858 W. Sunset Boulevard.

CPC-2010-1767-CU-SPR-GB: On August 26, 2013, the City Planning Commission approved a Conditional Use permit and Site Plan Review for the new construction of a 14-story and 314,495 square-foot office building and adjoining parking structure for production-related uses at the Sunset Bronson Studio campus located at 5800 W. Sunset Boulevard.

CPC-2005-8984-ZC-HD-DA: On May 15, 2008, the applicant withdrew from consideration a requested Zone and Height District Change from M1-1 to [T][Q]M1-2D, and proposed Development Agreement relative to the development of construction of a multi-phased project with studio-related and commercial office uses totaling 685,613 square feet with a maximum height of 278 feet in height for the property located at 5800 W. Sunset Boulevard.

PUBLIC OUTREACH

Comments from identified responsible and trustee agencies, as well as interested parties, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP for the EIR was circulated for a 30-day review period starting on February 26, 2018 and ending on March 30, 2018. A scoping meeting was held on March 6, 2018 at Emerson College (Bordy Center). The Draft EIR was released for public comment on May 21, 2020. The comment period ended on July 6, 2020 meeting the 45-day review period required by the California Environmental Quality Act (CEQA). During that time, the Department of City Planning received comments on the Draft EIR from 8 organizations, individuals, and agencies in the form of emails and letters.

A Public Hearing Notice for the Joint Advisory Agency/Hearing Officer hearing was issued on August 21, 2020. The Notice of Availability for the Final EIR was issued on August 21, 2020 for availability on August 26, 2020. Both notices were mailed to all owners and occupants within 500 feet of the project site, as well as all commenters and interested parties on August 21, 2020. This notice was also posted on the Department of City Planning website, and published in the Daily Journal on August 21, 2020. A Notice of Public Hearing was also posted on the project site on September 3, 2020, 13 days prior to the Public Hearing.

A Public Hearing was held on Wednesday, September 16, 2020 at 9:30 am via Zoom. There were approximately 26 people in attendance digitally, and three members of the public speaking.

PROJECT ANALYSIS

Identified as Alternative 2, the Preservation and Sound Stage Alternative (and the Environmentally Superior Alternative) in the Draft EIR, involves the removal of 130,169 square feet of existing floor area and the construction of 619,942 square feet of new floor area, consisting of 556,557 square feet of creative office and 62,385 square feet of sound stage and production support space. The project preserves and relocates the United Recording Building, an individually eligible historic resource, and involves the new construction within four buildings (Buildings A, B, D, and E), with a maximum building height of 15 stories (240 feet), on a 15.9-acre (693,432 square feet) portion of the site. Overall, the Project would result in a total of 828,339 square feet of creative office space, 65,319 square feet of production support, 205,202 square feet of sound stages, and 6,516 square feet of restaurant space on the Project Site, with a total floor area of 1,106,376 square feet.

Parking would be provided in four subterranean parking levels below the existing basecamp and Building E; four subterranean parking levels below Building D; and three subterranean levels below Building A, for a total of 1,244 new parking spaces. The Project Site's existing 1,398 parking spaces would remain.

Bicycle Parking, Facilities and Circulation

The project proposes 62 short-term bicycle parking spaces to meet the LAMC requirement of one bike space per 10,000 square feet of commercial development. In addition, 117 long-term bicycle parking spaces are provided to meet the requirement of one bike space per 5,000 square feet of commercial floor space. Short-term bicycle parking for the ground floor is located along Sunset Boulevard, with additional short-term bicycle parking located within the subterranean parking structure and Building A. All short term bike parking will be provided to meet code requirements. Long-term bicycle parking with associated shower and locker facilities for office employees is located on the ground level, adjacent to the Lobby Area in Building A, which fronts Sunset

Boulevard, as well as within the first subterranean level of the parking structure located at the southeast corner of the site..

Bicycle, Pedestrian, and Vehicular Safety

Primary vehicular, pedestrian, and bicycle access to the Project Site will be maintained and provided via the existing secured studio entrance located along Sunset Boulevard. Secondary access will occur through an existing secured and gated curb cut along Gordon Street (Gate D). Pedestrian-only access would continue to be provided along Gower Street. Circulation within the studio lot will be reconfigured to allow for more circular movement throughout the campus, compared to current conditions, which is designed to only consider very limited vehicular movement.

Architectural Design

The design of the new structures on the Sunset Gordon Studio Campus is done in a contemporary industrial style, with elements intended to address existing architectural features of adjoining historic buildings. The floor plates are expansive to provide for utmost flexibility and adaptability accommodate creative office uses, with high floor to ceiling heights and extensive use of windows to enhance access to natural light. A series of terraces and outdoor work space areas are designed to provide respite and alternative work areas for office users, with extensive landscaping. The office structures retain 360-design, meeting citywide design guidelines to consider 4-sided architecture irrespective of adjoining context.

Urban Design Studio

In coordination with the Urban Design Studio, planning staff worked with the applicant to refine certain components of the Project's design. Specifically, staff requested the following modifications, which have been responded to by the applicant as follows:

360 Design

Consider adding transparency at the rear of the sawtooth roof to add light in the building from above.

The office space on the top floor at the sawtooth roof has significant amounts of natural daylight, with full-height glass varying from 15' to 25' high, as shown in the rendering below. Additional glazing of any kind will unnecessarily add to the heat load of the space without providing a noticeable difference in natural daylight, given the substantial amount of natural daylight provided by the current design. Additional transparency could also interfere with the building's ability to meet Title 24 standards.



Consider continuing the horizontal black bands all the way into the sawtooth and glass rear portion of the tower.

The sawtooth design element is intended to exist as a separate massing element from the rest of the office building. It is purposely distinct from the rest of the building with vertically oriented mullions behind a more monolithic glass façade to contrast with the horizontal glazing elements. Continuing the horizontal bands would blur this intentional distinction, which is consistent with the context of the surrounding uses.

Consider softening landscaping along the studio buildings, and with implementation of an interpretive program related to the historic district, consider elegant and thoughtful manner of implementation of this information throughout the site.

Sunset Gower is a working studio campus, first developed in 1918. Like most other studio lots, the first design priority is functionality and durability. The Project will include several features that will emphasize the property's historic roots. One such feature is a multifaceted interpretive program, incorporating multiple mediums including physical interpretive exhibits and signage as well as an online component with digital media to document the history of the Sunset Gower Studios property, and provide information and directions to access other interpretive features. Further, the Project will include the development of a self-guided walking tour located along Gower Street, to be hosted on a web-based platform and accessible from mobile devices, which details the history of Columbia Pictures and the studio's association with the Sunset Gower property.

Additionally, where appropriate, landscaping is integrated in a way that contributes to the user's experience while preserving the studio's functionality. For instance, the Project would create a variety of landscaped gathering areas to enhance the existing pedestrian environment internal to the Project Site, including the development of roof gardens and terraces. Other areas on the Project Site would include trees, accent paving, seating, and other landscaping features to provide additional gathering spaces.

Transparency and orientation: consider treating each façade based on orientation, utilizing low reflectivity materials facing Sunset Boulevard, considering heat gain on the south elevation, etc.

The Project will undergo full energy modelling to guide decision-making in glazing materials as the Project moves through the building plan process. The Project will strive to maintain a balance with regard to minimizing reflectivity, maximizing transparency, and providing appropriate energy compliance throughout. The modelling will inform the glass selection for each building based on the orientation and projected heat gain.

Pedestrian-First

Consider moving the drop off area on Sunset Boulevard to a side street.

The first studio-related buildings on the Project Site were developed facing Sunset Boulevard. As the studio uses expanded, buildings were built fronting the interior Beachwood Drive, which at one point extended south to Fountain Avenue. As the studio lot is now operated as a unified site, the main access point is the Sunset Boulevard entrance via the now private Beachwood Drive. Access to the studio lot must be controlled for security purposes, so all vehicular and pedestrian entrances are secured. There are additional vehicular entrances along Gordon Street and limited pedestrian access from Gower Street, but the main entrance for the studio remains at Sunset Boulevard and Beachwood Drive. At the main entrance, the security gates are setback from Sunset Boulevard to allow area for queuing on the studio property.

Consider adding some height to the ground floor to relate to the building to the west.

The underside of the soffit on the Technicolor building, adjacent to Building A, is 14'-10" above the roadway that runs between the two buildings. The underside of the soffit of Building A is anticipated to be at roughly the same elevation above the roadway (14'-10"). Given that the soffits are at approximately the same height, Building A relates well to the existing Technicolor building to the west.

Consider the Gate on Sunset as an opportunity for focal point i.e. art or historic reference.

As discussed above, the Project includes a multifaceted interpretive program to honor the studio lot's rich history. In addition, the Project includes the relocation and preservation of the historic United Recording Building, currently located at 6050 Sunset Boulevard. The Project will also recreate the historic façade of 6060 Sunset Boulevard, the William Horsley Film Laboratory, onto the new interior soundstage to pay homage to the early development of studio uses at the Project Site. As the Applicant develops the interpretative program, further analysis will be completed to identify how public art or historic references can be incorporated into the main entrance gate on Sunset Boulevard.

CONCLUSION

Based on the information submitted, the testimony received at the public hearing, and the analysis in the EIR, the Department of City Planning is recommending that the City Planning Commission approve the Project in line with the recommended actions described above.

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A" and dated October 6, 2020 (hereafter referred to as "Exhibit A"), and attached to the subject case file. Exhibit A shall be modified to reflect the project approval and Conditions of Approval. No change to the plans (except as conditioned) will be made without prior review by the Department of City Planning, Major Projects, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Project.** Authorized herein is:
 - a. The demolition of 130,169 square feet of existing floor area.
 - b. The new construction of 619,942 square feet of new floor area for creative office, production space, and soundstage uses within four new buildings (Buildings A, B, D, and E).
 - c. The preservation and relocation of the United Recording building, currently located at 6050 Sunset Blvd., to an interior location of the Sunset Gower Studios campus, as shown in the Exhibit A.
3. **Floor Area Ratio.** The Floor Area Ratio (FAR) of the Project shall be limited to a maximum 1,040,148 square feet of floor area (including new and existing floor area).
4. **Height.** Building D, located at 6065 Fountain Avenue, is limited in height to 60 feet. All other structures shall be constructed in conformance with Exhibit A.
5. **Parking.** Parking shall be provided in conformance with the LAMC.
6. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
7. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
8. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
9. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
10. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

11. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
12. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
13. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:
 - i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, 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.
 - ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, 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.
 - iii) 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 \$50,000. 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 (ii).
 - iv) 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 (ii).
 - v) 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. Actions 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.

Environmental Conditions

14. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped Exhibit B and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

15. **Mitigation Monitor.** During the construction phase and prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the applicant and Construction Monitor and be included as part of the applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the applicant does not correct the non-compliance within a reasonable time of notification to the applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

16. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance

activities¹, all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

• 1 Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The subject property is located within the 1988 Hollywood Community Plan (Effective Date April 1, 2014), which designates the property as Limited Manufacturing in the M1-1 Zone.

The General Plan Framework identifies Industrial land uses as areas that provide job opportunities for the City's residents and help maintain the City's fiscal viability. The General Plan Framework also calls for the retention of existing industries and the promotion of new industries, and promotes the establishment of themed sectors, such as motion, television, and media production.

The Hollywood Community Plan sets forth specific land use requirements and objectives for projects in Hollywood, which seeks to "further the development of Hollywood as a major center of population, employment, retail services, and entertainment." The proposed project would develop 489,773 square feet of new entertainment-related office and production space to an existing studio campus in Hollywood, furthering the General Plan Framework's goals of furthering investment and retention of existing jobs-producing uses.

2. General Plan Text

- a. Hollywood Community Plan: The Hollywood Community Plan text includes the following relevant land use objectives:

"Objective 1: To coordinate the development of Hollywood with that of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment and to perpetuate its image as the international center of the motion picture industry."

"Objective 2: To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate a population and activities...

"Objective 4: To promote economic well being and public convenience through: (a) allocating and distributing commercial lands for retail, service, and office space in quantities and patterns based on accepted planning principles and standards.

The proposed project is the enhancement and redevelopment to an existing studio campus, resulting in the addition of 489,773 square-foot development of new media-related office and production uses. The project will provide much-needed jobs to the Hollywood Plan area and will support the viability of the Sunset Gower Studios as a center that furthers Hollywood's identity as a major center of population, employment, retail services, and entertainment.

- b. Land Use Chapter: The project will support and will be generally consistent with the General Plan Framework Land Use Chapter as it will contribute to the needs of future residents, businesses, and visitors. The project will introduce office and production uses to a site currently used as a studio campus. In addition, the project will comply with the goal, objective and policies set forth in the General Plan Framework Land Use Chapter as follows:

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

“Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

Policy 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center"

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity and provide adequate transitions with adjacent residential uses at the edges of the centers.

Policy 3.10.4: Provide for the development of public streetscape improvements, where appropriate.

Policy 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use.

The project is located in an area of Hollywood consisting of Regional Center, Highway Oriented Commercial, Limited Manufacturing, and Medium Residential land uses, catering to a pattern of development that accommodates, jobs, industry, and medium- to high-density housing and retail services. The project site's proposed Regional Center land use designation will support the area's diversity of uses, consistent with the Regional Center's identity as a focal point of commerce, identity, and activity. The proposed project will enliven the immediate area by replacing surface parking lot areas with office, studio, and production buildings in a development that reinforces the character of Sunset Boulevard. The immediate area is a center for motion picture, post production, on-line media streaming, film production, music production and Emerson College's Film and Entertainment and Arts Campus. The addition of the project will thereby enhance the existing diversity of jobs, services, industry, and housing. The project is located in a high-activity area and is well-served by public infrastructure, including transit, as well as the Metro B Line (Red Line).

- c. Health and Wellness Element: Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The proposed project complies with the following policies:

Policy 3.2.1: Pattern of development that considers proximity to public transit corridors and station

Policy 3.2.3: Land use patterns that emphasize pedestrian/bicycle access

Policy 3.4.1: Encourage new development to be located near rail and bus transit stations and corridors

Policies 3.8.4-3.8.6: Promote pedestrian activity (streetscape improvements) in neighborhood districts

Policy 7.3.5: Improve the movement of goods and workers to industrial areas

Policy 3.10.2: Encourage development of multi-modal transportation centers

Policies 3.10.4 & 3.10.6: Promote pedestrian activity (streetscape improvements) in regional centers

The project locates jobs and services within walking distance to multiple Metro bus lines, and within a 15-minute walk of the Metro B Line (Red Line) station at Hollywood/Vine. Moreover, locating high quality office and studio uses in an area that includes existing studio production, office, and other media-related uses, together with high- and medium-residential housing. This combination of uses furthers Hollywood as the center of the entertainment industry, and promotes the jobs-housing balance for the area. Additionally, it supports reductions in vehicle miles travelled for employees of the project site.

- d. Mobility Element: Mobility Plan 2035, the Mobility Element of the General Plan, will be affected by the recommended action herein. Pursuant to the recently adopted Mobility Element, Sunset Boulevard is designated an Avenue I, with a 100 foot right-of-way and a 70-foot roadway width. Gordon Street is designated as a Local Street with a 60-foot right-of-way and a 40-foot roadway width. Fountain Avenue is designated as a Collector Street with a 60-foot right-of-way and a 50-foot roadway. Gower Street is designated as a Modified Avenue II with a variable 70- to 78-foot right-of-way and variable 50- to 55-foot roadway. The Project includes project design features and mitigation measures, including a Transportation Demand Management Program, aimed at addressing transportation-related impacts associated with the proposed project. Moreover, the Bureau of Engineering will required dedications and/or improvements of Sunset Boulevard and Bronson Avenue as necessary.

The project site is well served by public transit, including regional and local bus lines (Metro Regional/Local Lines 2/302, and 210, LADOT DASH lines Hollywood, Hollywood/Wilshire, and Beachwood, as well as the Hollywood/Vine Metro B Line (Red line), located less than .5 mile, or approximately a 15 minute walk from the project site. The project includes 62 short-term and 117 long-term bicycle parking spaces and related facilities in accordance with the provisions of the LAMC. These facilities are located in direct proximity to the street, with designated access and signage intended to promote awareness and reduce conflicts with pedestrians and vehicles.

- e. Sewerage Facilities Element: Improvements may be required for the construction or improvement of sewer facilities to serve the subject Project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element.
- f. Street Lights: Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

3. **Redevelopment Plan (CRA – Hollywood Redevelopment Project Area)**

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b). To that end, the CRA/LA, a Designated Local Authority, the successor agency to the CRA, approved Resolution No. 16 (June 21, 2012), affecting the City

Center, Central Industrial, Hollywood, Pacific Corridor, and Wilshire Center/Koreatown Redevelopment Project Areas, and which resolved that:

“For the purposes of determining whether land uses proposed in development applications for any property located in the Project Areas are permitted uses, it is hereby determined that any land uses permitted for such property by the applicable provisions of the City of Los Angeles General Plan, Community Plan and Zoning Ordinance, all as they now exist or are hereafter amended or supplanted from time to time, shall be permitted land uses for all purposes under the applicable Redevelopment Plan.

The land use designation for any property in a Project Area set forth in the Redevelopment Plan Map and the land use regulations for such property set forth in the Redevelopment Plan for the applicable Project Area shall defer to and be superseded by the applicable City of Los Angeles General Plan, Community Plan and Zoning Ordinance land use designations and regulations for such property, all as they now exist or are hereafter amended or supplanted from time to time.”

Moreover, pursuant to Section 507 of the Hollywood Redevelopment Plan:

“Areas designated on the Map as Industrial shall be developed, maintained and used for Commercial Manufacturing and Limited Industrial uses as indicated. Such uses shall be of a low noise and non-noxious nature, conform with the goals and objectives of the Plan and promote community revitalization. Entertainment related service and production uses shall be encouraged in these areas. New industrial development in areas adjacent to or across the street from residential areas shall be designed in a manner that is not detrimental to the residential areas with respect to circulation, scale, massing and noise.

In order to promote quality residential neighborhoods, plans for industrial uses to be developed adjacent to or across the street from residential areas shall be reviewed and approved by the Agency to ensure that the new developments are not detrimental to the residential area. The Agency shall review circulation, scale, massing and architectural and landscape programs for the new development.”

The project site is located within the boundaries of the Hollywood Redevelopment Plan area, where the land use regulations, pursuant to the aforementioned Resolution No. 16, are superseded and bound by, the land use designations and regulations of the 1988 Hollywood Community Plan. As such, consistency with the Redevelopment Plan goals and objectives must be examined together with the land use policies of the Hollywood Community Plan. To that end, the Hollywood Community Plan permits development intensity with an FAR of 1.5:1 in the Limited Industrial area with a maximum 1.5:1 FAR. In this instance, the Project is seeking a total allowable FAR of up to 1.5:1, which is consistent with the provisions of the Redevelopment Plan for Limited Industrial land use areas.

Insofar as Resolution No. 16 clarifies that “future CRA/LA review of development projects shall not require discretionary land use approvals within these project areas,” the Governing Board of the CRA/LA further resolved that:

“For the purposes of determining whether land uses proposed in development applications for any property located in the Project Areas are permitted uses, it is hereby determined that any land uses permitted for such property by the applicable provisions of the City of Los Angeles General Plan, Community Plan and Zoning Ordinance, all as they now exist or are hereafter amended or supplanted from time to time, shall be permitted land uses for all purposes under the applicable Redevelopment Plan.”

Moreover, the City Planning Commission, acting on the discretionary actions in this case, serves as the implementing authority of the Hollywood Community Plan and in determining conformity with the Redevelopment Plan as it does with all applicable specific plans, policies and zoning provisions.

4. Conditional Use Findings (Major Development; Commercial Corner)

- a. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The project consists of the redevelopment of portions of the existing Sunset Gower Studio Campus, including the removal of approximately 130,000 square feet of existing floor area with new creative office, soundstage and production support areas. The development of the new structures will consist of mid- and high-rise structures comparable to existing and recent developments in this area of Hollywood. The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, occupied primarily by commercial uses and s multi-family residential developments. Land uses to the north across Sunset Boulevard consist of low-, mid-, and high-rise commercial and office structures, including retail and restaurant uses within the Sunset Gower Plaza, Siren Studios, and a motel. High-rise buildings are located further west and east along Sunset Boulevard. To the east across Gordon Street are one- to three-story single- and multi-family residential structures, and the high-rise Emerson College building. To the south across Fountain Avenue, uses are predominantly characterized by single- and multi-family residences, with a low-rise commercial building located at the corner of Fountain Avenue and Gordon Street. Across Gower Street to the west, uses consist of low- to mid-rise retail, restaurant, and multi-family residential residences.

This urban infill project will provide modern creative office, studio, and production space in an entertainment-based employment area, meeting the needs of the industry and locating jobs near residential areas. The project will also provide LAMC-compliant vehicular and bicycle parking for the use of the project, thereby relieving the community of limited street parking. The project site is accessible via several modes of public transportation and within walking distance of several residential neighborhoods. Therefore, the project will enhance the built environment in the surrounding neighborhood by modernizing the availability of entertainment-related uses within the community, city, and region.

- b. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The project's location, size, height, operations and other significant features are compatible with and will not adversely affect or further degrade the adjacent properties or public health, welfare, and safety because the project will continue as a studio use and will further improve the community with the investment of new modern office, studio, and production uses. The project is located in an area of compatible uses, including office, retail, restaurant, and other studio-related uses. Furthermore, there are several multi-level structures located along Sunset Boulevard near the site, including the Technicolor building, Sunset Bronson Studios, and Siren Studios.

The project complements existing urban uses within the surrounding community, revitalizing the Hollywood core with new creative office, studio, and production uses that promote

Hollywood as the center of the entertainment industry. Based on the analysis above, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The project proposes the demolition of approximately 130,000 square feet of existing floor area and the new construction of 619,942 square feet of creative office, soundstage, and production support areas within the Sunset Gower Studios campus. These improvements will modernize existing jobs-producing entertainment-related uses, furthering Hollywood's identity as the center of entertainment within the City of Los Angeles.

The Hollywood Community Plan, a part of the Land Use Element of the General Plan includes the following relevant land use objectives:

“Objective 1: To coordinate the development of Hollywood with that of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment and to perpetuate its image as the international center of the motion picture industry.”

“Objective 2: To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate a population and activities...”

“Objective 4: To promote economic well being and public convenience through: (a) allocating and distributing commercial lands for retail, service, and office space in quantities and patterns based on accepted planning principles and standards.”

The project offers creative office, sound stage and production spaces that support the media and entertainment industry at the existing Sunset Gower Studios camps, in an area improved with similar studio uses nearby, including Siren Studios, East West Studios, and Sunset Bronson Studios. The renovation and modernization of the Sunset Gower Studios campus will not only preserve the core of the Media District, but also enhance and attract new office tenants and complement the surrounding media uses in the area. The tower is placed along Sunset Boulevard, away from the low- and mid-rise residential structures along Gower and Gordon Streets, and Fountain Avenue. The other structures are in the interior of the campus, with the parking and sound stage areas located along Gordon Street and Fountain Avenue at heights comparable to existing structures.

The project is not located within the boundaries of a specific plan, however, pursuant to Ordinance No. 175,038, the project site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan was adopted by the City Council on May 7, 1986, and most recently amended on May 2003. The Hollywood Redevelopment Plan is designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under or improperly utilized properties, eliminate blight, and improve the public welfare. Regional Center Commercial areas in the Hollywood Redevelopment Plan were designated to focus development in areas served by adequate transportation facilities and transportation demand management programs and are generally limited to an FAR of 4.5:1. Overall, the project supports the Hollywood Redevelopment Plan objective of “focus[ing] development

within the Regional Center Commercial designation . . . in order to provide for economic development and guidance in the orderly development of a high quality commercial, recreational and residential urban environment with an emphasis on entertainment-oriented uses.”

Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and applicable Redevelopment Plan.

Additional Findings for Major Development Projects - LAMC 12.24.U.14

- d. The recommended action provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.**

The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, occupied primarily by similar studio uses, together with commercial and residential uses. Land uses to the north across Sunset Boulevard consist of low-, mid-, and high-rise commercial and office structures, including retail and restaurant uses within the Sunset Gower Plaza, Siren Studios, and a motel. High-rise buildings are located further west and east along Sunset Boulevard. To the east across Gordon Street are one- to three-story single- and multi-family residential structures, and the high-rise Emerson College building. To the south across Fountain Avenue, uses are predominantly characterized by single- and multi-family residences, with a low-rise commercial building located at the corner of Fountain Avenue and Gordon Street. Across Gower Street to the west, uses consist of low- to mid-rise retail, restaurant, and multi-family residential residences.

The following project elements were designed in a manner that is compatible with scale and character of the surrounding neighborhood:

- i. Building Design. The project is designed in a contemporary architectural style with an industrial approach to complement existing studio uses within the campus. The proposed new buildings utilize a variety of surface materials and colors, and a series of setbacks with open spaces areas and outdoor work space, creating horizontal and vertical articulation, visual interest, and minimizing the building’s massing along Sunset. Overall, the tallest portion of the project will be concentrated along Sunset Boulevard, away from the residential uses to the south. Though the campus does not presently include any landscaping, the modernization of the Sunset Gower Studios campus proposes the introduction of landscaping along Sunset, as well as within interior areas of the campus. These features greatly improve the aesthetic, and enhance the pedestrian experience along Sunset.
- ii. Building Orientation/Frontage. The building is generally vertical in plan and is positioned on the site on the north-south axis of the project site. The primary pedestrian and vehicular entrance to the studio campus remains located at Sunset Boulevard, where access is gated for security purposes. Façade treatments, decorative paving and landscaping, and increased sidewalk widths distinguish primary entrances visually from the street and sidewalk. The building will also incorporate transparent building elements on the ground floor façade along Sunset Boulevard, enhancing transparency and visual interest at the pedestrian level.
- iii. Height/Bulk. The 15-story creative office tower (Building A) will reach a height of 240 feet along Sunset Boulevard, framing the gated entrance into the studio campus. Buildings B and E are located within the interior of the campus, reaching heights of 137 feet and 40 feet respectively with office and soundstage areas. Building D reaches a height of 60 feet

and is located at the corner of Fountain Avenue and Gordon Street and includes parking levels with soundstage and production and office spaces above. The Basecamp area is a flexible area located above below-grade parking intended to be a flexible-use area to accommodate staging and other uses to maximize adaptability of the studio campus.

- iv. Setbacks. Pursuant to LAMC Section 12.16-C, front, side or rear yard setbacks are not required for commercial buildings in the M zone. The project footprint is primarily built up to the property line along Sunset Boulevard, with an inset area on the ground floor of Building A, the tower along Sunset Boulevard, to create an enhanced and shaded lobby entrance and accommodate the integrated landscaping along Sunset. Buildings B and E are internal to the campus and not subject to setback requirements. Building D observes no setbacks, maintaining the character of improvements of existing adjoining structures along Gordon Street and Fountain Avenue.
- v. Open Space. Although not required per Code, the project will provide landscaping on the rooftop areas and various terraces on Buildings A and B, together with landscaping along Sunset Boulevard and within the studio, along the primary vehicular pathway into the center of the campus. In total, the project incorporates 27,300 square feet of landscaping within the campus.

The project will modernize the Sunset Gower Studio campus with over 600,000 square feet of new and updated studio, office and production facilities that will cultivate and enhance entertainment related jobs and investment in the City. Based on the above analysis, the project consists of an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

e. The Major Development Project complies with the height and area regulations of the zone in which it is located.

The project is being developed within the allowable FAR and height limitations of the M1-1 Zone, which includes no height limit and a maximum FAR of 1.5:1. Together with the demolition of existing uses and the new construction, the project will be within the permitted maximum floor area of 1,040,148 square feet for the 693,432 square-foot site.

With respect to setback regulations pursuant LAMC Section 12.16-C, buildings erected and used for commercial purposes in the M1 Zone do not require front, side or rear yard setbacks. The project footprint is primarily built up to the property line along Sunset Boulevard, with a modest setback at the ground floor along Sunset Boulevard for Building A. Accordingly, the Major Development Project complies with the applicable height, area, and setback requirements of the zone.

f. The Major Development Project is consistent with the City Planning Commission's design guidelines for Major Development Projects, if any.

The site is located in an area that does not have formally adopted design guidelines for Major Development Projects. However, the Applicant has made thoughtful design considerations that are consistent with the City's *Walkability Checklist and Citywide Design Guidelines* and the Hollywood Community Plan. In addition, the applicant made design modifications based on feedback received through the City's Urban Design Studio and planning staff.

Additional Findings for Commercial Corner Projects - LAMC 12.24.W.27

- g. That based on data provided by the City Department of Transportation or by a licensed traffic engineer, that ingress to and egress from the project will not create a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.**

The project proposes the removal of existing structures and the construction of new buildings with office, studio and production areas intended to modernize and enhance the existing studio campus. The existing gated entrance, located on Sunset will be retained and will continue to serve the site together with secondary access points located along Gordon Street and Fountain Avenue. LADOT concurred with the analysis in the Draft EIR that the Project would not result in a traffic hazard or unsafe condition as a result of a geometric design feature.

- h. That project approval will not create or add to a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity of the proposed project.**

Since the project site is located adjacent to a residential zone, the project is subject to the Commercial Corner/Mini-Shopping Center requirements of the code; however, the project proposes to maintain the operation of the Sunset Gordon Studios. The Commercial Corner/Mini-Shopping Center standards apply only to Building D, located at Fountain Avenue and Gordon Street, and limits building heights to 45 feet. The project is permitted to deviate from the 45-foot height limit as the existing campus already includes structures comparable to the 60 foot height along Fountain Avenue and will not result in incompatible development. As Building D, at a height of 60 feet, will include soundstage and production space areas, it will not result in a detrimental concentration of Mini-Shopping Centers or Commercial Corner Developments in the vicinity.

5. Site Plan Review Findings

- a. Pursuant to L.A.M.C. Section 16.05, and based on these Findings, the recommended action is deemed in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The project proposes the demolition of 130,169 square feet of existing uses, and the new construction of 619,942 square feet of studio uses, including creative office, studio, and production areas, together with code compliant parking of 1,244 parking spaces. These uses will be included within 4 new buildings within the Sunset Gower Studios campus, a 240-foot tower along Sunset Boulevard (Building A), a 60-foot production and soundstage structure (Building D) at Fountain Avenue and Gordon Street, and two interior structure (Buildings B and E), within the interior of the campus.

The Hollywood Community Plan, a part of the Land Use Element of the General Plan includes the following relevant land use objectives:

“Objective 1: To coordinate the development of Hollywood with that of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment and to perpetuate its image as the international center of the motion picture industry.”

“Objective 2: To designate lands at appropriate locations for various private uses and public facilities in the quantities and at densities required to accommodate a population and activities...”

“Objective 4: To promote economic well being and public convenience through: (a) allocating and distributing commercial lands for retail, service, and office space in quantities and patterns based on accepted planning principles and standards.”

The project offers creative office, sound stage and production spaces that support the media and entertainment industry at the existing Sunset Gower Studios campus, in an area improved with similar studio uses nearby, including Siren Studios, East West Studios, and Sunset Bronson Studios. The renovation and modernization of the Sunset Gower Studios campus will not only preserve the core of the Media District, but also enhance and attract new office tenants and complement the surrounding media uses in the area. The tower is placed along Sunset Boulevard, away from the low- and mid-rise residential structures along Gower and Gordon Streets, and Fountain Avenue. The other structures are in the interior of the campus, with the parking and sound stage areas located along Gordon and Fountain at heights comparable to existing structures.

The project is not located within the boundaries of a specific plan, however, pursuant to Ordinance No. 175,038, the project site is located within the Hollywood Redevelopment Plan Project Area. The Hollywood Redevelopment Plan was adopted by the City Council on May 7, 1986, and most recently amended on May 2003. The Hollywood Redevelopment Plan is designed to improve economically and socially disadvantaged areas, redevelop or rehabilitate under or improperly utilized properties, eliminate blight, and improve the public welfare. Regional Center Commercial areas in the Hollywood Redevelopment Plan were designated to focus development in areas served by adequate transportation facilities and transportation demand management programs and are generally limited to an FAR of 4.5:1. Overall, the Project supports the Hollywood Redevelopment Plan objective of “focus[ing] development within the Regional Center Commercial designation . . . in order to provide for economic development and guidance in the orderly development of a high quality commercial, recreational and residential urban environment with an emphasis on entertainment-oriented uses.”

Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and applicable Redevelopment Plan.

- b. That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The surrounding area is highly urbanized and includes a mixture of low- to high-rise buildings, occupied primarily by commercial uses and single- and multi-family residential developments. Land uses to the north of the site primarily consist of multi-family residential uses. Land uses to the south, across Sunset Boulevard, consist of commercial and residential uses, including restaurants, shops, office buildings, entertainment studios, and single- and multi-family residential buildings. Land uses to the east, across Bronson Avenue, consist of a Mobil gas station, surface parking lots, and the Metropolitan Hotel tower, with the US 101 Freeway located further to the east. Land uses to the west, across Gordon Street, include single- and multi-family residential developments, with commercial land uses located adjacent to the north side of Sunset Boulevard. Additional multi-family residential and retail uses are proposed west

of the Site, located on the adjacent lot on the corner of Sunset Boulevard and Gordon Street. A public park is also proposed just northeast of the Site.

The following project elements were designed in a manner that is compatible with scale and character of the surrounding neighborhood:

- i. Building Design. The project is designed in a contemporary architectural style with an industrial approach to complement existing studio uses within the campus. The proposed new buildings utilize a variety of surface materials and colors, and a series of setbacks with open spaces areas and outdoor work space, creating horizontal and vertical articulation, visual interest, and minimizing the building's massing along Sunset. Overall, the tallest portion of the project will be concentrated along Sunset Boulevard, away from the residential uses to the south. Though the campus does not presently include any landscaping, the modernization of the Sunset Gower Studios campus proposes the introduction of landscaping along Sunset, as well as within interior areas of the campus. These features greatly improve the aesthetic, and enhance the pedestrian experience along Sunset.
- ii. Building Orientation/Frontage. The building is generally vertical in plan and is positioned on the site on the north-south axis of the project site. The primary pedestrian and vehicular entrance to the studio campus remains located at Sunset Boulevard, where access is gated for security purposes. Façade treatments, decorative paving and landscaping, and increased sidewalk widths distinguish primary entrances visually from the street and sidewalk. The building will also incorporate transparent building elements on the ground floor façade along Sunset Boulevard, enhancing transparency and visual interest at the pedestrian level.
- iii. Height/Bulk. The 15-story creative office tower (Building A) will reach a height of 240 feet along Sunset Boulevard, framing the gated entrance into the studio campus. Buildings B and E are located within the interior of the campus, reaching heights of 137 feet and 40 feet respectively with office and soundstage areas. Building D reaches a height of 60 feet and is located at the corner of Fountain Avenue and Gordon Street and includes parking levels with soundstage and production and office spaces above. The Basecamp area is a flexible area located above below-grade parking intended to be a flexible-use area to accommodate staging and other uses to maximize adaptability of the studio campus.
- iv. Setbacks. Pursuant to LAMC Section 12.16-C, front, side or rear yard setbacks are not required for commercial buildings in the M zone. The project footprint is primarily built up to the property line along Sunset Boulevard, with an inset area on the ground floor of Building A, the tower along Sunset Boulevard, to create an enhanced and shaded lobby entrance and accommodate the integrated landscaping along Sunset. Buildings B and E are internal to the campus and not subject to setback requirements. Building D observes no setbacks, maintaining the character of improvements of existing adjoining structures along Gordon Street and Fountain Avenue.
- v. Open Space. Although not required per Code, the project will provide landscaping on the rooftop areas and various terraces on Buildings A and B, together with landscaping along Sunset Boulevard and within the studio, along the primary vehicular pathway into the center of the campus. In total, the project incorporates 27,300 square feet of landscaping within the campus.
- vi. Off-Street Parking and Driveways. The project will provide 1,244 code compliant parking spaces within subterranean parking levels. The project proposes 62 short-term bicycle parking spaces to meet the LAMC requirement of one bike space per 10,000 square feet

of commercial development. In addition, 117 long-term bicycle parking spaces are provided to meet the requirement of one bike space per 5,000 square feet of commercial floor space. Short-term bicycle parking for the ground floor is located along Sunset Boulevard with additional short-term bicycle parking located within the subterranean parking structure and Building A. Long-term bicycle parking with associated shower and locker facilities for office employees is located on the ground level, adjacent to the Lobby Area in Building A, which fronts Sunset Boulevard. Additional long-term bicycle parking is also located to the south east corner of the site in the subterranean parking structure. The existing vehicular driveway, which serves as the primary entrance into the secured studio campus will be maintained, together with the two existing secondary access driveways along Gordon Street and Fountain Avenue. No new curb cuts or driveways are proposed.

- i. Building Signage and Lighting. The project proposes one identification sign ("Sunset Gower Studios" at the ground level for Tower A). No other signage is proposed. The project includes lighting to facilitate access to the building, clearly identify entrances and exits, enhance landscaping, and for safety and security purposes. The project will include low-level exterior lights adjacent to the proposed building for security and wayfinding purposes and will avoid unnecessary lighting fixtures. Low-level accent lighting to highlight architectural features, landscape elements, and the project's signage will also be incorporated.
- ii. Loading Areas. Loading dock/service areas are located throughout the campus, with primary vehicular access being taken from Sunset Boulevard. For the rear portion of the studio campus, there are two existing driveways that will be accessible from Fountain Avenue and Gordon Street.
- iii. Trash Collection. Each new structure includes trash areas, within enclosed trash rooms and not visible to the public.

As such, the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that will be compatible with existing and future development on adjacent and neighboring properties.

- c. **That any residential project provide recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project does not include residential uses. Therefore, this finding is not applicable

6. Environmental Findings

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an Environmental Impact Report (EIR) No. ENV-2017-5091-EIR (State Clearing House No. 2018021071) which includes the Draft EIR dated May 2020, and the Final EIR, dated August, 2020, (Sunset Gower Studios Enhancement Plan Project EIR). Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for public agency decisionmakers and the general public regarding the objectives and components of the Project in the Hollywood area of Los Angeles, consisting of the preservation and relocation of the United Recording building (6050 Sunset Blvd.) to the interior of the Sunset Gower Studios Project Site, the removal of 130,169 square feet of existing floor area, and the construction of 489,773 square feet of new floor area for creative office, production space, and soundstage areas within four new buildings for a total floor area of 619,942 square feet. Heights for the new buildings would range

from 60 to 240 feet. A total of 1,244 new parking spaces would be provided within subterranean parking levels of the new buildings.

In a Letter of Determination dated September 22, 2020, the City's Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project's Vesting Tentative Tract map (VTT). No appeals for the Project were received. A Notice of Determination was filed on October 2, 2020 with the Los Angeles County Clerk. CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or,
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or,
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or,

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available. None of the above changes or factors has arisen since the Project approval. There are no substantial changes to the Project, and the Project is substantially the same as the approved Project.

No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the Project's conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required for the Project, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program, attached as Exhibit "B", are imposed on the project through Environmental Conditions of Approval to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.

RECORD OF PROCEEDINGS

The record of proceedings for the decision includes the Record of Proceedings for the original CEQA Findings, including all items included in the case files, as well as all written and oral information submitted at the hearings on this matter. 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, 221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90021. This information is provided in compliance with CEQA Section 21081.6(a)(2). In addition, copies of the Draft EIR, Final EIR, and Errata are available on the Department of City Planning's website at <https://planning.lacity.org/development-services/eir> (to locate the documents, search for the environmental case number).

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications Received

The Public Hearing on this matter was held via Zoom on September 16, 2020 at 9:30 AM.

1. Present: Approximately 26 people attended:
2. Public Speakers: three members of the public spoke.
3. The Project team at the hearing consisted of Chris Pearson from Husdon Pacific, the applicant, and Benjamin Hanelin of Latham and Watkins LLP, the Representative. The Applicant and their Representative spoke during the hearing, discussing the history of the site, the history of the studio on site, and economic benefits. The team also discussed the Architecture of the Project, the elements of the EIR, and entitlement requests.
4. Speakers at the September 16, 2020 Public Hearing included three members of the public.

Below is a summary of general comments from speakers:

A representative from the Hollywood chamber of commerce spoke in favor, and a representative from the LA conservancy spoke in general support and encouraged the applicant to consider additional historic preservation. A representative for the adjacent property owner, Mr. Camp spoke about an error in the addresses listed for the project which has been corrected in the LOD, and was addressed in findings for the project. Mr. Camp further explained that concerns raised in a comment letter submitted for the DEIR have been addressed, and requested the address issue be clarified.

5. Communications Received.
 - Staff received four support letters for the project.

SUNSET GOWER STUDIOS
PRESERVATION AND ENHANCEMENT PLAN

OCT 6, 2020

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PROJECT INFORMATION

6010, 6050 & 6060 SUNSET BLVD., 1455 N BEACHWOOD, 1455 GORDON ST., 1438 N. GOWER ST, LOS ANGELES, CA

Zoning M-1
APN 5545-013-002, 5545-013-043, 5545-013-051, 5545-013-055, 5545-013-056, 5545-013-057, 5545-013-058, 5545-013-059, 5545-013-403, 5545-013-404

Project
Building Type Type I Construction
Fire Protection Fully Sprinklered

Height BUILDING A : 240'-0"
BUILDING B : 137'-0"
BUILDING D : 60'-0"
BUILDING E : 60'-0"

Primary Structure Reinforced cast-in-place concrete
Primary Exterior Curtain wall, precast concrete and metal

Entitlement Site Area = 693,432 sf
Total Existing Floor Area* = 550,375 sf
Demolished Floor Area = - 130,169 sf
Proposed Floor Area = 619,942 sf
Allowable Floor Area (based on 1.5 FAR) = 1,040,148 sf
Total Proposed Floor Area = 1,040,148 sf
PROPOSED FAR = 1.50

PROPOSED PROGRAM	FLOOR AREA	SUMMARY	
CREATIVE OFFICE		BUILDING A (15 LVL)	399,103
BUILDING A (15LVL)	399,103	BUILDING B (7 LVL)	157,454
BUILDING B (7 LVL)	157,454	BUILDING D (3 LVL)	32,025
CREATIVE OFFICE TOTAL		BUILDING E (3 LVL)	30,360
PRODUCTION SUPPORT		BICYCLE PARKING FACILITY	1,000
BUILDING D (3 LVL)	14,175	GRAND TOTAL	619,942
BUILDING E (3 LVL)	12,420		
PRODUCTION SUPPORT TOTAL			
SOUNDSTAGE			
BUILDING D (1 LVL)	17,850		
BUILDING E (1 LVL)	17,940		
SOUNDSTAGE TOTAL			35,790
FACILITY			
BICYCLE PARKING FACILITY	1,000		

PARKING CALCULATIONS

Automobile Parking

Parking Required
(Code minimum as required per LAMC SEC. 12.21)
Building A 399,103 sf (1/500sf) = 798 Spaces
Building B 157,454 sf (1/500sf) = 315 Spaces
Building D 32,025 sf (1/500sf) = 64 Spaces
Building E 30,360 sf (1/500sf) = 61 Spaces
Total Spaces Required = 1,238 Spaces

Parking Provided
Parking Below Building A = 279 Spaces
Parking Below Buildings D & E = 965 Spaces
Total Spaces Provided = 1,244 Spaces

Bicycle Parking

Short Term (Required & Proposed)
Proposed Buildings (Excl. Bike Parking Facility) 618,942 sf (1/10,000sf) = 62 Spaces
Total Spaces Provided = 62 Spaces

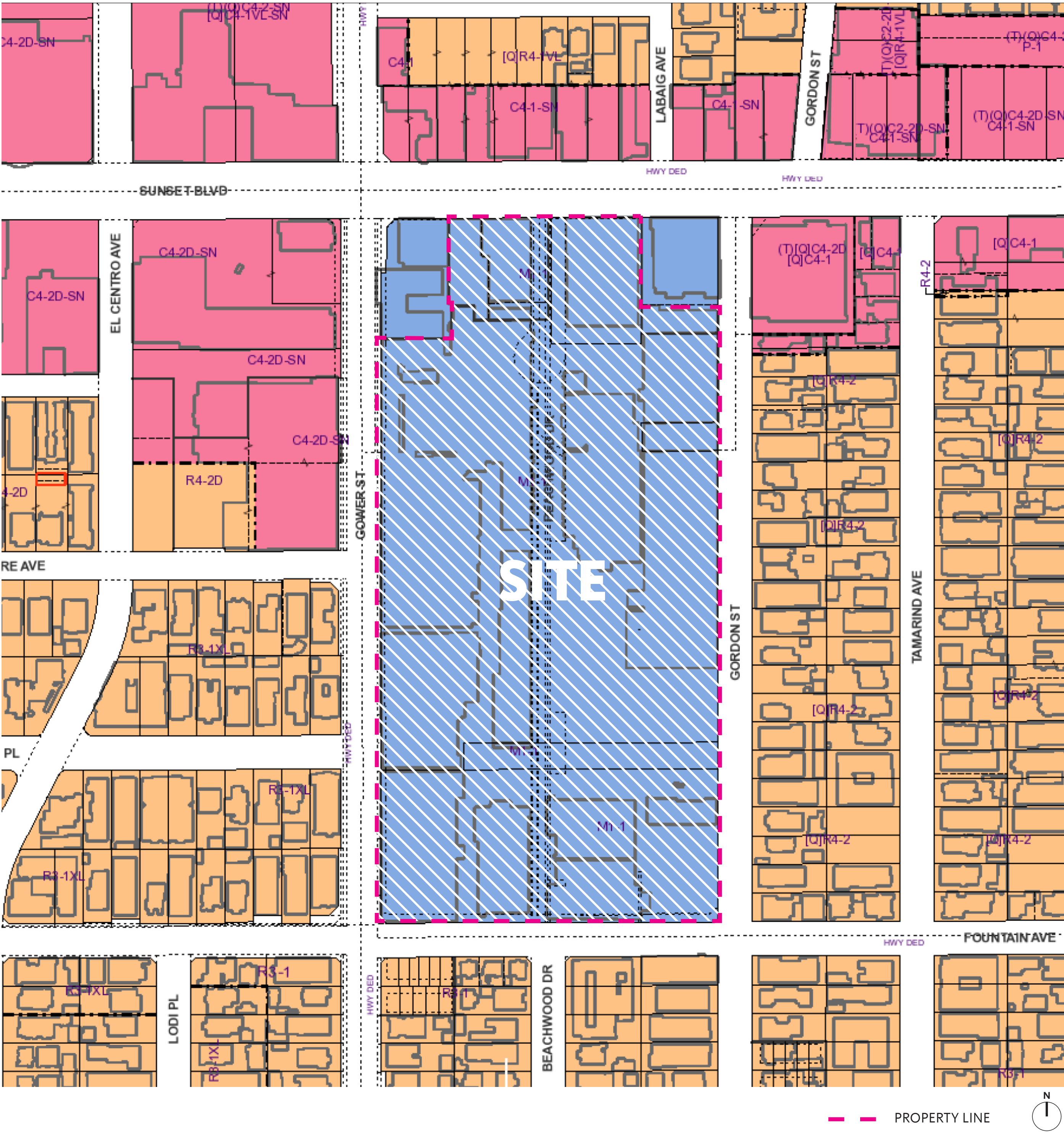
Long Term (Required & Proposed)
Proposed Buildings = 117 Spaces
Total Spaces Provided = 117 Spaces

(*REQUIRED PARKING NUMBER IS CALCULATED BY ADDING UP INDIVIDUAL BUILDING'S REQUIRED PARKING NUMBER)

LANDSCAPING

Total Entitlement Site Area = 15.9 acres
Site Disturbance Area = 5.016 acres

Hardscape Area = 193,500 sf
Planting Area:
- 11,300sf (within delineated Site Disturbance)
- 8,000sf (roof gardens and Terraces)
- 8,000sf (Green Roof)
Total = 27,300 sf



PROJECT INFORMATION



500 S FIGUEROA STREET
LOS ANGELES, CA 90071
T: 213.327.3600 F: 213.327.3601



11601 WILSHIRE BLVD
LOS ANGELES, CA 90025
T: 310.445.5700

WALTER P MOORE

707 WILSHIRE BLVD #2100
LOS ANGELES, CA 90017
T: 310.254.1900

Mark Tessier
— Landscape
Architecture —

1424 4TH ST #3
SANTA MONICA, CA 90401
O: 310.395.3595
F: 310.286.5294



700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.286.5294

PROJECT NAME SUNSET GOWER STUDIOS

PROJECT NUMBER 05.1318.000

DATE 10.06.2020

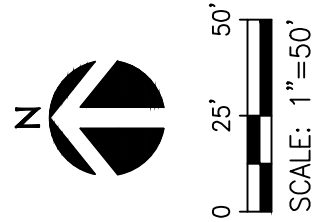
AUTOMOBILE PARKING FOR ENTITLEMENT AREA

		CODE REQUIRED		PROPOSED	
PROGRAM/SPACE	FLOOR AREA	RATIO	SPACES	RATIO	SPACES
OFFICE					
BUILDING A (15 LVL)	399,103 SF	2/1,000 sf	798	2/1,000 sf	798
BUILDING B (7 LVL)	157,454 SF	2/1,000 sf	315	2/1,000 sf	315
SUBTOTAL			1,113		1,113
PRODUCTION SUPPORT					
BUILDING D (3 LVL)	14,175 SF	2/1,000 SF	28	2/1,000 SF	28
BUILDING E (3 LVL)	12,420 SF	2/1,000 SF	25	2/1,000 SF	25
SUBTOTAL			53		53
STAGES					
BUILDING D (1 LVL)	17,850 SF	2/1,000 SF	36	2/1,000 SF	36
BUILDING E (1 LVL)	17,940 SF	2/1,000 SF	36	2/1,000 SF	36
SUBTOTAL			72		72
SHARED SPACES SUBTOTAL					6
TOTAL			1,238		1,244

BICYCLE PARKING FOR ENTITLEMENT AREA

LONG TERM BICYCLE PARKING					
		CODE REQUIRED		PROPOSED	
PROGRAM/SPACE	FLOOR AREA	RATIO	SPACES	RATIO	SPACES
OFFICE					
BUILDING A (15 LVL)	399,103 SF	1/5,000 SF	80	1/5,000 SF	80
BUILDING B (7 LVL)	157,454 SF	1/5,000 SF	31	1/5,000 SF	31
SUBTOTAL			111		111
PRODUCTION SUPPORT					
BUILDING D (3 LVL)	14,175 SF	1/10,000 SF	1	1/10,000 SF	1
BUILDING E (3 LVL)	12,420 SF	1/10,000 SF	1	1/10,000 SF	1
SUBTOTAL			2		2
SOUND STAGE					
BUILDING D (1 LVL)	17,850 SF	1/10,000 SF	2	1/10,000 SF	2
BUILDING E (1 LVL)	17,940 SF	1/10,000 SF	2	1/10,000 SF	2
SUBTOTAL			4		4
TOTAL			117		117

SHORT TERM BICYCLE PARKING					
		CODE REQUIRED		PROPOSED	
PROGRAM/SPACE	FLOOR AREA	RATIO	SPACES	RATIO	SPACES
OFFICE					
BUILDING A (15 LVL)	399,103 SF	1/10,000 SF	40	1/10,000 SF	40
BUILDING B (7 LVL)	157,454 SF	1/10,000 SF	16	1/10,000 SF	16
SUBTOTAL			56		56
PRODUCTION SUPPORT					
BUILDING D (3 LVL)	14,175 SF	1/10,000 SF	1	1/10,000 SF	1
BUILDING E (3 LVL)	12,420 SF	1/10,000 SF	1	1/10,000 SF	1
SUBTOTAL			2		2
SOUND STAGE					
BUILDING D (1 LVL)	17,850 SF	1/10,000 SF	2	1/10,000 SF	2
BUILDING E (1 LVL)	17,940 SF	1/10,000 SF	2	1/10,000 SF	2
SUBTOTAL			4		4
TOTAL			62		62



6	
5	
4	
3	
2	
1	
NO.	DATE
REVISIONS	

PROJECT #	1700352
DATE PREPARED	07/19/2017
DRAWN BY	DA
CHECKED BY	CJ

SUNSET GOWER STUDIOS MASTER PLAN

PREPARED FOR:

