

II. Corrections and Additions to the Draft EIR



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This section of the Final EIR provides changes to the Draft EIR that have been made to clarify, correct, or add to the environmental impact analysis for the Sunset Bronson Studios Entertainment Center (Proposed Project). Such changes are a result of public and agency comments received in response to the Draft EIR and/or new information that has become available since publication of the Draft EIR. The revisions are organized by section and page number as they appear in the Draft EIR. Text deleted from the Draft EIR is shown in ~~strikethrough~~, and new text is underlined. The changes described in this section do not result in any new or increased significant environmental impacts that would result from the Proposed Project.

A. General Corrections and Additions to the Draft EIR

Subsequent to the release of the Draft EIR, the Applicant revised the conceptual site plans for the Proposed Project to provide for an enhanced office building and parking structure design. These design changes are illustrated in Revised Figures IV.A-3 through IV.A-5 and Revised Figure IV.A-13 further below. As shown therein, the façade of the office building has been modified to include groupings of floors that are horizontally offset from each other and feature alternating façades of glass curtain wall and panelized, precast concrete. This distinctive form reduces the scale of the office building into smaller elements further integrating the office building into the overall Sunset Bronson Studios (SBS) campus and surrounding area. Specifically, as depicted in the revised figures provided below, the first offset of the office building would occur at the elevation of the existing adjacent historic Executive Office Building (EOB), aligning with its eave line and establishing a complimentary scale relationship. The second offset would occur close to the top of the proposed parking structure. The top volume of the office building would be of a smaller footprint compared to the bottom portion of the building and would create a unique profile on the skyline. In addition, a roof terrace area for tenants would be provided within the second and fourth offsets. The office building also would continue to be set back from Sunset Boulevard to align with the façade of the EOB, allowing the detailed, articulated façade of the historic EOB to be visible and prominent. Low landscaping and free-standing columns atop a decorative base that would also continue to be implemented would further enhance the continuity between the historic colonnade and the old masonry fence line at the pedestrian level. It is further noted that the storefront on the first floor of

the proposed office building would be glazed only along Van Ness Avenue while including punched window openings along Sunset Boulevard. Additionally, the height of the penthouse level was reduced to the same height as the common floors thereby creating an additional floor. Therefore, while the office building is now 14 stories, the height of 200 feet, as evaluated in the Draft EIR, has been preserved.

The façade of the parking structure has also been enhanced to include decorative screening elements that provide articulation and visual interest. For example, the northeast corner of the parking structure would feature glazed elements that serve as a marquee identifying the studio entrance. In addition, the long façade of the parking structure would be punctuated by graphic screens with printed content that may feature shows filming on-site, the identity of productions filming within the Sunset Bronson Studios, or artistic and historical images conveying the legacy of the long-standing studio.

Further, in response to comments received regarding the number of levels within the proposed parking structure, it is noted that while the proposed parking structure is primarily seven stories, due to the slope of the Project Site, there is a small portion of one of the levels that daylights at eight levels along the southern portion of the parking structure. Additionally, the top of the decks that appears as an additional level is a platform that supports an array of satellite dishes above. This detailed description of the proposed parking structure design and height remains consistent with the overall design and height evaluated in the Draft EIR.

B. Corrections and Additions to Draft EIR Sections and Appendices

I. Executive Summary

Section I, Executive Summary of this Final EIR has been revised based on the Corrections and Additions provided herein.

II. Project Description

Other than the general corrections provided above, no additional specific corrections or additions have been made to Section II, Project Description, of the Draft EIR.

III. Environmental Setting

No corrections or additions have been made to this section of the Draft EIR.

IV. Environmental Impact Analysis

IV.A. Aesthetics, Views, Light/Glare, and Shading

Based on the general corrections provided above, the conceptual site plans included in Section IV.A, Aesthetics, Views, Light/Glare, and Shading, of the Draft EIR, have been revised as follows:

Volume I, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, replace Figure IV.A-3 on page IV.A-21 with Revised Figure IV.A-3 as shown on page II-4.