CHRIS PEARSON
HUDSON PACIFIC PROPERTIES, INC.
11601 WILSHIRE BOULEVARD, NINTH FLOOR
LOS ANGELES, CA 90025

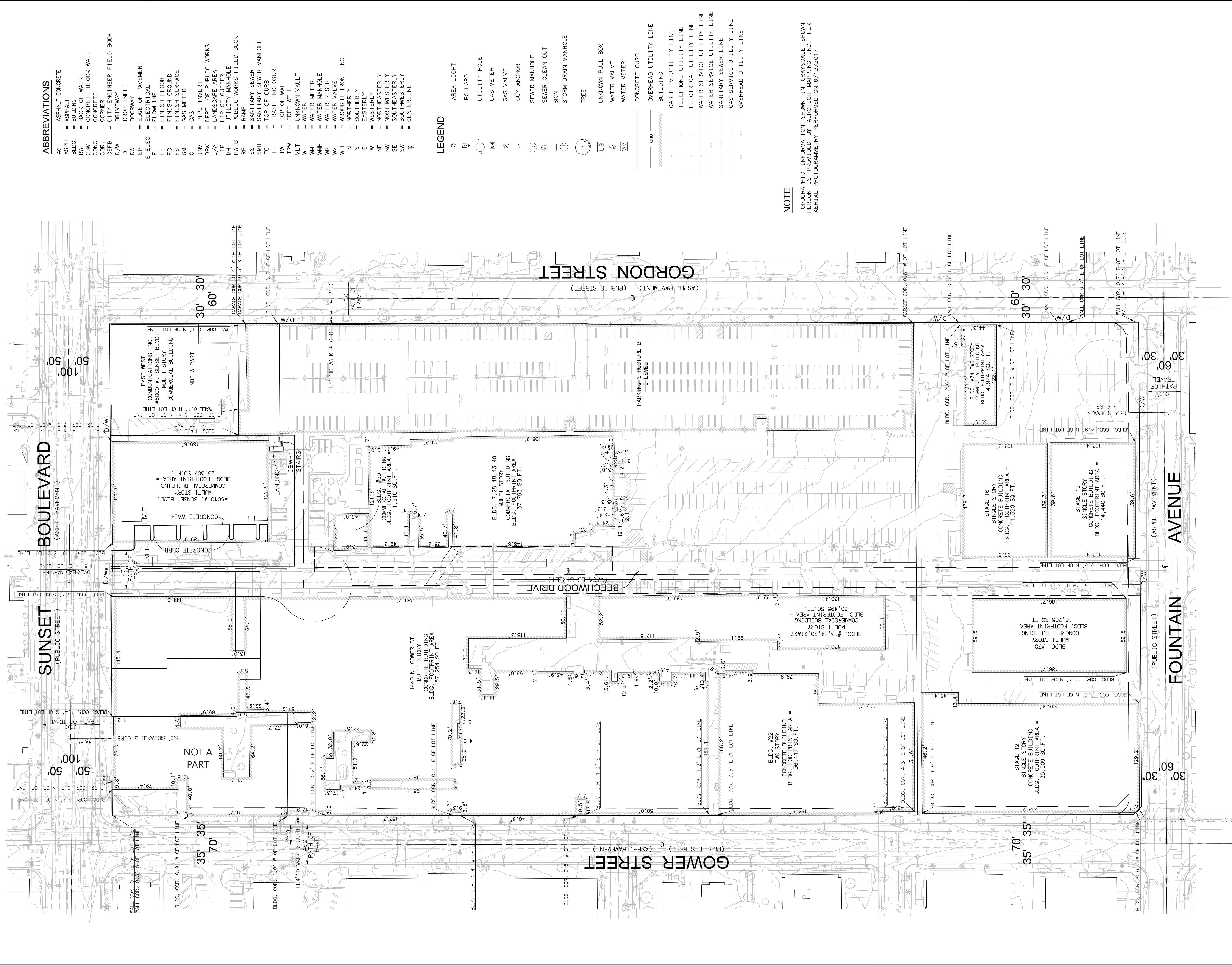
OR:

HUDSON PACIFIC PROPERTIES, INC.
11601 WILSHIRE BOULEVARD, NINTH FLOOR
LOS ANGELES, CA 90025

kpff

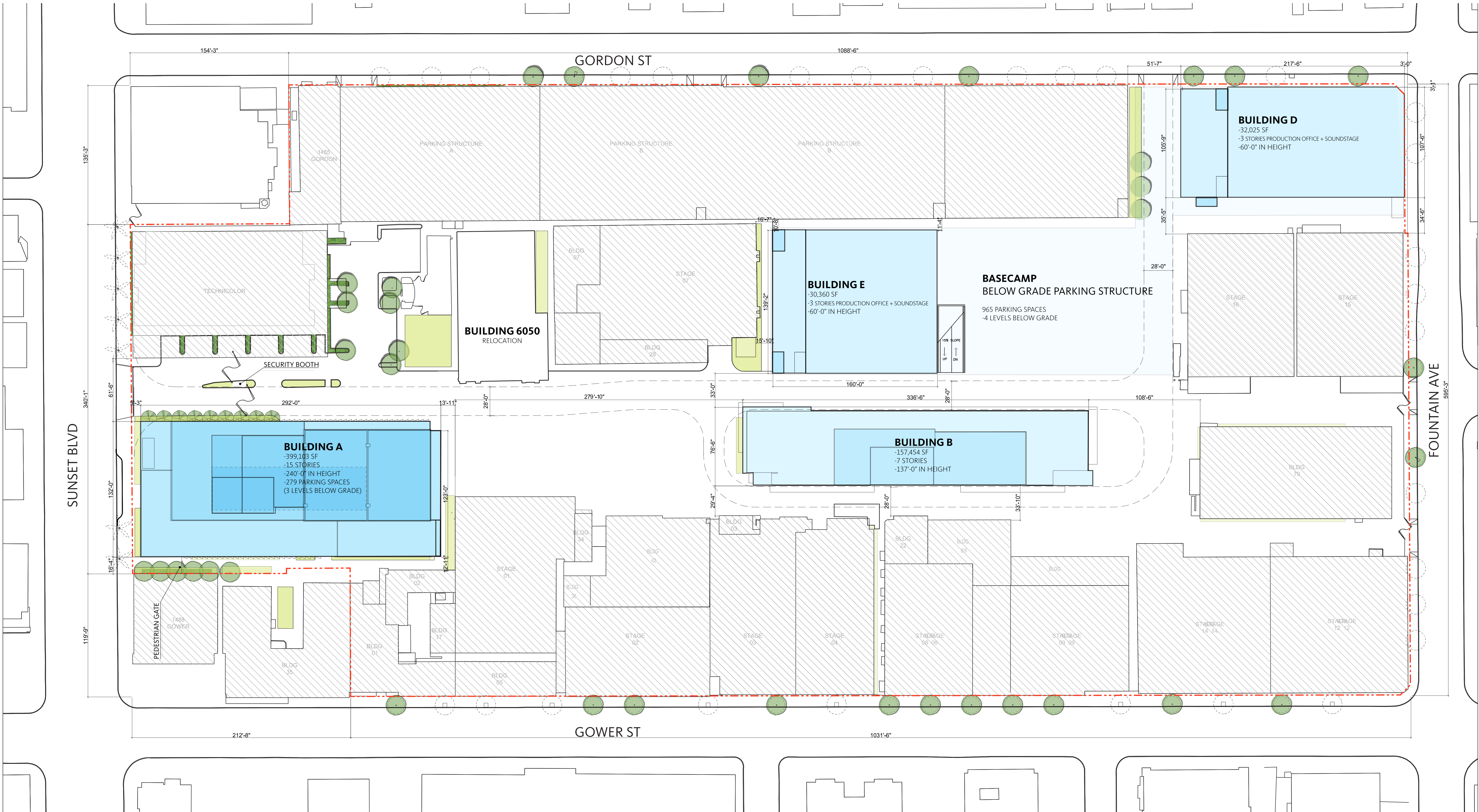
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com

TOPOGRAPHIC SURVEY

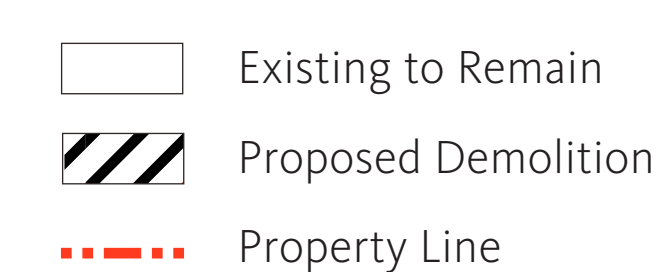


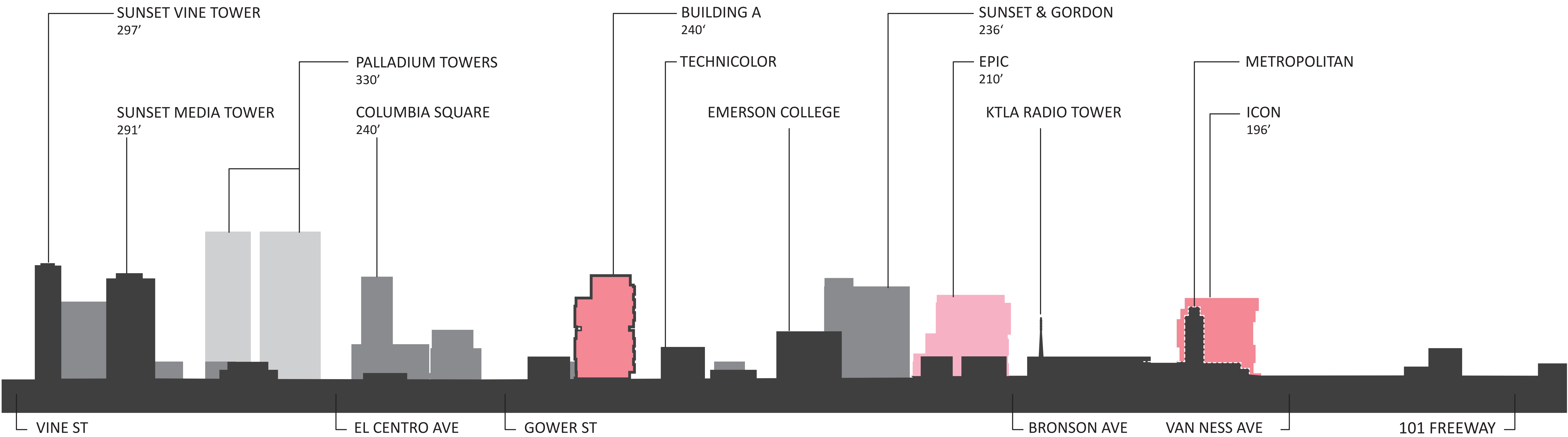
AERIAL LEGEND

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PLOT PLAN



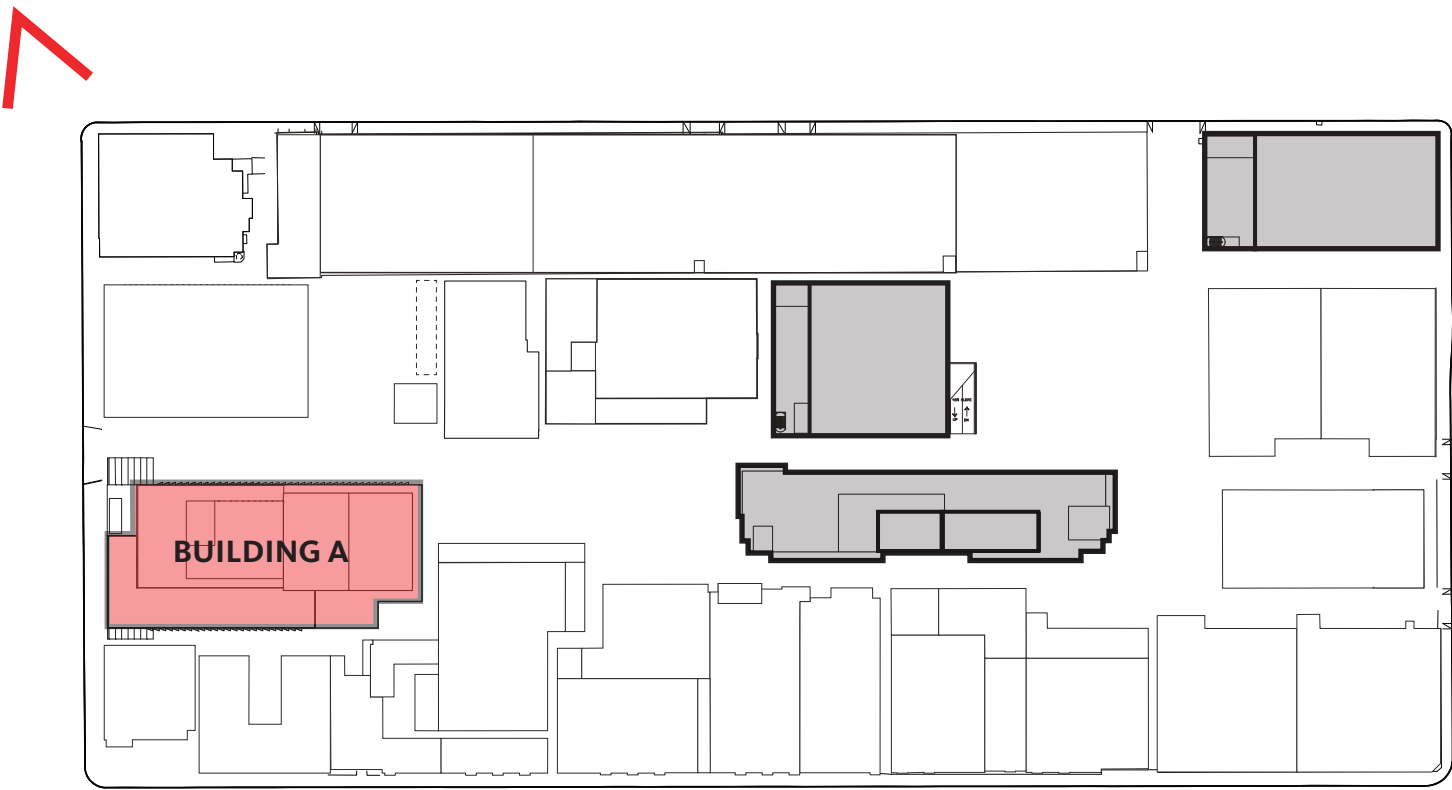


- EXISTING BUILDINGS SOUTH SUNSET
- EXISTING BUILDINGS NORTH SUNSET
- FUTURE BUILDINGS
- HUDSON PACIFIC PROPERTIES SGS BUILDING A
- HUDSON PACIFIC PROPERTIES EPIC
- HUDSON PACIFIC PROPERTIES ICON

CONTEXT STREET SECTION



VIEW HEADING WEST ALONG SUNSET BLVD



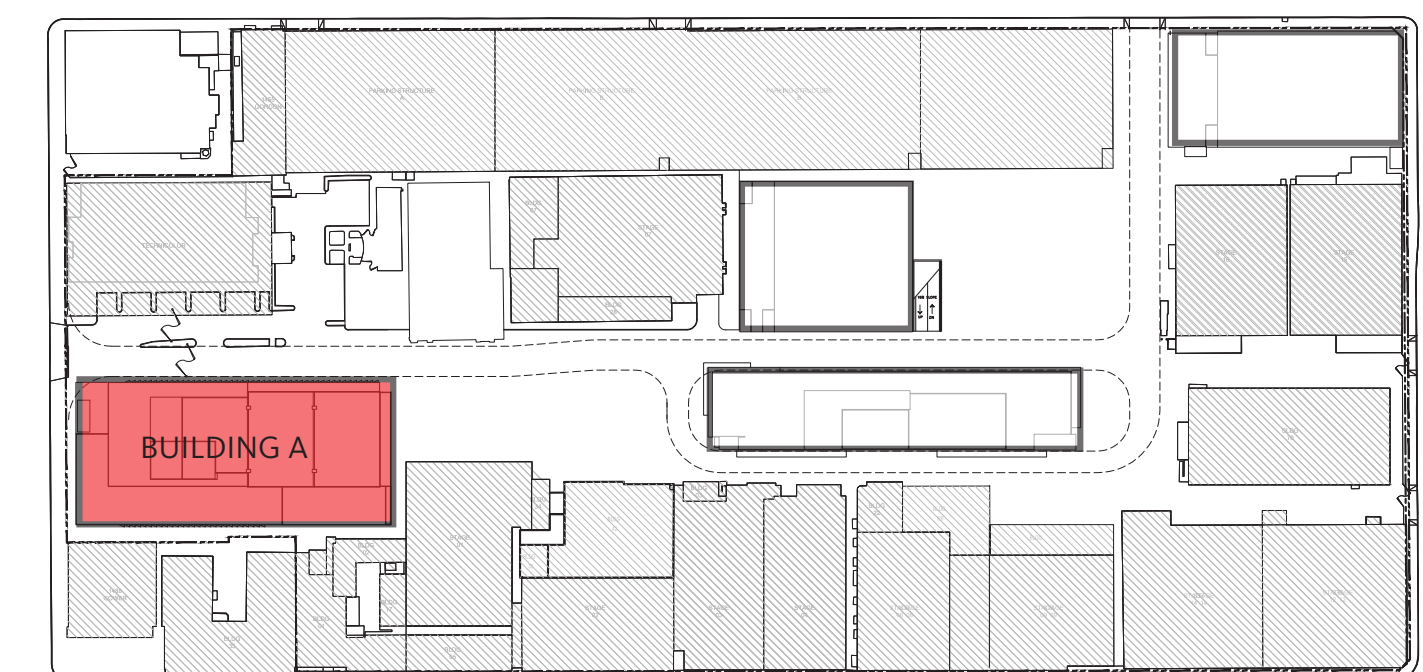


VIEW HEADING EAST ALONG SUNSET BLVD

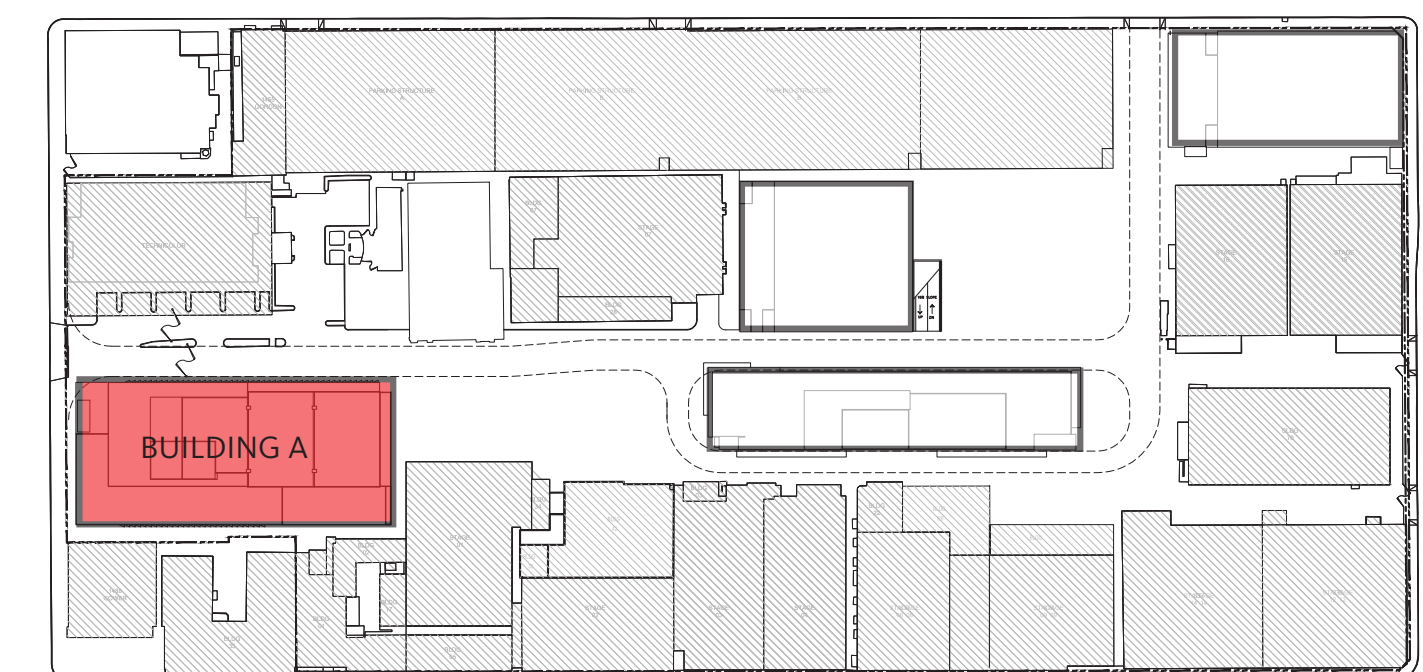
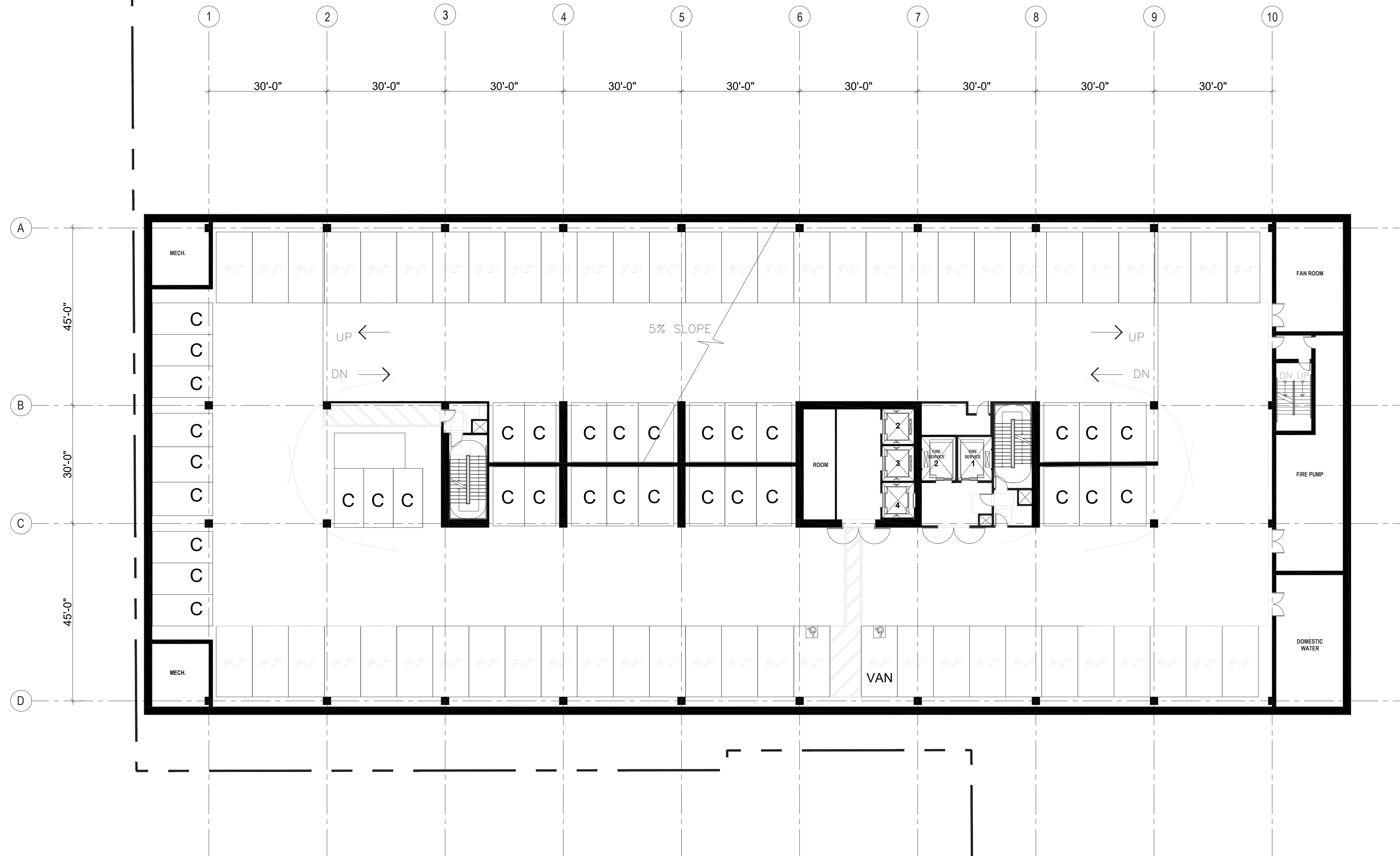




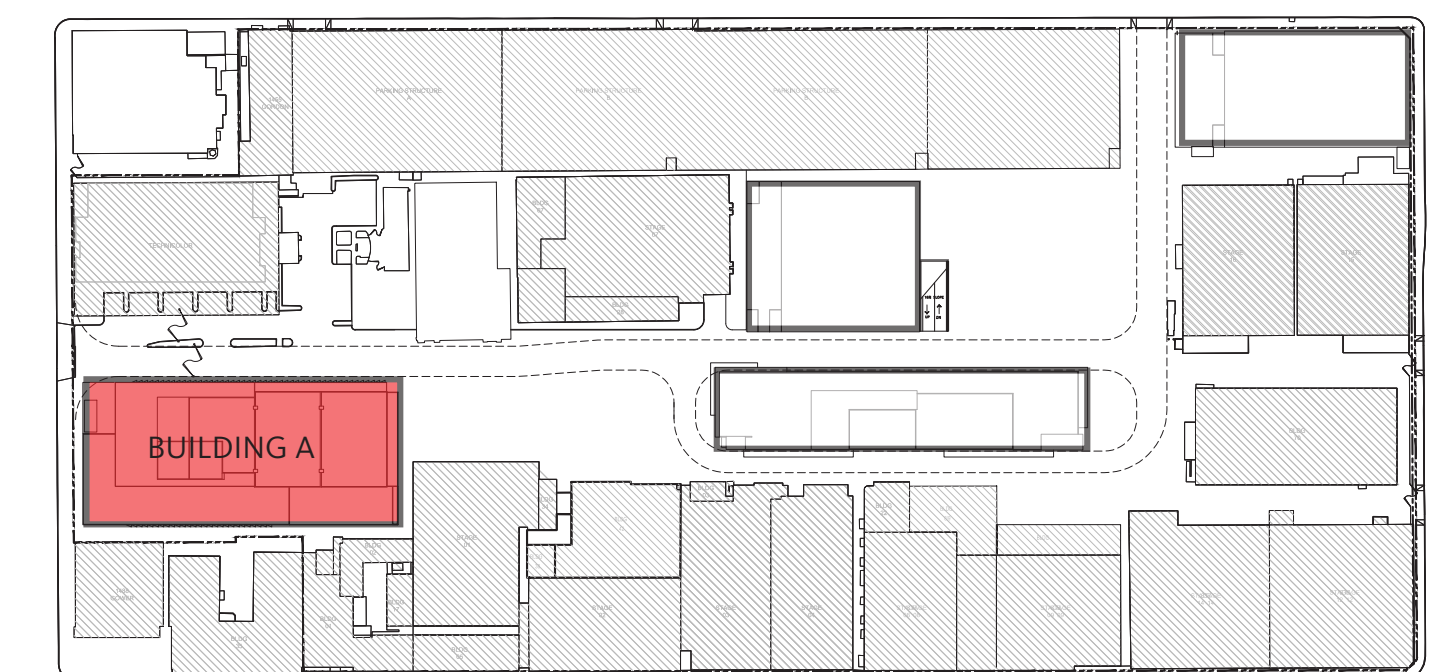
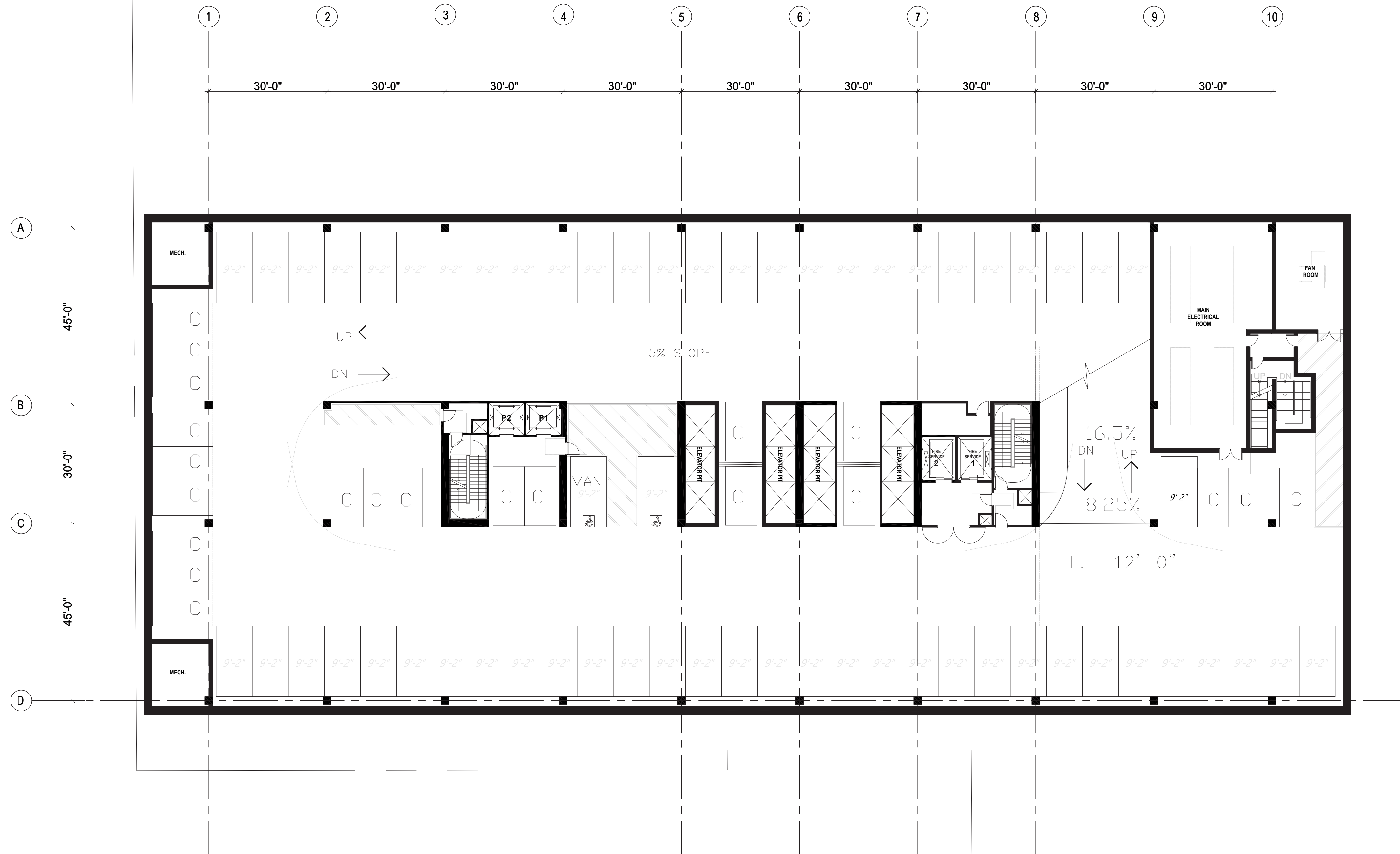
VIEW FROM SUNSET LOOKING AT THE MAIN GATE



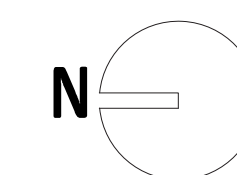
BUILDING A FLOOR PLAN PARKING LEVEL B3



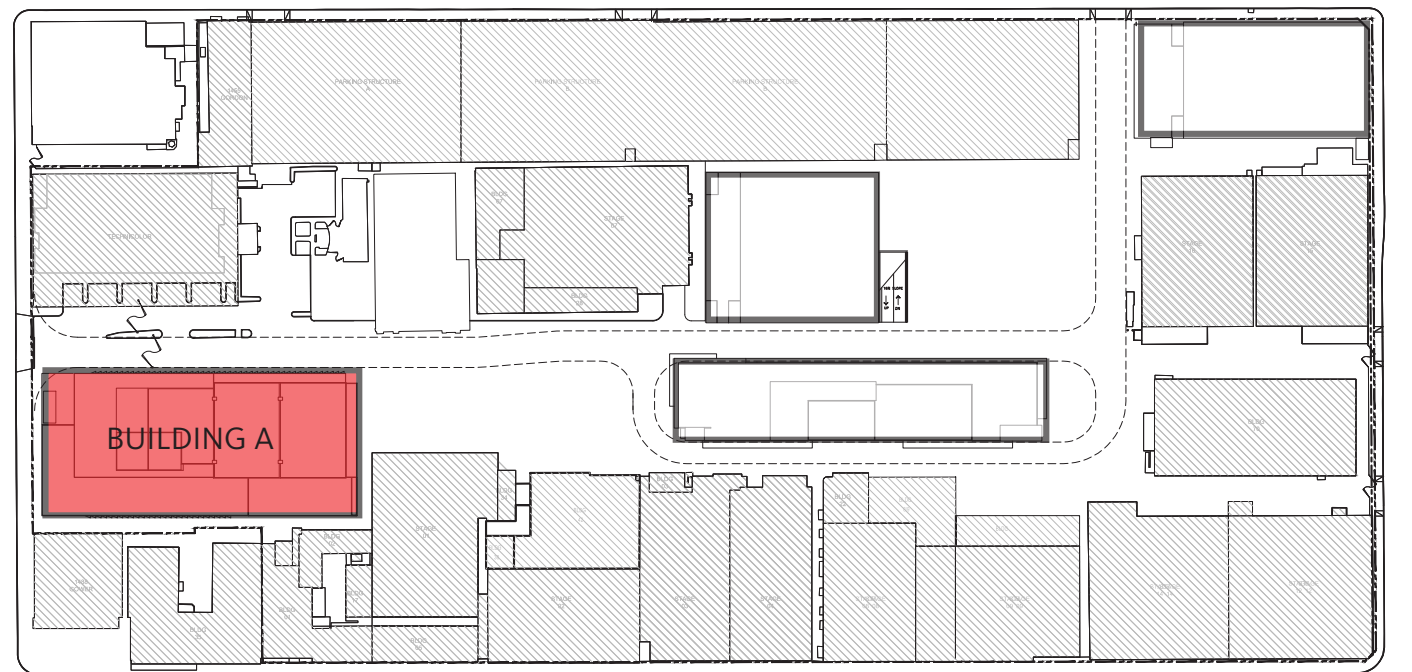
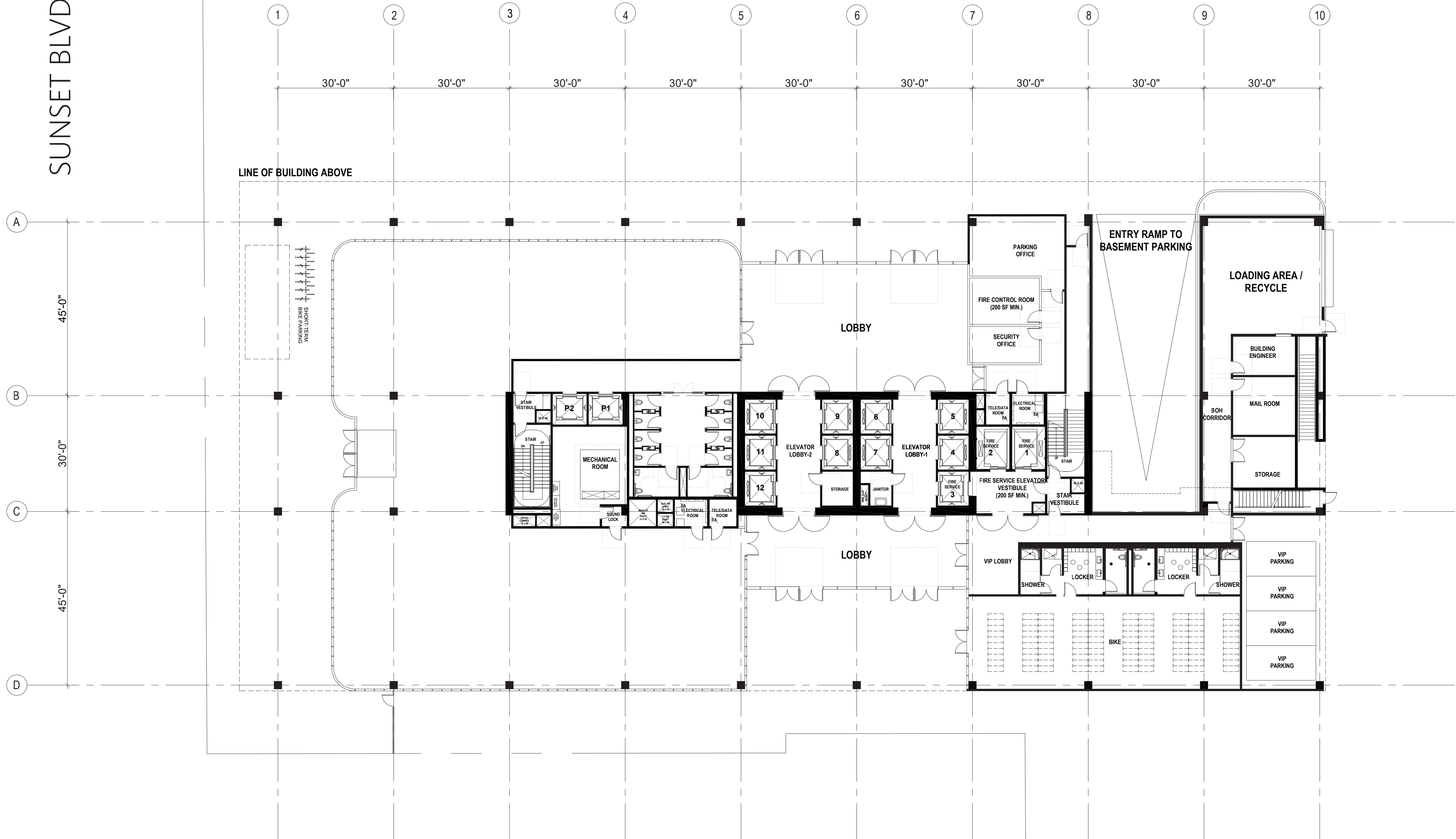
BUILDING A FLOOR PLAN PARKING LEVEL B2



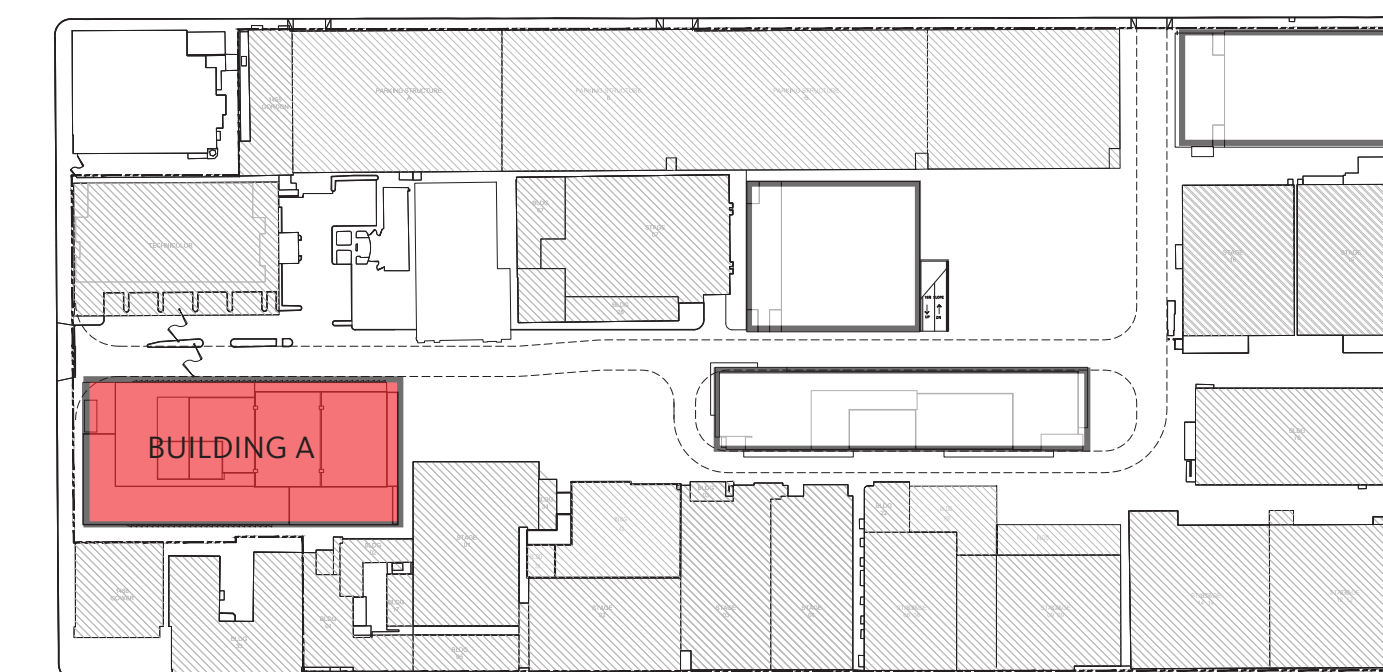
BUILDING A FLOOR PLAN PARKING LEVEL B1

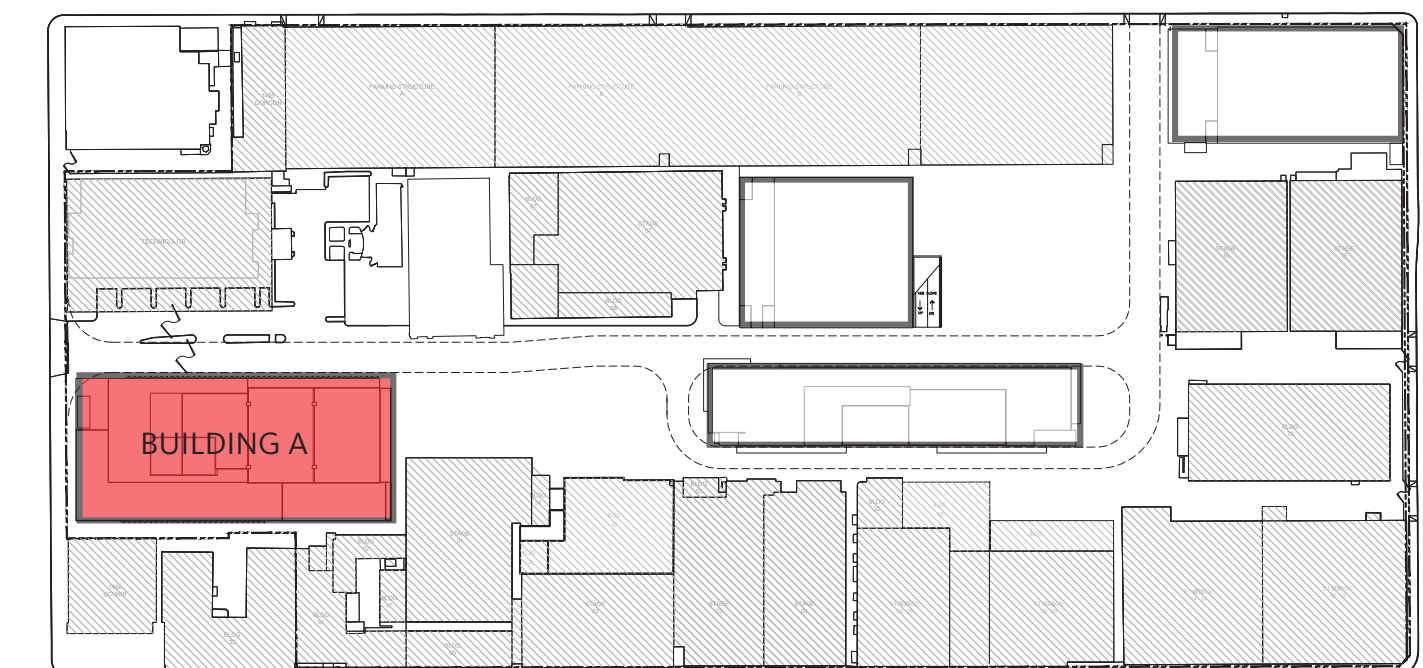


SUNSET BLVD

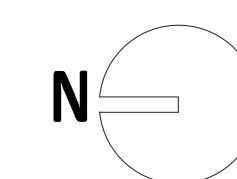


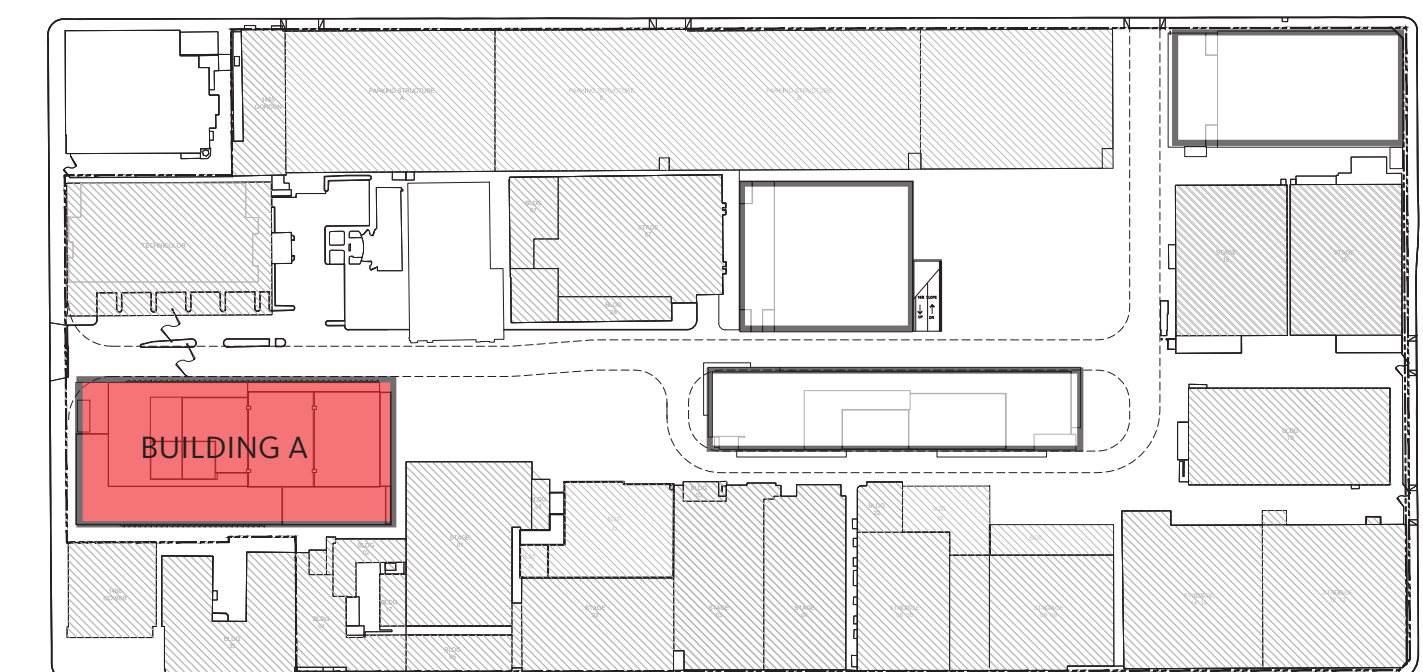
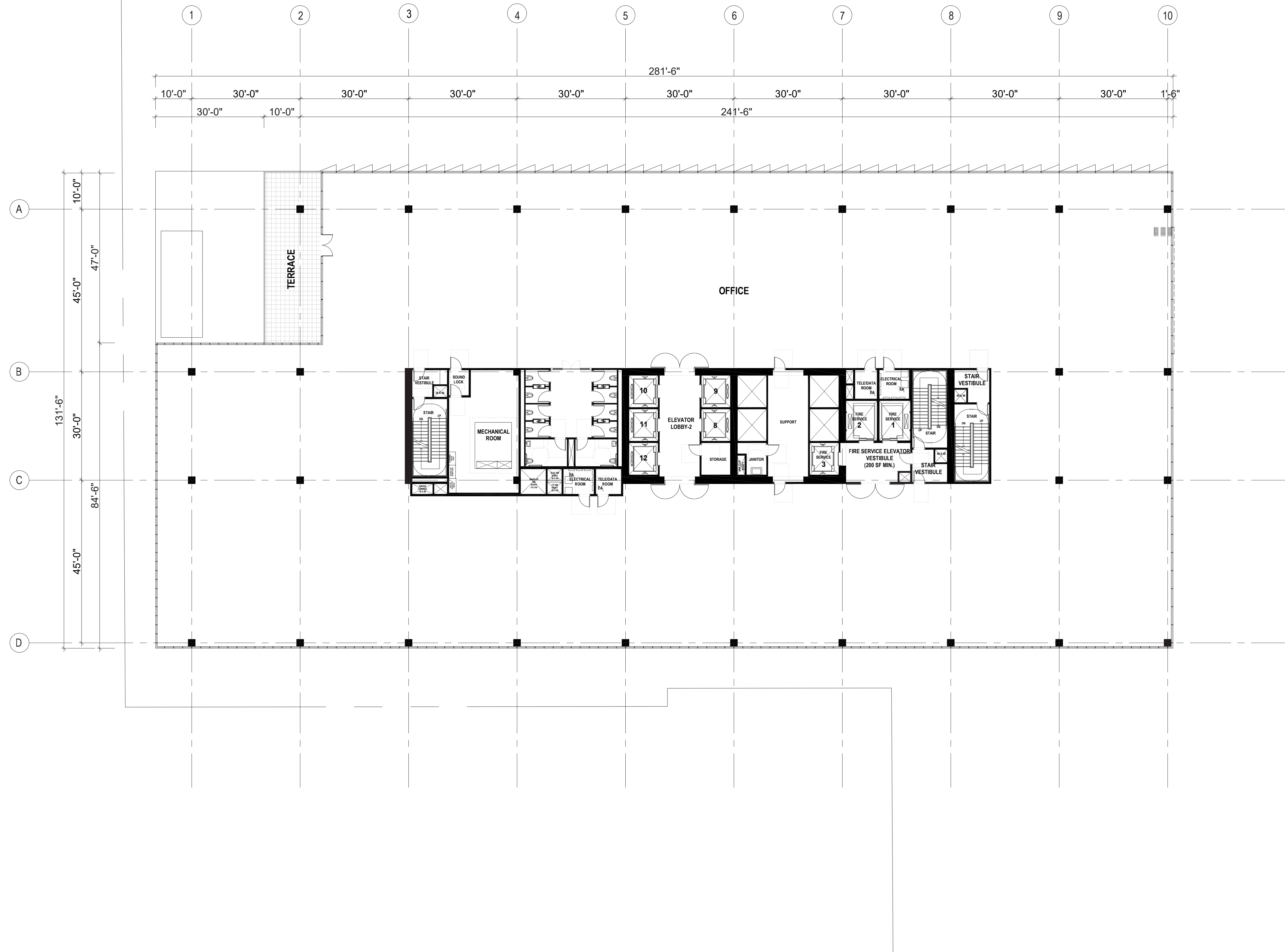
BUILDING A FLOOR PLAN GROUND LEVEL 01