Volume I, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, replace Figure IV.A-4 on page IV.A-22 with Revised Figure IV.A-4 as shown on page II-5.

Volume I, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, replace Figure IV.A-5 on page IV.A-23 with Revised Figure IV.A-5 as shown on page II-6.

Volume I, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, replace Figure IV.A-11 on page IV.A-30 with Revised Figure IV.A-11 as shown on page II-7.

Volume I, Section IV.A, Aesthetics, Views, Light/Glare, and Shading, replace Figure IV.A-13 on page IV.A-35 with Revised Figure IV.A-13 as shown on page II-8.

IV.B. Air Quality

No corrections or additions have been made to Section IV.B, Air Quality, of the Draft EIR.

IV.C. Greenhouse Gas Emissions

No corrections or additions have been made to Section IV.C, Greenhouse Gas Emissions, of the Draft EIR.

IV.D. Historic Resources

Other than the general corrections provided above, no additional specific corrections or additions have been made to Section IV.D, Historic Resources, of the Draft EIR.



Source: Gensler, 2013.

Sunset Bronson Studios



Source: Gensler, 2013.

Sunset Bronson Studios



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Sunset Bronson Studios



Source: Gensler, 2013.

Sunset Bronson Studios



Source: Gensler, 2013.

Sunset Bronson Studios

IV.E. Land Use

Other than the general corrections provided above, no additional specific corrections or additions have been made to Section IV.E, Land Use, of the Draft EIR.

IV.F. Noise

No corrections or additions have been made to Section IV.F, Noise, of the Draft EIR.

IV.G. Traffic, Access, and Parking

No corrections or additions have been made to Section IV.G, Traffic, Access, and Parking, of the Draft EIR.

IV.H. Water Supply

Volume I, Section H, Water Supply, page IV.H-6, revise the last paragraph as follows:

Additionally, in response to recent water supply shortages, the City has begun enforcement of prohibited water uses as defined in the City's Emergency Water Conservation Plan Ordinance (Chapter XIII, Article I, of the LAMC). The ordinance sets forth ~~six~~five different phases of water conservation, which shall be implemented based on water conditions.⁵ In determining which phase of water conservation shall be implemented, LADWP will monitor and evaluate the projected water supply and demand by its customers on a monthly basis, and will recommend to the Mayor and City Council the extent of the conservation required. The Mayor will, in turn, independently evaluate such recommendation and notify the Council of the Mayor's determination as to the particular phase of water conservation that should be implemented.

⁵ LADWP, *Emergency Water Conservation Plan Ordinance*, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation/a-w-c-ordinanceandcodes?_adf.ctrl-state=2h93pj0b_9&_afLoop=23017987773000, accessed February 19, 2013.

Volume 1, Section IV.H, Water Supply, page IV.H-7, revise footnote 6 as follows:

⁶ ~~*ibid.*~~ Los Angeles Department of Water and Power, *Water Supply Assessment for the Sunset Bronson Studios Entertainment Center Project* Page 5, May 2012.

Volume I, Section IV.H, Water Supply, page IV.H-8, revise Table IV.H-1 as follows:

**Table IV.H-1
Los Angeles Department of Water and Power 2002–2011 Water Supply**

Year	Los Angeles Aqueducts	Local Groundwater	MWD	Recycled Water	Transfer, Spread, Spills, and Storage^a	Total
2002	179,237	85,153	401,303	1,944	-1,405	669,042
2003	251,340	86,341	317,774	1,759	2,528	654,687
2004	203,190	75,696	392,603	1,774	-2,958	676,221
2005	376,394	57,623	185,002	1,401	3,140	616,470 617,280
2006	380,235	67,299	189,975	3,893	-1,336	642,738
2007	127,392	88,041	438,344	3,595	1,044	656,327
2008	148,407	64,604	430,959	7,048	1,664	649,354
2009	137,261	66,998	357,005	7,570	3,052	565,782
2010	251,126	68,346	208,264	6,900	-938	534,478 535,574
2011	357,752	48,772	124,913	7,692	-153	539,281
<p><i>Units are in acre-feet (AF).</i></p> <p>^a <i>A negative number does not represent a loss. Rather, the negative number indicates the amount of water that has been taken or stored into the reservoir system. A positive number indicates spills from the reservoir system.</i></p> <p><i>Source: Los Angeles Department of Water and Power, Water Supply Assessment for Sunset Bronson Studios Entertainment Center Project, May 2012.</i></p>						

Volume I, Section IV.H, Water Supply, page IV.H-21, revise the last paragraph as follows:

With regards to the significance thresholds set forth above, the Proposed Project does not include the construction of new housing that would generate new population, and as such, the Proposed Project would not result in a direct population growth, which could impose additional water demand. In addition, the Proposed Project would not exceed the population and employment projections of the Southern California Association of Governments' Regional Transportation Plan and is not anticipated to result in a significant impact on the utility infrastructure or public services serving the Project vicinity. Furthermore, as described in the Initial Study included as Appendix A of this Draft EIR, construction of the Proposed Project would include all necessary on- and off-site water line improvements to adequately connect the Project Site to the City's existing water delivery systems and to

provide adequate fire flows. Specifically, for the development proposed, LAFD would require a water flow of 4,000 gpm (i.e., 1,000 gpm from four fire hydrants flowing simultaneously). As provided in Appendix G–H of this Draft EIR, the City of Los Angeles Department of Water and Power determined that the existing water system, including the 8-inch water main located on Van Ness Avenue and associated fire hydrants, can provide over 6,000 gallons per minute from four fire hydrants flowing simultaneously. Therefore, as concluded in the Initial Study, existing off-site infrastructure would be adequate to provide for the water flow necessary to serve the Proposed Project and, as such, impacts regarding water infrastructure would be less than significant. Thus, impacts related to water infrastructure are not addressed further below.

V. Alternatives

Other than the general corrections provided above, no additional specific corrections or additions have been made to Section V, Alternatives, of the Draft EIR.

VI. Other CEQA Considerations

Volume I, Section VI, Other CEQA Considerations, page VI-24, revise the first paragraph as follows:

With implementation of the Integrated Resources Plan improvements, the Los Angeles Department of Public Works expects to provide ample amount of wastewater treatment services to the City of Los Angeles and contracting cities through the year 2020. As the Proposed Project would not require a General Plan Amendment or Zone Change, it can be inferred that the Proposed Project's wastewater demand was also accounted for in the Integrated Resources Plan's wastewater projections for the year 2020. Additionally, the Proposed Project wastewater generation estimate does not account for reductions in wastewater that would occur from incorporation of water conservation features to be included as part of the Proposed Project's sustainable design. Finally, while the results of the sewer analysis, which was based in part, on information provided by the City of Los Angeles Bureau of Sanitation, indicate that the existing sewer infrastructure in the vicinity of the Project Site would support the Proposed Project, recent coordination with the City of Los Angeles Bureau of Sanitation has indicated that while the 24-inch sewer line along Sunset Boulevard may not be able to accommodate the Proposed Project, the 8-inch sewer line along Sunset Boulevard would continue to provide sufficient capacity to serve the Proposed Project's net

increase in wastewater flows. Additionally, during the general building permit process, the Applicant would continue to coordinate with the Bureau of Sanitation regarding the sewer main(s) that would ultimately serve the Proposed Project, including the possible use of the 8-inch sewer line along Bronson Avenue. Thus, the Proposed Project would not exceed wastewater treatment requirements at the Hyperion Treatment Plan.