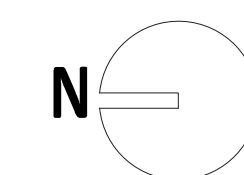


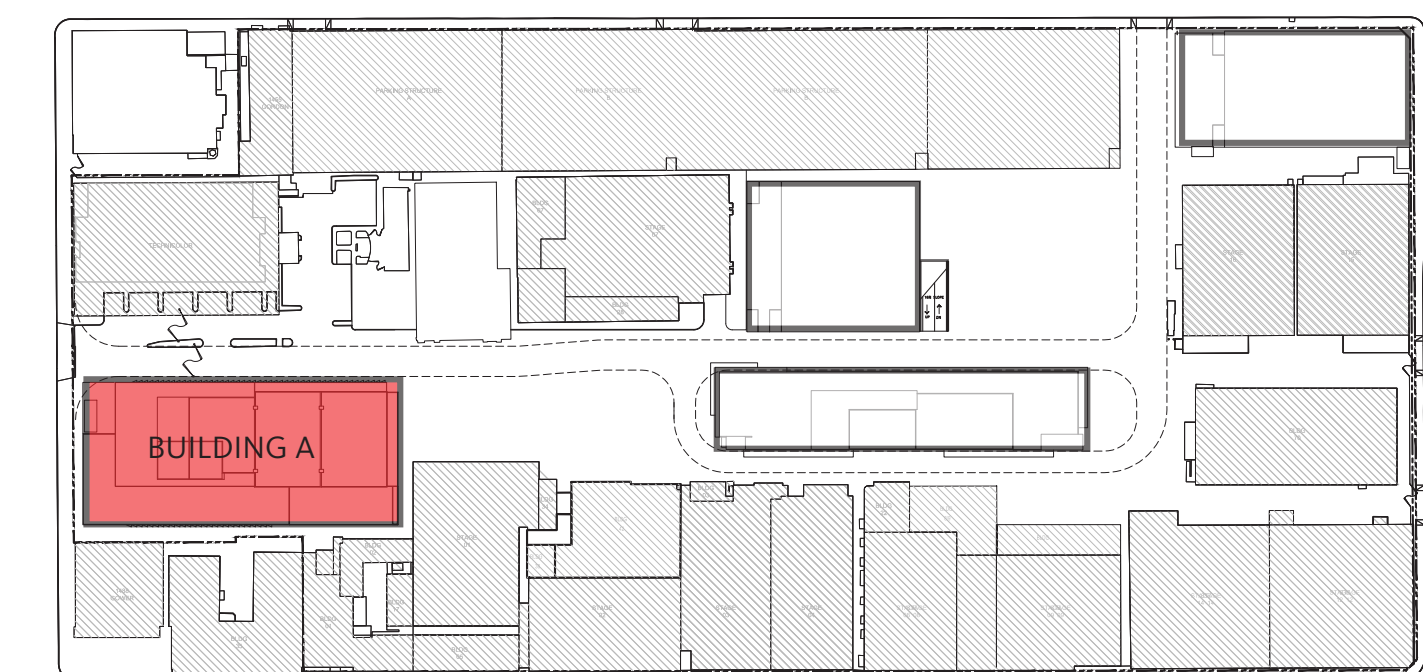
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 03



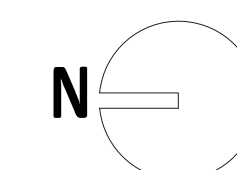


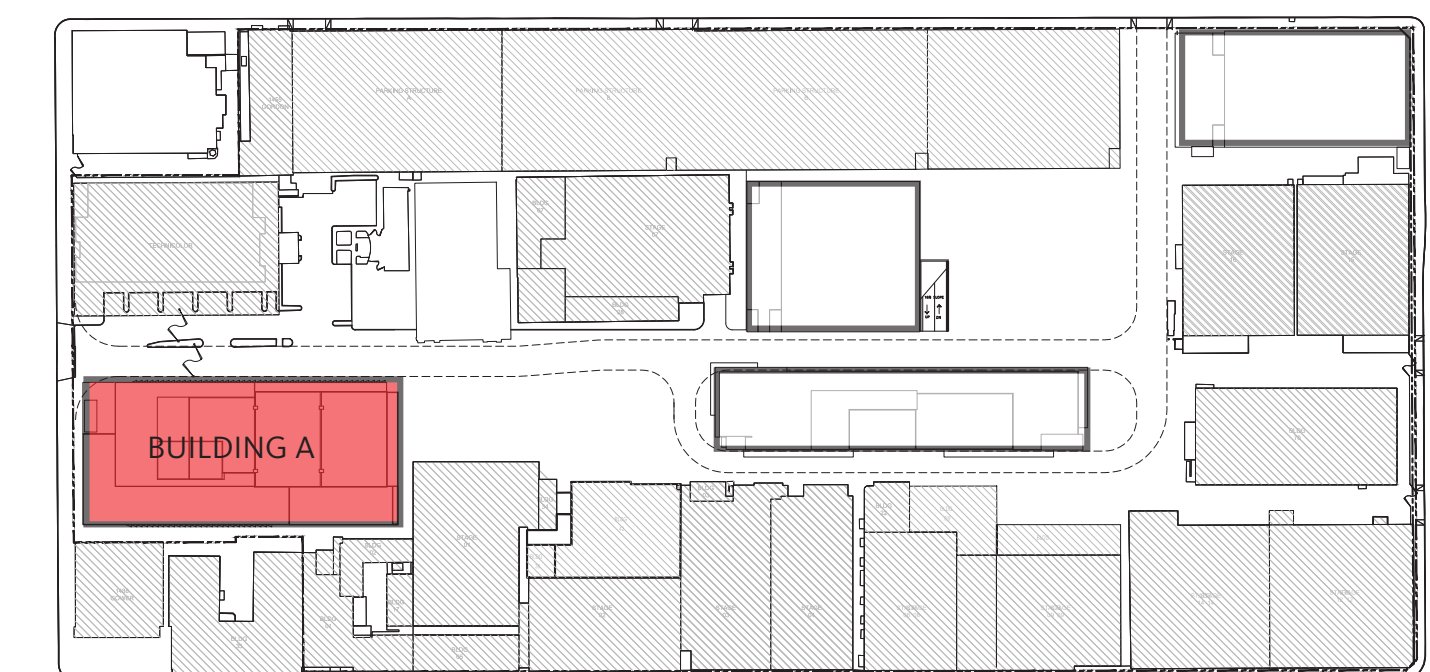
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 04



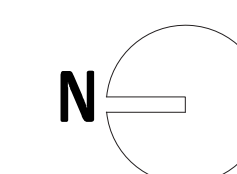


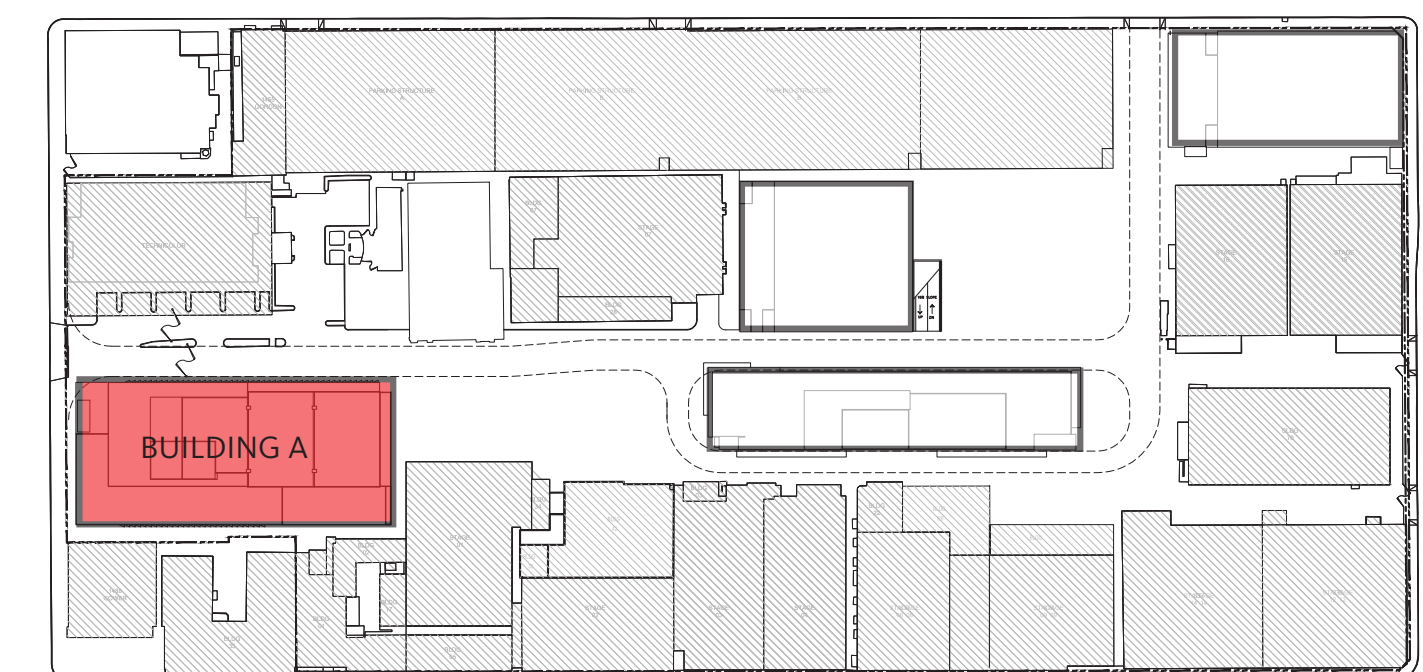
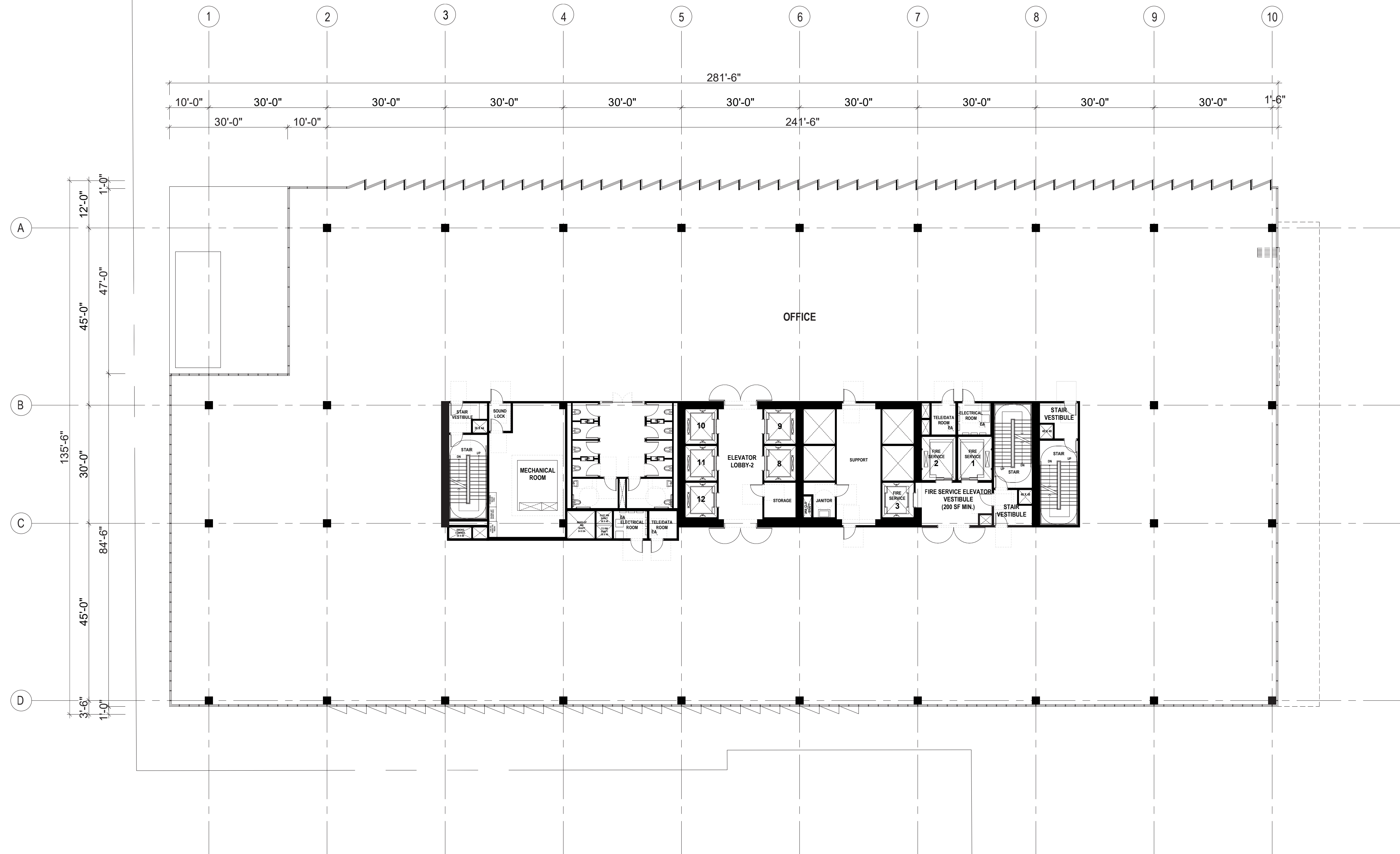
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 05



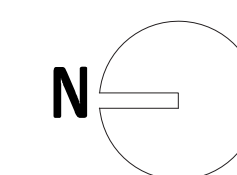


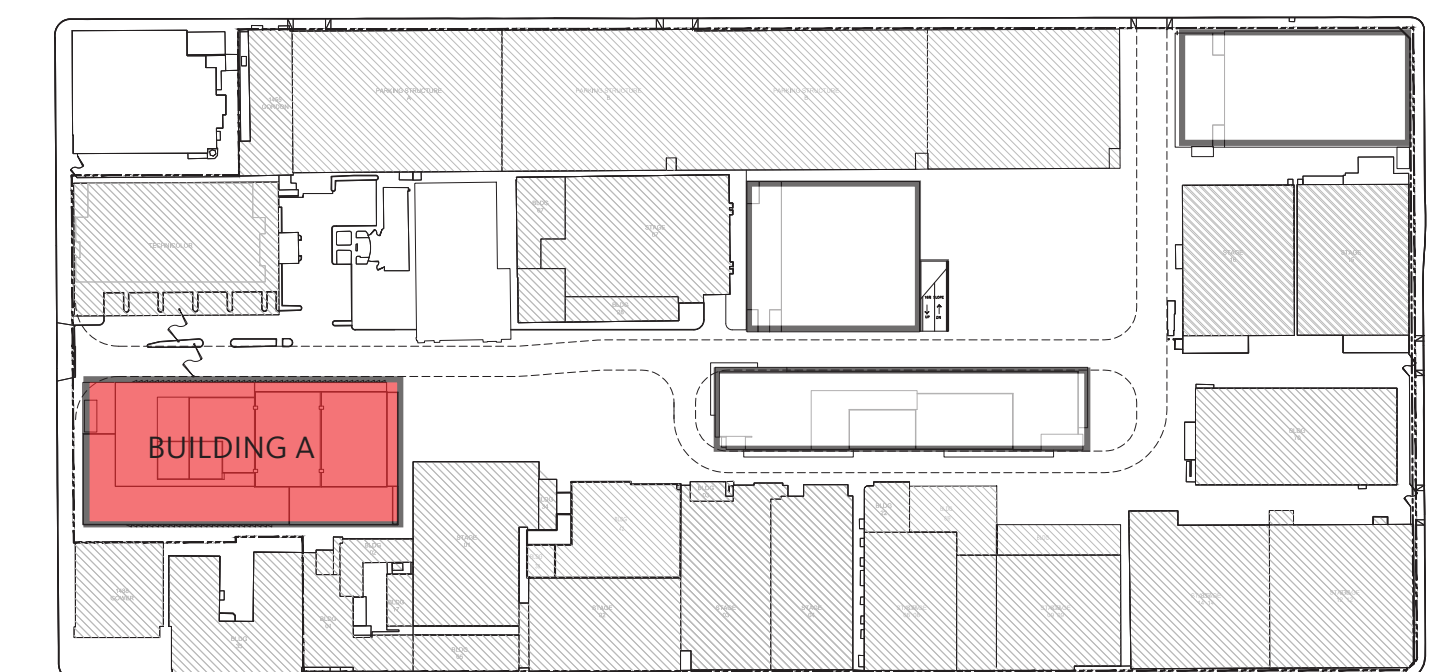
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 06

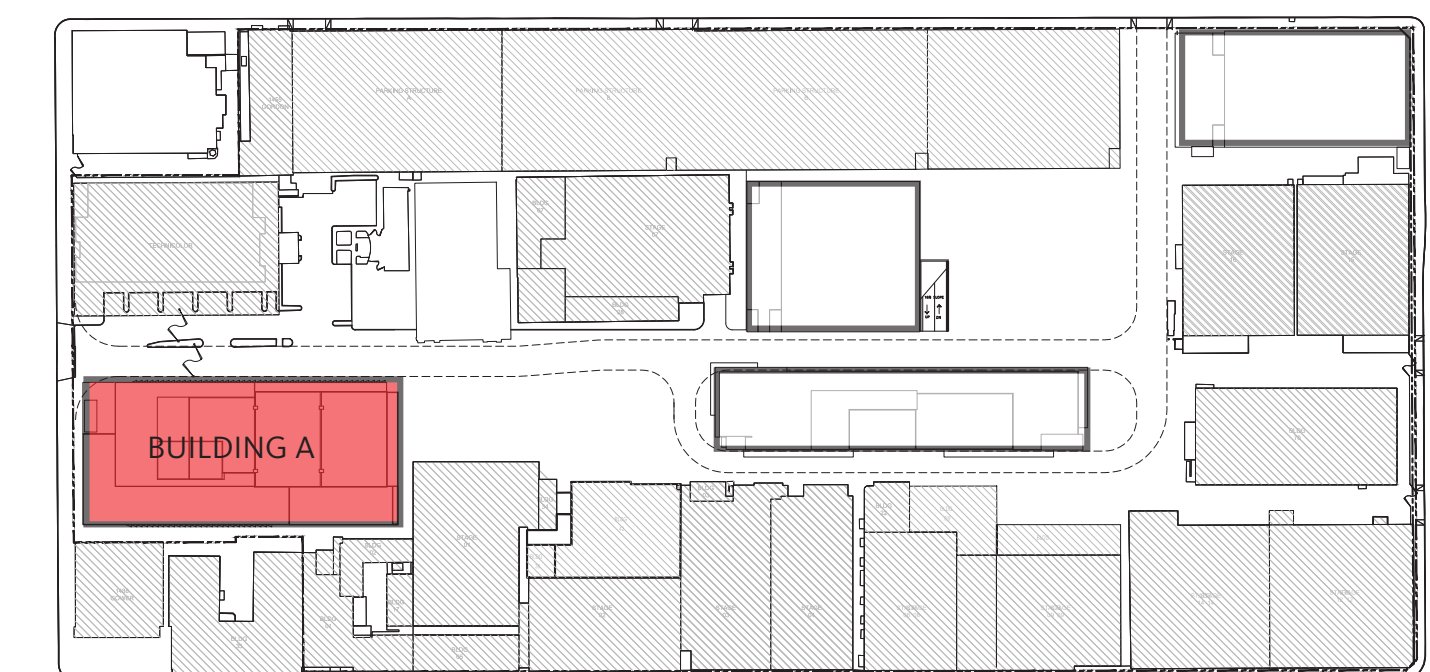
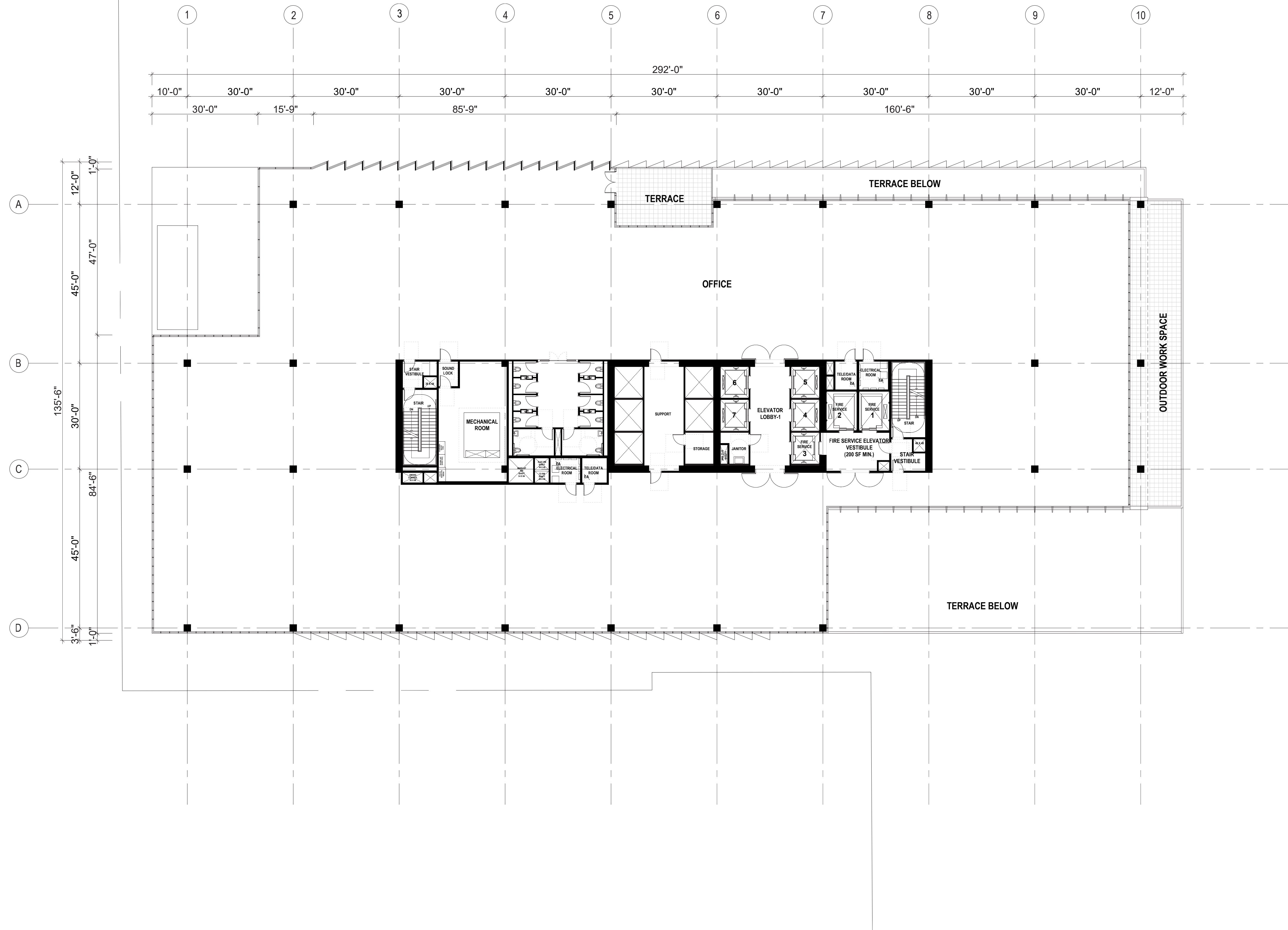




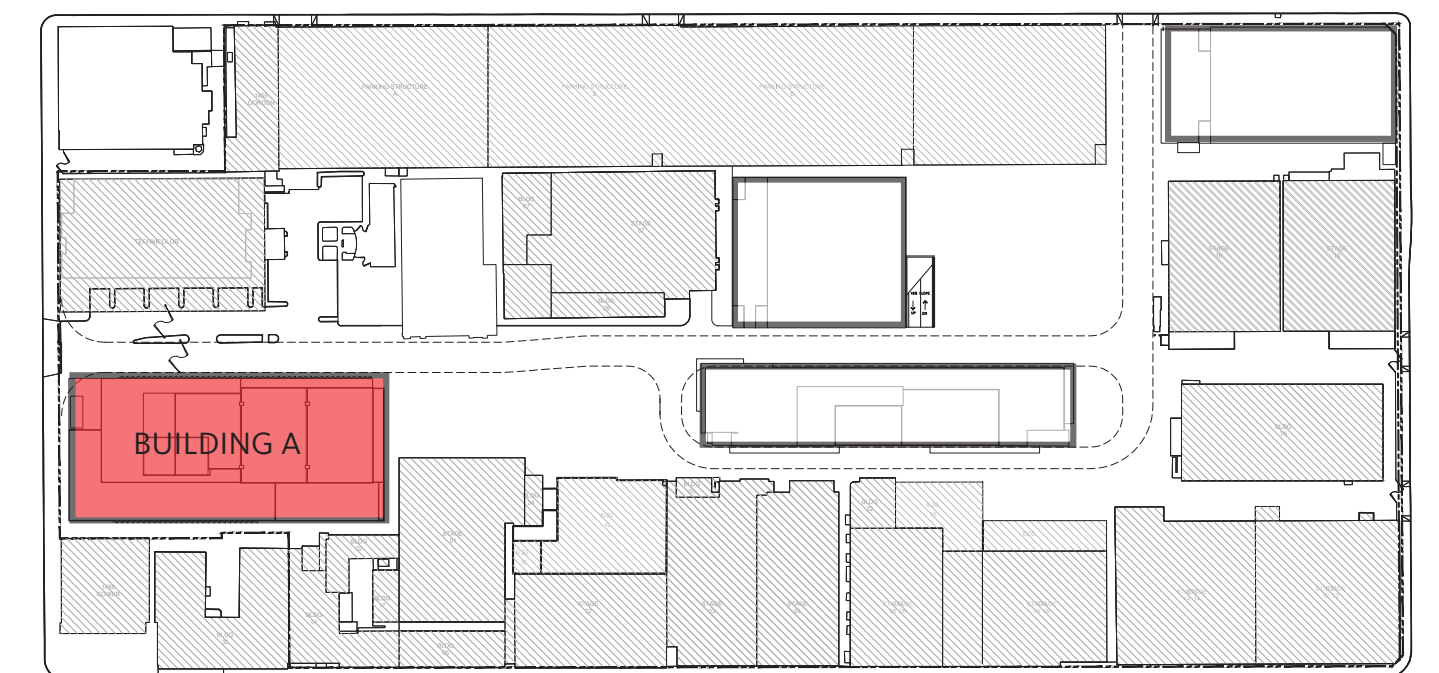
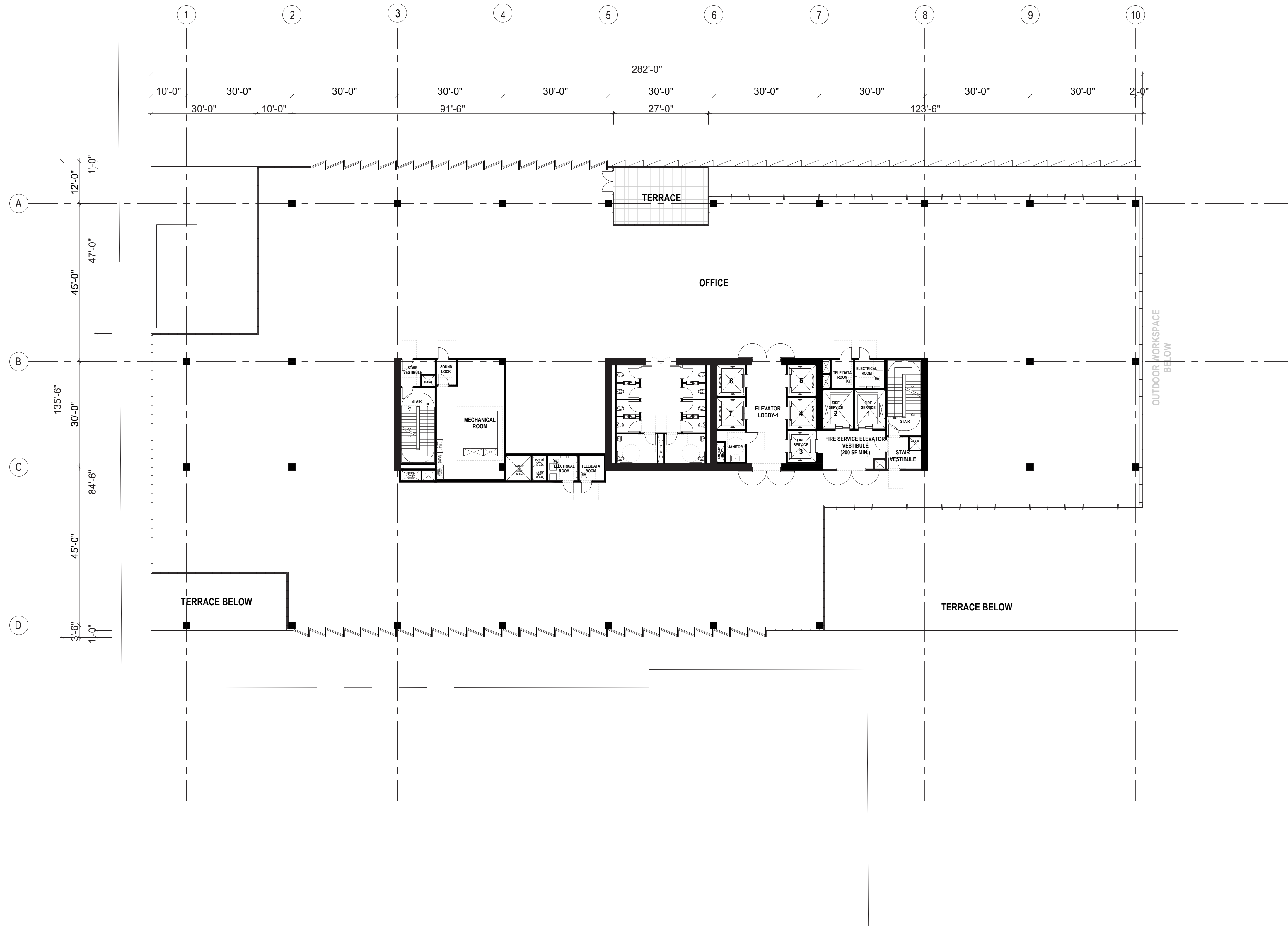
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 07



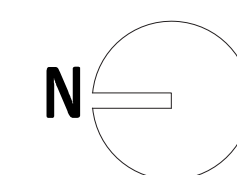


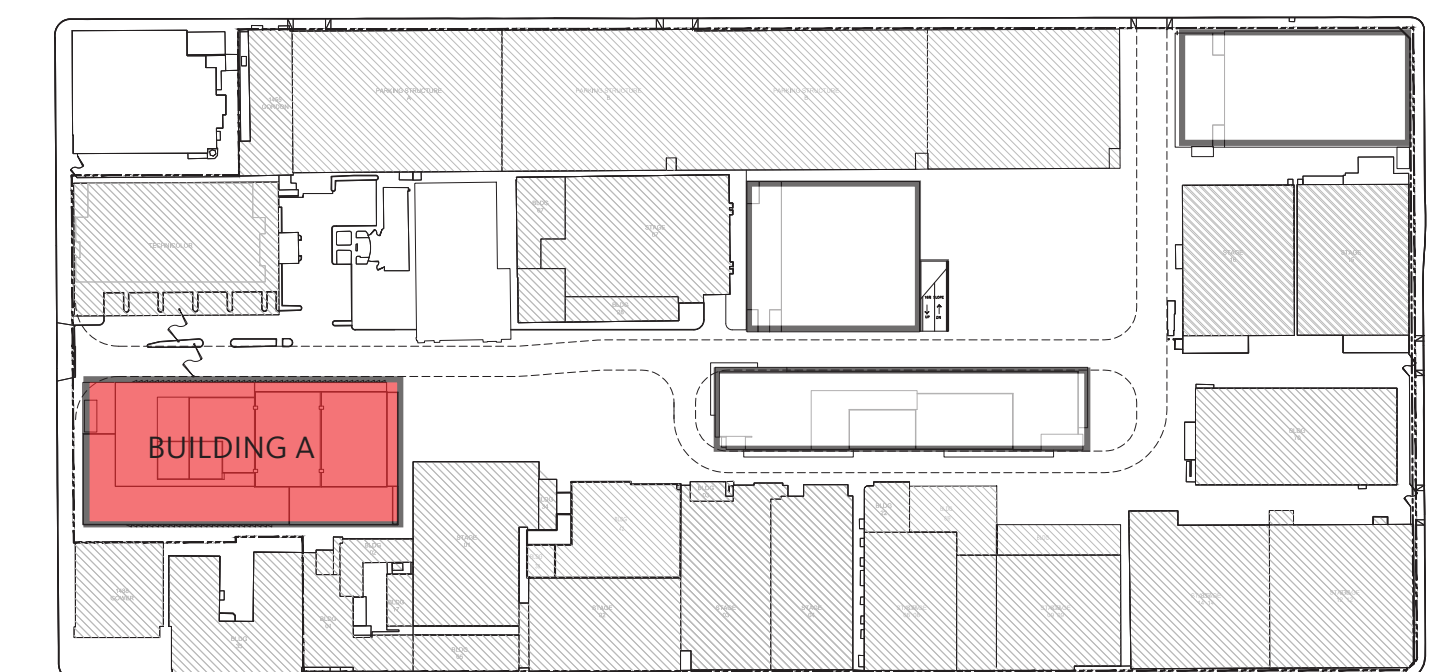


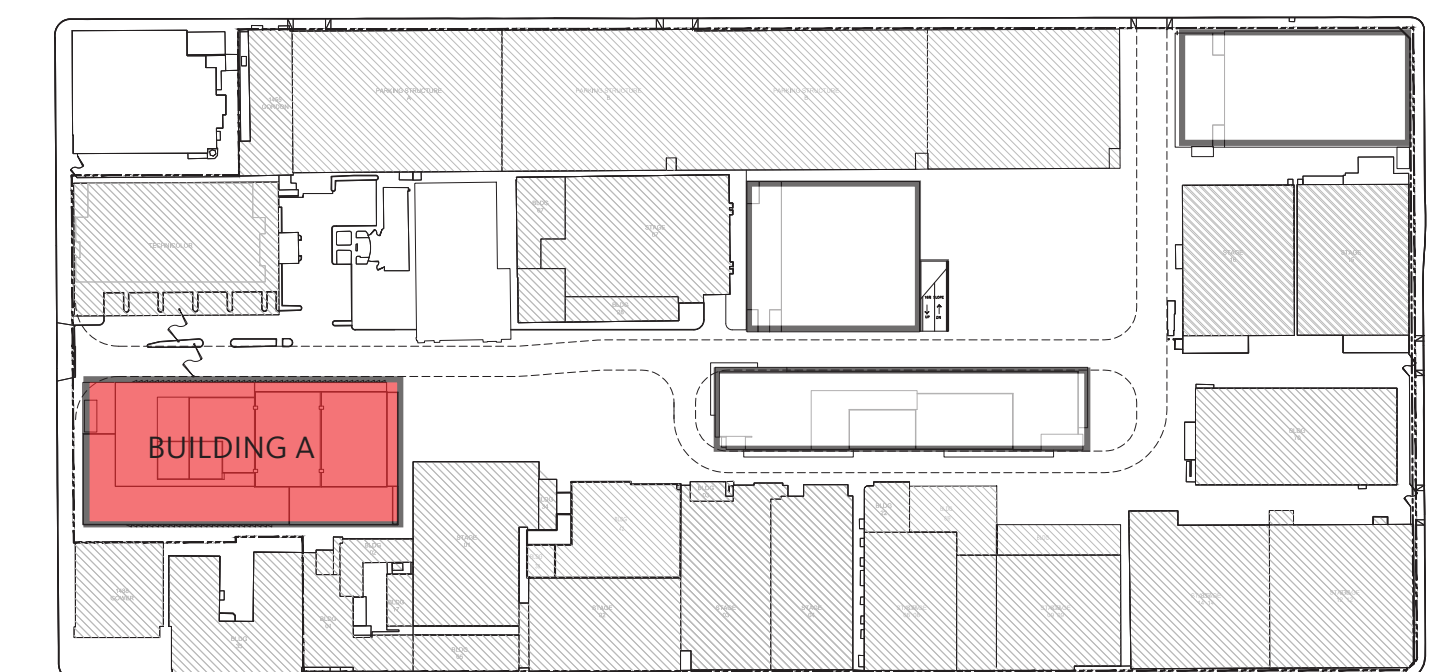
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 09

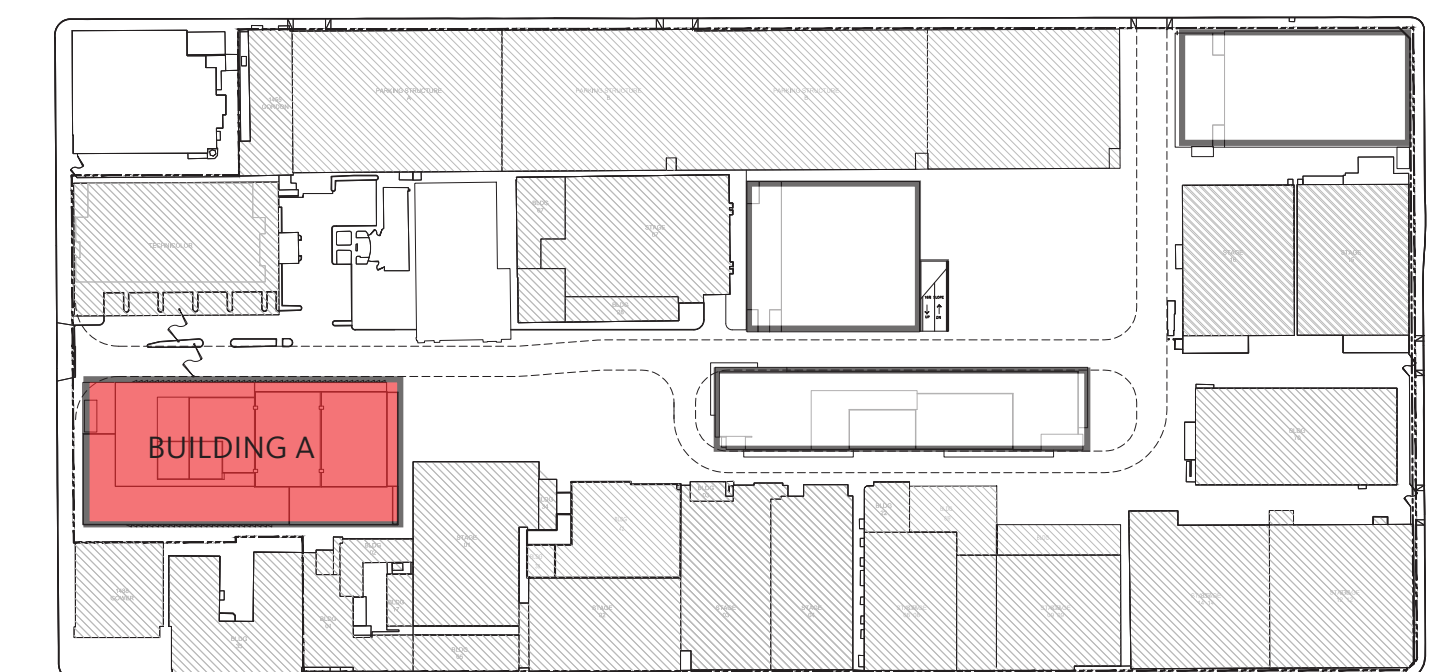


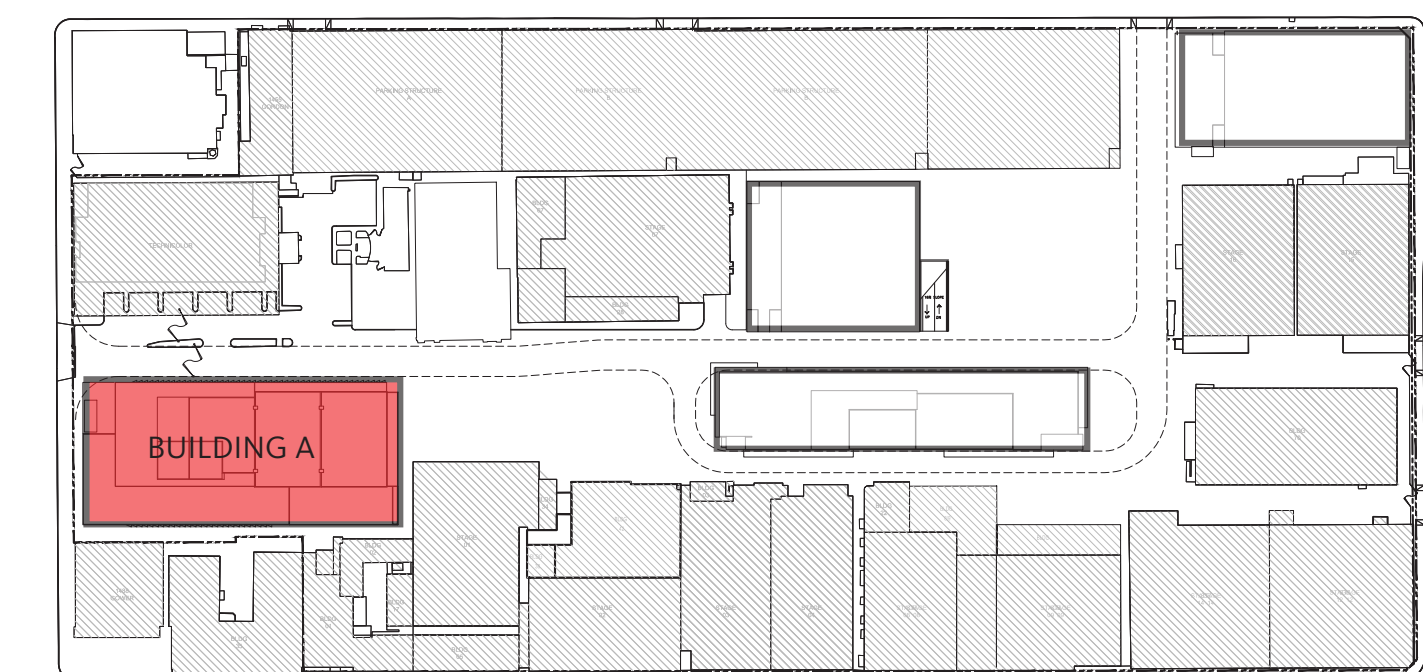
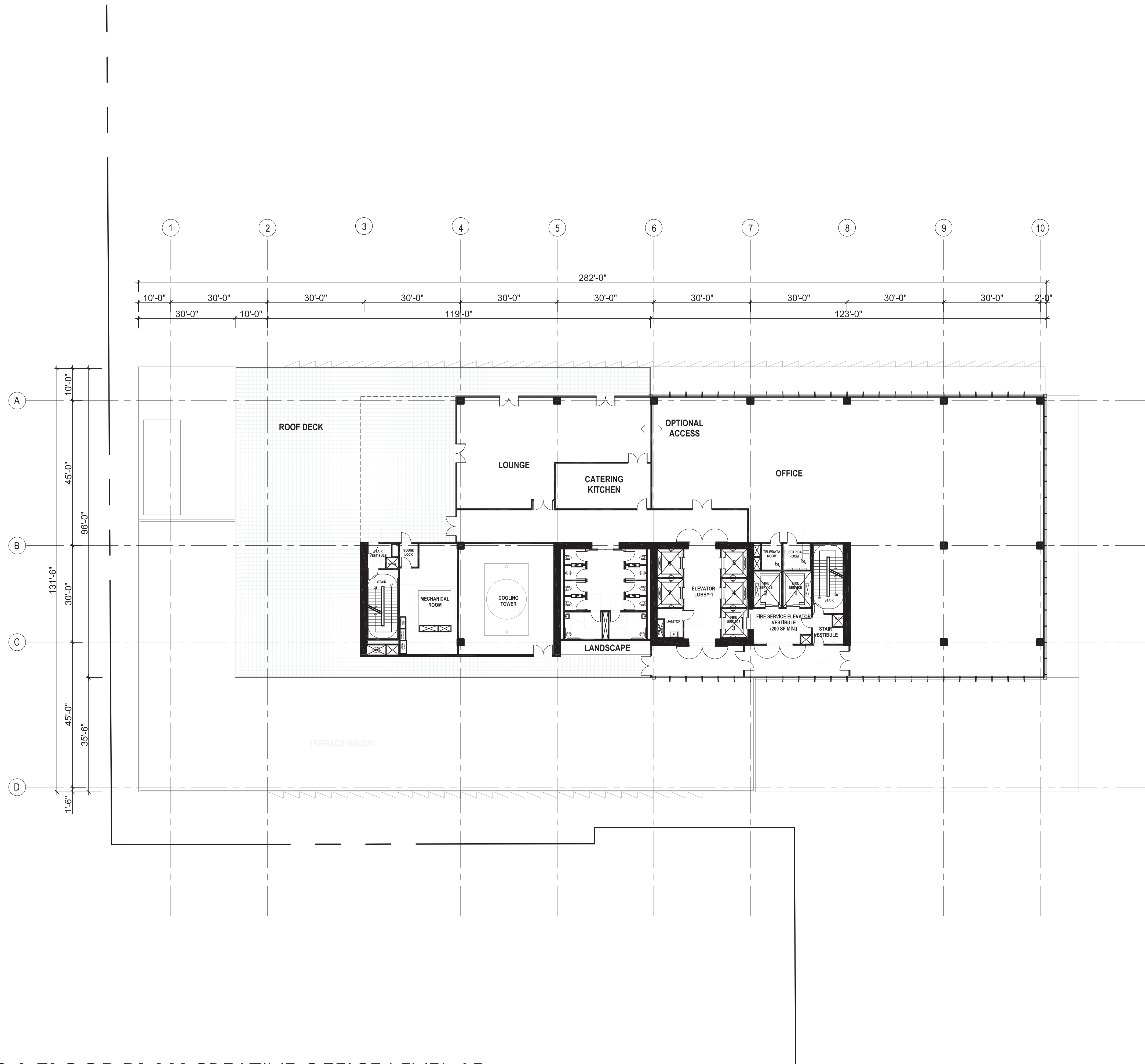
BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 11



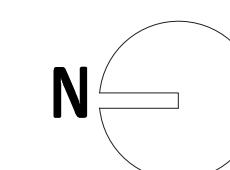


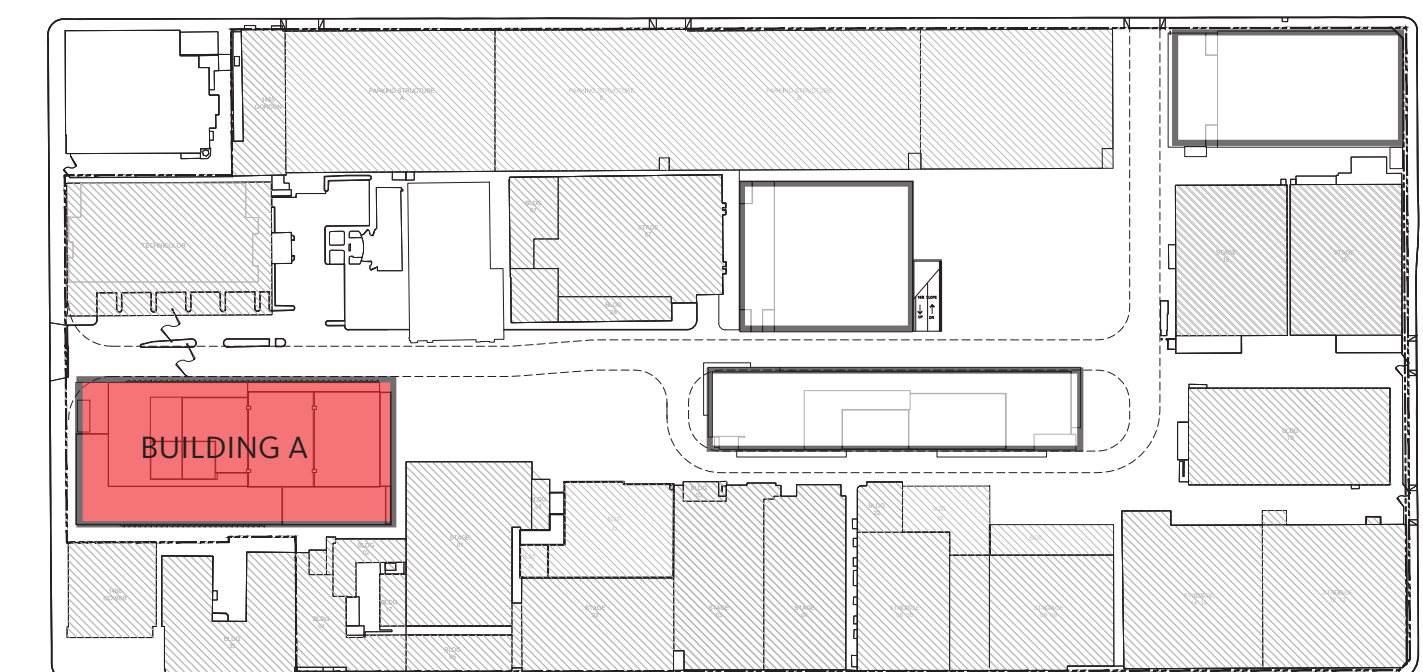
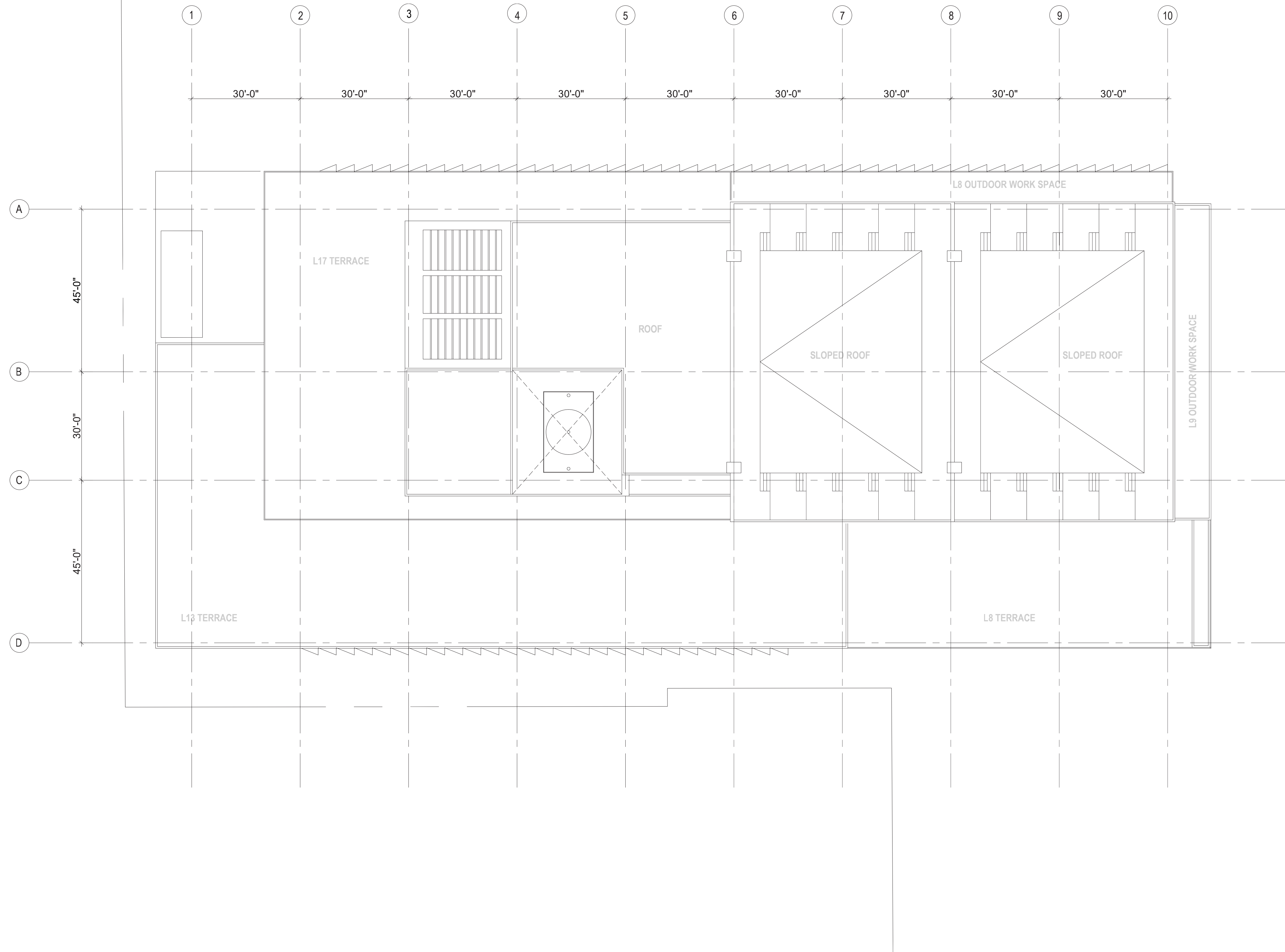