Volume I, Section VI, Other CEQA Considerations, page VI-22, revise the second paragraph as follows:

The Proposed Project's employees and visitors could potentially increase the demand for Los Angeles Fire Department and Los Angeles Police Department services. However, as discussed in further detail in the Initial Study, the existing fire response distance and equipment provisions would be adequate. In addition, to help reduce any on-site increase in demand for police services, the Proposed Project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services, including: limiting access to authorized personnel; on-site security personnel; adequate and strategically positioned functional and thematic lighting; foot patrols; closed-circuit cameras; the use of identification badges; and access control to the building and parking garage. The Proposed Project would also be equipped with an alarm system which would be monitored, and police would be dispatched as needed. Moreover, the Los Angeles Fire Department would be consulted during final building design to ensure adequate Code compliance prior to the issuance of any construction permits. Standard Los Angeles Fire Department regulations, as set forth in Code Compliance Measure XIV-1 provided below, and including access, fire flow, and fire prevention measures would be applied to the Proposed Project as standard conditions of approval by the Los Angeles Fire Department and the City Planning Department. As provided by Project Design Feature XIV-1 below, the Proposed Project also would include a Fire Life Safety Resources Management Plan to establish response procedures for the Project Site. Additionally, the Proposed Project would be subject to Los Angeles Police Department review and would be required to comply with all applicable safety requirements of the ~~Los~~ Los Angeles Police Department and the City of Los Angeles in order to adequately address police protection service demands. Therefore, although the Proposed Project could increase demand on existing fire and police services and facilities, the Proposed Project is not anticipated to increase service ratios, response times, or other performance objectives to the extent that new or physically altered fire and police facilities would be required. Furthermore, any increased demands for additional Los Angeles Fire Department and Los Angeles Police

Department staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding), to which the Proposed Project would contribute.

Code Compliance Measure XIV-1: The Proposed Project shall incorporate the following Los Angeles Fire Department provisions, as applicable:

- Fire Department access shall remain clear and unobstructed during demolition.
- Entrance to the main lobby shall be located off the address side of the building.
- Any required Fire Annunciator panel or Fire Control Room shall be located within a 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- Where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional 6 feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface of the roadway.

- Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than 3 square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.
- Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot.
- Submit plot plans indicating access road and turning area for Fire Department approval.
- No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- Site plans shall include all overhead utility lines adjacent to the site.
- Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

Project Design Feature XIV-1: A Fire Life Safety Resources Management Plan shall be developed in consultation with, and approved by, the LAFD. In the development of

the Fire Life Safety Resources Management Plan, the Applicant and LAFD shall consult regarding the need for personnel, equipment, and facilities. The Fire Life Safety Resources Management Plan shall be updated from time to time based on information that may be learned during operation of the Proposed Project, potential changes in LAFD's available resources, and possible competing demands on these resources due to cumulative development.

VII. References

No corrections or additions have been made to Section VII, References, of the Draft EIR.

VIII. List of Preparers

No corrections or additions have been made to Section VIII, List of Preparers, of the Draft EIR.

IX. Acronyms and Abbreviations

No corrections or additions have been made to Section IX, Acronyms and Abbreviations, of the Draft EIR.

Appendices

Appendix A, Initial Study/NOP/NOP Comment Letters, Appendix D, Sewer Area Study, Figure II, Site Plan. This figure inadvertently illustrates an 8-inch sewer main and a 24-inch sewer main along Sunset Boulevard, directly north of the Project Site. Based on further consultation with Hall & Foreman, Inc. and the Bureau of Sanitation, Wastewater Engineering Services Division, an existing 8-inch sewer main is located along Sunset Boulevard; however, this existing 8-inch sewer main splits into a 24-inch sewer main at Sunset Boulevard and Bronson Avenue, which proceeds west along Sunset Boulevard, and into an 8-inch sewer main, which flows southerly along Bronson Avenue. This relatively minor revision was the only revision required for this figure; therefore, this figure was not revised in this Final EIR.

No corrections or additions have been made to the remaining appendices of the Draft EIR.