BUILDING A FLOOR PLAN CREATIVE OFFICE LEVEL 15





BUILDING A FLOOR PLAN CREATIVE OFFICE ROOF LEVEL

BUILDING A ELEVATIONS NORTH

Gensler

500 S FIGUEROA STREET
LOS ANGELES, CA 90071
T: 213.327.3600 F: 213.327.3601



11601 WILSHIRE BLVD
LOS ANGELES, CA 90025
T: 310.445.5700

WALTER P MOORE

707 WILSHIRE BLVD #2100
LOS ANGELES, CA 90017
T: 310.254.1900

Mark Tessier
— Landscape
Architecture

1424 4TH ST #3
SANTA MONICA, CA 90401
T: 310.395.3595

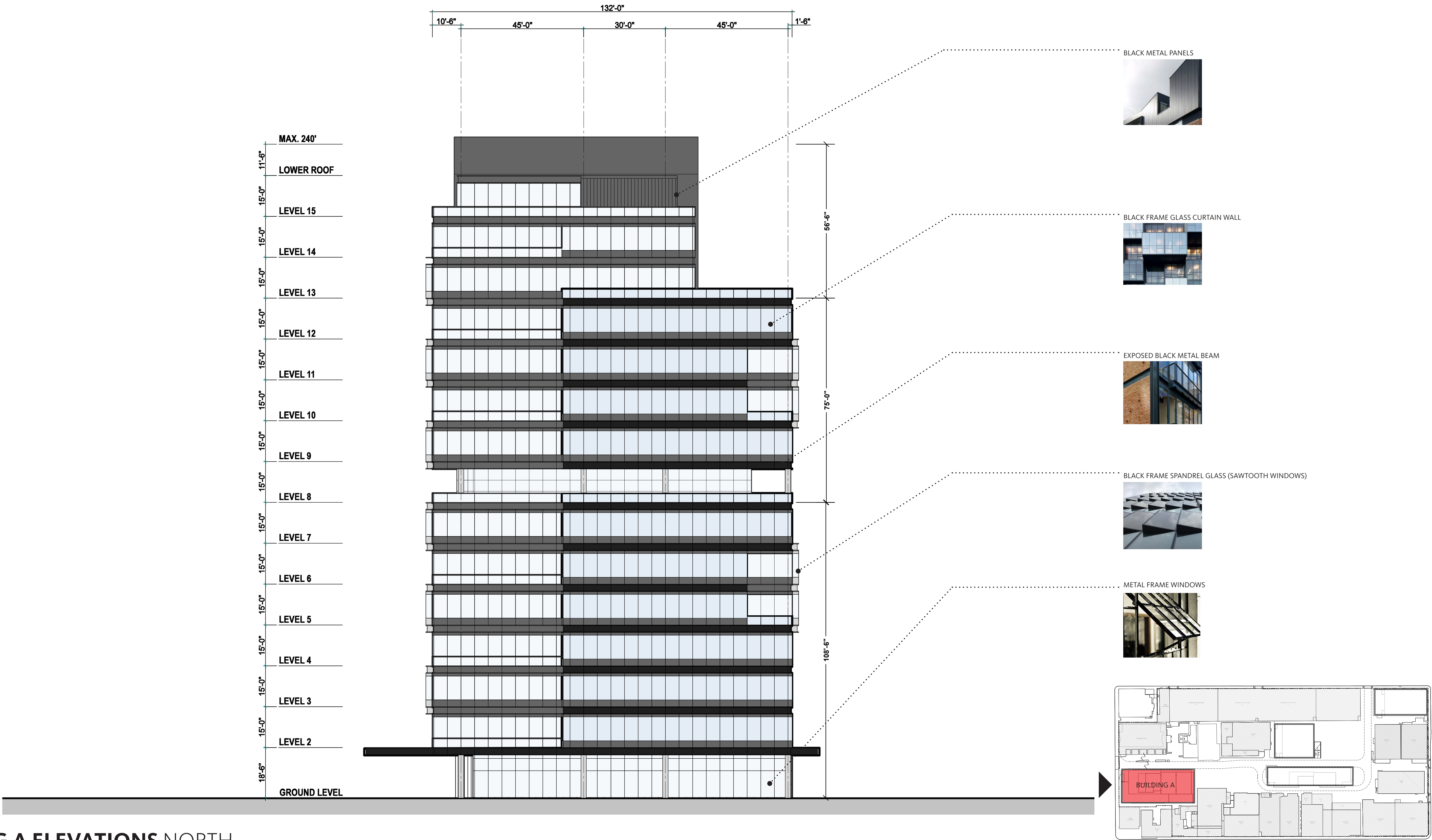


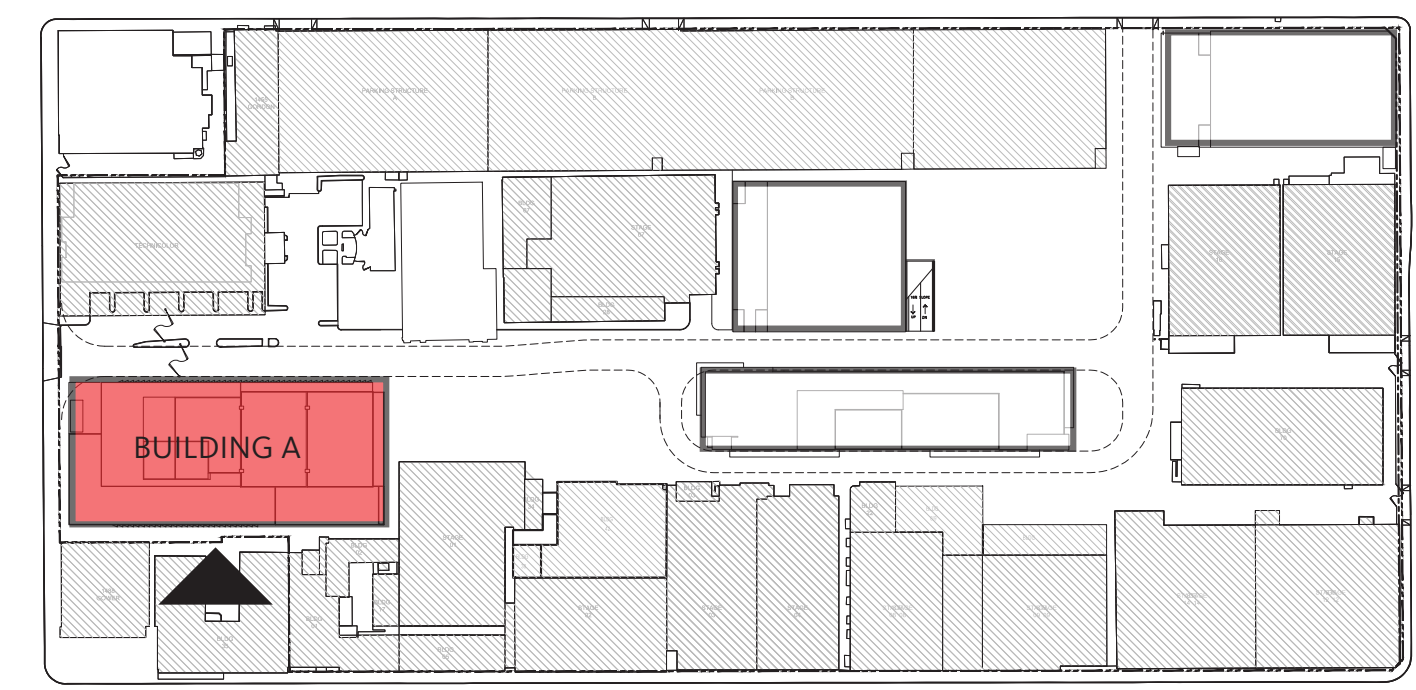
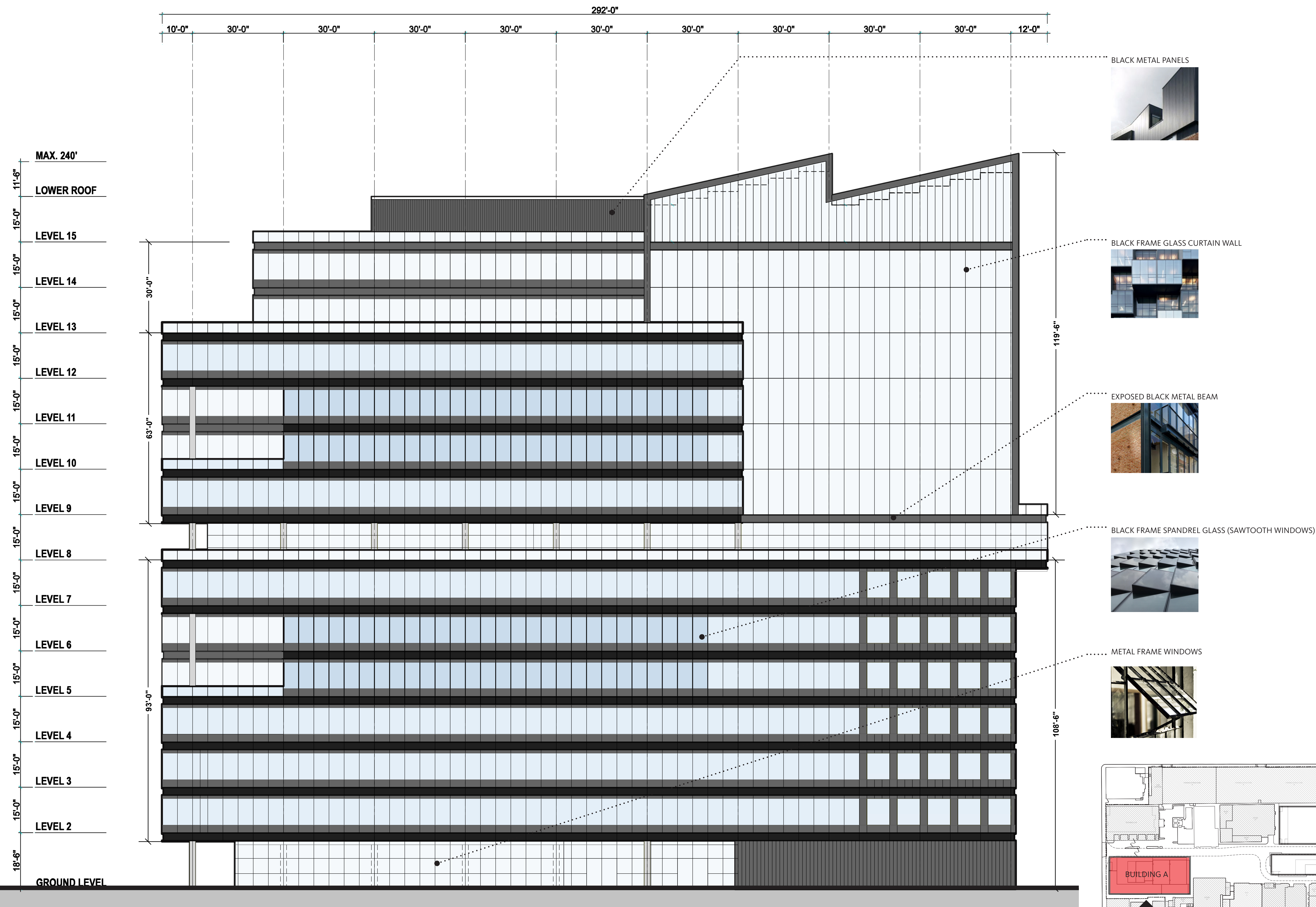
700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294

PROJECT NAME SUNSET GOWER STUDIOS
PROJECT NUMBER 05.1318.000
DATE 10.06.2020

BUILDING A
NORTH ELEVATION
SCALE: 1/16"=1'-0"

0 5' 10' 20' 30'





BUILDING A ELEVATIONS WEST

Gensler
500 S FIGUEROA STREET
LOS ANGELES, CA 90071
T: 213.327.3600 F: 213.327.3601

HUDSON
PACIFIC
PROPERTIES

11601 WILSHIRE BLVD
LOS ANGELES, CA 90025
T: 310.445.5700

WALTER P MOORE

707 WILSHIRE BLVD #2100
LOS ANGELES, CA 90017
T: 310.254.1900

Mark Tessier
— Landscape
Architecture

1424 4TH ST #3
SANTA MONICA, CA 90401
T: 310.395.3595

kpff

700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294

PROJECT NAME: SUNSET GOWER STUDIOS
PROJECT NUMBER: 05.1318.000
DATE: 10.06.2020

BUILDING A
WEST ELEVATION
SCALE: 1/16"=1'-0"

0 5' 10' 20' 30'

BUILDING A ELEVATIONS SOUTH

Gensler

500 S FIGUEROA STREET
LOS ANGELES, CA 90071
T: 213.327.3600 F: 213.327.3601



11601 WILSHIRE BLVD
LOS ANGELES, CA 90025
T: 310.445.5700

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Mark Tessier
— Landscape
Architecture

1424 4TH ST #3
SANTA MONICA, CA 90401
T: 310.395.3595



700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294

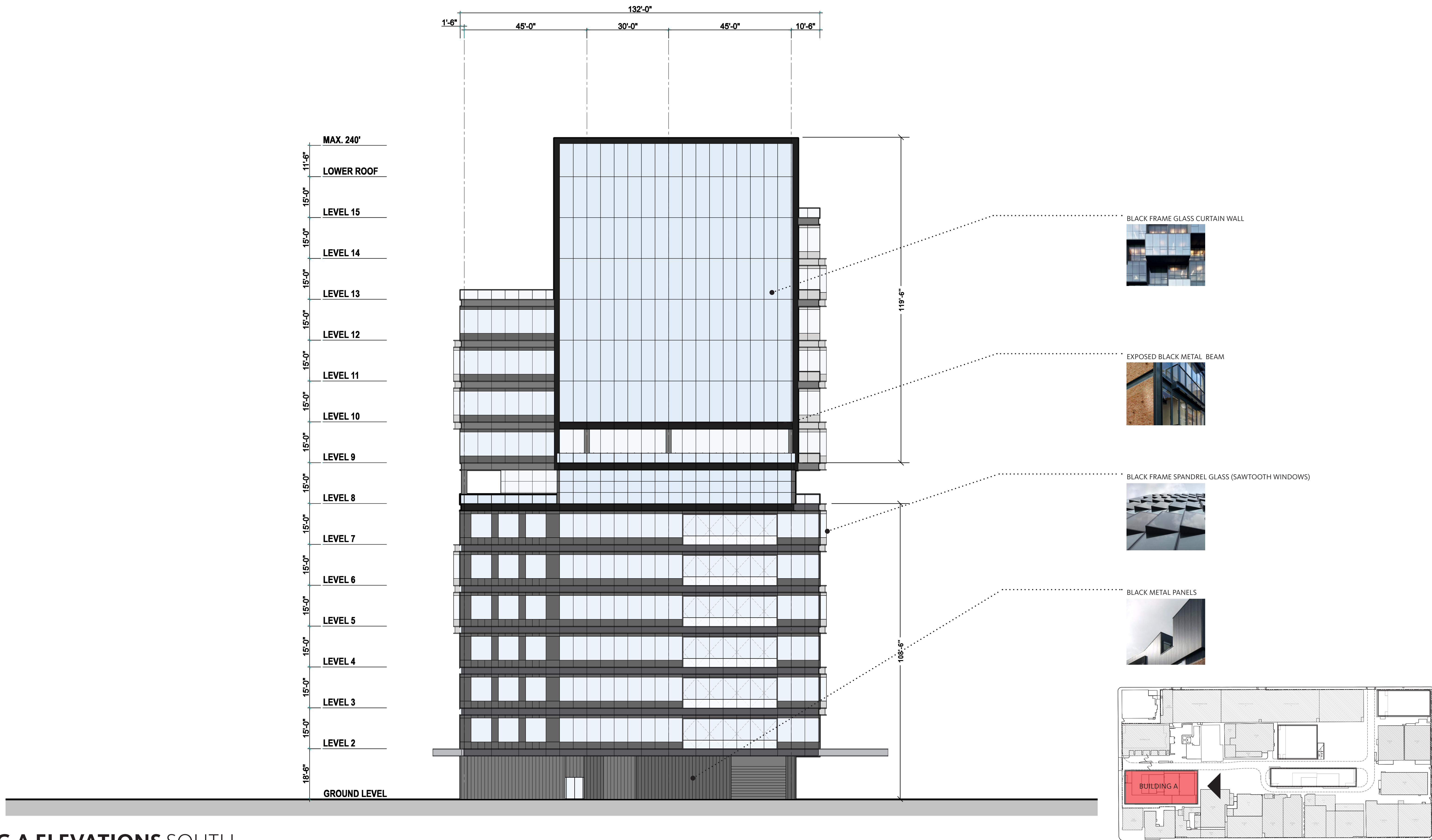
PROJECT NAME SUNSET GOWER STUDIOS

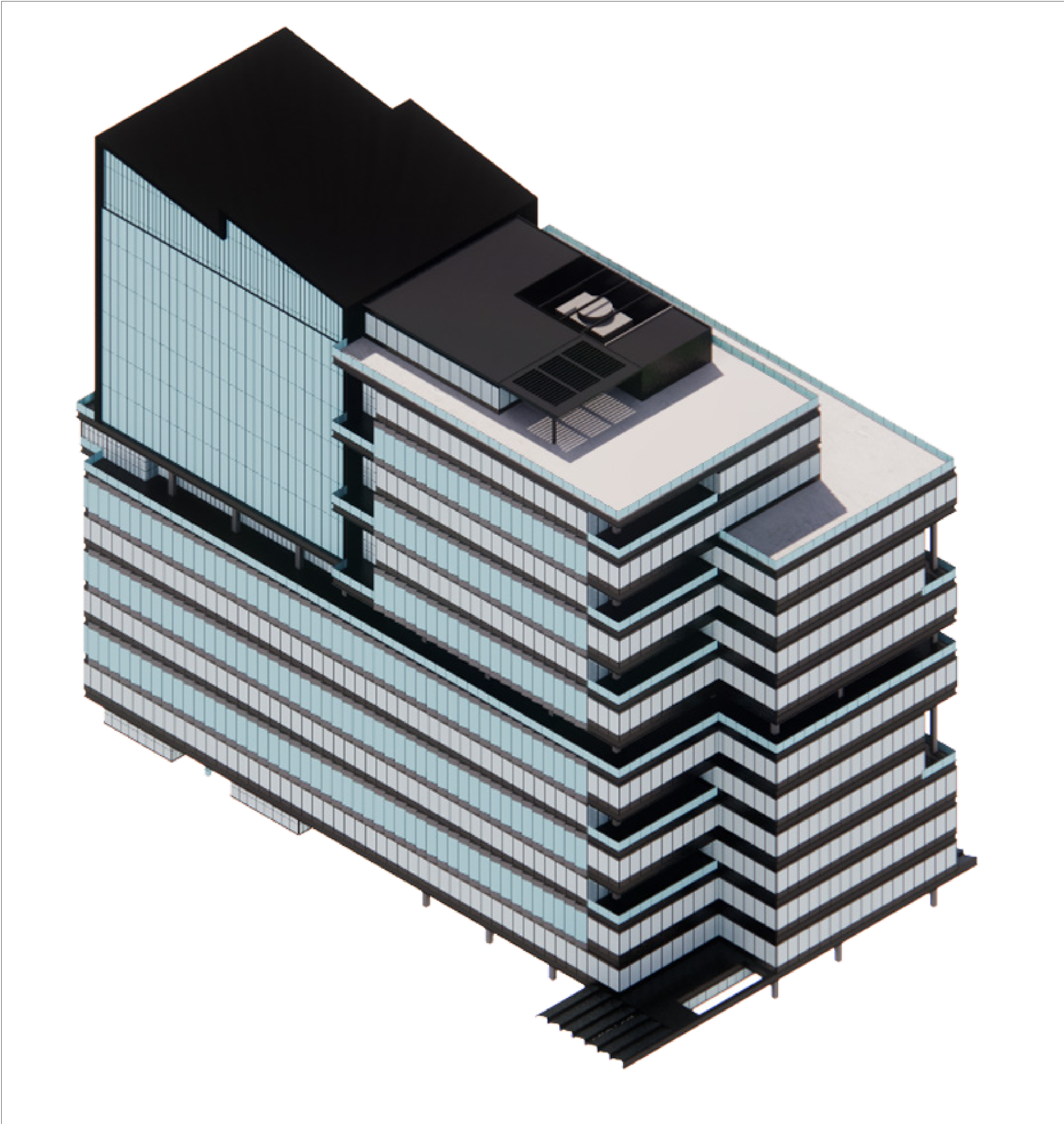
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DATE 10.06.2020

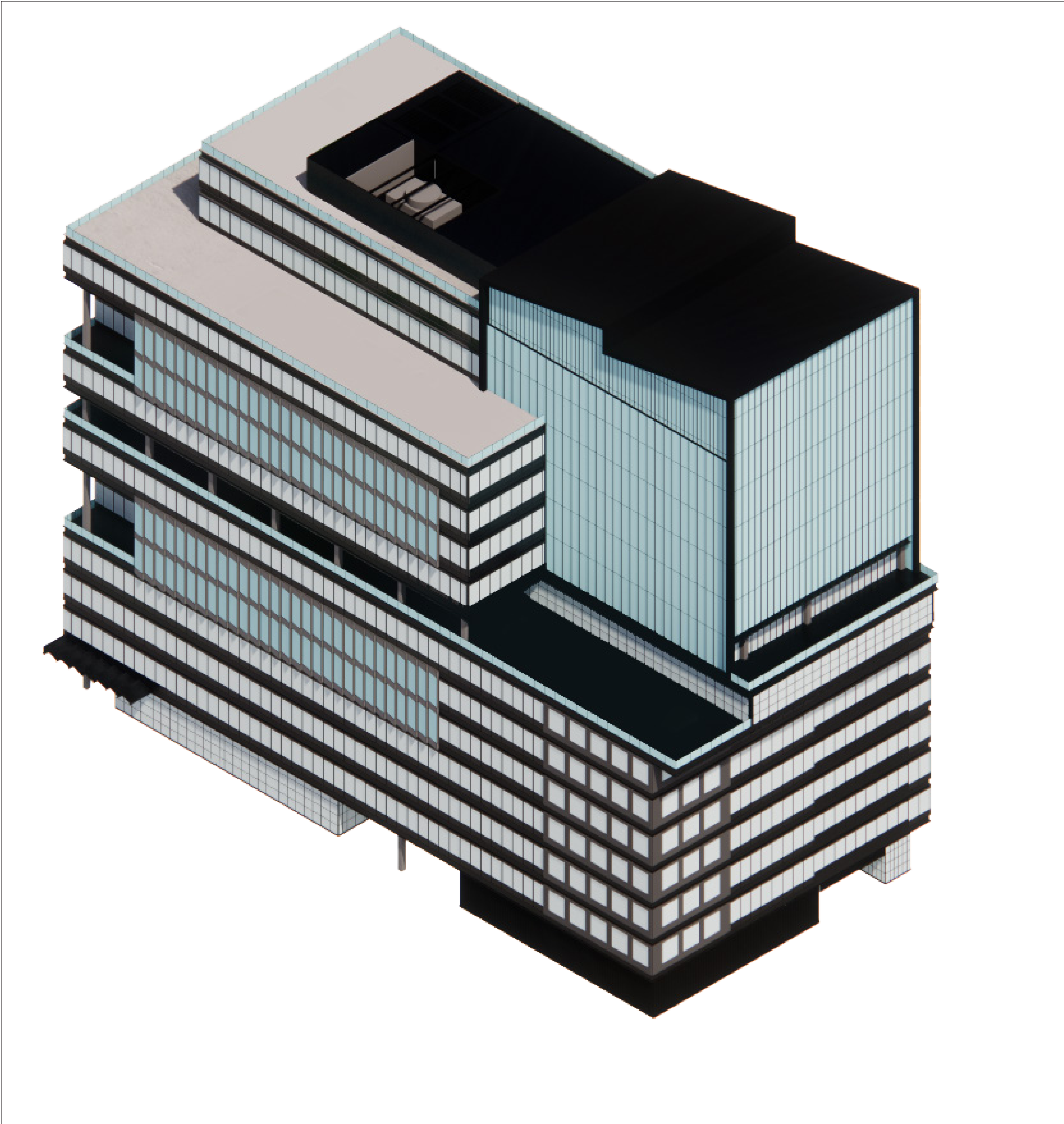
BUILDING A
SOUTH ELEVATION
SCALE: 1/16"=1'-0"

0 5' 10' 20' 30'

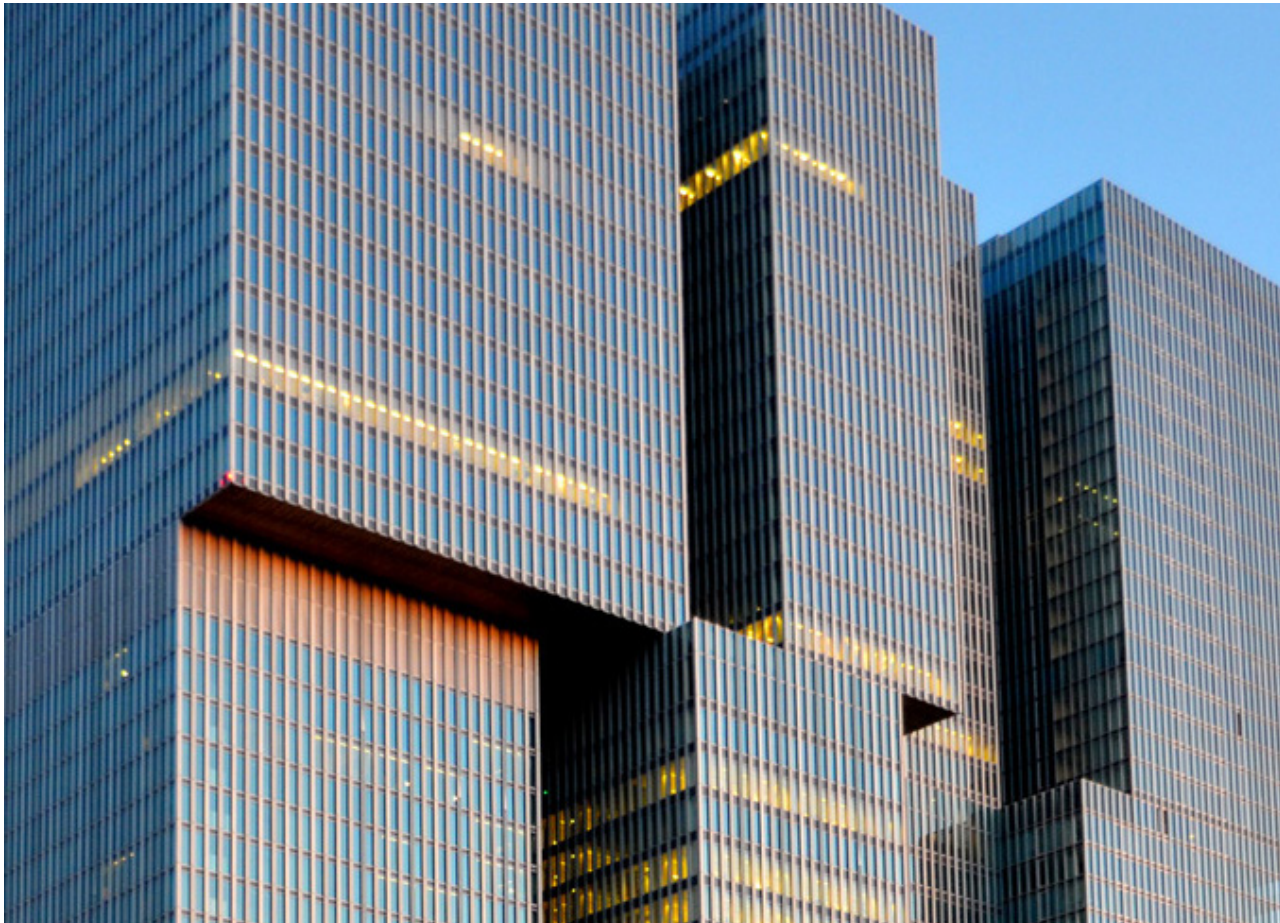




NORTHEAST VIEW

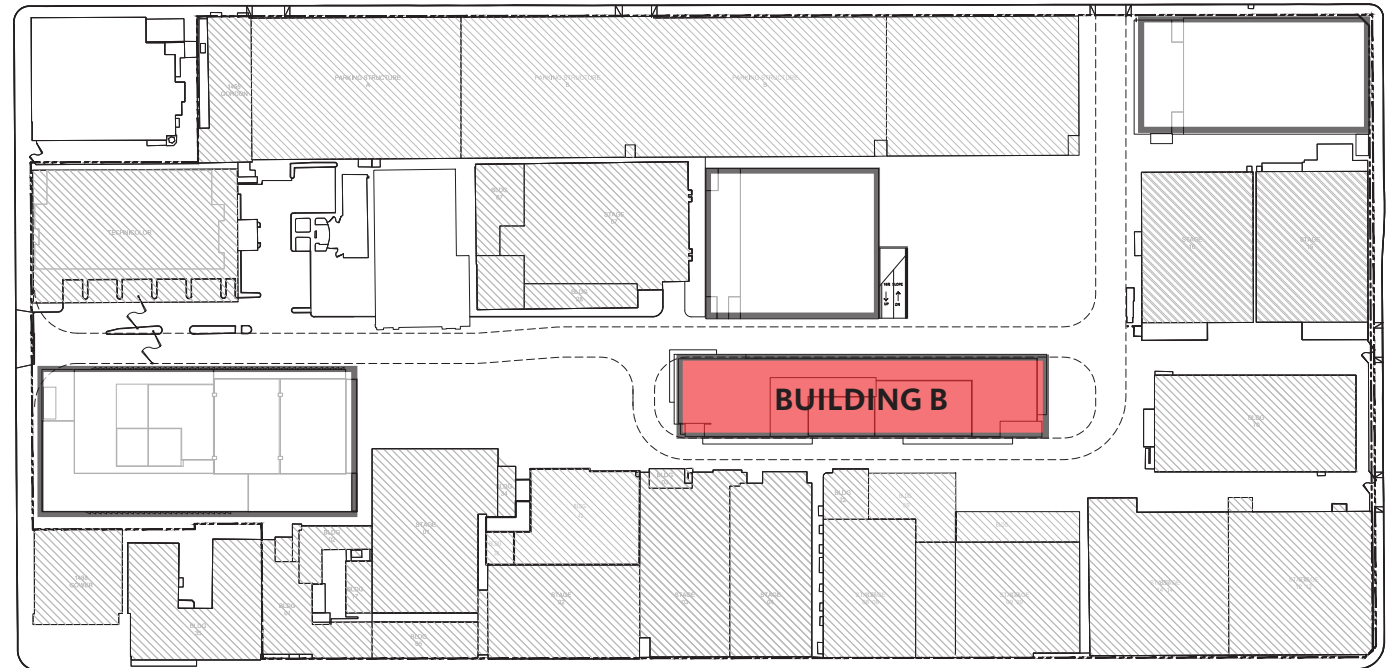
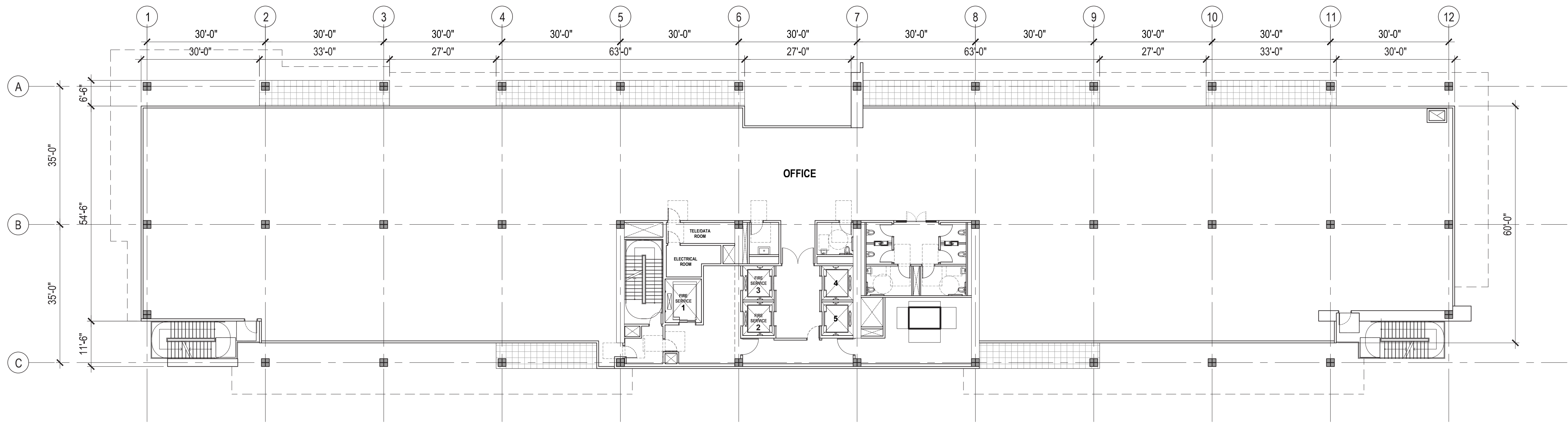


SOUTHWEST VIEW



ARCHITECTURAL REFERENCE

BUILDING A ISOMETRIC VIEW



BUILDING B FLOOR PLAN GROUND LEVEL 01

Gensler
500 S FIGUEROA STREET
LOS ANGELES, CA 90071
T: 213.327.3600 F: 213.327.3601

**HUDSON
PACIFIC
PROPERTIES**
11601 WILSHIRE BLVD
LOS ANGELES, CA 90025
T: 310.445.5700

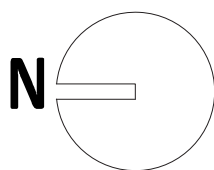
WALTER P MOORE
707 WILSHIRE BLVD #2100
LOS ANGELES, CA 90017
T: 310.254.1900

**Mark Tessier
— Landscape
Architecture**

1424 4TH ST #3
SANTA MONICA, CA 90401
T: 310.395.3595

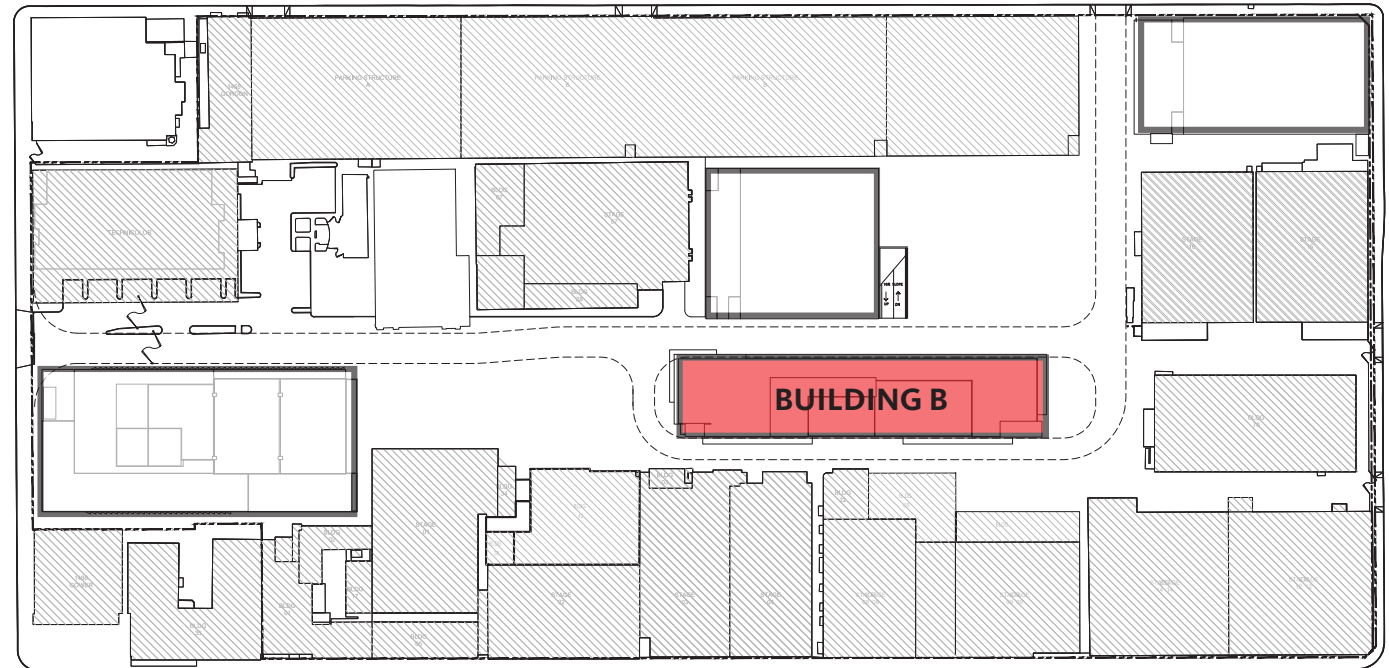
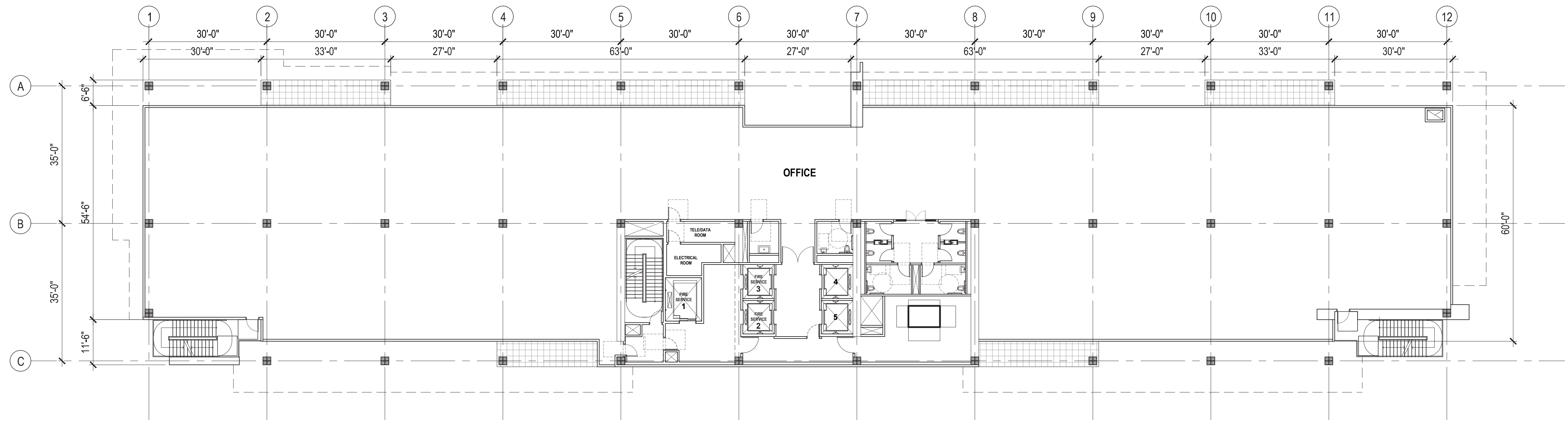
kppff

700 FLOWER ST., Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294

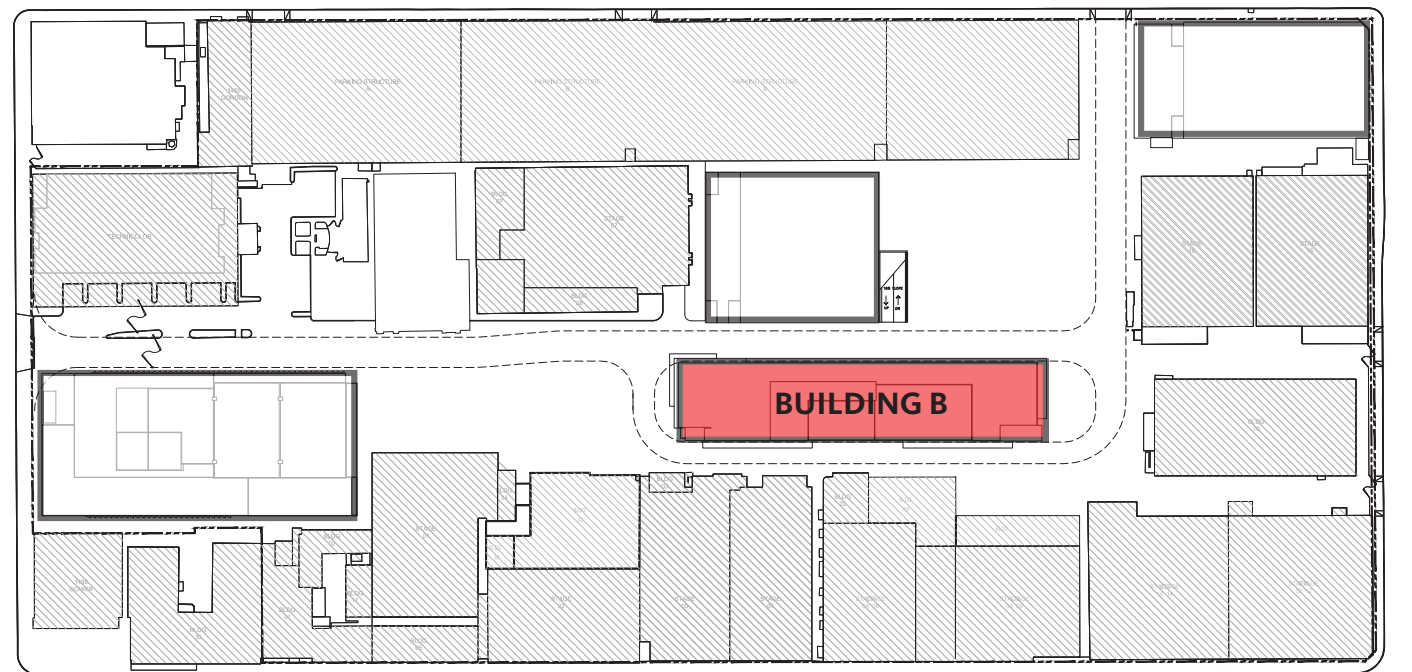
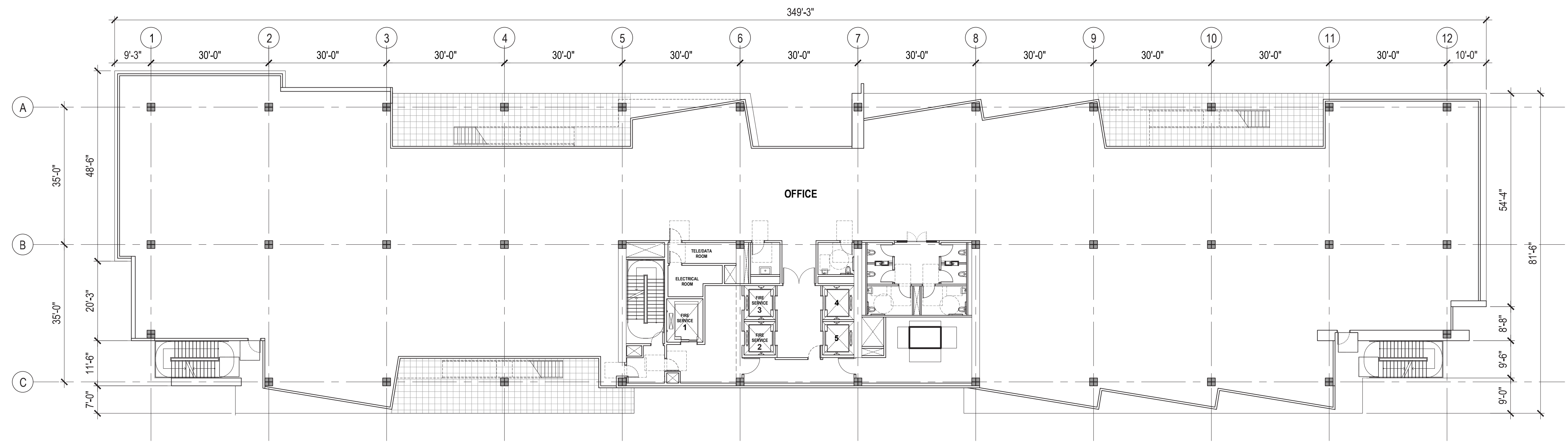


PROJECT NAME SUNSET GOWER STUDIOS
PROJECT NUMBER 05.1318.000
DATE 10.06.2020

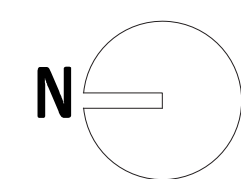
**BUILDING B
GROUND FLOOR PLAN**
SCALE: 1/16"=1'-0"

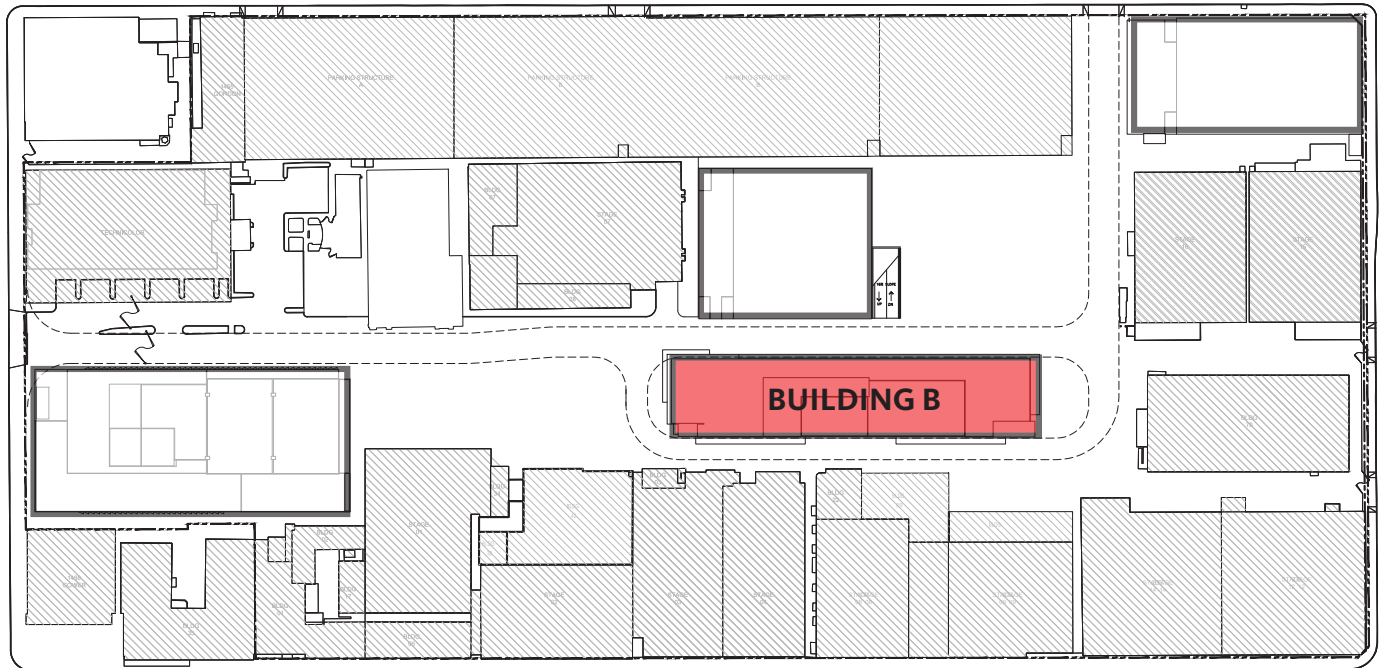
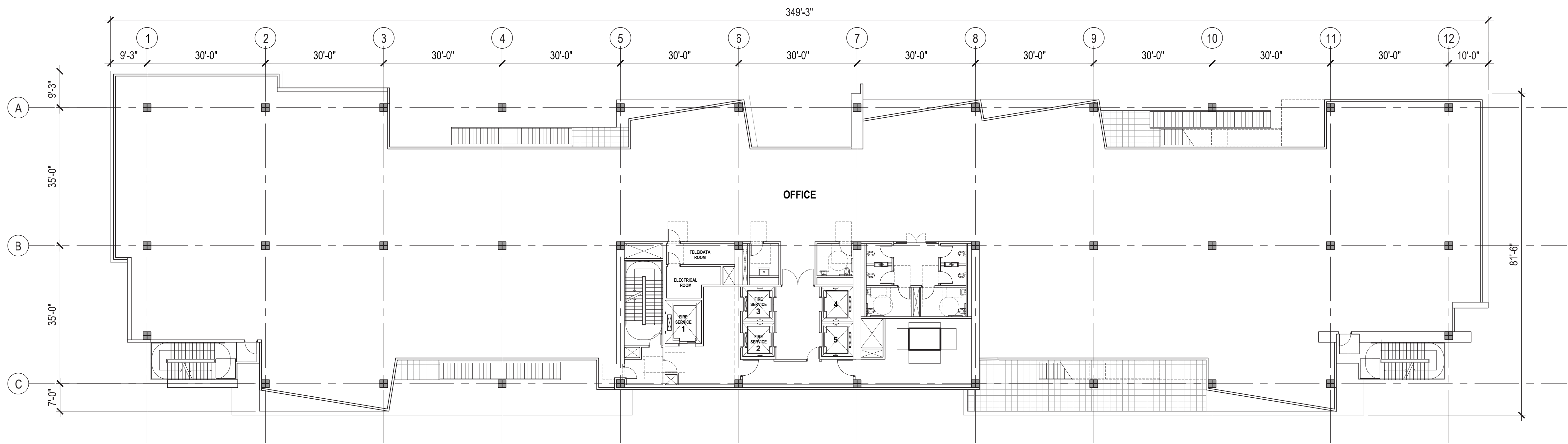


BUILDING B FLOOR PLAN LEVEL 02

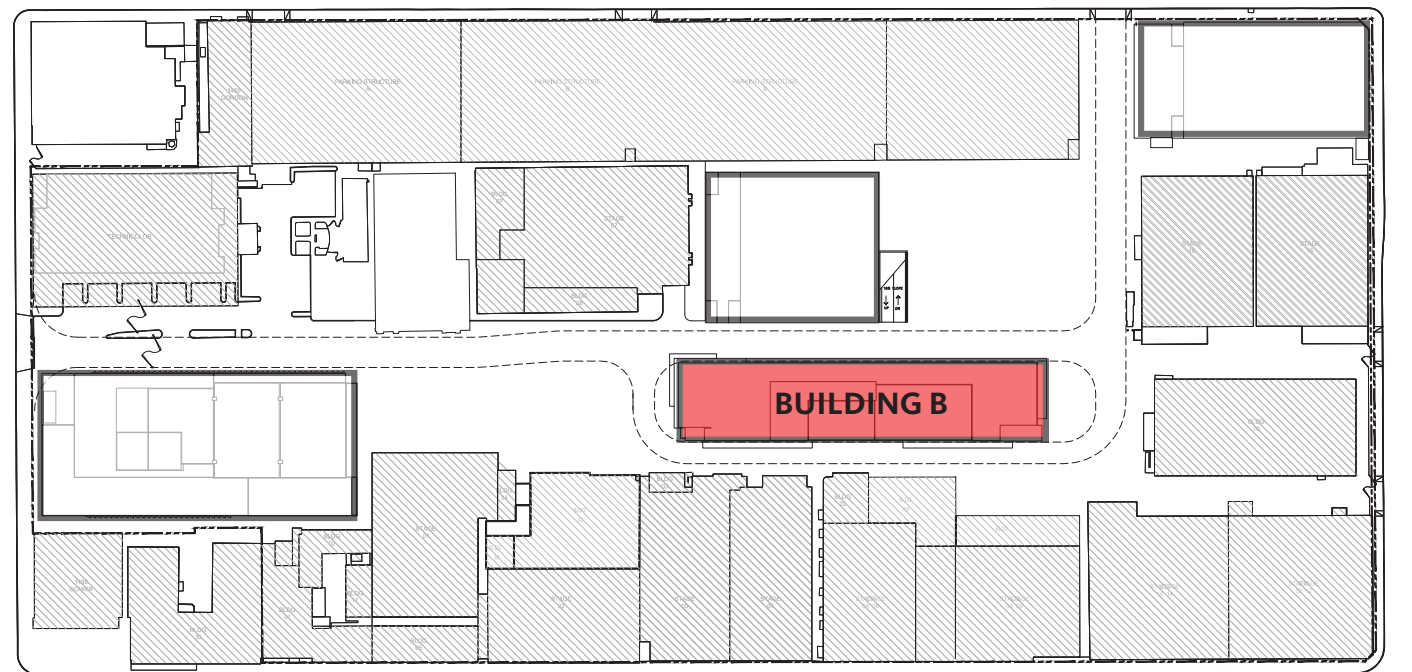
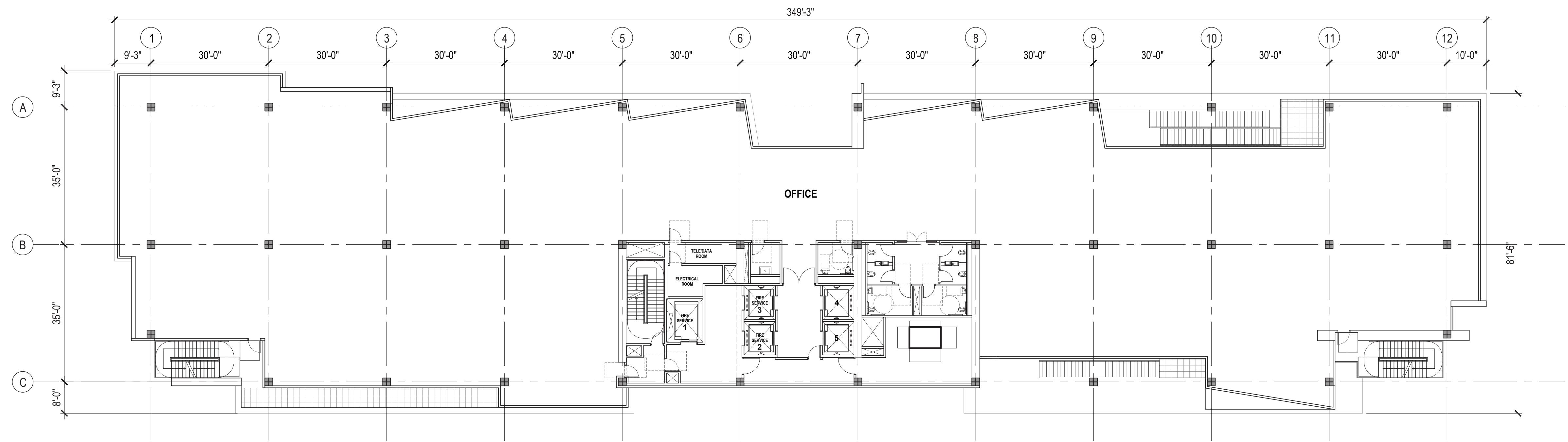


BUILDING B FLOOR PLAN LEVEL 03

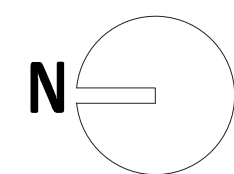


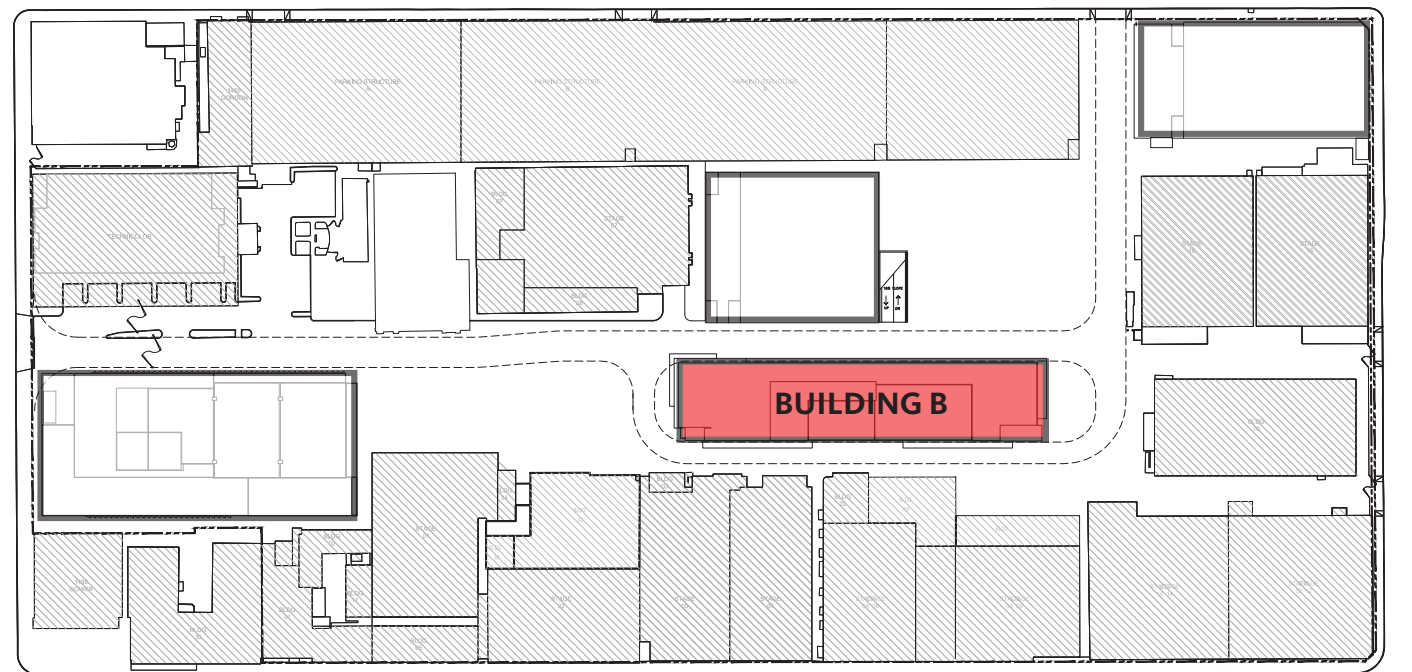
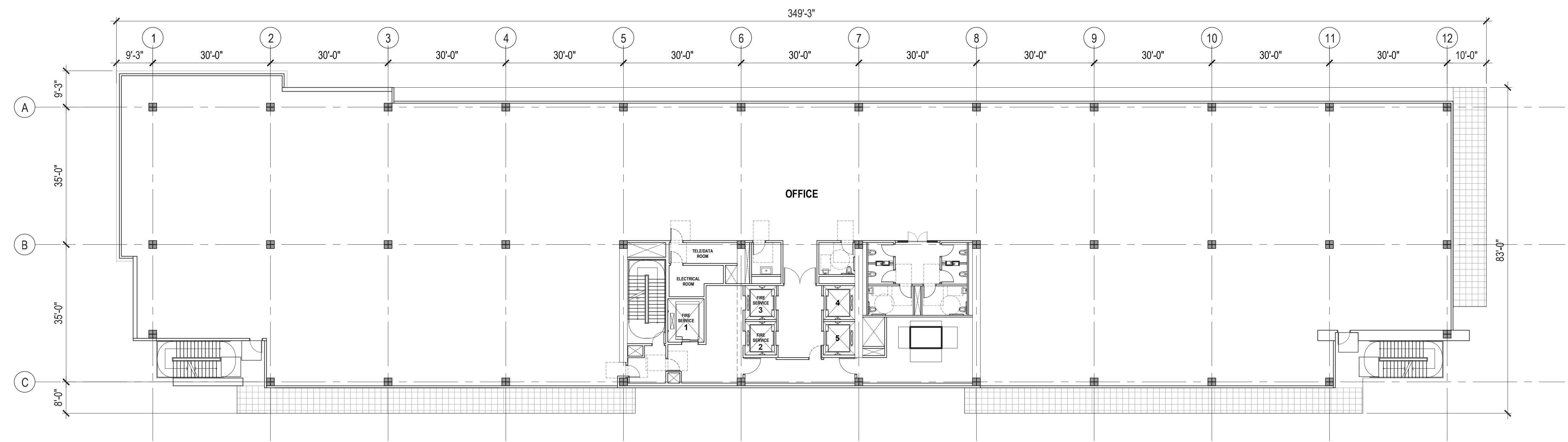


BUILDING B & C FLOOR PLAN LEVEL 04

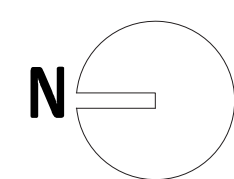


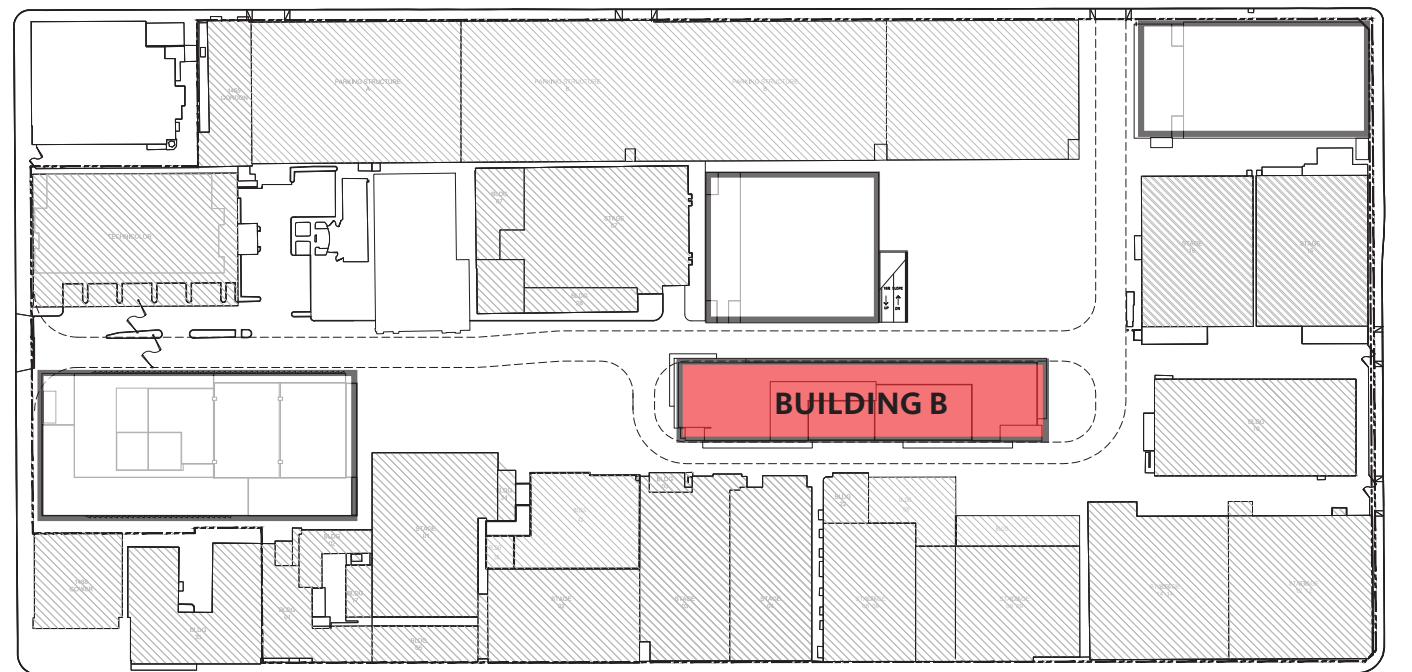
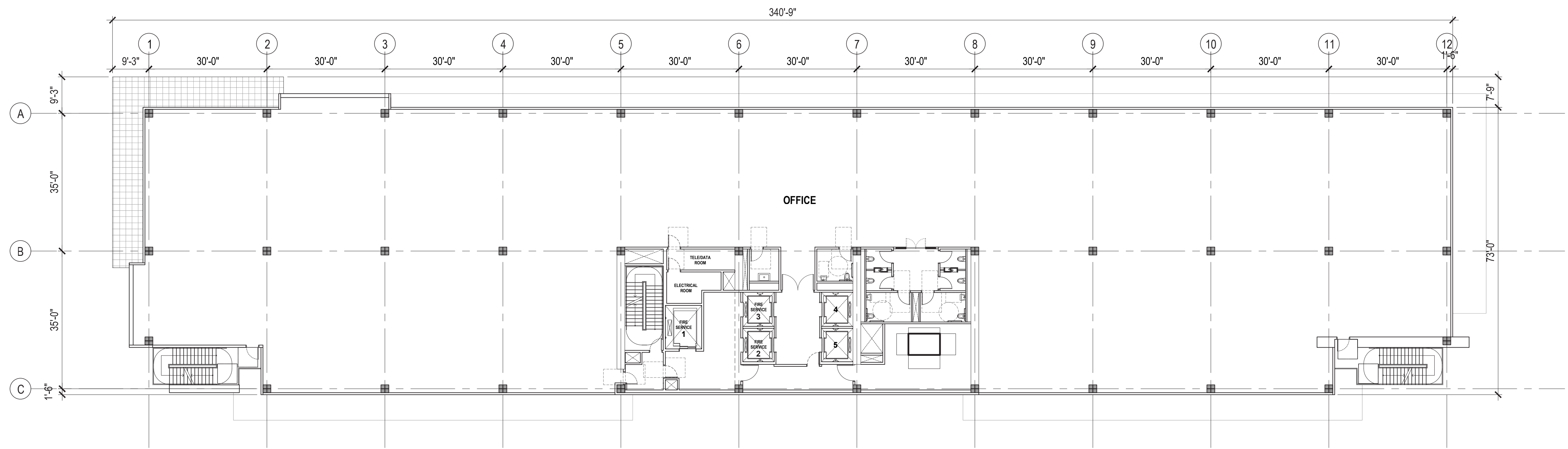
BUILDING B FLOOR PLAN LEVEL 05



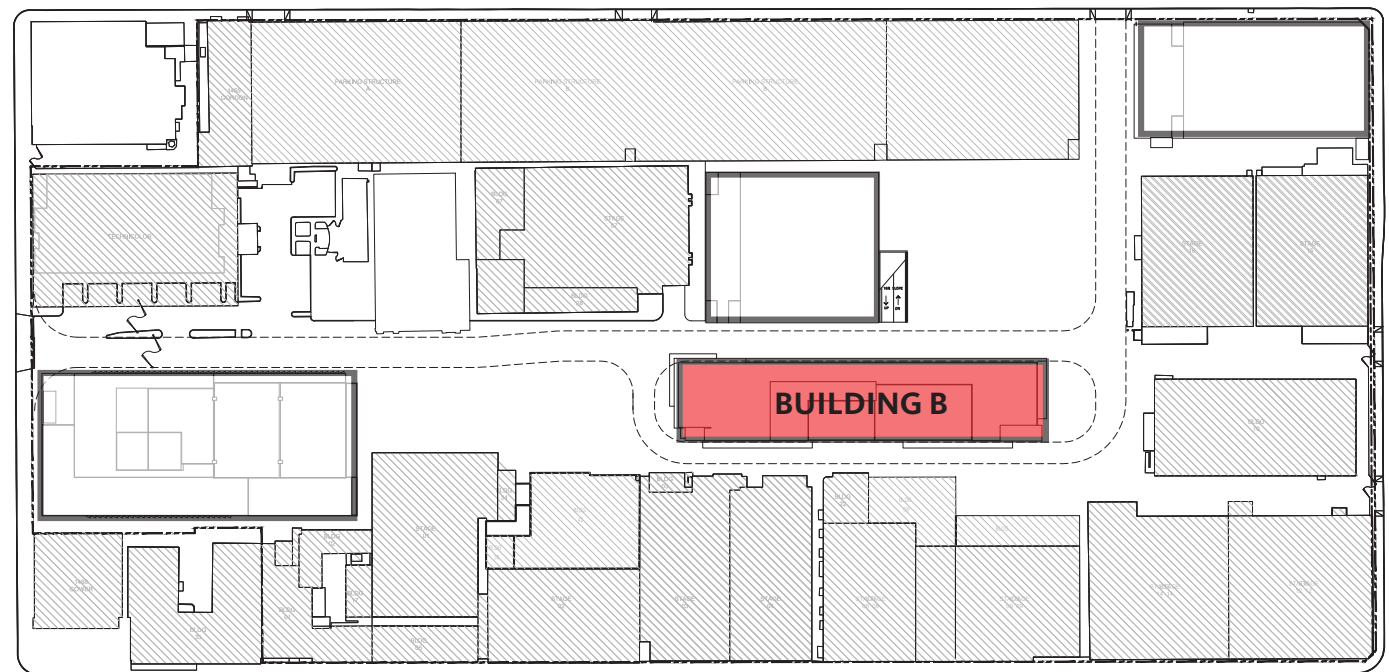
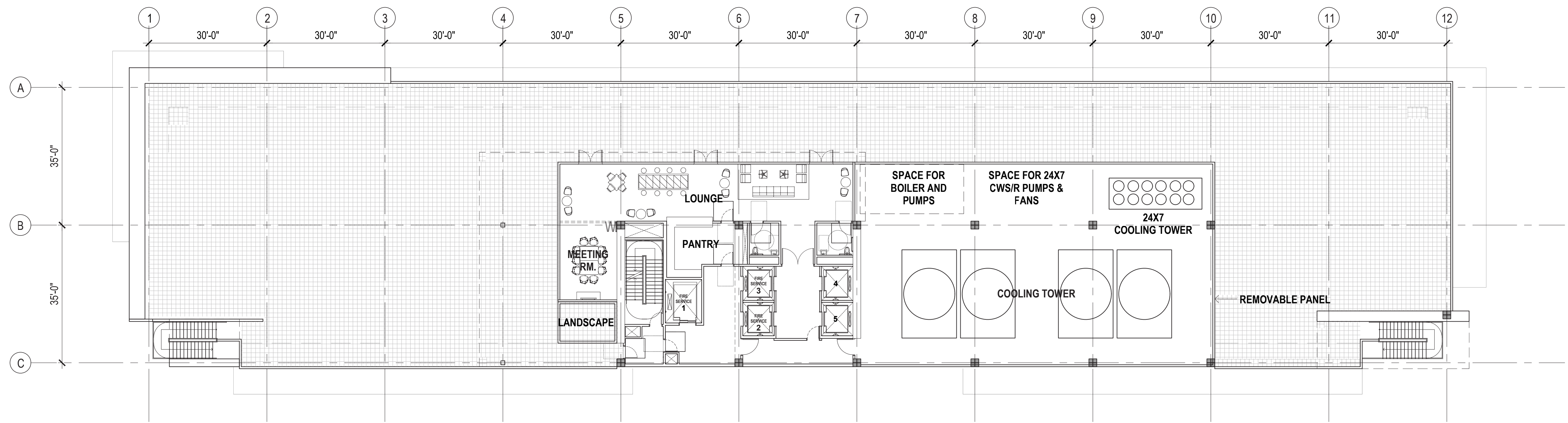


BUILDING B FLOOR PLAN LEVEL 06

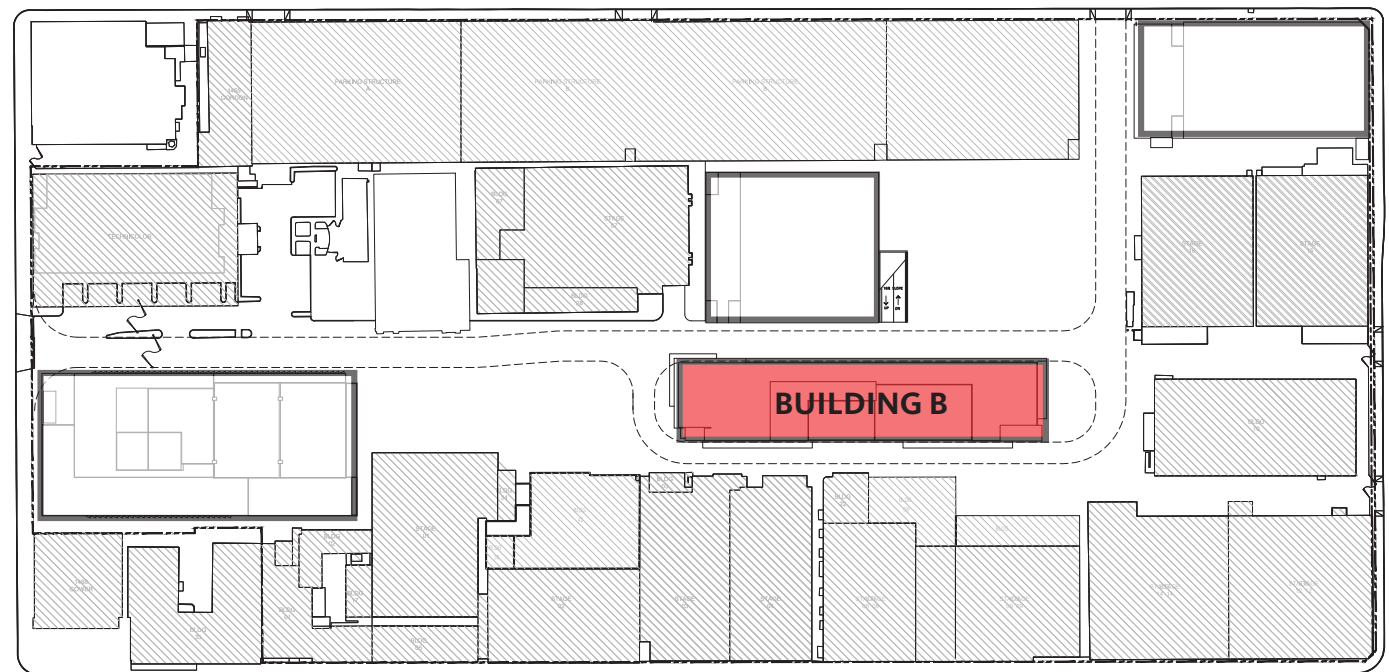
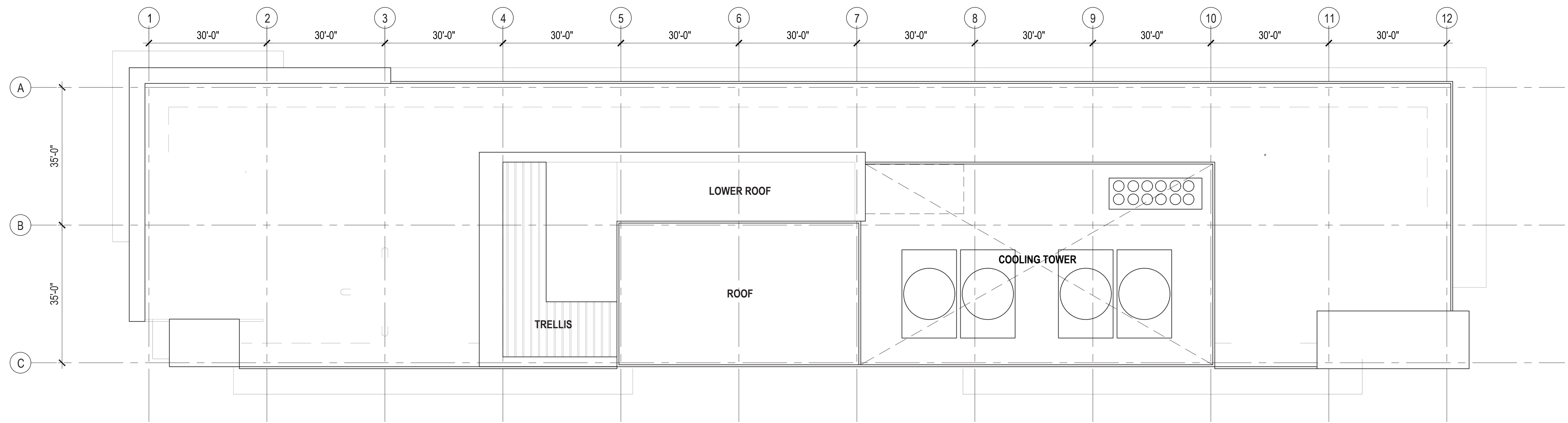




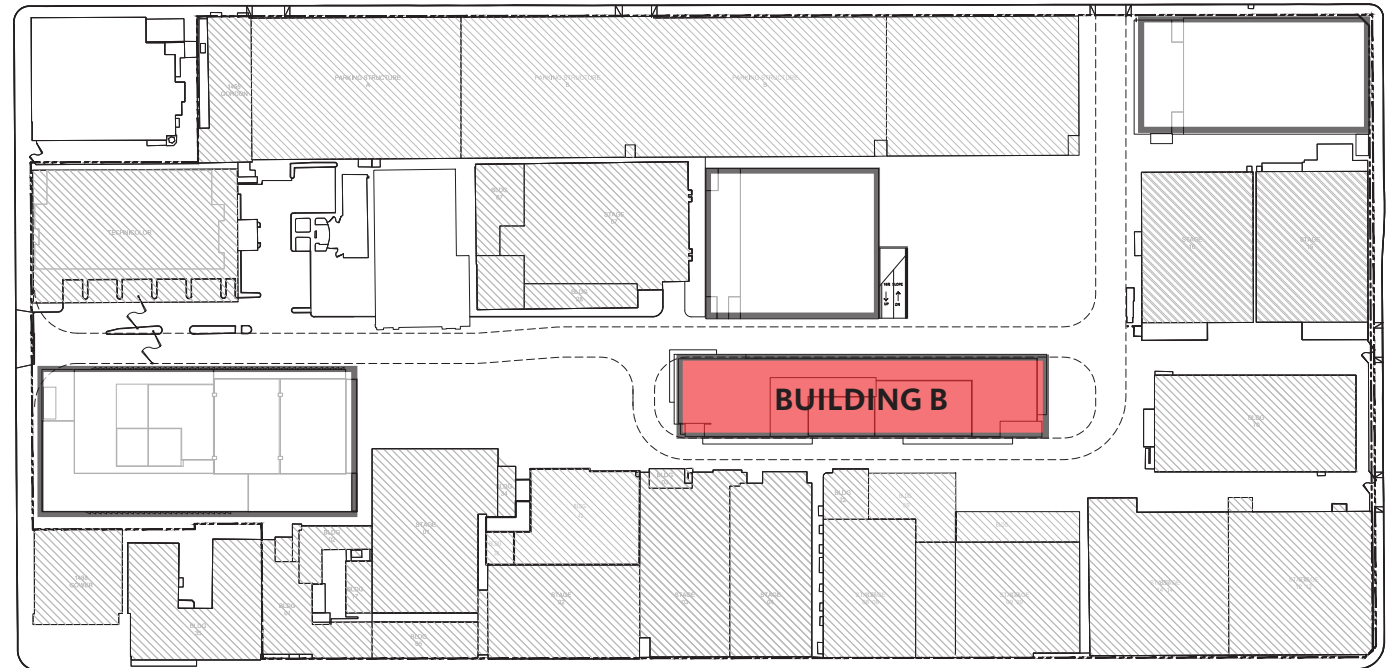
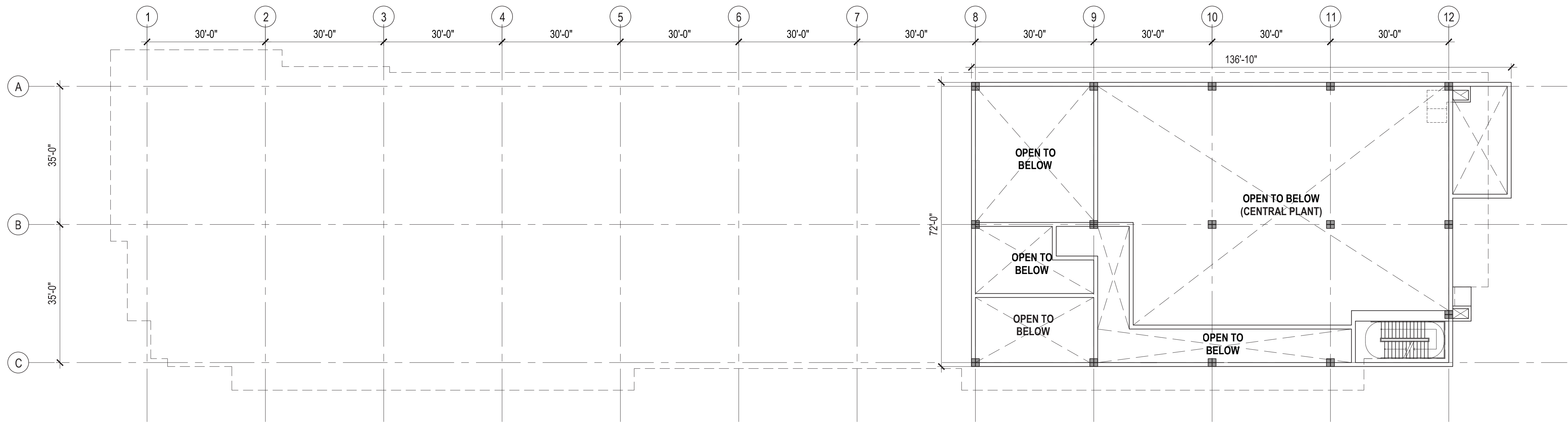
BUILDING B FLOOR PLAN LEVEL 07



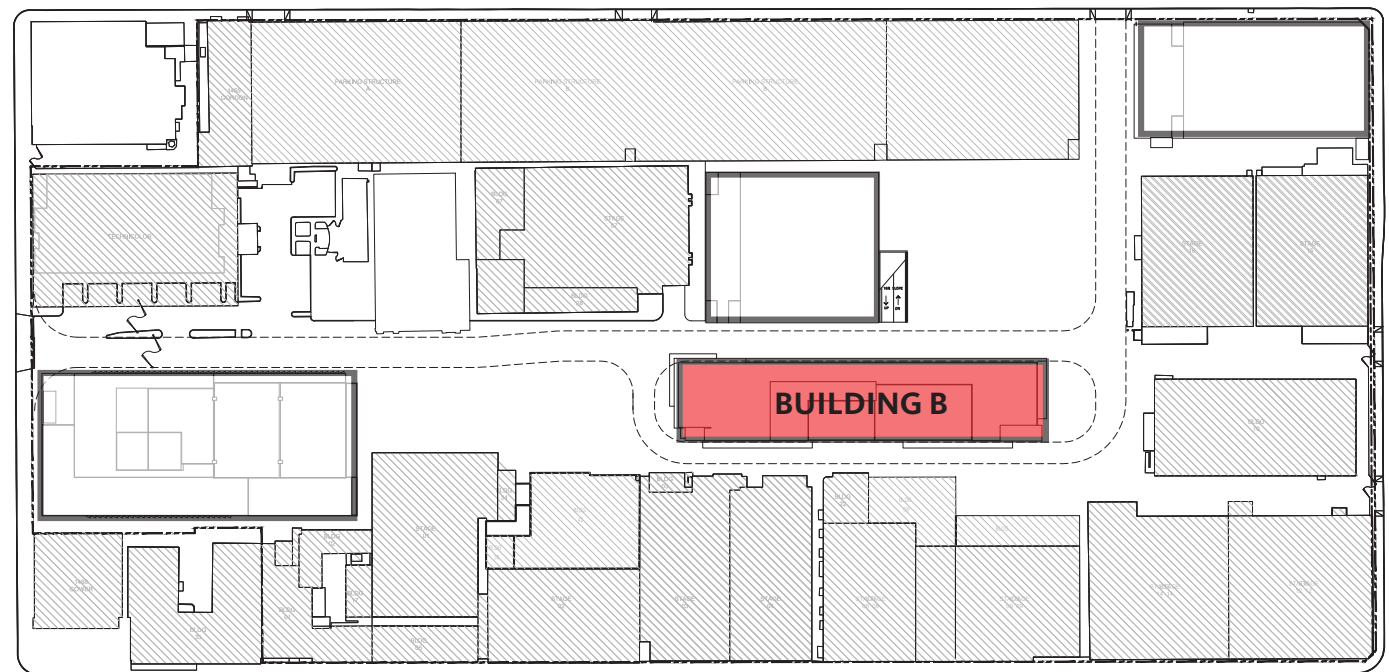
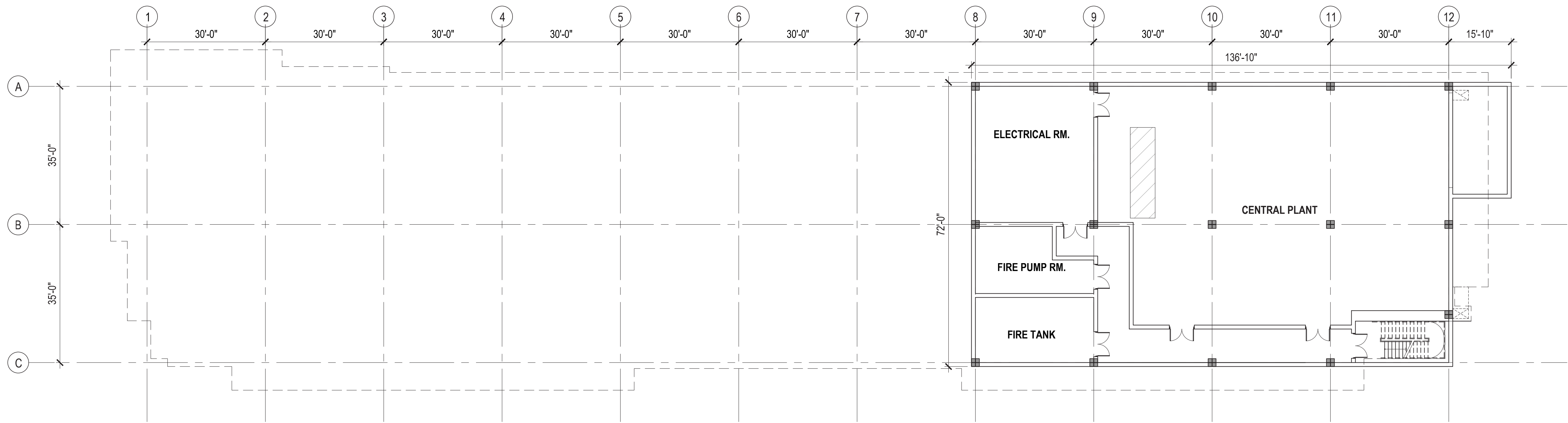
BUILDING B FLOOR PLAN LOWER ROOF LEVEL



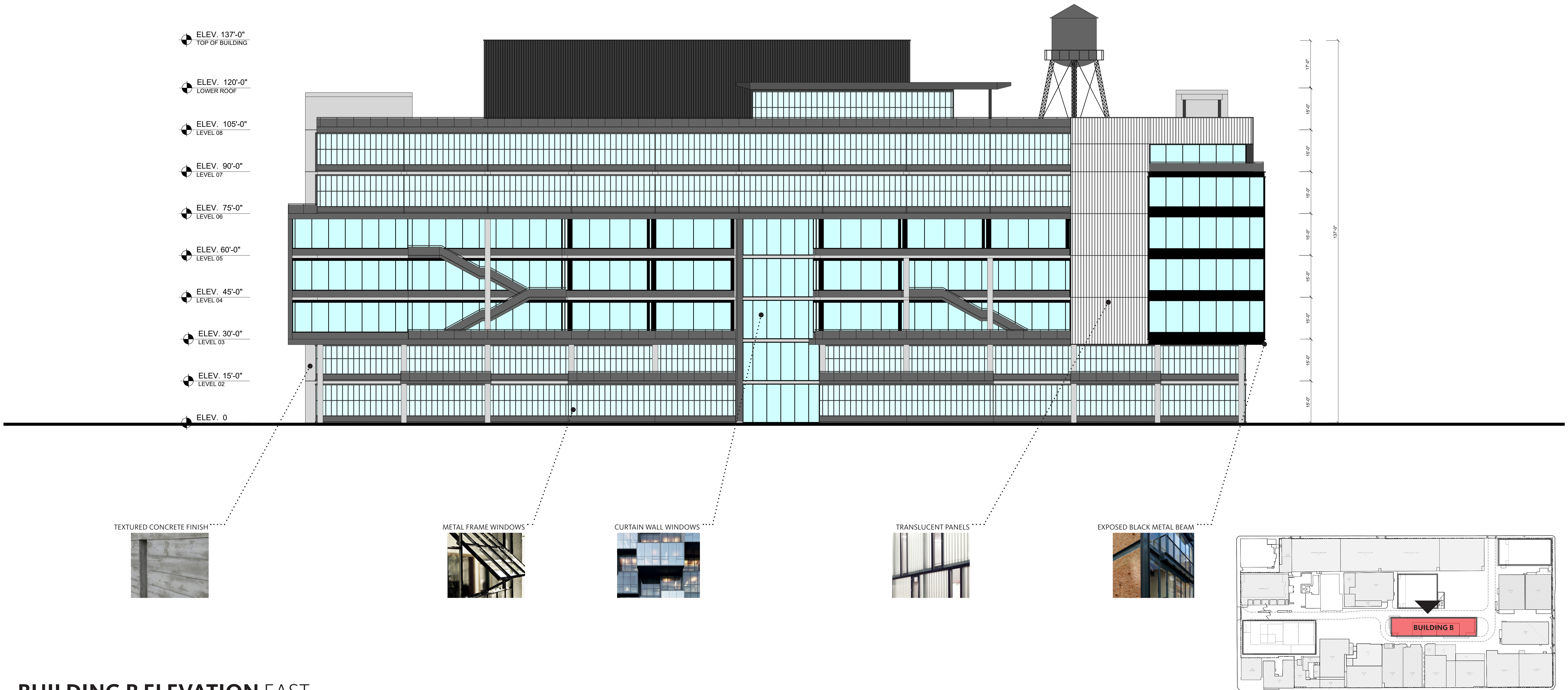
BUILDING B FLOOR PLAN UPPER ROOF LEVEL



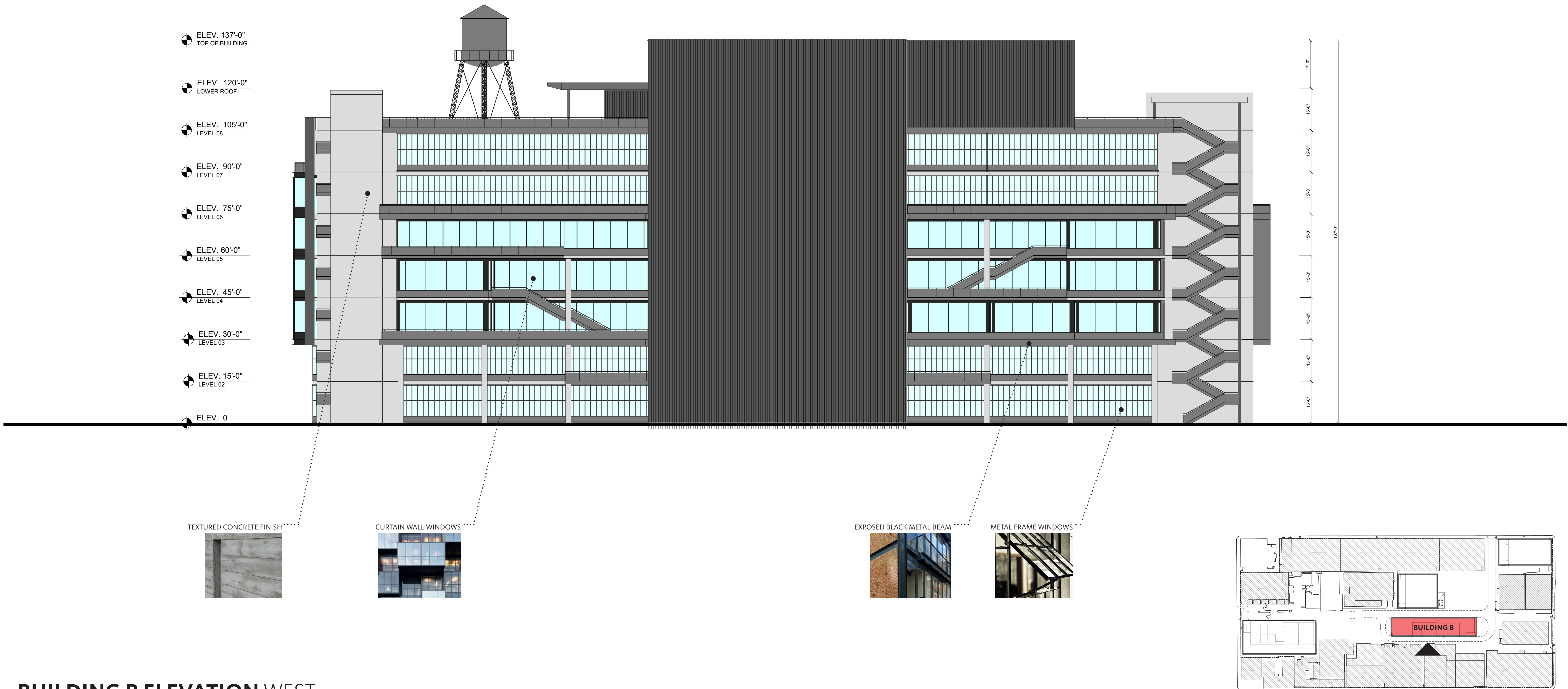
BUILDING B FLOOR PLAN LEVEL B1



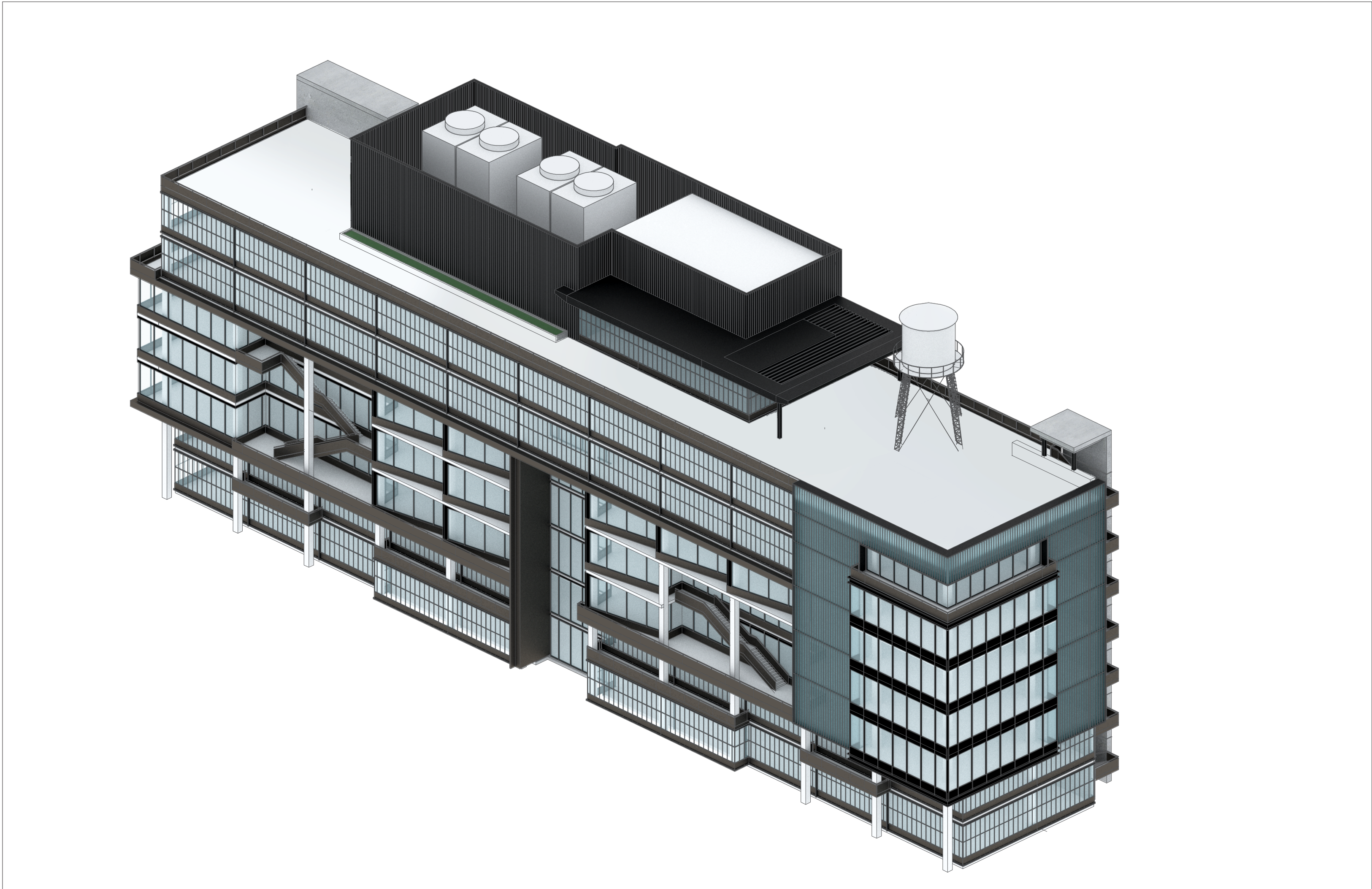
BUILDING B FLOOR PLAN LEVEL B2



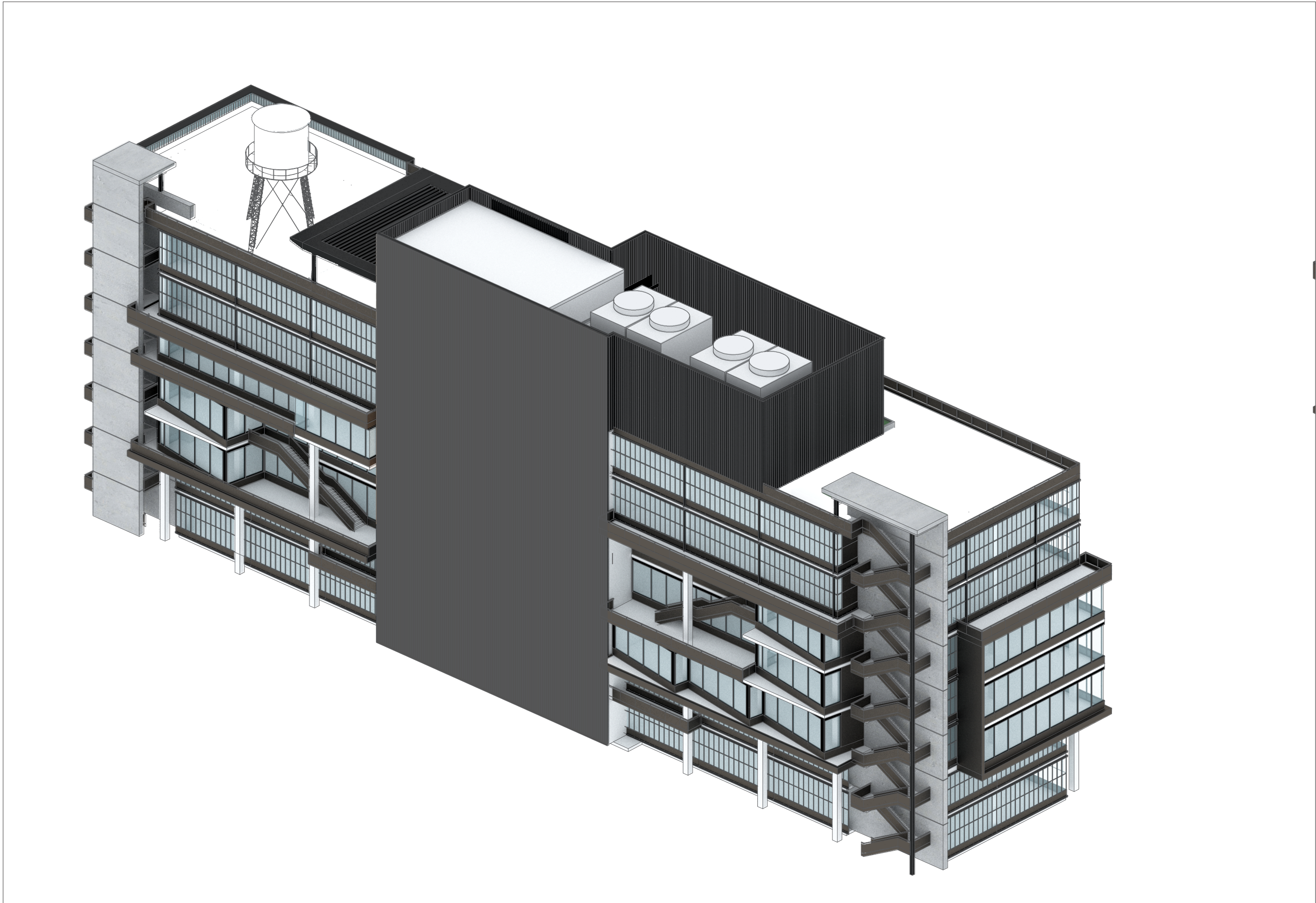
BUILDING B ELEVATION EAST



BUILDING B ELEVATION WEST

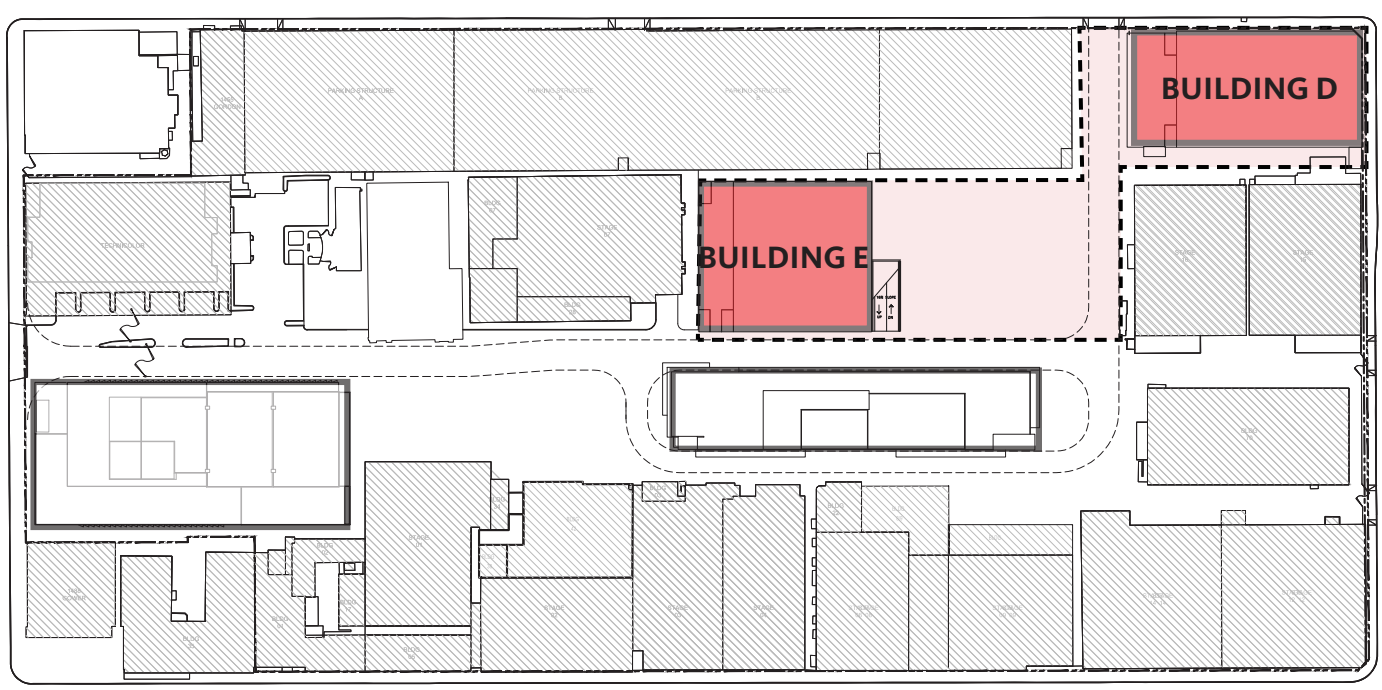
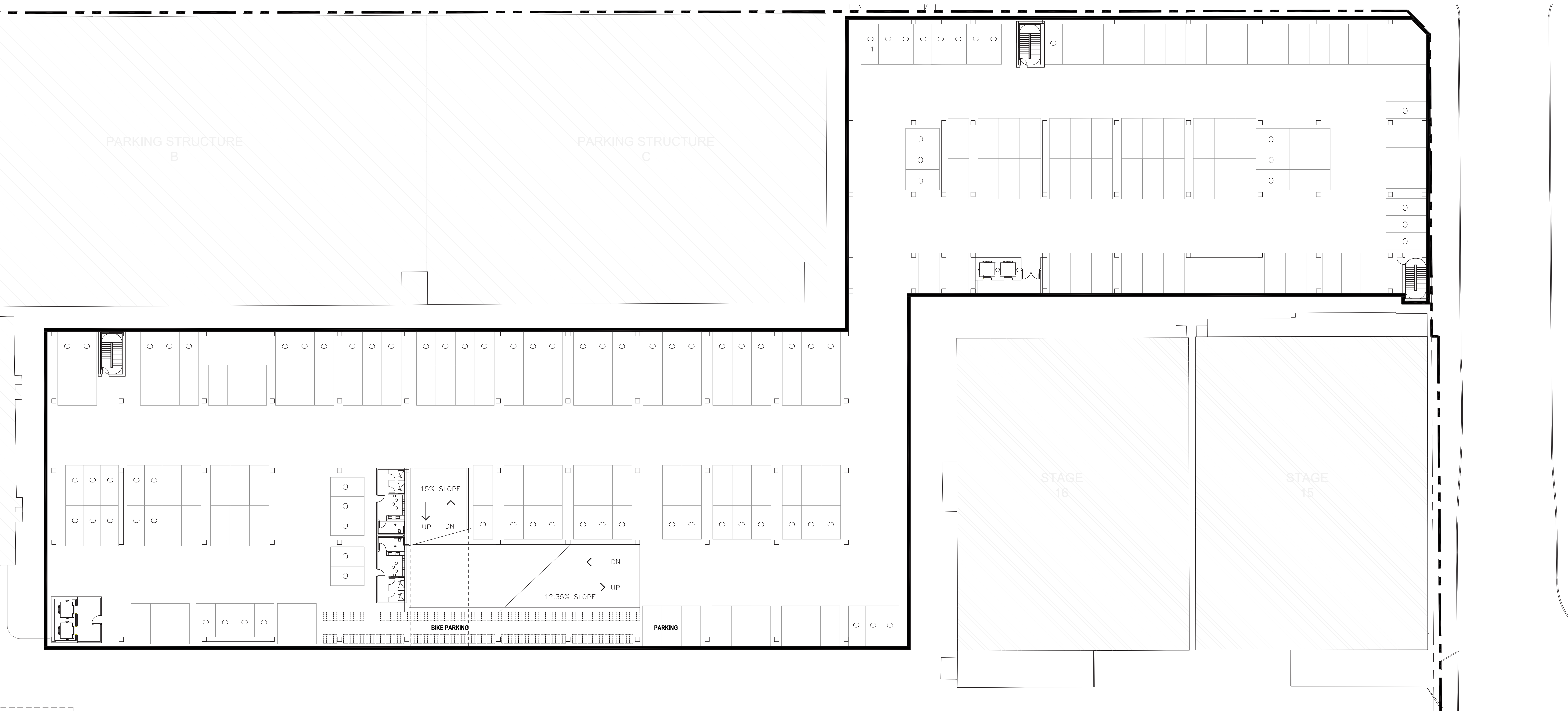


NORTHEAST VIEW

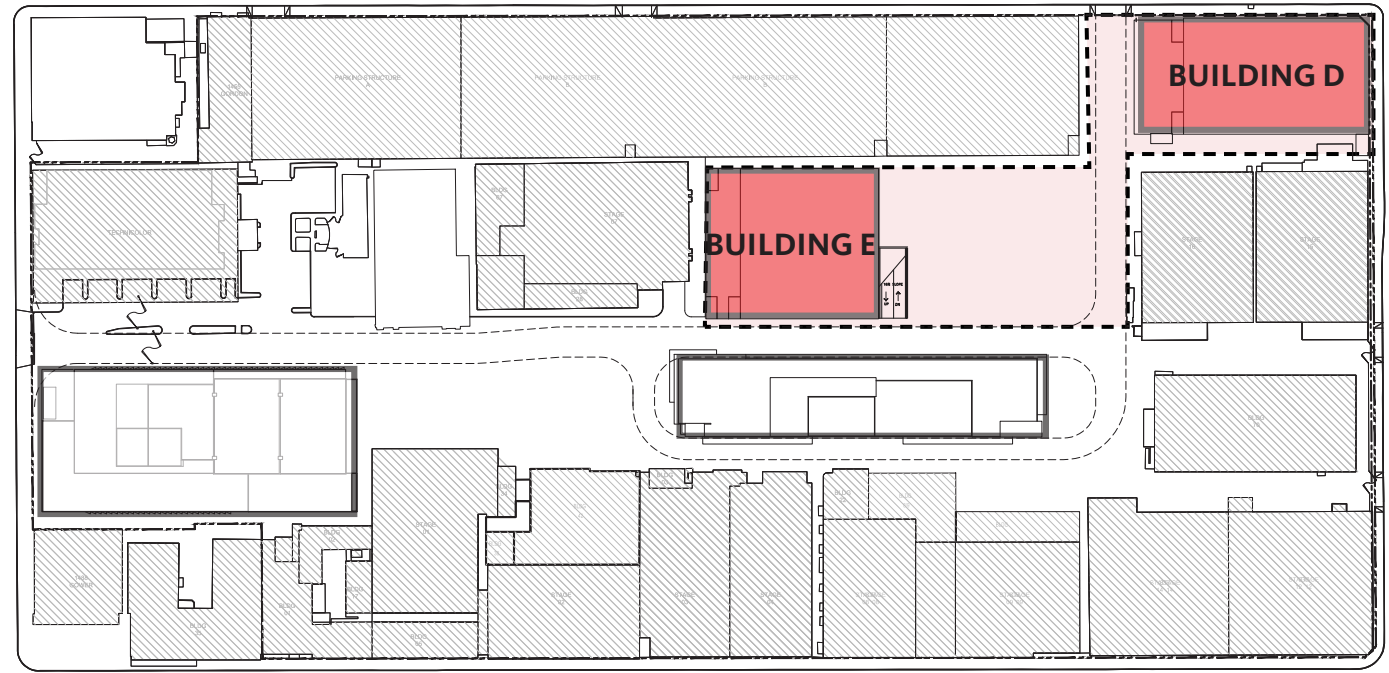
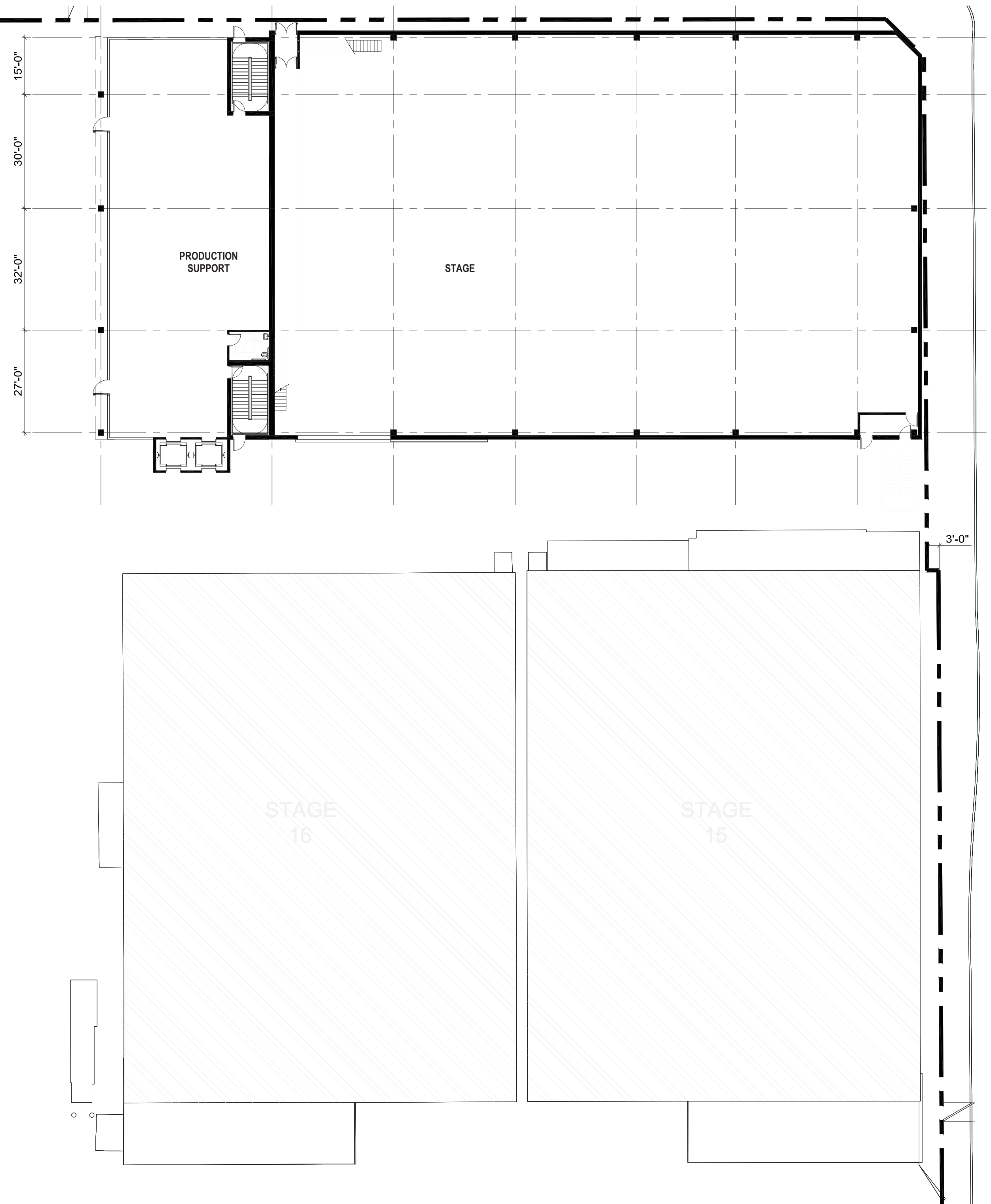
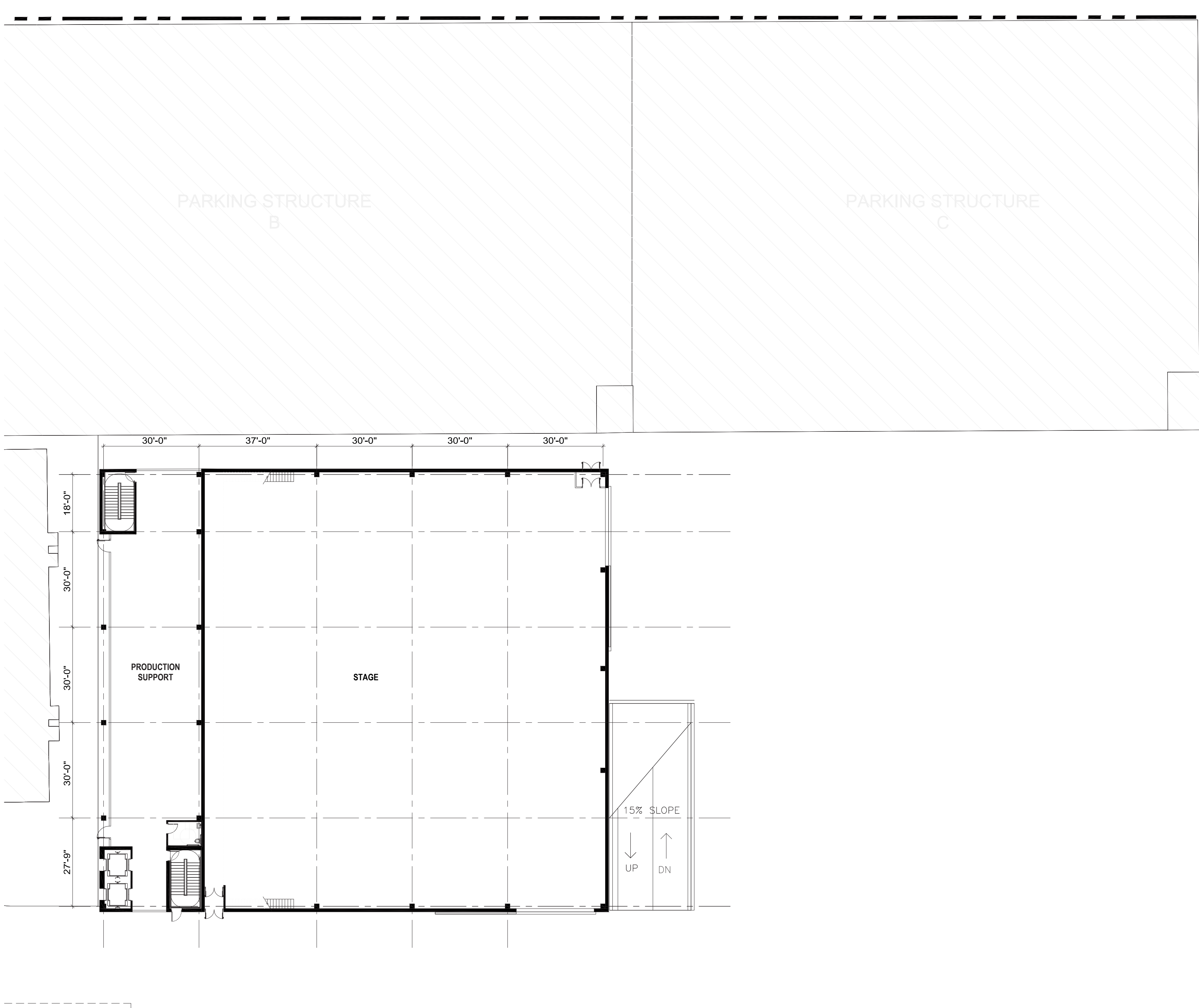


SOUTHWEST VIEW

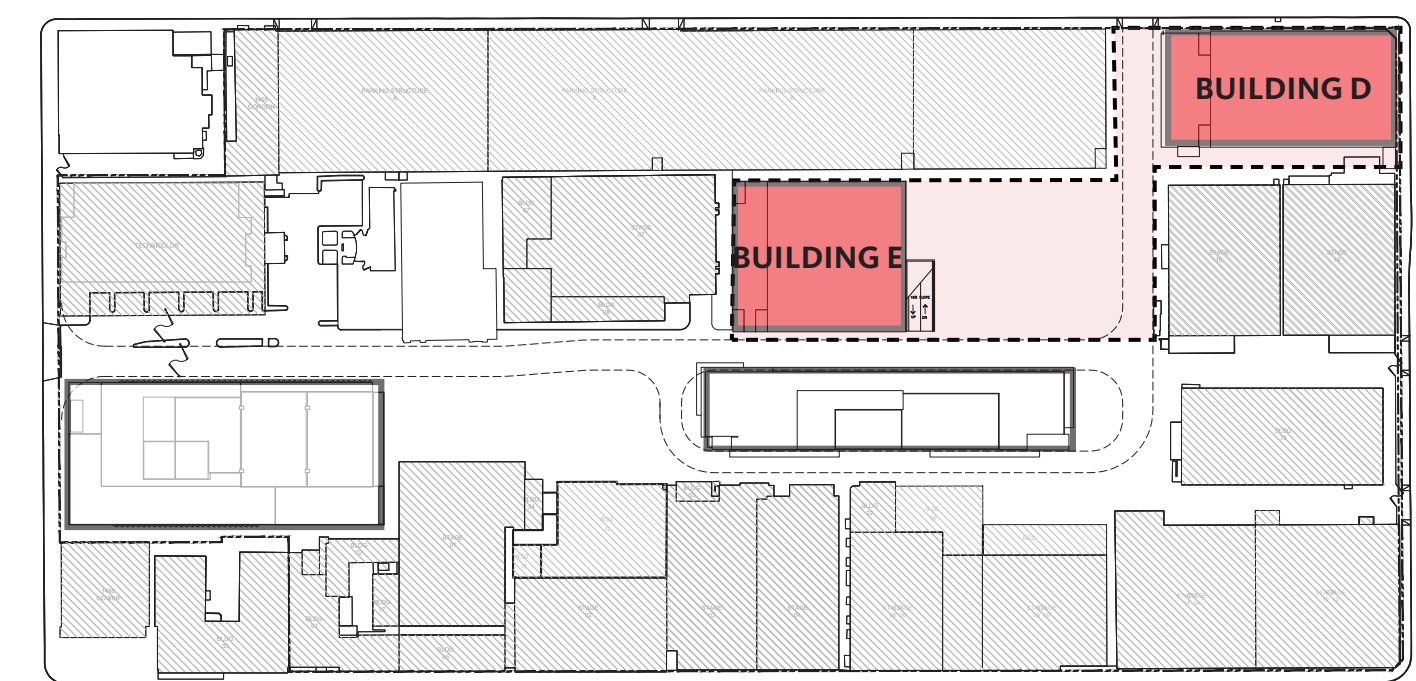
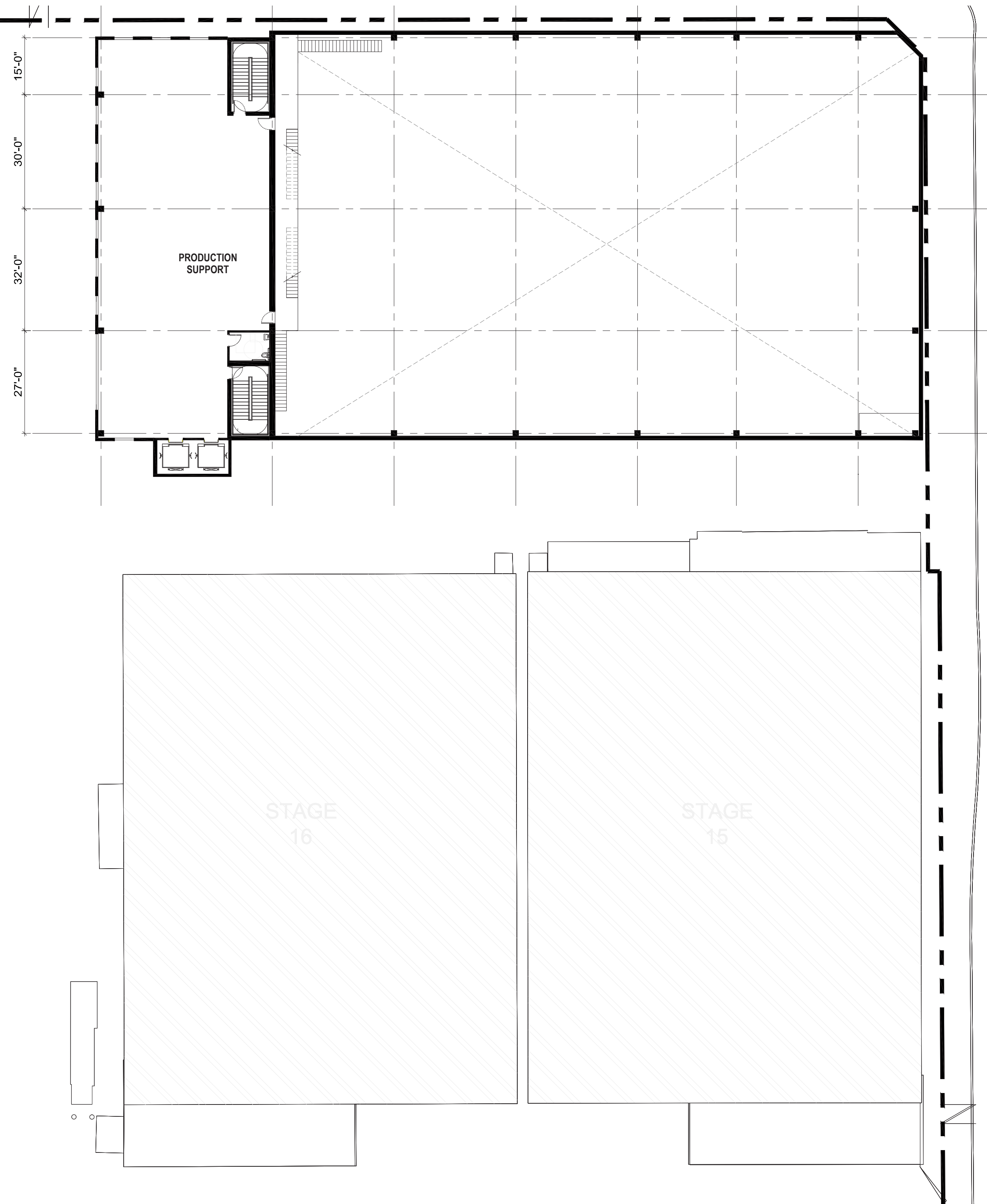
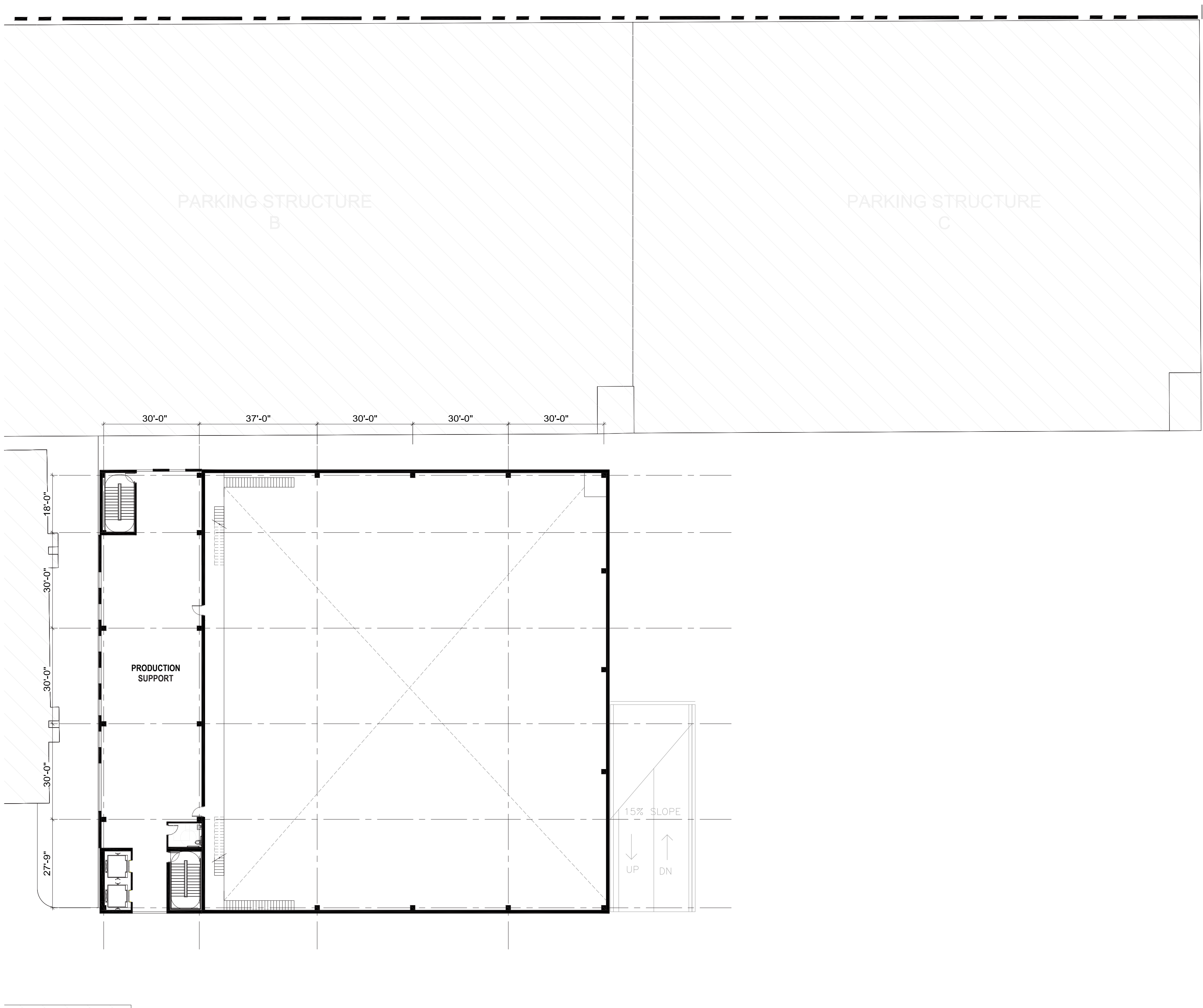
BUILDING B ISOMETRIC VIEW



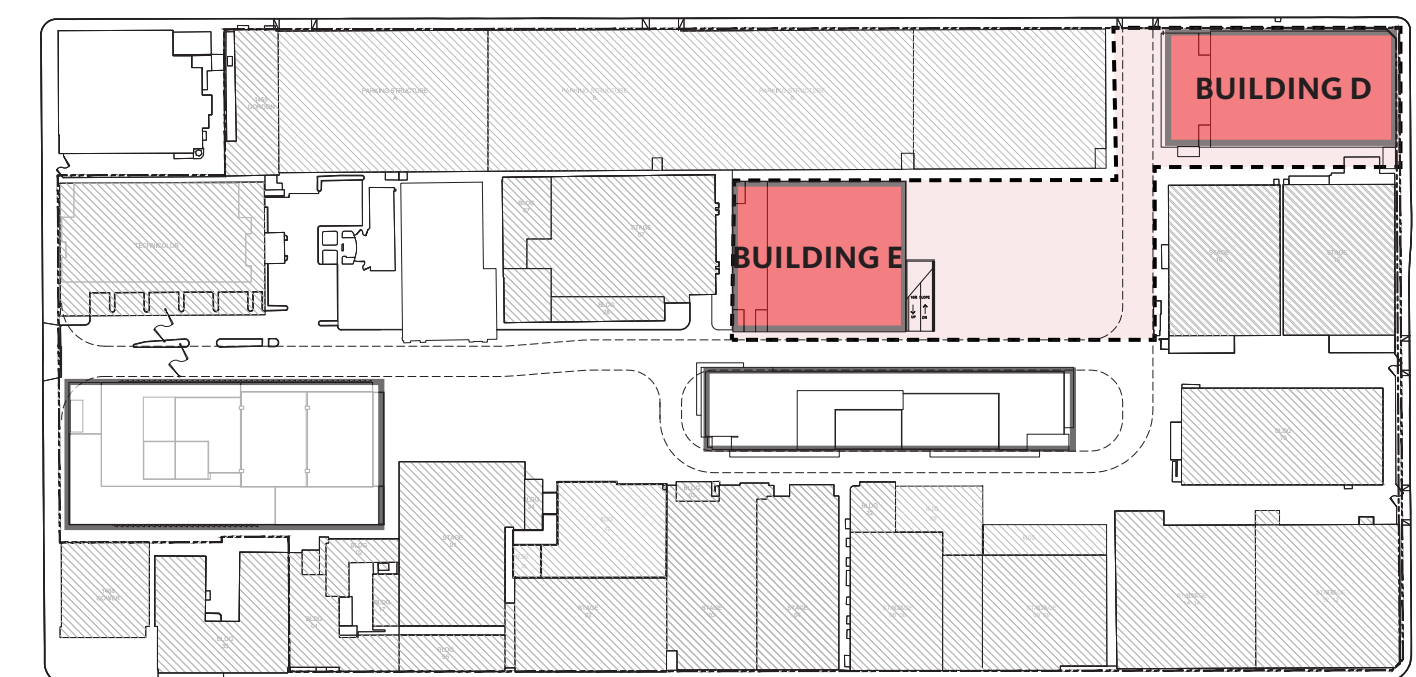
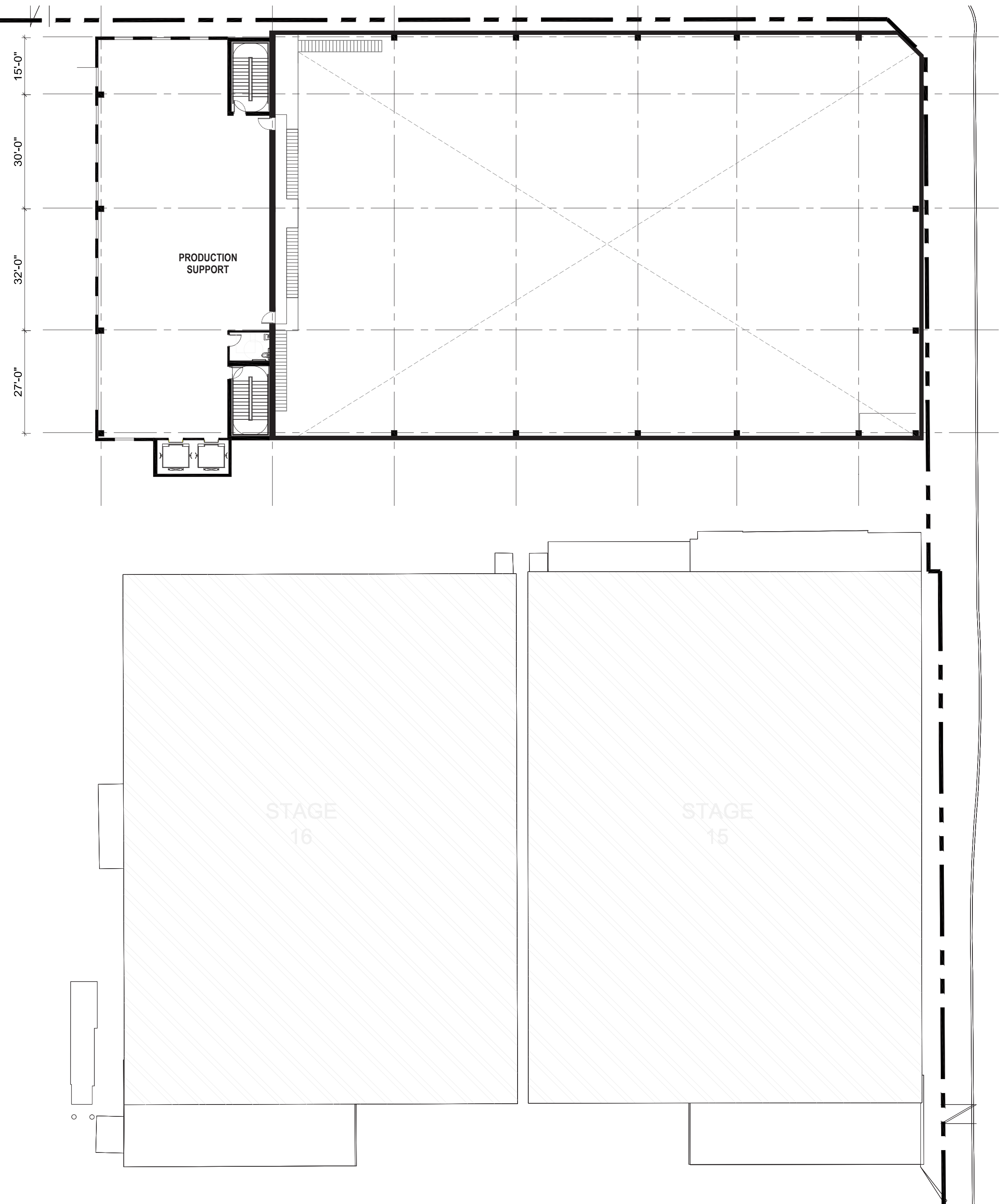
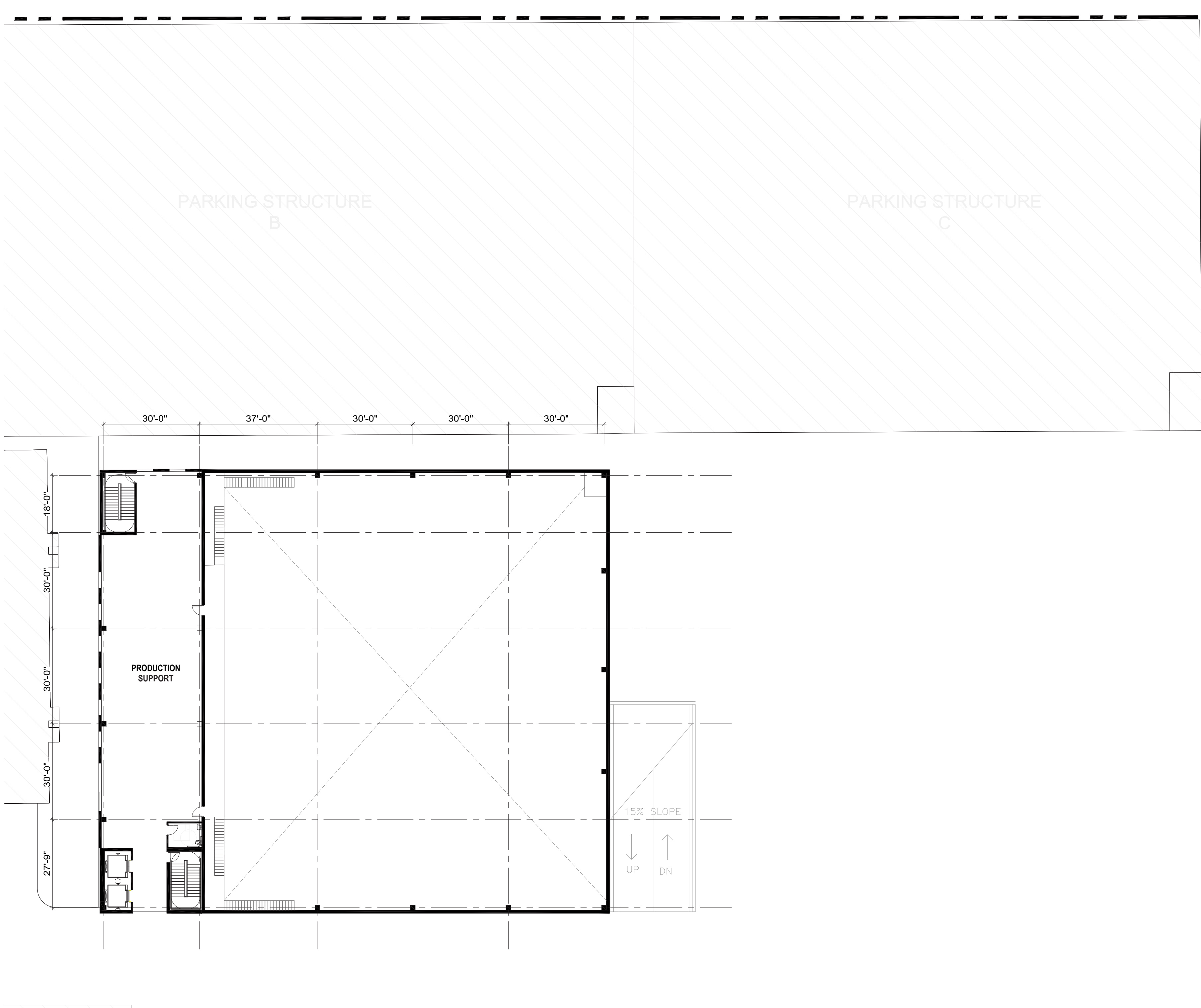
BUILDINGS D & E FLOOR PLANS BASEMENT LEVEL B1



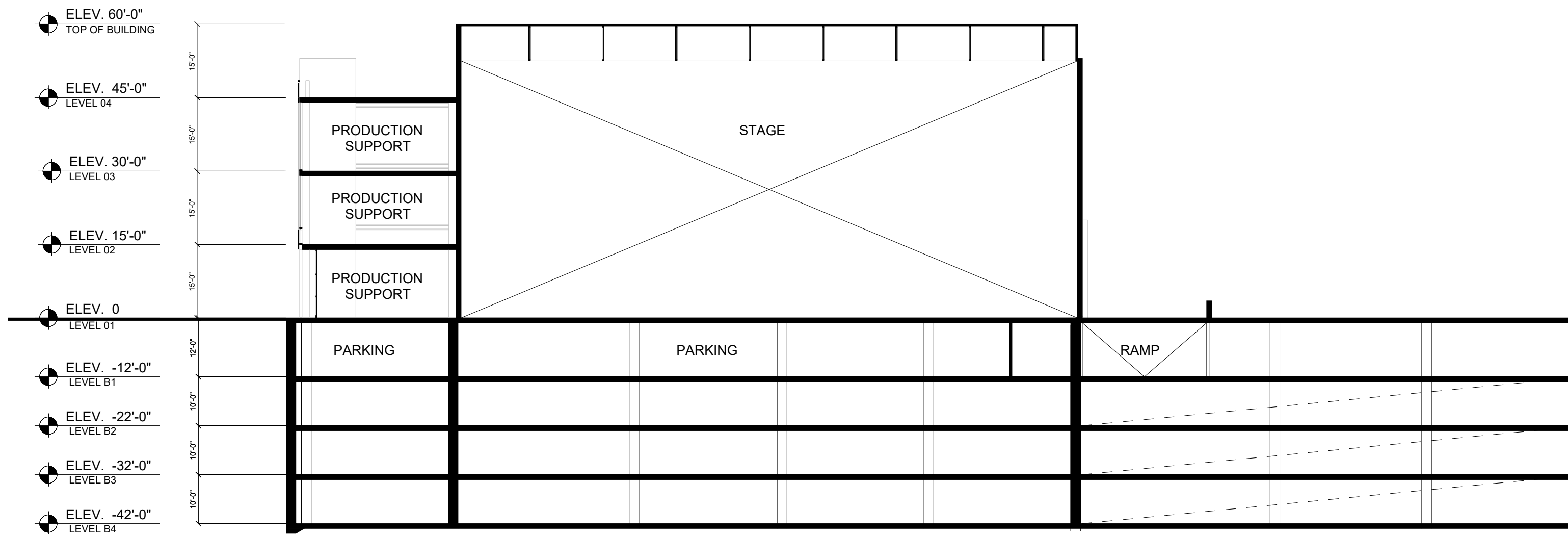
BUILDINGS D & E GROUND FLOOR LEVEL 01



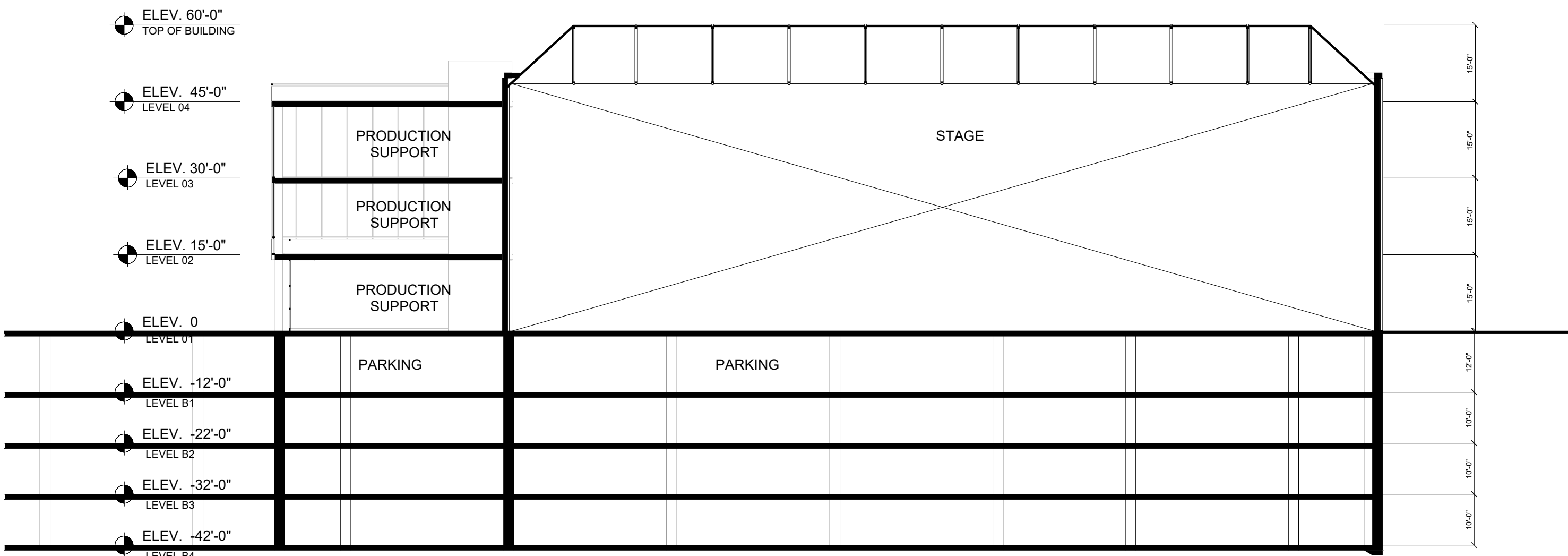
BUILDINGS D & E FLOOR PLANS FLOOR LEVEL 02



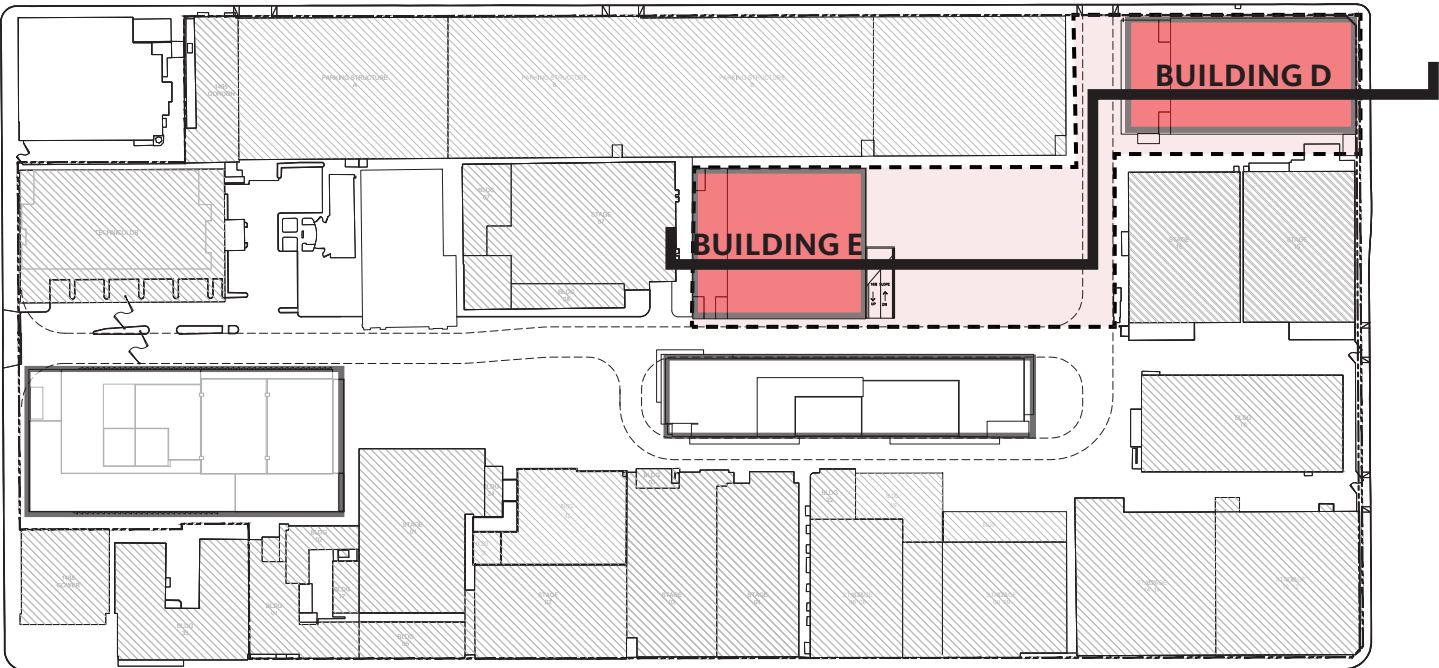
BUILDINGS D & E FLOOR PLANS FLOOR LEVEL 03



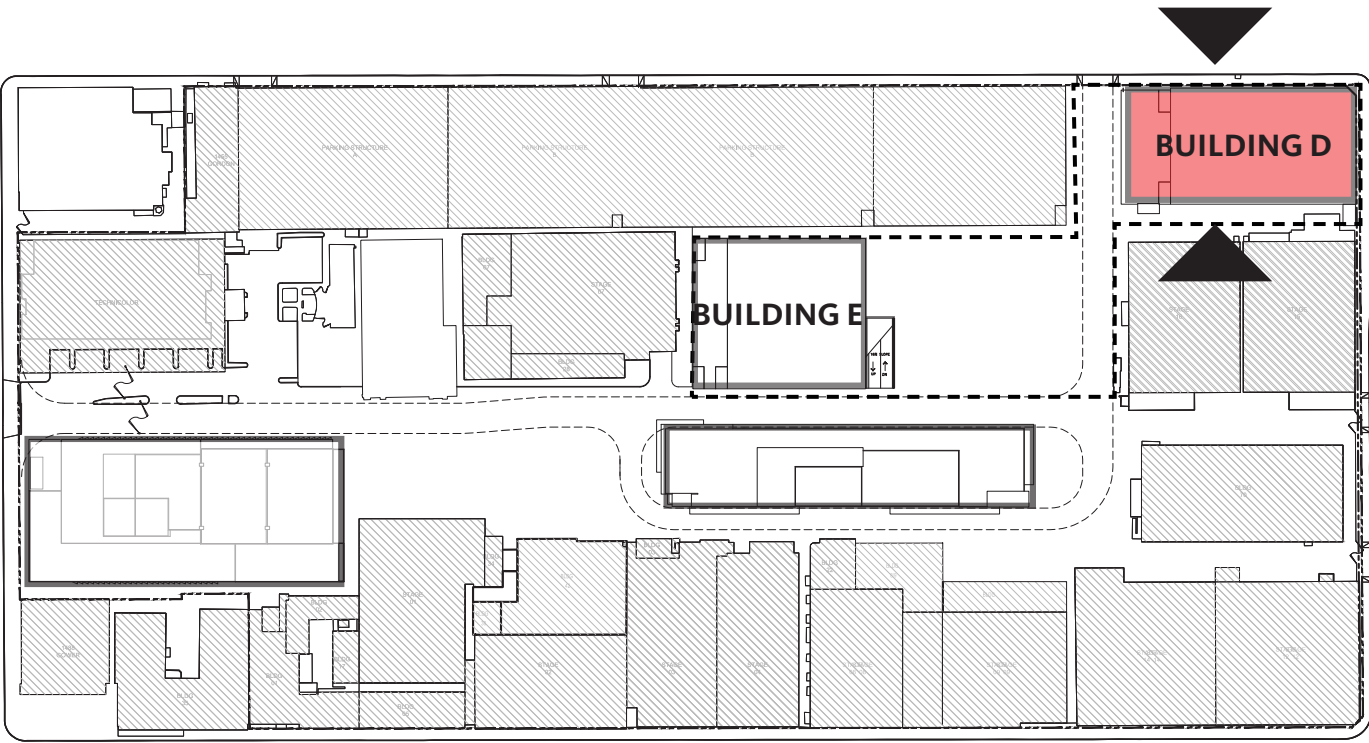
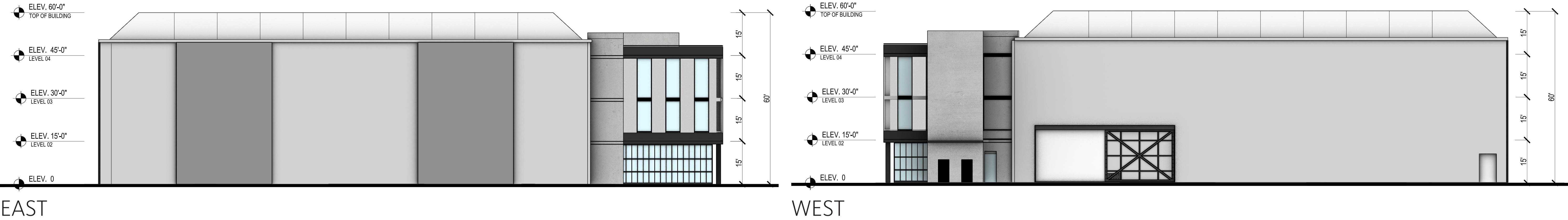
BUILDING E SECTION



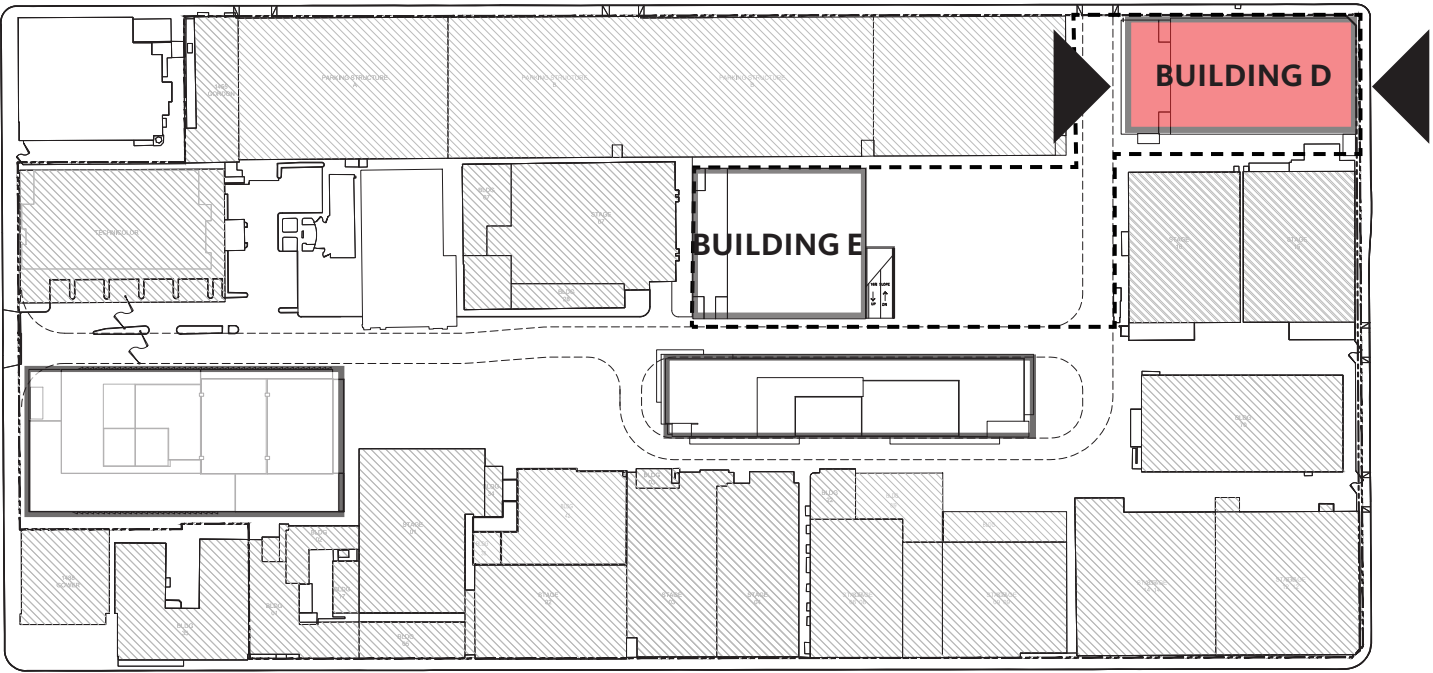
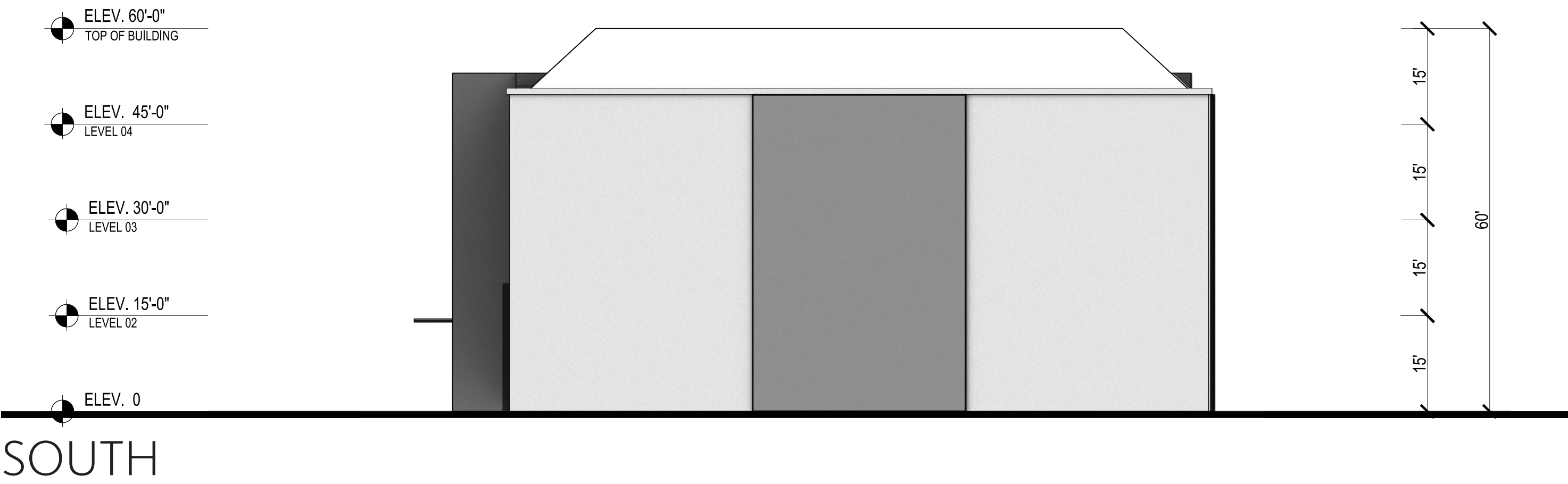
BUILDING D SECTION



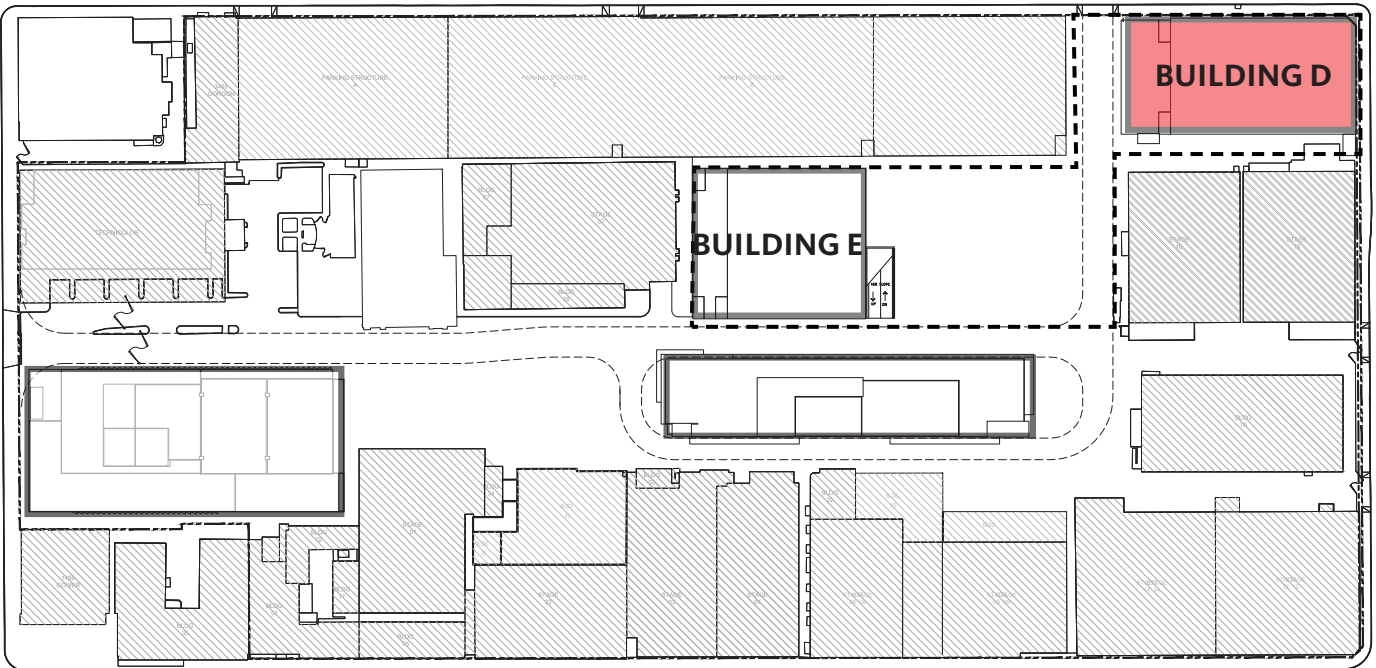
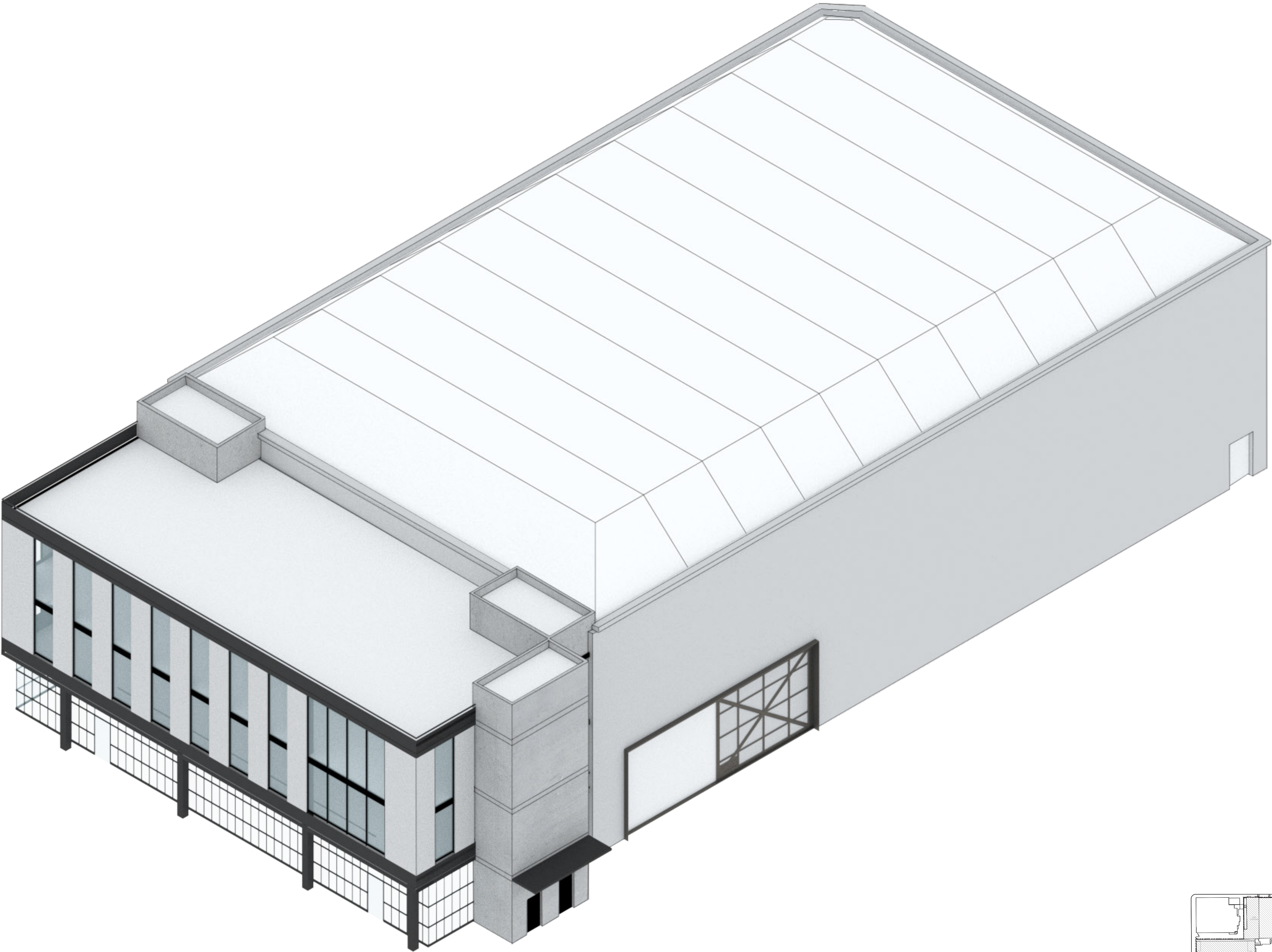
BUILDING D & E SECTION



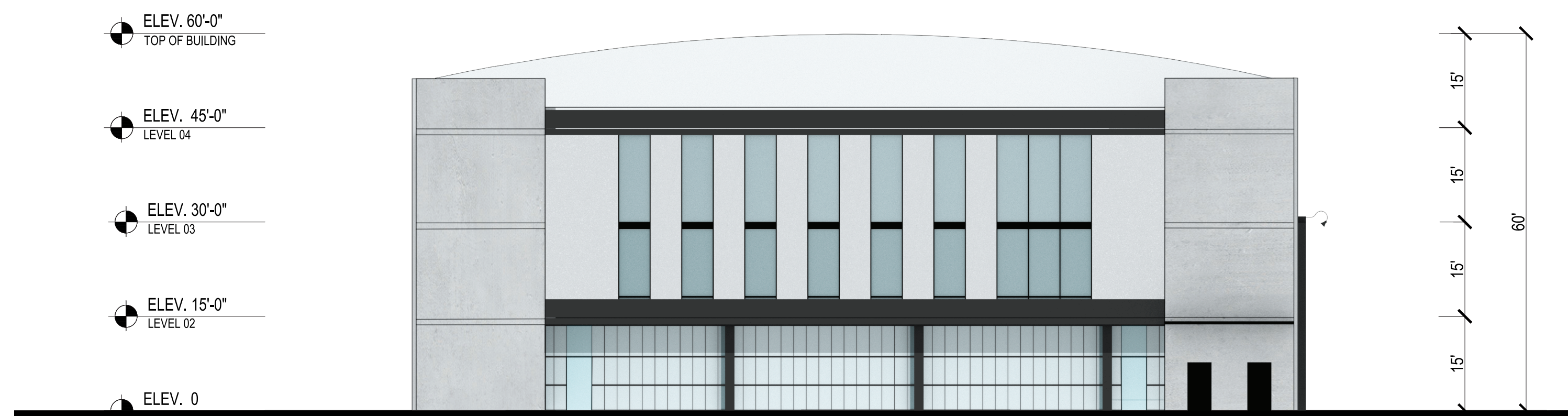
BUILDING D ELEVATIONS EAST AND WEST



BUILDING D ELEVATIONS NORTH & SOUTH



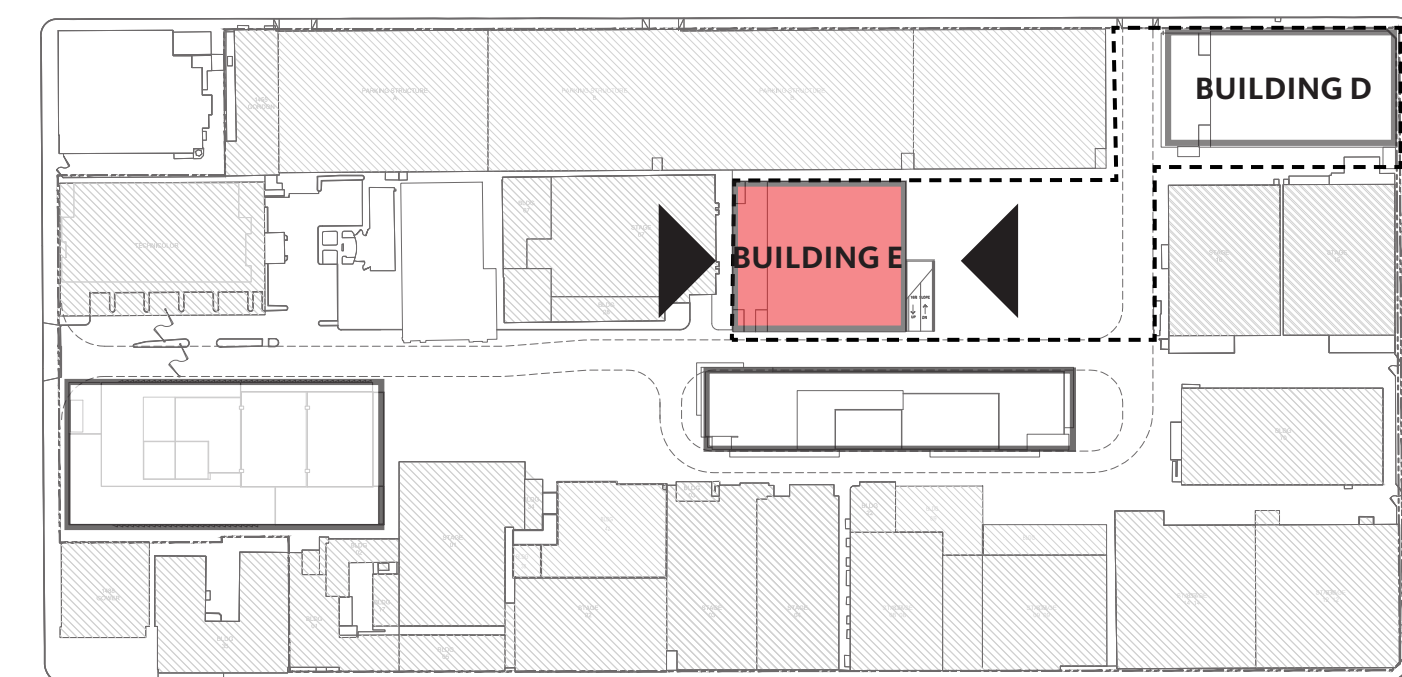
BUILDING D ISOMETRIC VIEW



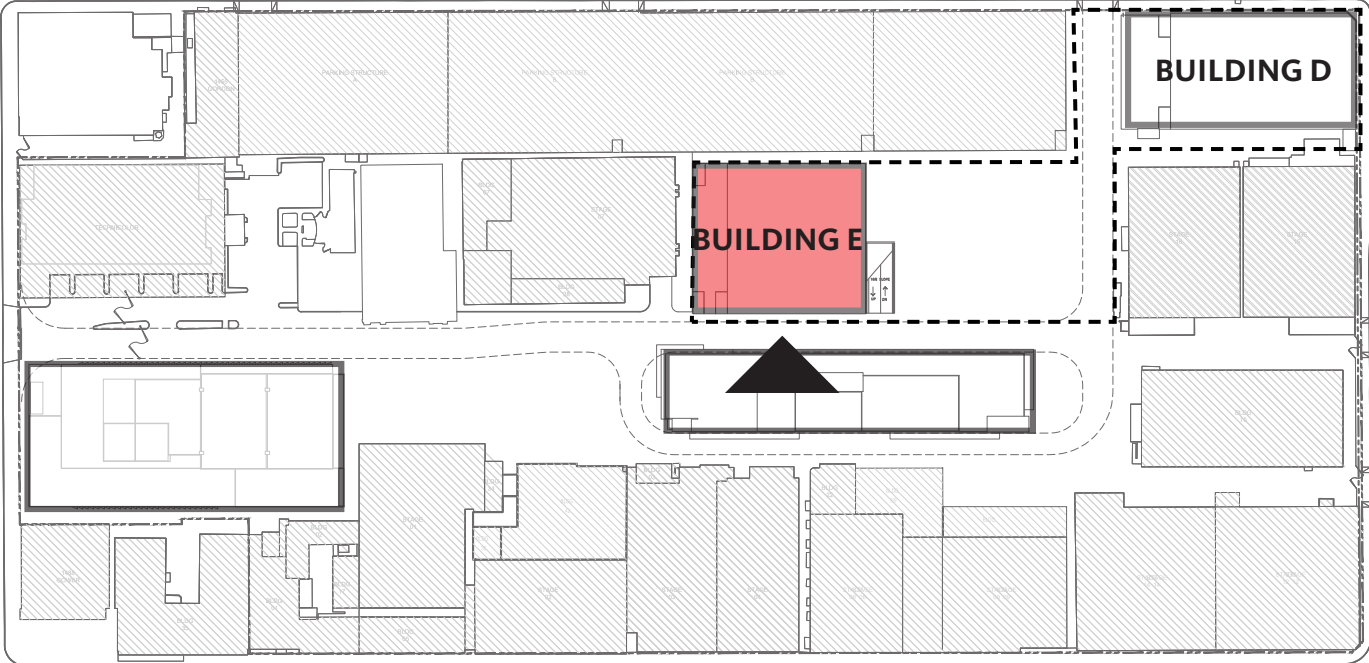
NORTH



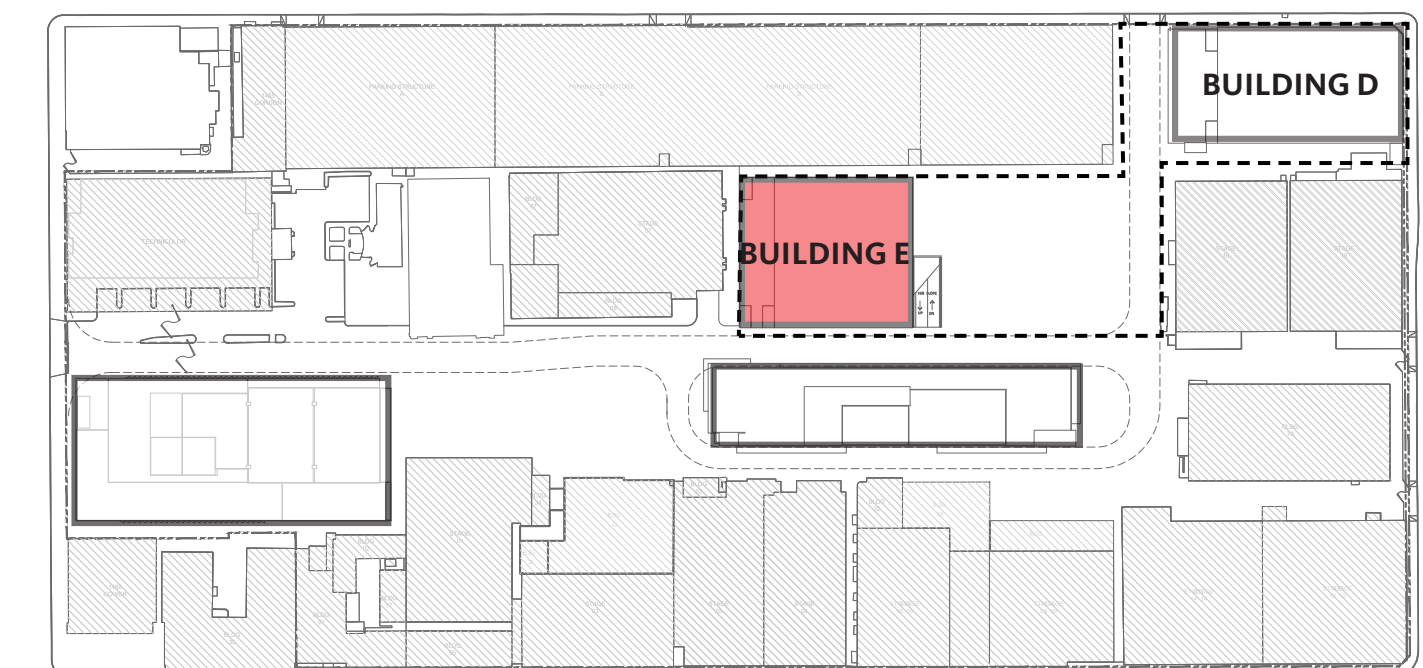
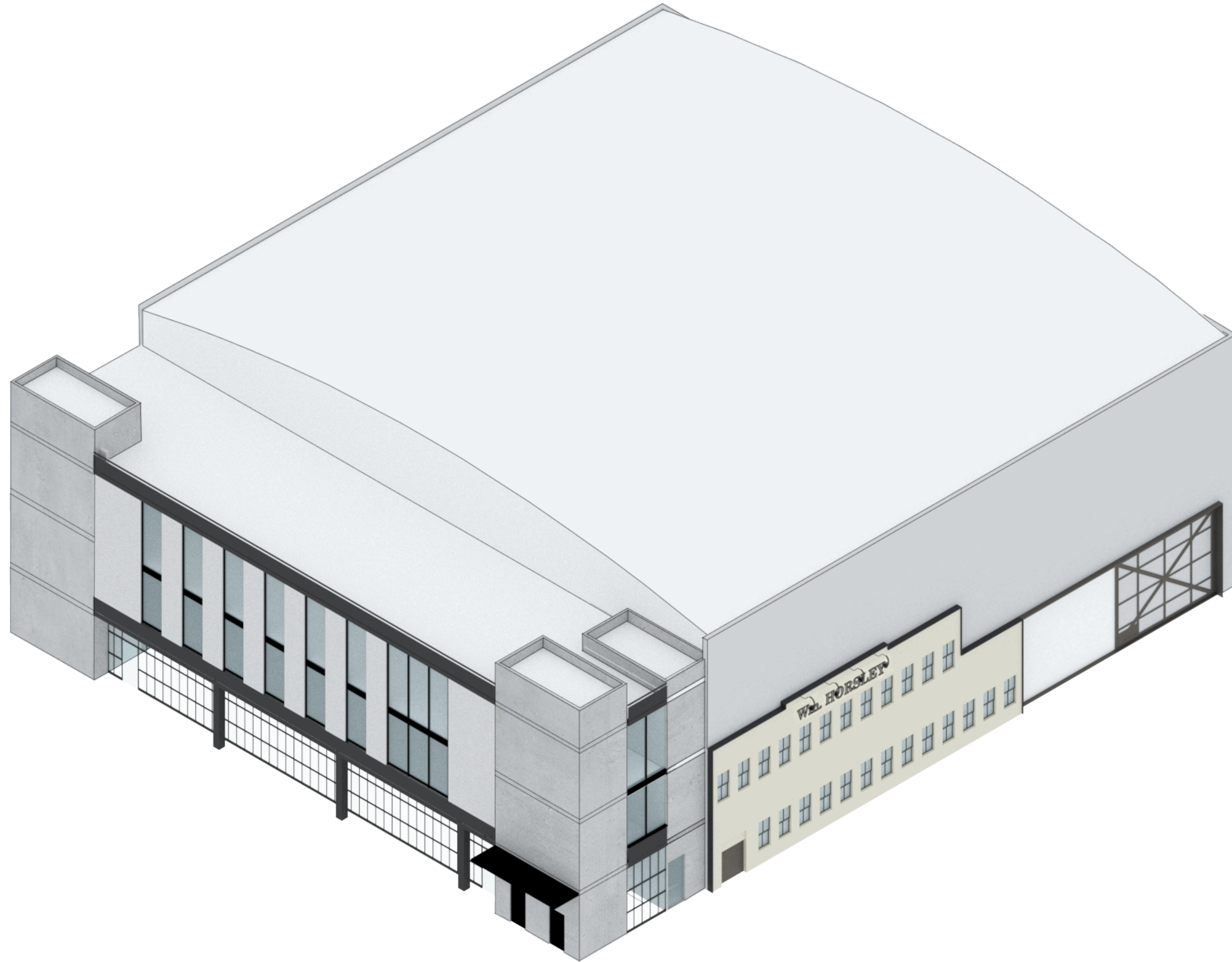
SOUTH



BUILDING E ELEVATIONS NORTH & SOUTH

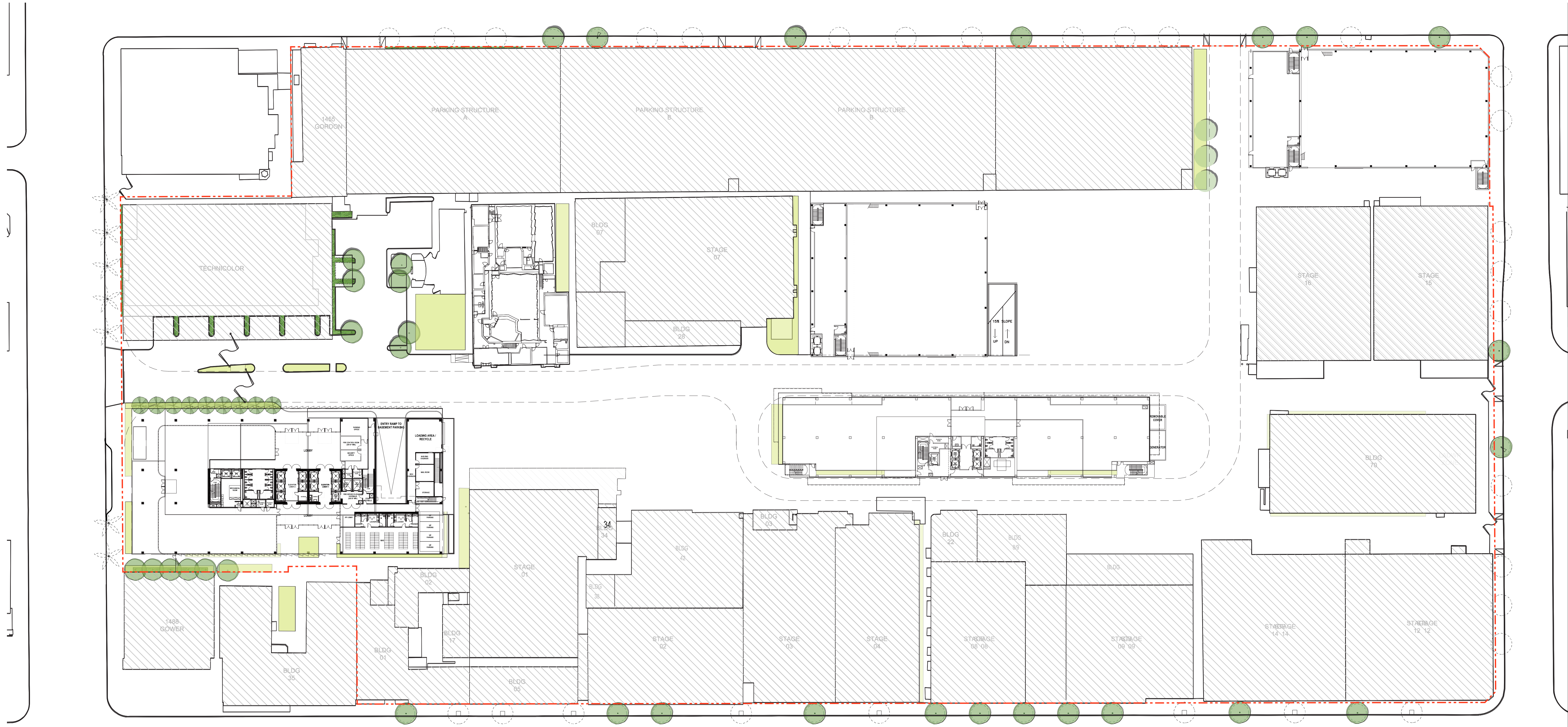


BUILDING E ELEVATIONS WEST



BUILDING E ISOMETRIC VIEW

LANDSCAPE PLAN



CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
EVERGREEN TREES			
GEJERA PARVIFOLIA	AUSTRALIAN WILLOW	36" BOX	STANDARD
MELALEUCA QUINQUENERVIA	PAPER BARK TREE	36" BOX	MULTI
PINUS CANARIENSIS	CANARY ISLAND PINE	36" BOX	STANDARD
TRISTANIA CONFERTA	BRISBANE BOX	36" BOX	STANDARD
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	36" BOX	STANDARD

CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
ACCENT TREES			
GINKGO BILOBA 'AUTUMN GOLD'	GINGKO	36" BOX	STANDARD
JACARANDA MIMOSIFOLIA	JACARANDA	36" BOX	STANDARD
LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX	MULTI-STEM
PLATANUS ACERIFOLIA	LONDON PLANE TREE	36" BOX	STANDARD
TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	36" BOX	STANDARD
STREET TREES			
HYMENOSPORUM FLAVUM	SWEET SHADE	36" BOX	STANDARD, HT. CLEAR 6'
MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STANDARD, HT. CLEAR 6'

CONCEPTUAL SHRUB & GROUND COVER LIST

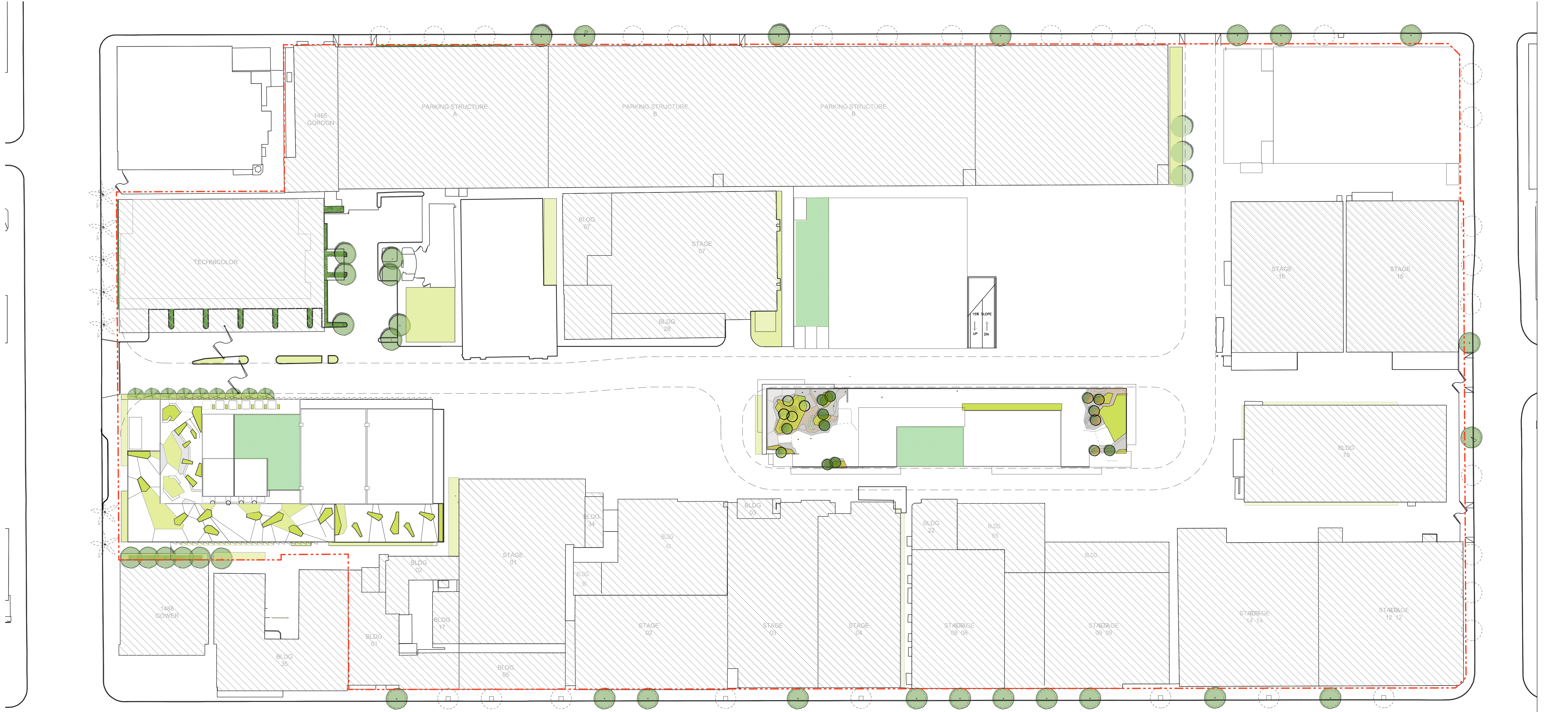
BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SHRUBS			
FICUS BENJAMINA	WEeping BANYAN	5 GAL	
LAURUS NOBILIS	BAY LAUREL	15 GAL	5' MIN. HT.
MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL	
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL	
PRUNUS CAROLINIANA	CAROLINA CHERRY	15 GAL	6' MIN. HT.
VINES			
CISSUS ANTARCTICA	KANGAROO VINE	5 GAL	STAKED
FICUS PUMILA	CREeping FIG	1 GAL	STAKED
SOLANDRA MAXIMA	CUP OF GOLD VINE	5 GAL	STAKED

CONCEPTUAL SHRUB & GROUND COVER LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SUCCULENTS			
PEDILANTHUS BRACTEATUS	SLIPPER PLANT	5 GAL	FULLY ROOTED
PORTULACARIA AFRA	ELEPHANT FOOD	5 GAL	FULLY ROOTED
SENECIO ANTEUPHORBIIUM	SWIZZLE STICKS	5 GAL	FULLY ROOTED

GENERAL NOTES:
1. NO PROTECTED TREES EXIST ON SITE., PER LAMC 17.02
2. FACILITATE SUSTAINABLE WATER USE BY USING
AUTOMATED WATER SYSTEMS AND DRIP IRRIGATION TO
IRRIGATE LANDSCAPED AREAS.

PAVING TYPES:
NATURAL COLOR CONCRETE w/LT. SAND FINISH
INTEGRAL COLOR CONCRETE w/EXPOSED AGGREGATE
INTERLOCKING PERMEABLE PAVING
ASPHALT



CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
EVERGREEN TREES			
GEJERA PARVIFOLIA	AUSTRALIAN WILLOW	36" BOX	STANDARD
MELALEUCA QUINQUENERVIA	PAPER BARK TREE	36" BOX	MULTI
PINUS CANARIENSIS	CANARY ISLAND PINE	36" BOX	STANDARD
TRISTANIA CONFERTA	BRISBANE BOX	36" BOX	STANDARD
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	36" BOX	STANDARD

CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
ACCENT TREES			
GINKGO BILOBA 'AUTUMN GOLD'	GINGKO	36" BOX	STANDARD
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LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX	MULTI-STEM
PLATANUS ACERIFOLIA	LONDON PLANE TREE	36" BOX	STANDARD
TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	36" BOX	STANDARD
STREET TREES			
HYMENOSPORUM FLAVUM	SWEET SHADE	36" BOX	STANDARD, HT. CLEAR 6'
MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STANDARD, HT. CLEAR 6'

CONCEPTUAL SHRUB & GROUNDCOVER LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SHRUBS			
FICUS BENJAMINA	WEeping BANYAN	5 GAL	
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MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL	
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL	
PRUNUS CAROLINIANA	CAROLINA CHERRY	15 GAL	6' MIN. HT.
VINES			
CISSUS ANTARCTICA	KANGAROO VINE	5 GAL	STAKED
FICUS PUMILA	CREeping FIG	1 GAL	STAKED
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CONCEPTUAL SHRUB & GROUNDCOVER LIST

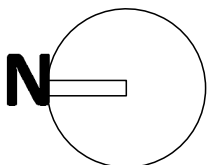
BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SUCCULENTS			
PEDILANTHUS BRACTEATUS	SLIPPER PLANT	5 GAL	FULLY ROOTED
PORTULACARIA AFRA	ELEPHANT FOOD	5 GAL	FULLY ROOTED
SENECIO ANTEUPHORBIIUM	SWIZZLE STICKS	5 GAL	FULLY ROOTED

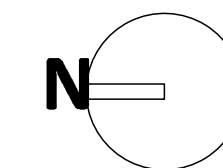
GENERAL NOTES:

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- FACILITATE SUSTAINABLE WATER USE BY USING AUTOMATED WATER SYSTEMS AND DRIP IRRIGATION TO IRRIGATE LANDSCAPED AREAS.

PAVING TYPES:

NATURAL COLOR CONCRETE w/LT. SAND FINISH
INTEGRAL COLOR CONCRETE w/EXPOSED AGGREGATE
INTERLOCKING PERMEABLE PAVING
ASPHALT







BUILDING A - 8TH LEVEL

CONCEPTUAL TREE LIST				CONCEPTUAL TREE LIST				CONCEPTUAL SHRUB & GROUNDCOVER LIST				CONCEPTUAL SHRUB & GROUNDCOVER LIST			
BOTANICAL NAME	COMMON NAME	SIZE	NOTES	BOTANICAL NAME	COMMON NAME	SIZE	NOTES	BOTANICAL NAME	COMMON NAME	SIZE	NOTES	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
EVERGREEN TREES				ACCENT TREES				SHRUBS				SUCCULENTS			
GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	36" BOX	STANDARD	GINKGO BILOBA 'AUTUMN GOLD'	GINGKO	36" BOX	STANDARD	FICUS BENJAMINA	WEeping BANYAN	5 GAL		PEDILANTHUS BRACTEATUS	SLIPPER PLANT	5 GAL	FULLY ROOTED
MELALEUCA QUINQUENERVIA	PAPER BARK TREE	36" BOX	MULTI	JACARANDA MIMOSIFOLIA	JACARANDA	36" BOX	STANDARD	LAURUS NOBILIS	BAY LAUREL	15 GAL	5' MIN. HT.	PORTULACARIA AFRA	ELEPHANT FOOD	5 GAL	FULLY ROOTED
PINUS CANARIENSIS	CANARY ISLAND PINE	36" BOX	STANDARD	LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX	MULTI-STEM	MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL		SENECIO ANTEUPHORBIUM	SWIZZLE STICKS	5 GAL	FULLY ROOTED
TRISTANIA CONFERTA	BRISBANE BOX	36" BOX	STANDARD	PLATANUS ACERIFOLIA	LONDON PLANE TREE	36" BOX	STANDARD	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL		GENERAL NOTES: 1. NO PROTECTED TREES EXIST ON SITE., PER LAMC 17.02 2. FACILITATE SUSTAINABLE WATER USE BY USING AUTOMATED WATER SYSTEMS AND DRIP IRRIGATION TO IRRIGATE LANDSCAPED AREAS.			
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	36" BOX	STANDARD	TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	36" BOX	STANDARD	PRUNUS CAROLINIANA	CAROLINA CHERRY	15 GAL	6' MIN. HT.				
				STREET TREES				VINES				PAVING TYPES: NATURAL COLOR CONCRETE w/LT. SAND FINISH INTEGRAL COLOR CONCRETE w/EXPOSED AGGREGATE INTERLOCKING PERMEABLE PAVING ASPHALT			
				HYMENOSPORUM FLAVUM	SWEET SHADE	36" BOX	STANDARD, HT. CLEAR 6'	CISSUS ANTARCTICA	KANGAROO VINE	5 GAL	STAKED				
				MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STANDARD, HT. CLEAR 6'	FICUS PUMILA	CREeping FIG	1 GAL	STAKED				
								SOLANDRA MAXIMA	CUP OF GOLD VINE	5 GAL	STAKED				



CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
EVERGREEN TREES			
GEIJERA PARVIFOLIA	AUSTRALIAN WILLOW	36" BOX	STANDARD
MELALEUCA QUINQUENERVIA	PAPER BARK TREE	36" BOX	MULTI
PINUS CANARIENSIS	CANARY ISLAND PINE	36" BOX	STANDARD
TRISTANIA CONFERTA	BRISBANE BOX	36" BOX	STANDARD
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	36" BOX	STANDARD

CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
ACCENT TREES			
GINKGO BILOBA 'AUTUMN GOLD'	GINGKO	36" BOX	STANDARD
JACARANDA MIMOSIFOLIA	JACARANDA	36" BOX	STANDARD
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PLATANUS ACERIFOLIA	LONDON PLANE TREE	36" BOX	STANDARD
TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	36" BOX	STANDARD
STREET TREES			
HYMENOSPORUM FLAVUM	SWEET SHADE	36" BOX	STANDARD, HT. CLEAR 6'
MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STANDARD, HT. CLEAR 6'

CONCEPTUAL SHRUB & GROUNDCOVER LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SHRUBS			
FICUS BENJAMINA	WEeping BANYAN	5 GAL	
LAURUS NOBILIS	BAY LAUREL	15 GAL	5' MIN. HT.
MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL	
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL	
PRUNUS CAROLINIANA	CAROLINA CHERRY	15 GAL	6' MIN. HT.
VINES			
CISSUS ANTARCTICA	KANGAROO VINE	5 GAL	STAKED
FICUS PUMILA	CREeping FIG	1 GAL	STAKED
SOLANDRA MAXIMA	CUP OF GOLD VINE	5 GAL	STAKED

CONCEPTUAL SHRUB & GROUNDCOVER LIST

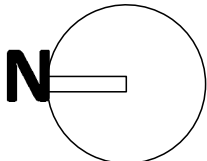
BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SUCCULENTS			
PEDILANTHUS BRACTEATUS	SLIPPER PLANT	5 GAL	FULLY ROOTED
PORTULACARIA AFRA	ELEPHANT FOOD	5 GAL	FULLY ROOTED
SENECIO ANTEUPHORBIIUM	SWIZZLE STICKS	5 GAL	FULLY ROOTED

GENERAL NOTES:

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PAVING TYPES:

NATURAL COLOR CONCRETE w/LT. SAND FINISH
INTEGRAL COLOR CONCRETE w/EXPOSED AGGREGATE
INTERLOCKING PERMEABLE PAVING
ASPHALT





CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
EVERGREEN TREES			
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PINUS CANARIENSIS	CANARY ISLAND PINE	36" BOX	STANDARD
TRISTANIA CONFERTA	BRISBANE BOX	36" BOX	STANDARD
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	36" BOX	STANDARD

CONCEPTUAL TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
ACCENT TREES			
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JACARANDA MIMOSIFOLIA	JACARANDA	36" BOX	STANDARD
LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX	MULTI-STEM
PLATANUS ACERIFOLIA	LONDON PLANE TREE	36" BOX	STANDARD
TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	36" BOX	STANDARD
STREET TREES			
HYMENOSPORUM FLAVUM	SWEET SHADE	36" BOX	STANDARD, HT. CLEAR 6'
MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STANDARD, HT. CLEAR 6'

CONCEPTUAL SHRUB & GROUNDCOVER LIST

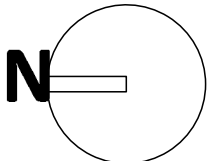
BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SHRUBS			
FICUS BENJAMINA	WEeping BANYAN	5 GAL	
LAURUS NOBILIS	BAY LAUREL	15 GAL	5' MIN. HT.
MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL	
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL	
PRUNUS CAROLINIANA	CAROLINA CHERRY	15 GAL	6' MIN. HT.
VINES			
CISSUS ANTARCTICA	KANGAROO VINE	5 GAL	STAKED
FICUS PUMILA	CREeping FIG	1 GAL	STAKED
SOLANDRA MAXIMA	CUP OF GOLD VINE	5 GAL	STAKED

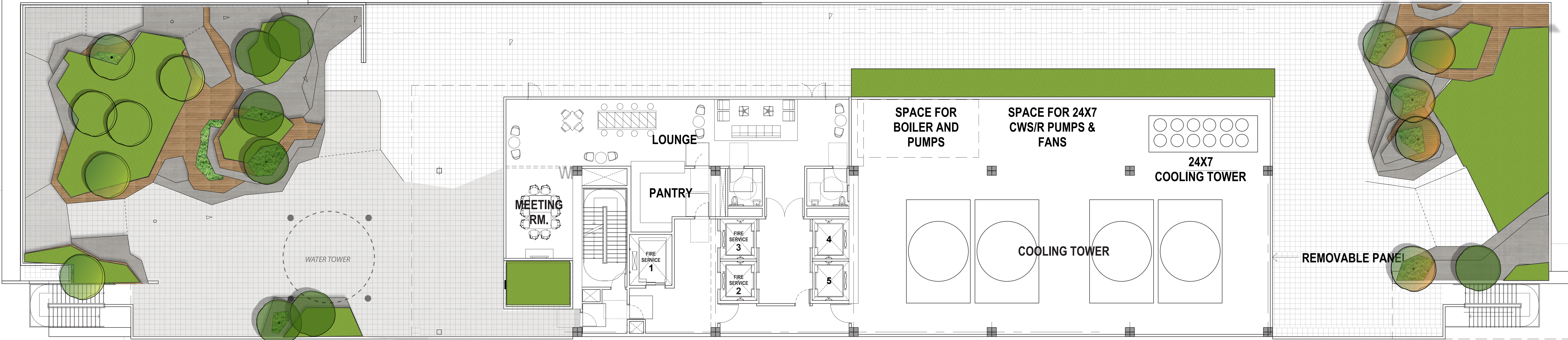
CONCEPTUAL SHRUB & GROUNDCOVER LIST

BOTANICAL NAME	COMMON NAME	SIZE	NOTES
SUCCULENTS			
PEDILANTHUS BRACTEATUS	SLIPPER PLANT	5 GAL	FULLY ROOTED
PORTULACARIA AFRA	ELEPHANT FOOD	5 GAL	FULLY ROOTED
SENECIO ANTEUPHORBIIUM	SWIZZLE STICKS	5 GAL	FULLY ROOTED

GENERAL NOTES:
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2. FACILITATE SUSTAINABLE WATER USE BY USING AUTOMATED WATER SYSTEMS AND DRIP IRRIGATION TO IRRIGATE LANDSCAPED AREAS.

PAVING TYPES:
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INTEGRAL COLOR CONCRETE w/EXPOSED AGGREGATE
INTERLOCKING PERMEABLE PAVING
ASPHALT





BUILDING B - 6TH LEVEL

CONCEPTUAL TREE LIST				CONCEPTUAL TREE LIST				CONCEPTUAL SHRUB & GROUNDCOVER LIST				CONCEPTUAL SHRUB & GROUNDCOVER LIST			
BOTANICAL NAME	COMMON NAME	SIZE	NOTES	BOTANICAL NAME	COMMON NAME	SIZE	NOTES	BOTANICAL NAME	COMMON NAME	SIZE	NOTES	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
EVERGREEN TREES				ACCENT TREES				SHRUBS				SUCCULENTS			
GEJERA PARVIFOLIA	AUSTRALIAN WILLOW	36" BOX	STANDARD	GINKGO BILOBA 'AUTUMN GOLD'	GINGKO	36" BOX	STANDARD	FICUS BENJAMINA	WEeping BANYAN	5 GAL		PEDILANTHUS BRACTEATUS	SLIPPER PLANT	5 GAL	FULLY ROOTED
MELALEUCA QUINQUENERVIA	PAPER BARK TREE	36" BOX	MULTI	JACARANDA MIMOSIFOLIA	JACARANDA	36" BOX	STANDARD	LAURUS NOBILIS	BAY LAUREL	15 GAL	5' MIN. HT.	PORTULACARIA AFRA	ELEPHANT FOOD	5 GAL	FULLY ROOTED
PINUS CANARIENSIS	CANARY ISLAND PINE	36" BOX	STANDARD	LAGERSTROEMIA INDICA	CRAPE MYRTLE	36" BOX	MULTI-STEM	MYRSINE AFRICANA	AFRICAN BOXWOOD	5 GAL		SENECIO ANTEUPHORBIUM	SWIZZLE STICKS	5 GAL	FULLY ROOTED
TRISTANIA CONFERTA	BRISBANE BOX	36" BOX	STANDARD	PLATANUS ACERIFOLIA	LONDON PLANE TREE	36" BOX	STANDARD	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL		<div>GENERAL NOTES:</div> <div>1. NO PROTECTED TREES EXIST ON SITE., PER LAMC 17.02</div> <div>2. FACILITATE SUSTAINABLE WATER USE BY USING AUTOMATED WATER SYSTEMS AND DRIP IRRIGATION TO IRRIGATE LANDSCAPED AREAS.</div>			
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	36" BOX	STANDARD	TABEBUIA IMPETIGINOSA	PINK TRUMPET TREE	36" BOX	STANDARD	PRUNUS CAROLINIANA	CAROLINA CHERRY	15 GAL	6' MIN. HT.				
				STREET TREES				VINES				<div>PAVING TYPES:</div> <div>NATURAL COLOR CONCRETE w/LT. SAND FINISH</div> <div>INTEGRAL COLOR CONCRETE w/EXPOSED AGGREGATE</div> <div>INTERLOCKING PERMEABLE PAVING</div> <div>ASPHALT</div>			
				HYMENOSPORUM FLAVUM	SWEET SHADE	36" BOX	STANDARD, HT. CLEAR 6'	CISSUS ANTARCTICA	KANGAROO VINE	5 GAL	STAKED				
				MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	36" BOX	STANDARD, HT. CLEAR 6'	FICUS PUMILA	CREeping FIG	1 GAL	STAKED				
								SOLANDRA MAXIMA	CUP OF GOLD VINE	5 GAL	STAKED				

IV. Mitigation Monitoring Program

IV. Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) 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 Mitigation Monitoring Program (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.

2. Purpose

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.

3. Organization

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.

4. Administrative Procedures and Enforcement

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 measure 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. Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

5. Program Modification

The project shall be in substantial conformance with the project design features and mitigation measures contained in this Mitigation Monitoring Program. The enforcing departments or agencies may determine substantial conformance with project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project-related approval, complies with CEQA Guidelines, Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the project design features or mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a project design feature or mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

6. Mitigation Monitoring Program

A. Aesthetics

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

B. Air Quality

(1) Project Design Features

Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators shall be used during construction.

- **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:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

Mitigation Measure AIR-MM-1: Prior to demolition, the Project representative shall make available to the lead agency or City of Los Angeles Department of Building and Safety 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 with the exception of demolition activities will be used during any portion of construction. 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 to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet the EPA Tier 4 Final standards.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; 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

Mitigation Measure AIR-MM-2: The Project representative shall require operator(s)/ construction contractor(s) to commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NO_x emissions or newer, cleaner trucks for: (1) haul trucks associated with grading of Building A, Parking Structure, and Subterranean Parking Structure; and (2) concrete delivery trucks during concrete mat foundation pours for Building A, Parking Structure, and Subterranean Parking Structure. To monitor and ensure 2010 model year or newer trucks are used at the Proposed Project, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities associated with the Proposed Project and make these records available to the Lead Agency upon request. The records shall be submitted to the City of Los Angeles Department of City Planning at Project plan check and will be available onsite.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; construction
- **Monitoring Frequency:** Once at Project plan check; periodically during field inspection

In the event that Alternative 2 is adopted, the phasing is slightly different and the mitigation shall be modified as follows:

Mitigation Measure AIR-MM-2 (Alternative 2): The Project representative shall require operator(s)/construction contractor(s) to commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NO_x emissions or newer, cleaner trucks for: (1) haul trucks associated with grading activities; and (2) concrete delivery trucks during concrete mat foundation pours. To monitor and ensure 2010 model year or newer trucks are used at the Proposed Project, the Lead Agency shall require that truck operator(s)/construction contractor(s) maintain records of trucks during the applicable construction activities associated with the Proposed Project and make these records available to the Lead Agency upon request. The records shall be submitted to the City of Los Angeles Department of City Planning at Project plan check and will be available onsite.

- **Enforcement Agency:** South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; construction
- **Monitoring Frequency:** Once at Project plan check; periodically during field inspection

C. Cultural Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

Mitigation Measure CUL-MM-1: The existing condition of Sunset Gower Studios shall be documented in accordance with Historic American Building Survey (HABS) guidelines and standards. Documentation shall include a historical narrative, existing drawings and plans, and photographs of the property, with special emphasis given to documentation of contributing resources and those resources that would be demolished as part of the Project. A qualified historic preservation professional shall be retained to oversee the preparation of HABS documentation.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources

- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at plan check
- **Action(s) Indicating Compliance:** Issuance of applicable demolition permit

Mitigation Measure CUL-MM-2: A Historic Resources Plan shall be developed for Sunset Gower Studios to document existing historic resources, identify character-defining features and resources to be preserved, and establish a treatment plan for their continued preservation. Any future proposed rehabilitation or new additions to existing potential historic district contributors would be subject to specified guidelines and procedures set forth in the Historic Resources Plan that would identify and protect significant character-defining features and ensure that the proposed work conformed to the Secretary of the Interior's Standards.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once per phase at plan check
- **Action(s) Indicating Compliance:** Issuance of applicable demolition permit

Mitigation Measure CUL-MM-3: The Project shall include a multifaceted interpretive program, which will incorporate multiple mediums including physical interpretive exhibits and signage as well as an online component with digital media to document the history of the Sunset Gower Studios property and provides information and directions to access other interpretive features.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once at Project plan check
- **Action(s) Indicating Compliance:** Issuance of Certificate of Occupancy

Mitigation Measure CUL-MM-4: The Project would include the development of a self-guided walking tour located along Gower Street, to be hosted on a web-based platform and accessible from mobile devices, which details

the history of Columbia Pictures and the studio's association with the Sunset Gower property.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once at Project plan check
- **Action(s) Indicating Compliance:** Issuance of Certificate of Occupancy

Mitigation Measure CUL-MM-5: A qualified historic preservation professional, who meets the requirements set forth by the Secretary of the Interior's Professional Qualifications Standards, shall be retained to ensure that Building A, Building B, and Building C are designed and constructed in accordance with the Secretary of the Interior's Standards for Rehabilitation to ensure that the proposed new construction shall be differentiated from existing construction and shall be compatible in design with Sunset Gower Studios in order to protect the historical integrity of the potential historic district and verify compliance with the Historic Resources Plan.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once per plan check for Buildings A, B and C
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit

Mitigation Measure CUL-MM-6: The Project shall include a shoring plan to ensure the protection of adjacent historic resources during construction from damage due to underground excavation and general construction procedures and to reduce the possibility of settlement due to the removal of adjacent soil.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Office of Historic Resources
- **Monitoring Phase:** Pre-construction

- **Monitoring Frequency:** Once, at plan check for construction activities located adjacent to historic resources
- **Action(s) Indicating Compliance:** Issuance of applicable shoring permit

Mitigation Measure CUL-MM-7: A qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the archaeologist and shall depend on the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; 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:** Documentation demonstrating archaeologist has been consulted prior to grading activities. If unanticipated discoveries are found, submittal of compliance report by a qualified archaeologist

D. Energy

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

E. Paleontological Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

Mitigation Measure PAL-MM-1: Prior to demolition, a qualified paleontologist shall be retained by the Applicant to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the paleontologist and shall depend on the rate of excavation and grading activities and the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum and the Department of City Planning. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; 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:** To be determined by consultation with paleontologist if resource(s) are discovered
- **Action Indicating Compliance:** Documentation demonstrating paleontologist has been consulted prior to grading activities. If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

F. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED Silver or equivalent green building standards under LEED v4. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Silver certification will include, but are not limited to the following:

- a. Use of Energy Star-labeled appliances (e.g., refrigerators, air conditioners, and water heaters) consistent with CCR Title 20 (Appliance Efficiency Regulations);
 - b. Reduced indoor water use by at least 20 percent;
 - c. Plumbing fixtures (water closets and urinals) and fittings (faucets) that exceed the performance requirements specified in the Los Angeles Municipal Code; and
 - d. Weather-based irrigation system and water-efficient landscaping with use of drought tolerant plants in up to 60 percent of the proposed landscaping.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; 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 check approval and issuance of applicable building permit

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

G. Land Use and Planning

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

H. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **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:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Feature NOI-PDF-2: All outdoor mounted mechanical equipment shall be screened from off-site noise-sensitive receptors. The equipment screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line-of-sight from the equipment to the off-site noise-sensitive receptors. Written documentation that the design of the screen complies with this measure shall be submitted at plan check.

- **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 at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-3: Outdoor amplified sound systems, if any, shall be designed so as not to exceed the maximum noise level of 85 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified speaker sound systems at Level 1 plaza, courtyard and paseo, and upper levels courtyard and terraces, and 90 dBA (L_{eq-1hr}) at Level 1 central plaza and Levels 6, 16 and 18 roof gardens. A qualified noise consultant shall provide written documentation that the design of the system complies with these maximum noise levels. The documentation shall be submitted during plan check for compliance.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check; once at field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature NOI-PDF-4: All loading docks shall be visually screened from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; 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

Project Design Feature NOI-PDF-5: Project construction shall not include the use of driven (impact) pile systems.

- **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:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected, during Phase 1 and Phase 2 construction, at the locations listed below. Prior to demolition, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the residential uses on the east side of Gordon Street east of the Project Site (receptor R1). The temporary sound barrier shall be designed to provide a minimum 15-dBA noise reduction at the ground level of receptor R1.
- Along the southern property line of the Project Site between the construction areas and residential use on Fountain Avenue south of the Project Site (receptor R2). The temporary sound barrier shall be designed to provide a minimum 12-dBA noise reduction at the ground level of receptor R2.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; 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 check approval and issuance of applicable building permit; submittal of compliance report from qualified noise consultant

Mitigation Measure NOI-MM-2: Prior to start of demolition, the Applicant shall retain the services of a structural engineer or qualified professional to visit the on-site historic buildings adjacent to the Project construction areas to inspect and document the apparent physical condition of the buildings' readily-visible features.

- The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of

documenting the construction-related ground vibration levels at on-site historic buildings located within 20 feet of the Project construction activities, during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.10 PPV and a regulatory level of 0.12 PPV. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

- The vibration monitoring program shall be submitted to the Department of Building and Safety (DBS) for review and approval, prior to start of construction activities.
- In the event the warning level (0.10 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.
- In the event the regulatory level (0.12 PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.
- The recorded vibration levels and inspection logs shall be submitted to DBS for verification.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; 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; submittal of compliance report from noise consultant

I.1. Public Services—Fire Protection

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

I.2. Public Services—Police Protection

(1) Project Design Features

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

- **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 POL-PDF-2: The Project shall include a closed circuit camera system and keycard or guarded entry.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Post-construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

Project Design Feature POL-PDF-3: The Project shall provide proper lighting of buildings and walkways to provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings.

- **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:** Post-construction
- **Monitoring Frequency:** Once at Project plan check

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature POL-PDF-4: The Project shall provide sufficient lighting of parking areas to maximize visibility and reduce areas of concealment.

- **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:** Post-construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature POL-PDF-5: The Project shall design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites.

- **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:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

Project Design Feature POL-PDF-6: Prior to the issuance of a building permit, the Applicant shall consult with LAPD's Crime Prevention Unit regarding the incorporation of feasible crime prevention features appropriate for the design of the Project, including applicable features in LAPD'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 Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Documentation showing consultation at plan check approval

Project Design Feature POL-PDF-7: Upon completion of the Project and prior to the issuance of a certificate of occupancy, the Applicant shall submit a diagram of the Project Site to the LAPD's Hollywood Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

- **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:** Post-construction
- **Monitoring Frequency:** Once at Project plan
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

J. Transportation

(1) Project Design Features

Project Design Feature TR-PDF-1: A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan 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, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Sunset Boulevard and Gordon Street, to ensure traffic safety on public rights-of-way. These

controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's driveways.

- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Schedule of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside commuter peak hours (after 7:00 A.M. or before 3:00 P.M.) to the extent feasible.
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety.
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route.
- Spacing of trucks so as to discourage a convoy effect.
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Maintenance of a log documenting the dates of hauling and the number of trips (i.e., trucks) per day available on the job site at all times.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.
- School buses shall have unrestricted access to schools.

- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- Contractors shall install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.
- Contractors shall maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle, bicycle, and/or pedestrian routes to school may be impacted.
- Contractors shall maintain safe and convenient pedestrian routes to all nearby schools.
- Contractors shall install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes shall not pass by any school, except when school is not in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.
- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.
- Construction trucks and other vehicles shall stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.
- **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 check approval and issuance of grading permit; field inspection sign-off

Project Design Feature TR-PDF-2: The Applicant shall implement a Transportation Demand Management (TDM) Program that will include but not be limited to the following transportation demand management measures:

- Educational Programs/On-Site TDM Coordinator who reaches out to employers and employees promoting the benefits of TDM;
- Centrally located Transportation Information Center/Kiosk where employees and visitors can obtain information regarding commute programs and real-time commuter information;
- Bicycle and pedestrian-friendly environment with exclusive access points, secured bicycle facilities, and showers;
- A one-time fixed-fee contribution of \$75,000 to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to implement bicycle improvements within the Project area;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Guaranteed ride home (GRH) program;
- Short-term car rentals;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a
- "parking cash-out" subsidy, and/or unbundled parking;
- Mobility Hub support of existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information, etc. at the project site (subject to design feasibility);
- Make a one-time financial contribution of \$75,000 to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Project membership and participation in the Hollywood Community Transportation Management Organization (TMO) should the TMO become operational. The Hollywood TMO's services could replace some of the in-house TMO services where applicable, such as ridesharing matching services for multi-employee carpools and vanpools. Project representatives should attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to project tenants relative to the services provided by the TMO. The TMO would offer similar services to those described above but would have a much wider reach than

the project's local TDM plan and can result in much greater trip reduction benefits. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan;

- Record a Covenant and Agreement to ensure that the TDM program will be maintained.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Approval of TDM program from LADOT; issuance of Certificate of Occupancy; submittal of compliance report

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

K. Tribal Cultural Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

L.1. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

Project Design Feature WAT-PDF-1: The Project design shall incorporate the following design features to support water conservation in excess of LAMC requirements.

- High-Efficiency Toilets with a flush volume of 1.0 gallon per flush.
- Waterless urinals.
- High-Efficiency Showerheads with a flow rate of 1.5 gallons per minute.
- Domestic Water Heating System located in close proximity to point(s) of use.
- Drip/Subsurface Irrigation (Micro-Irrigation).
- Bubblers for trees.
- Proper Hydro-zoning/Zoned Irrigation (groups plants with similar water requirements together).
- Drought Tolerant Plants—60 percent of landscaped area.
- **Enforcement Agency:** City of Los Angeles Department of Water and Power; 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

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

L.2. Utilities and Service Systems—Wastewater

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

L.3. Utilities and Service Systems—Energy Infrastructure

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

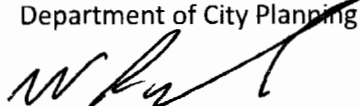
(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE1438 N. Gower St.
DOT Case No. CEN 18-47149

Date: April 2, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE SUNSET GOWER STUDIOS
PRESERVATION AND ENHANCEMENT PLAN PROJECT LOCATED AT 1438 NORTH
GOWER STREET (ENV-2017-5091-EIR/ZA-2017-5090-VCU-CU-SPR)**

On October 31, 2018, the Department of Transportation (DOT) issued an initial traffic assessment report to the Department of City Planning on the Sunset Gower studios preservation and enhancement plan project located at 1438 North Gower Street. In this initial traffic study, which was subjected to the Transportation Impact Study Guidelines, it was determined that out of the 49 signalized and 8 un-signalized study intersections, 11 of those study intersections would result in a significant impact due to the project-related traffic. However, subsequent to the releasing of this report, on October 10, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on October 15, 2018. Therefore, please replace the previous October 31, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Gibson Transportation Consulting Inc., for the proposed Sunset Gower studios preservation and enhancement plan project located at 1438 North Gower Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS**A. Project Description**

The Project Site is currently occupied by sound stages, production facilities for media and entertainment industries, creative offices, and support facilities. The Project proposes the preservation and enhancement of portions of the existing Sunset Gower Studios and the

development of new studio-related creative office, production office/production support, and storage uses within three new buildings (Buildings A, B, and C), and bicycle and vehicle parking facilities. The proposed new buildings, which could be developed in phases, would comprise approximately 628,000 sf of floor area for new studio-related creative office, production office/production support, and storage uses. Approximately 160,600 square feet (sf) of existing floor area would be removed as part of the project. Upon completion, the Project Site would have a total of approximately 852,800 sf of creative office, 53,800 sf of production support, 169,400 sf of sound stage space, and 6,500 sf of restaurant space. Parking for the Project would be provided on-site within existing and new parking areas, including parking lots, parking structures, and subterranean parking levels. Vehicular access to the Project Site would be maintained and provided via an existing full-access driveway on Sunset Boulevard at Beachwood Drive and three existing full-access driveways along the project frontage on Gordon Street. The Project is expected to be completed by 2028. A copy of the site plan is provided as **Attachment A**.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting Inc., the work VMT projection with mitigation for the proposed project is 5.8. The Project does not propose any residential uses. Therefore, it is concluded that implementation of the Project

would **not** result in any significant Household or Work VMT impacts. A copy of the VMT Calculator summary report is provided as **attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at 11 locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by Gibson Transportation Consulting Inc., the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project includes the development of a trip reduction program and solutions that promote other modes of travel. The traffic demand management and mitigation program includes the following improvements:

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As

recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Educational Programs/On-Site TDM Coordinator who reaches out to employers and employees promoting the benefits of TDM;
- Centrally located Transportation Information Center/Kiosk where employees and visitors can obtain information regarding commute programs and real-time commuter information;
- Bicycle and pedestrian-friendly environment with exclusive access points, secured bicycle facilities, and showers;
- A one-time fixed-fee contribution of **\$75,000** to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to implement bicycle improvements within the Project area;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Guaranteed ride home (GRH) program;
- Short-term car rentals;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a "parking cash-out" subsidy, and/or unbundled parking;
- Mobility Hub support of existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking and rentals, shared vehicle rentals, and transit information, etc. at the project site (subject to design feasibility);
- Make a one-time financial contribution of **\$75,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Project membership and participation in the Hollywood Community Transportation Management Organization (TMO) should the TMO become operational. The Hollywood TMO's services could replace some of the in-house TMO services where applicable, such as ridesharing matching services for multi-employee carpools and vanpools. Project representatives should attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to project tenants relative to the services provided by the TMO. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to equilibrium (i.e., the level at which the owner/management deems maximum occupancy). The monitoring program should be conducted annually to ensure compliance for a period of 3 years. If the project is found to not conform to the trip reduction targets summarized in **Attachment D**, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will cooperate on

implementing further TDM Strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

2. Transportation Systems Managements (TSM) Improvements

The project would contribute up to **\$270,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Operation and Communication Section has identified the need of potential TSM improvements, which consist of new system loops, new video detection systems, and new video fibers (48SM), are detailed in **Attachment E**. The new video fibers will be from the existing ATSAC communication hub located at the Los Angeles Police Department (LAPD) Hollywood Station (1358 Wilcox Ave, Los Angeles 90028) to the intersection Sunset Boulevard and Van Ness Avenue. The new system loops and video detection systems would provide enhancement of the existing traffic signal operations and the new video fibers would provide additional network capacity for new closed circuit television (CCTV) cameras to real-time video monitoring of the intersection, corridor, transit, and pedestrian operations. Collectively, these TSM improvements would provide a system wide benefit by reducing delays experienced by motorists at study intersections. Should the project be approved, then a final determination on how to implement the TSM improvements listed above will be made by DOT prior to the issuance of the first building permit. These TSM improvements will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **\$270,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$270,000** to DOT, and DOT shall design and construct the upgrades. If the upgrades are implemented by the applicant through the B-Permit process, then these TSM improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. Intersection Improvements

Where the implementation of the TDM program and TSM would not fully mitigated the project-related traffic impacts to a level below significance, the transportation study proposed to contribute toward the intersection improvements that are acceptable by DOT to reduce the impact to less than significant levels: **Van Ness Avenue and Sunset Boulevard** – Widening the east side of Van Ness Avenue north of Sunset Boulevard by five feet; remove approximately seven unmetered on-street parking spaces; and restripe Van Ness Avenue within the existing right-of-way to accommodate dual left-turn lanes and one shared through/right-turn lane in the southbound approach as shown in **Attachment F**. In order to accommodate dual left-turn lanes, traffic signal modification would be required to provide a protected southbound left-turn phasing.

This improvement was originally proposed and approved as part of the mitigation measure included in the approved Transportation Impact Assessment for the Sunset/Western Mixed-Use Development at 5420 West Sunset Boulevard (LADOT, August 8, 2018) and could be used to mitigate the transportation impacts from both the approved Sunset/Western Mixed-Use Development and this project. Consistent with DOT policy, the cost of this improvement can be

shared between these developments.

4. Implementation of Improvements and Mitigation Measures

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

5. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

6. Highway Dedication and Street Widening Requirements

Per the new Mobility Element, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Gower Street**, a Modified Avenue III, would require a 24-foot half-width roadway within a 36-foot half-width right-of-way; **Fountain Avenue**, a Collector, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way; and, **Gordon Street**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way.

7. Parking Requirements

The traffic study indicated that the project would provide a total of 74 vehicle parking spaces and 284 bicycle parking spaces on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

8. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment G** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well.

9. Development Review Fees

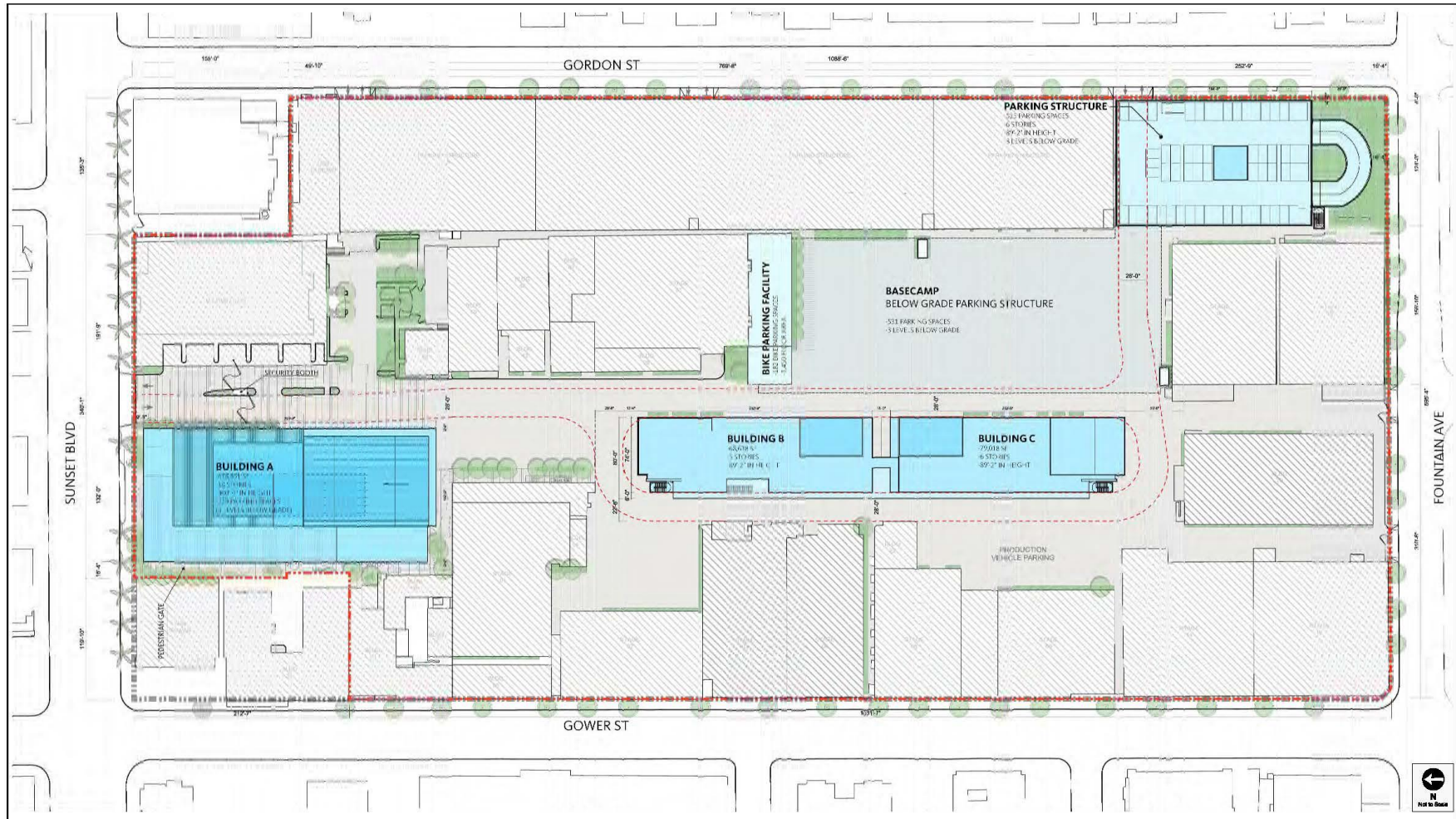
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Russell Hasan at (213) 482-7117.

Attachments

J:\Letters\2020\CEN 17-47149_1438 N. Gower St.docx

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Emily Wong, Gibson Transportation Consulting, Inc.



PROPOSED SITE PLAN

FIGURE
1

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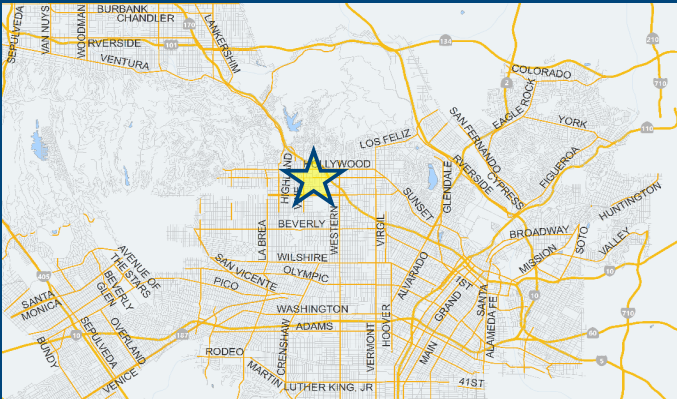


Project Information

Project: SUNSET GOWER STUDIOS

Scenario:

Address: 6050 W SUNSET BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	6.516	ksf
Office General Office	992.4	ksf

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A Parking		
Reduce Parking Supply	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
city code parking provision for the project site	100	74
actual parking provision for the project site		
Unbundle Parking	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
monthly parking cost (dollar) for the project site	150	
Parking Cash-Out	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
percent of employees eligible	50	
Price Workplace Parking	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
daily parking charge (dollar)	6.00	
percent of employees subject to priced parking	25	
Residential Area Parking Permits	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
cost (dollar) of annual permit	200	
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
5,936 Daily Vehicle Trips	5,480 Daily Vehicle Trips
44,311 Daily VMT	40,912 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.2 Work VMT per Employee	5.8 Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	6.516	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	992.400	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

Analysis Results			
Total Employees: 3,996			
Total Population: 0			
Proposed Project		With Mitigation	
5,936	Daily Vehicle Trips	5,480	Daily Vehicle Trips
44,311	Daily VMT	40,912	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
6.2	Work VMT per Employee	5.8	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	100%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	Yes
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	0	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	Yes
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 12, 2020
 Project Name: SUNSET GOWER STUDIOS
 Project Scenario:
 Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 12, 2020
 Project Name: SUNSET GOWER STUDIOS
 Project Scenario:
 Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
	Include secure bike parking and showers	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		0%	8%	0%	8%	0%	8%	0%	8%	0%	8%	0%	4%
MAX. TDM EFFECT		0%	8%	0%	8%	0%	8%	0%	8%	0%	8%	0%	8%

= Minimum (X%, 1-[(1-A)*(1-B)...])
 where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 12, 2020

Project Name: SUNSET GOWER STUDIOS

Project Scenario:

Project Address: 6050 W SUNSET BLVD, 90028



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.7	0	0
Home Based Other Production	0	0.0%	0	4.9	0	0
Non-Home Based Other Production	1,011	-13.6%	874	7.4	7,481	6,468
Home-Based Work Attraction	3,987	-25.6%	2,967	8.4	33,491	24,923
Home-Based Other Attraction	2,058	-40.7%	1,221	6.0	12,348	7,326
Non-Home Based Other Attraction	1,011	-13.6%	874	6.4	6,470	5,594

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	-7.7%	0	0
Home Based Other Production	0.0%	0	0	-7.7%	0	0
Non-Home Based Other Production	0.0%	874	6,468	-7.7%	807	5,972
Home-Based Work Attraction	0.0%	2,967	24,923	-7.7%	2,739	23,011
Home-Based Other Attraction	0.0%	1,221	7,326	-7.7%	1,127	6,764
Non-Home Based Other Attraction	0.0%	874	5,594	-7.7%	807	5,165

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 3,996

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	24,923	23,011
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	6.2	5.8

TABLE 13
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
1.	Cahuenga Blvd & Franklin Ave	AM PM	0.935 0.848	E D	0.935 0.860	E D	0.000 0.012	NO NO	0.935 0.856	E D	0.000 0.008	NO NO
2.	Vine St & Franklin Ave / US-101 SB Off-ramp	AM PM	0.348 0.458	A A	0.349 0.465	A A	0.001 0.007	NO NO	0.349 0.463	A A	0.001 0.005	NO NO
3.	Argyle Ave / US-101 NB On-ramp & Franklin Ave	AM PM	0.861 0.881	D D	0.861 0.888	D D	0.000 0.007	NO NO	0.861 0.886	D D	0.000 0.005	NO NO
4.	Gower St & Franklin Ave	AM PM	0.614 0.717	B C	0.614 0.721	B C	0.000 0.004	NO NO	0.614 0.720	B C	0.000 0.003	NO NO
5.	Beachwood Dr & Franklin Ave	AM PM	0.717 0.668	C B	0.718 0.673	C B	0.001 0.005	NO NO	0.717 0.672	C B	0.000 0.004	NO NO
6.	Bronson Ave & Franklin Ave	AM PM	0.631 0.848	B D	0.634 0.854	B D	0.003 0.006	NO NO	0.633 0.853	B D	0.002 0.005	NO NO
7.	Gower St & Carlos Ave	AM PM	0.355 0.288	A A	0.366 0.294	A A	0.011 0.006	NO NO	0.362 0.292	A A	0.007 0.004	NO NO
8.	Cahuenga Blvd & Hollywood Blvd	AM PM	0.895 0.722	F* F*	0.895 0.727	F* F*	0.000 0.005	NO NO	0.885 0.716	F* F*	-0.010 -0.006	NO NO
9.	Ivar Ave & Hollywood Blvd	AM PM	0.451 0.569	A A	0.451 0.571	A A	0.000 0.002	NO NO	0.441 0.561	A A	-0.010 -0.008	NO NO
10.	Vine St & Hollywood Blvd	AM PM	0.944 0.934	F* F*	0.954 0.939	F* F*	0.010 0.005	YES NO	0.941 0.928	F* F*	-0.003 -0.006	NO NO
11.	Argyle Ave & Hollywood Blvd	AM PM	0.602 0.745	B C	0.602 0.748	B C	0.000 0.003	NO NO	0.592 0.737	A C	-0.010 -0.008	NO NO
12.	Gower St & Hollywood Blvd	AM PM	0.729 0.785	C C	0.749 0.788	C C	0.020 0.003	NO NO	0.733 0.777	C C	0.004 -0.008	NO NO
13.	Bronson Ave & Hollywood Blvd	AM PM	0.681 0.696	B B	0.687 0.701	B C	0.006 0.005	NO NO	0.675 0.690	B B	-0.006 -0.006	NO NO
14.	US 101 SB Ramps & Hollywood Blvd	AM PM	0.630 0.652	B B	0.634 0.659	B B	0.004 0.007	NO NO	0.623 0.647	B B	-0.007 -0.005	NO NO
15.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	AM PM	1.034 0.880	F D	1.037 0.897	F D	0.003 0.017	NO NO	1.025 0.882	F D	-0.009 0.002	NO NO
16.	Wilton Pl & Hollywood Blvd	AM PM	0.781 0.866	C D	0.784 0.873	C D	0.003 0.007	NO NO	0.772 0.861	C D	-0.009 -0.005	NO NO
17.	Western Ave & Hollywood Blvd	AM PM	0.950 0.943	E E	0.957 0.946	E E	0.007 0.003	NO NO	0.945 0.935	E E	-0.005 -0.008	NO NO
18.	Cahuenga Blvd & Selma Ave	AM PM	0.531 0.511	A A	0.531 0.515	A A	0.000 0.004	NO NO	0.531 0.514	A A	0.000 0.003	NO NO
19.	Vine St & Selma Ave	AM PM	0.509 0.614	A B	0.519 0.623	A B	0.010 0.009	NO NO	0.515 0.620	A B	0.006 0.006	NO NO
20.	Gower St & Selma Ave	AM PM	0.696 0.612	B B	0.718 0.616	C B	0.022 0.004	NO NO	0.712 0.614	C B	0.016 0.002	NO NO
21.	Wilcox Ave & Sunset Blvd	AM PM	0.693 0.684	B B	0.696 0.699	B B	0.003 0.015	NO NO	0.685 0.684	B B	-0.008 0.000	NO NO
22.	Cahuenga Blvd & Sunset Blvd	AM PM	0.838 0.818	F* F*	0.840 0.836	F* F*	0.002 0.018	NO YES	0.830 0.821	F* F*	-0.008 0.003	NO NO
23.	Ivar Ave & Sunset Blvd	AM PM	0.545 0.568	A A	0.548 0.571	A A	0.003 0.003	NO NO	0.537 0.559	A A	-0.008 -0.009	NO NO
24.	Vine St & Sunset Blvd	AM PM	0.991 1.053	F* F*	1.010 1.064	F* F*	0.019 0.011	YES YES	0.995 1.050	F* F*	0.004 -0.003	NO NO
25.	Argyle Ave & Sunset Blvd	AM PM	0.665 0.746	B C	0.669 0.767	B C	0.004 0.021	NO NO	0.658 0.751	B C	-0.007 0.005	NO NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 13 (CONTINUED)
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2028)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Full Mitigation Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact	V/C	LOS	Change in V/C	Significant Impact
26.	Gower St & Sunset Blvd	AM	0.931	E	0.936	E	0.005	NO	0.924	E	-0.007	NO
		PM	1.047	F	1.077	F	0.030	YES	1.014	F	-0.033	NO
27.	Gordon St & Sunset Blvd	AM	0.463	A	0.495	A	0.032	NO	0.474	A	0.011	NO
		PM	0.541	A	0.677	B	0.136	NO	0.625	B	0.084	NO
28.	Bronson Ave & Sunset Blvd	AM	0.779	C	0.812	D	0.033	YES	0.792	C	0.013	NO
		PM	0.819	D	0.852	D	0.033	YES	0.832	D	0.013	NO
29.	Van Ness Ave & Sunset Blvd	AM	0.925	E	0.951	E	0.026	YES	0.837	D	-0.088	NO
		PM	1.009	F	1.040	F	0.031	YES	0.937	E	-0.072	NO
30.	Wilton Pl & Sunset Blvd	AM	0.607	B	0.621	B	0.014	NO	0.607	B	0.000	NO
		PM	0.711	C	0.725	C	0.014	NO	0.711	C	0.000	NO
31.	Western Ave & Sunset Blvd	AM	0.697	B	0.699	B	0.002	NO	0.688	B	-0.009	NO
		PM	0.872	D	0.881	D	0.009	NO	0.868	D	-0.004	NO
32.	Wilcox Ave & Fountain Ave	AM	0.503	A	0.505	A	0.002	NO	0.495	A	-0.008	NO
		PM	0.589	A	0.591	A	0.002	NO	0.580	A	-0.009	NO
33.	Cahuenga Blvd & Fountain Ave	AM	0.729	C	0.733	C	0.004	NO	0.721	C	-0.008	NO
		PM	0.786	C	0.801	D	0.015	NO	0.787	C	0.001	NO
34.	Vine St & Fountain Ave	AM	0.752	C	0.757	C	0.005	NO	0.745	C	-0.007	NO
		PM	0.809	D	0.827	D	0.018	NO	0.811	D	0.002	NO
35.	El Centro Ave & Fountain Ave	AM	0.437	A	0.445	A	0.008	NO	0.433	A	-0.004	NO
		PM	0.435	A	0.443	A	0.008	NO	0.430	A	-0.005	NO
36.	Gower St & Fountain Ave	AM	0.760	C	0.771	C	0.011	NO	0.757	C	-0.003	NO
		PM	0.845	D	0.877	D	0.032	YES	0.855	D	0.010	NO
37.	Wilcox Ave & Santa Monica Blvd	AM	0.781	C	0.782	C	0.001	NO	0.772	C	-0.009	NO
		PM	0.781	C	0.786	C	0.005	NO	0.775	C	-0.006	NO
38.	Cahuenga Blvd & Santa Monica Blvd	AM	0.859	D	0.861	D	0.002	NO	0.851	D	-0.008	NO
		PM	0.867	D	0.879	D	0.012	NO	0.865	D	-0.002	NO
39.	Vine St & Santa Monica Blvd	AM	0.933	E	0.935	E	0.002	NO	0.924	E	-0.009	NO
		PM	0.965	E	0.977	E	0.012	YES	0.963	E	-0.002	NO
40.	Gower St & Santa Monica Blvd	AM	0.904	E	0.918	E	0.014	YES	0.903	E	-0.001	NO
		PM	0.989	E	1.004	F	0.015	YES	0.987	E	-0.002	NO
41.	Bronson Ave & Santa Monica Blvd	AM	0.685	B	0.701	C	0.016	NO	0.686	B	0.001	NO
		PM	0.663	B	0.665	B	0.002	NO	0.654	B	-0.009	NO
42.	Van Ness Ave & Santa Monica Blvd	AM	0.919	E	0.935	E	0.016	YES	0.920	E	0.001	NO
		PM	0.861	D	0.863	D	0.002	NO	0.852	D	-0.009	NO
43.	Wilton Pl & Santa Monica Blvd	AM	0.785	C	0.801	D	0.016	NO	0.786	C	0.001	NO
		PM	0.793	C	0.796	C	0.003	NO	0.785	C	-0.008	NO
44.	Western Ave & Santa Monica Blvd	AM	0.932	E	0.957	E	0.025	YES	0.940	E	0.008	NO
		PM	1.038	F	1.050	F	0.012	YES	1.035	F	-0.003	NO
45.	US-101 SB On-ramp & Santa Monica Blvd	AM	0.515	A	0.523	A	0.008	NO	0.511	A	-0.004	NO
		PM	0.609	B	0.611	B	0.002	NO	0.600	A	-0.009	NO
46.	US-101 NB Off-ramp / Serrano Ave & Santa Monica Blvd	AM	0.658	B	0.664	B	0.006	NO	0.652	B	-0.006	NO
		PM	0.849	D	0.854	D	0.005	NO	0.842	D	-0.007	NO
47.	Vine St & Melrose Ave	AM	0.854	D	0.856	D	0.002	NO	0.855	D	0.001	NO
		PM	0.916	E	0.918	E	0.002	NO	0.917	E	0.001	NO
48.	Gower St & Melrose Ave	AM	0.767	C	0.780	C	0.013	NO	0.776	C	0.009	NO
		PM	0.879	D	0.888	D	0.009	NO	0.885	D	0.006	NO
49.	Western Ave & Melrose Ave	AM	0.861	D	0.866	D	0.005	NO	0.864	D	0.003	NO
		PM	0.885	D	0.895	D	0.010	NO	0.892	D	0.007	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 11
PROJECT TRIP GENERATION ESTIMATES WITH TDM REDUCTION PROGRAM

TRIP GENERATION RATES [a]									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Sound Stage	[b]	per ksf	5.91	63%	37%	0.20	40%	60%	0.43
Production Support	[b]	per ksf	4.14	65%	35%	0.61	45%	55%	0.57
General Office	710	per ksf	9.74	86%	14%	1.16	16%	84%	1.15
High-Turnover Restaurant	932	per ksf	112.18	55%	45%	9.94	62%	38%	9.77

TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Project Site After Project Completion</u>									
Sound Stage	[b]	169.4 ksf	1,001	21	13	34	29	44	73
Production Support	[b]	53.8 ksf	223	21	12	33	14	17	31
Office	710	852.8 ksf	8,306	851	138	989	157	824	981
Transit Adjustment [c]	10%		-831	-85	-14	-99	-16	-82	-98
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c]	10%		-73	-4	-3	-7	-4	-2	-6
Pass-By Adjustment [d]	20%		-132	-6	-6	-12	-7	-5	-12
TOTAL - WITH PROPOSED PROJECT			9,225	834	169	1,003	213	820	1,033
TDM REDUCTION PROGRAM - 15%			(1,384)	(125)	(25)	(150)	(32)	(123)	(155)
<u>Existing Project Site</u>									
Sound Stage	[b]	175.1 ksf	1,035	22	13	35	30	45	75
Production Support	[b]	56.1 ksf	232	22	12	34	14	18	32
Office	710	379.0 ksf	3,691	378	62	440	70	366	436
Transit Adjustment [c]	10%		-369	-38	-6	-44	-7	-37	-44
Restaurant	932	6.5 ksf	731	36	29	65	40	24	64
Transit Adjustment [c]	10%		-73	-4	-3	-7	-4	-2	-6
Pass-By Adjustment [d]	20%		-132	-6	-6	-12	-7	-5	-12
TOTAL - EXISTING PROJECT SITE			5,115	410	101	511	136	409	545
TOTAL - NET NEW TRIPS			4,110	424	68	492	77	411	488
TOTAL - NET NEW TRIPS WITH TDM REDUCTION PROGRAM			2,726	299	43	342	45	288	333

Notes:

ksf = 1,000 square feet.

For trip generation purposes, creative office trip generation estimates were assumed to conservatively reflect general office building trip rates (ITE Land Use 710).

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017, unless as noted.

[b] Rate based on empirical rate from *Transportation Study for the NBC Universal Evolution Plan Environmental Impact Report*, Gibson Transportation Consulting, Inc. and Raju Associates, Inc., March 2010.

[c] Per LADOT's *Transportation Impact Study Guidelines* (LADOT, December 2016), the Project Site is located less than 0.50 mile of the Metro Red Line Hollywood Vine Station and a RapidBus stop, therefore a transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods.

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

ATTACHMENT 3

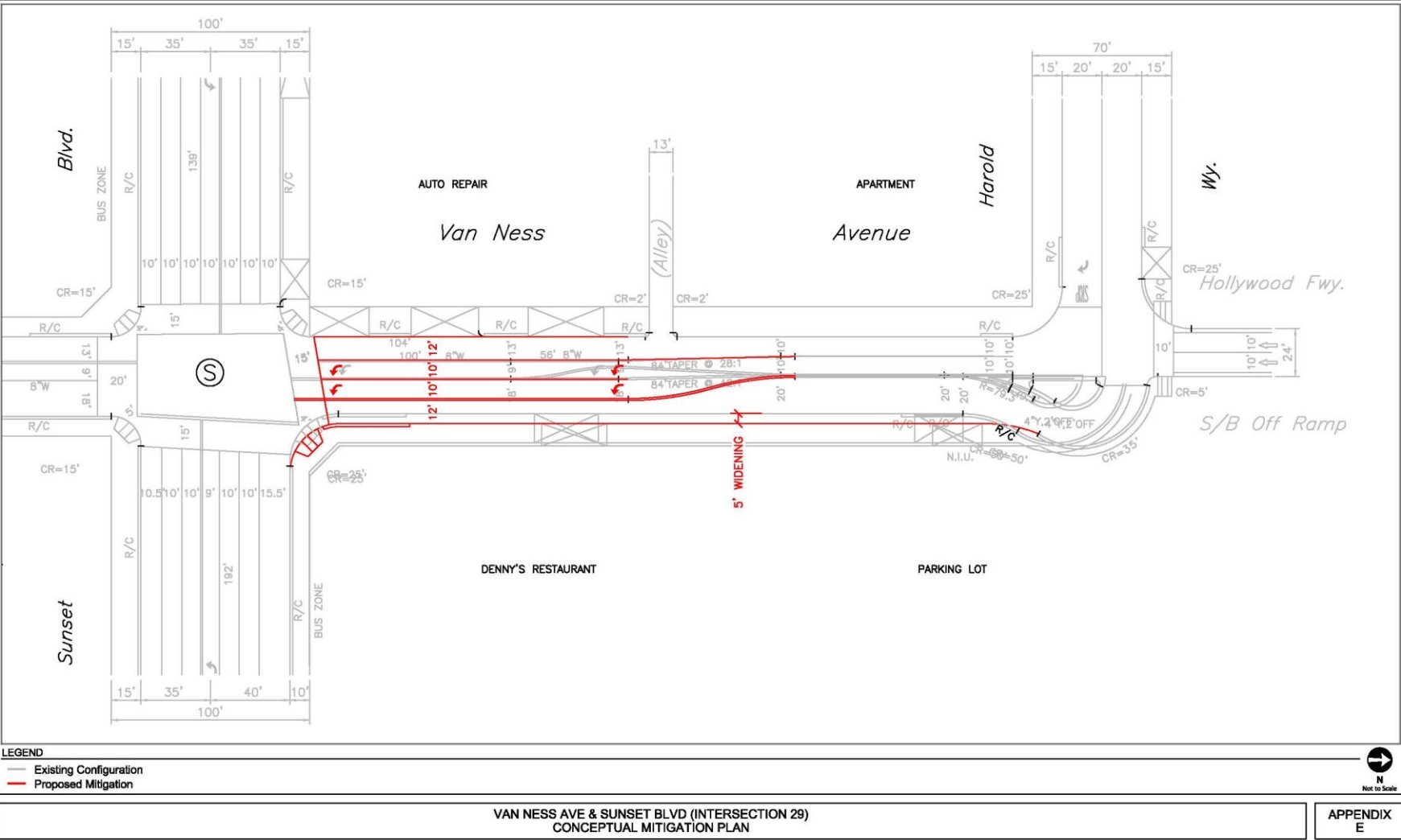
APPENDIX E

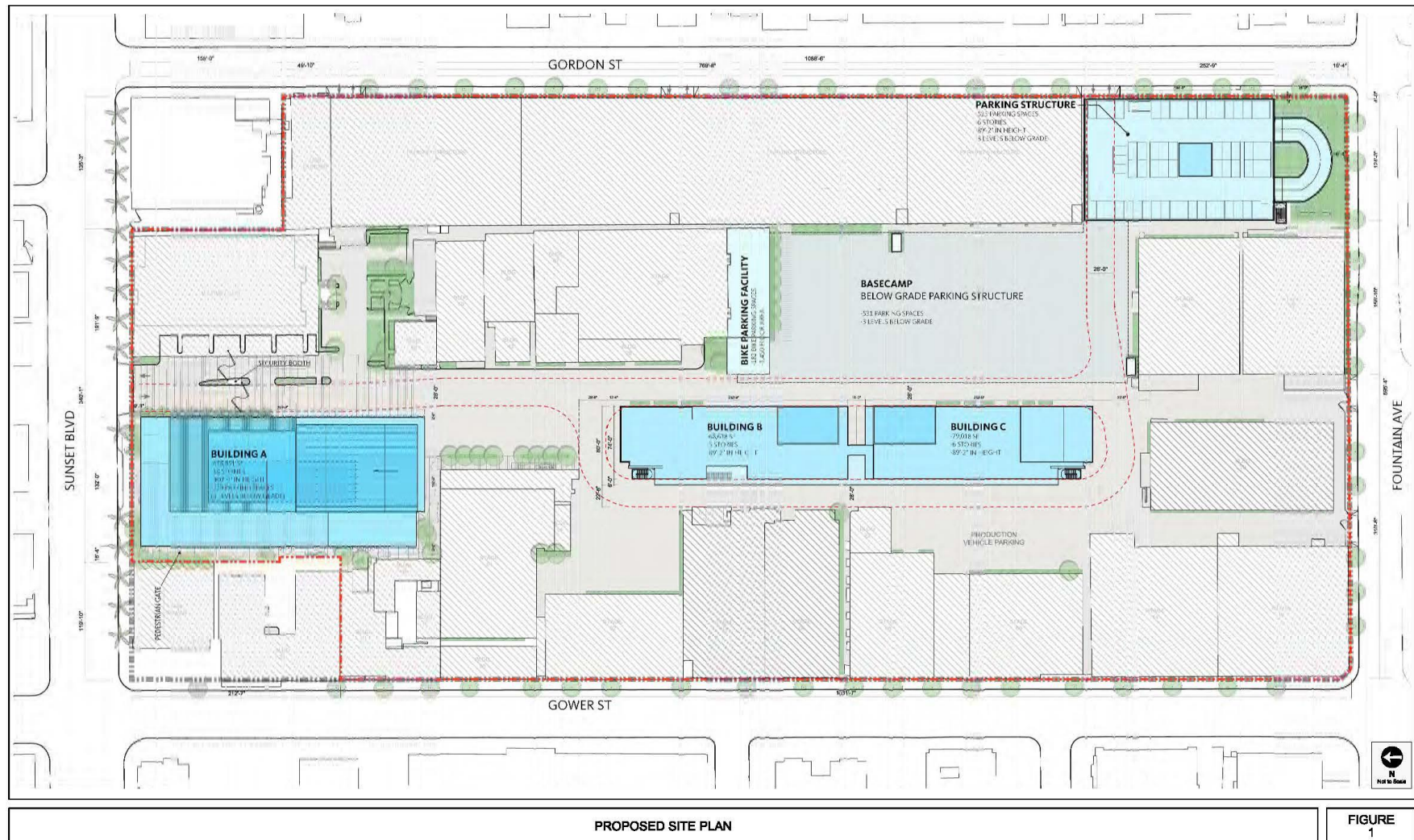
SUNSET GOWER STUDIOS PRELIMINARY TSM IMPROVEMENTS

NO.	LOCATION [a]	APPROACH	IMPROVEMENT
1	Bronson Ave & Santa Monica Blvd	Southbound	System Loops
2	Van Ness Ave & Santa Monica Blvd	Northbound & Southbound	System Loops
3	US-101 SB On-Ramp & Santa Monica Blvd	Westbound	Video Detection
4	US-101 NB Off-Ramp & Santa Monica Blvd	Eastbound	Video Detection
5	El Centro Ave & Fountain Ave	Northbound & Southbound	System Loops
6	Wilcox Ave & Sunset Blvd	Northbound & Southbound	System Loops
7	Argyle Ave & Sunset Blvd	Southbound	System Loops
8	Vine St & Selma Ave	Eastbound & Westbound	System Loops
9	Argyle Ave & Hollywood Blvd	Northbound & Southbound	System Loops
10	US-101 SB Ramps & Hollywood Blvd	Westbound	Video Detection
11	US-101 NB Ramps / Van Ness Ave & Hollywood Blvd	Eastbound	Video Detection
12	Bronson Ave & Franklin Ave	Northbound & Southbound	System Loops
13	Sunset Blvd: Cahuenga Blvd to Van Ness Ave	--	3" Conduit 48SM Fiber

Note

[a] Based on LADOT preliminary review of available TSM improvements within Study Area. Preliminary TSM improvements would better accommodate traffic operations along the following corridors: Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, and Santa Monica Boulevard.






INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at <http://planning.lacity.org>, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar  to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

October 13th 2020

City Planning Commission
Los Angeles City Planning Department, Room 272
200 North Spring Street
Los Angeles, CA 90012
cpc@lacity.org

Re: The Sunset Gower Studios Enhancement Plan (Case No. CPC-2017-5090-VCU-CU-SPR); October 22, 2020 City Planning Commission Hearing

Dear President Millman and Honorable Commissioners:

Hudson Pacific Properties, Inc. is proud to present the Sunset Gower Studios Enhancement Plan for the City Planning Commission's consideration. On September 22, 2020, the Advisory Agency certified the project's EIR and approved its Vesting Tentative Tract Map (Case No. VTT-80310). The Advisory Agency's determination was not appealed and accordingly is now final.

We respectfully request that the Commission approve the project's conditional use permits and site plan review to allow for progress with this substantial investment in Hollywood's future as a continued capital of film and television production.

The Sunset Gower Studios Enhancement plan is a multifaceted modernization and preservation project that will sustain Hudson Pacific Property's goal of revitalizing Hollywood's existing, historic studio lots with new creative office, soundstage, and production support uses. The project will improve film and television production capabilities at the studio and preserve the film and television production history that is fundamental to Hollywood's identity.

The project design reflects Hudson's work with Hollywood stakeholders to honor the goals of modernization and preservation. In consultation with groups including Hollywood Heritage and the Los Angeles Conservancy, Hudson refined the design of the new buildings to better complement the existing, historic buildings on-site, provided for the relocation and preservation of one of the oldest buildings on the studio lot, and incorporated an multi-pronged interpretive program in the project's implementation.

Hudson has brought its extensive market experience to this design, as it owns and operates properties including office, studio, and retail uses throughout the west coast of the United States and Canada. In Los Angeles, Hudson specializes in developing and operating spaces catering to tech and media companies, including Netflix and Google. Hudson is the largest owner and operator of independent soundstages in the United States, with 35 stages and 1.2 million square feet of studio space in Hollywood spread between Sunset Gower Studios, Sunset Bronson Studios, and Sunset Las Palmas Studios. In recent years, Hudson has invested more than \$200 million into Hollywood, including the development of the ICON and CUE buildings at Sunset Bronson Studios and the Harlow building at Sunset Las Palmas Studios.

This project brings the same level of improvements to Sunset Gower Studios with the addition of modern soundstages together with high-quality creative office space and production support facilities.

A. The Project's Evolution—an Improved Vision for Sunset Gower Studios

Hudson has taken a deliberate and thoughtful approach to crafting the next 50 years for Sunset Gower Studios. Almost three years ago, in 2017, Hudson's initial design included a 300-foot tall office building on Sunset Boulevard, two internal 90-foot tall office buildings, a six-level parking structure at the corner of Gordon Street and Fountain Avenue, and three levels of subterranean parking across a large portion of the lot. The proposed project would also have demolished 6050 Sunset Boulevard, known as the United Recording Building, an historically significant building due to its connection to the recording industry from the 1960s to today.

Through the environmental review process and as a result of on-going coordination with Hollywood's stakeholders, Hudson determined that the Preservation and Soundstage Alternative analyzed in the City's EIR was both feasible and preferable.

Under the Preservation and Soundstage Alternative, which Hudson now requests approval of, the United Recording Building will be preserved and relocated to the lot's interior. Additionally, the Preservation and Soundstage Alternative: (1) replaces the proposed parking structure at the corner of Gordon Street and Fountain Avenue with a new soundstage; (2) lowers the height of the building on Sunset Boulevard to 240 feet; (3) reconfigures the new interior office building; and (4) provides production support space on the two new soundstages.

This refined project, which Hudson worked closely with Hollywood Heritage to develop, avoids the project's significant and unavoidable impacts to Cultural Resources by preserving the existing United Recording Building and relocating it on-site. For these reasons, and as stated above, Hudson respectfully requests approval of this evolved and refined version of the project.

B. The Project's Components—A Modern Hollywood Studio

The Project retains much of the existing studio's historic fabric while weaving in two new modern soundstages and new production support and office space that complements on-site filming activities. The Project consists of four main components.

Two Soundstages With Attached Production Support Space. The first of the two new soundstages (Building D on the attached site plan) is a 60-foot tall building with approximately 32,000 square feet consisting of approximately 17,800 square feet of soundstage and 14,200 square feet of production support uses located at the corner of Gordon Street and Fountain Avenue. The second soundstage (Building E) is a three-level, 60-foot building with approximately 30,300 square feet consisting of approximately 17,900 square feet of soundstage and 12,400 square feet production support uses located on the interior of the lot.

The buildings' design allow for pedestrian and vehicular access with outward facing production support office space positioned over the main entrances. The four levels of subterranean parking below Buildings D and E, and the adjacent existing surface parking lots will allow for preservation of the existing basecamp, which is used for production staging and truck parking. The historic façade of the building located at 6060 Sunset Boulevard will be recreated on the west side of Building E, the soundstage located on the lot's interior, to pay tribute to one of Hollywood's original film production buildings.

Sunset Boulevard Office Building. The office building fronting Sunset Boulevard (Building A) is a 15-level, 240-foot building with approximately 400,000 square feet of creative office space. The building is designed to provide flexible, creative office space with striking views of the Hollywood Hills and an iconic Sunset Boulevard address. The building includes a transparent ground level lobby set back from the street to create a pedestrian-friendly, covered plaza. Outdoor, landscaped terraces appear on multiple levels allowing for casual gathering spaces overlooking the studio lot. The design includes modern, sleek materials, such as metal and tinted glass, while incorporating historic design elements, including the top floor's geometric fin and layered sawtooth windows.

Interior Office Building & Production Support Space. The interior office building (Building B) is a seven-level, 137-foot building with approximately 157,000 square feet of creative office space. The building's design complements the new office building along Sunset Boulevard by employing similar building materials. The building's exterior staircases are not only practical, but also pay homage to the exterior staircases typical of the lot's historic buildings. The interior office building will also include a landscaped roof deck and water tower design accent.

Historic Preservation. The Project also includes the creation of a Historic District across the portions of the lot owned by Hudson to preserve the distinctive collection of buildings and structures that are significant because of their association with the development of the motion picture industry in Southern California. The studio is the original Hollywood studio of Columbia Pictures, one of the leading "Big Eight" studios. The period of significance includes the initial establishment of motion picture production activities on the lot through the development of the numerous soundstages and structures that stand today. A Historic Resources Plan will be developed to retain the majority of the existing contributing buildings within the Historic District under Hudson's ownership, preserve the historic circulation pattern on-site, and outline a treatment plan for the continued preservation of the studio. Notably, the Project retains existing, historic Buildings 38 and 42, which were proposed for demolition under the initially proposed project. As a result, the proposed historic district will retain more contributing buildings than the initially proposed project design.

As noted, the United Recording Building will be relocated to the interior of the lot along the existing Beachwood Alley. Hudson's plan will result in the preservation of this piece of recording history for generations to come.

* * * *

Hudson looks forward to continuing to support Hollywood's film and television production renaissance by modernizing Sunset Gower Studios. The Project's mix of creative office, production support, and soundstage uses maximizes production efficiency and will draw new content production to Los Angeles.

The new buildings provide modern office space, much needed production support, and the first new soundstages built in Hollywood in decades. The new subterranean parking ensures that the studio is equipped to accommodate high-capacity production activities. These improvements will all occur within the historic circulation pattern of the lot, preserving a key aspect of its historic operation.

The project represents both the future of Hollywood and its history by improving and modernizing production facilities while retaining the character of this iconic film and television studio.

We look forward to your review and hope for your support of this exciting project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mark Lammas', with a long horizontal flourish extending to the right.

Mark Lammas
President

Sunset Gower Entertainment Properties, LLC
Hudson Pacific Properties, Inc.