Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

FINAL ENVIRONMENTAL IMPACT REPORT

HOLLYWOOD COMMUNITY PLAN AREA

Emerson College Los Angeles Center Project

Case No. ENV-2009-0469-EIR
SCH No. 2009041149

Council District No. 13

THIS DOCUMENT COMPRISES THE ENVIRONMENTAL IMPACT REPORT AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address: 5950 & 5960 Sunset Boulevard, and 1460 Gordon Street, Los Angeles CA 90028

Project Description: Development of the Proposed Project will require the demolition and removal of the existing surface parking lot and the construction of an approximate 115,000 square-foot, 10-story mixed-use trade school with student rooms and ground floor retail. The Project Site includes approximately 37,351 square feet of pre-dedicated lot area. The proposed structure would have an approximate Floor Area Ratio (FAR) of 3.1:1. The Proposed Project's floor area would include approximately 38,100 square feet of academic/administrative space, approximately 70,500 square feet of student and faculty residential floor area (approximately 224 student rooms and 4 faculty/staff apartments), and approximately 6,400 square feet of ground floor retail. The student rooms would include approximately 152 single rooms and 36 double occupancy rooms. Approximately 8 of the 152 single rooms would be configured for occupancy by a Resident Assistant (RA) and include a private bath and entrance. The Department of City Planning is also considering an "Add Area" for a General Plan Amendment from "Limited Manufacturing" to "Regional Center Commercial" on the six lots immediately adjacent to the Project Site. These lots include 5946 Sunset Blvd., 5936-40 Sunset Blvd., 1465-67 Tamarind Ave., 1461-63 Tamarind Ave., 1459 Tamarind Ave., and 1456 S. Gordon Street. The proposed Add Area will provide consistency between the General Plan and zoning designations on these lots. No physical development is proposed within the Add Area.

APPLICANT:
Emerson College

PREPARED BY:
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February 5, 2010

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February 5, 2010

NOTICE OF COMPLETION AND AVAILABILITY OF FINAL ENVIRONMENTAL IMPACT REPORT NO. ENV-2009-0469-EIR

TO: Owners of Property and Occupants and other interested parties

PROJECT NAME: Emerson College Los Angeles Center Project

PROJECT LOCATION: 5950 & 5960 Sunset Boulevard, and 1460 Gordon Street, Los Angeles CA 90028

State Clearinghouse No.: 2009041149

A development project has been proposed for these sites, for which the captioned Final Environmental Impact Report has been prepared. The project is described as:

Development of the Proposed Project will require the demolition and removal of the existing surface parking lot and the construction of an approximate 115,000 square-foot, 10-story mixed-use trade school with student rooms and ground floor retail. The Project Site includes approximately 37,351 square feet of pre-dedicated lot area. The proposed structure would have an approximate Floor Area Ratio (FAR) of 3.1:1. The Proposed Project's floor area would include approximately 38,100 square feet of academic/administrative space, approximately 70,500 square feet of student and faculty residential floor area (approximately 224 student rooms and 4 faculty/staff apartments), and approximately 6,400 square feet of ground floor retail. The student rooms would include approximately 152 single rooms and 36 double occupancy rooms. Approximately 8 of the 152 single rooms would be configured for occupancy by a Resident Assistant (RA) and include a private bath and entrance. The Department of City Planning is also considering an "Add Area" for a General Plan Amendment from "Limited Manufacturing" to "Regional Center Commercial" on the six lots immediately adjacent to the Project Site. These lots include 5946 Sunset Blvd., 5936-40 Sunset Blvd., 1465-67 Tamarind Ave., 1461-63 Tamarind Ave., 1459 Tamarind Ave., and 1456 S. Gordon Street. The proposed Add Area will

provide consistency between the General Plan and zoning designations on these lots. No physical development is proposed within the Add Area.

DOCUMENT REVIEW: If you wish to review a copy of the Final Environmental Impact Report (FEIR) or the documents referenced in the FEIR, you may do so at the City of Los Angeles, Department of City Planning at 200 North Spring Street, Room 750, Los Angeles. Copies of the Draft EIR are also at the following Library Branches:

1. Central Library: 630 W. Fifth St, Los Angeles, CA 90071
2. Will & Ariel Durant Library: 7140 W Sunset Blvd, Los Angeles, CA 90046
3. Hollywood Regional Library: 1623 Ivar Ave, Los Angeles, CA 90028

The FEIR is also available online at the Department of City Planning's website [http://cityplanning.lacity.org (click on "Environmental" and then "Final Environmental Impact Reports")]. The DEIRs can be purchased on cd-rom for $7.50 per copy. Contact **Diana Kitching** of the City of Los Angeles at **(213) 978-1351** to purchase one.

If a public hearing is required for the approval action on the underlying project (i.e. subdivision, zone change, conditional use, variance etc.) a separate hearing notice will be mailed to you at a later date for such purpose. Also, to determine the date and time that the pertinent project will be considered by the decision-making body, please call the appropriate office from among the following:

Site Plan Review ..... (213)978-1219 (SPR suffixes)
Commission Secretary . . (213)978-1247(All CPC Cases - ZC, SUD,CUC suffixes)
Advisory Agency . . . . . (213)978-1330(Tentative Tract Maps - SUB suffixes)
Zoning Administrator . . .(213)978-1318 (All ZA Cases - ZV, CUZ, ZAA suffixes)
Public Counter . . . . . (213)482-7077 (To obtain CPC or ZA Case No.)
Expediting Cases . . . . . (213)978-1416

S. Gail Goldberg, AICP
Director of Planning

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Division of Land: Environmental Review Section

EAF NO.: ENV-2009-0469-EIR **SCH NO.:** 20090411 49

PROJECT NAME: Emerson College Los Angeles Center Project

RECOMMENDATION FOR EIR CERTIFICATION

Pursuant to California Code of Regulations, Title 14, Section 15090, this EIR has been completed in compliance with the California Environmental Quality Act and current State and City Guidelines and based on information available may be accepted and considered prior to making a final decision on the project. The decision-maker or decision-making body must certify that it has reviewed and considered the information contained in this Environmental Impact Report prior to making such decision.

Submitted by:

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Project Coordinator
Environmental Review Section

Jimmy C. Liao
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Environmental Review Section

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I. INTRODUCTION/SUMMARY

INTRODUCTION

The purpose of this Draft Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Emerson College Los Angeles Center Project (the "Proposed Project"), located at the southeast corner of the intersection of Sunset Boulevard and Gordon Street at 5960 W. Sunset Boulevard in the Hollywood Community Planning Area of the City of Los Angeles and the Hollywood Redevelopment Project Area.

The Proposed Project will require certain discretionary approvals by the City of Los Angeles (the "City") and other governmental agencies. Therefore, the Proposed Project is subject to the environmental review requirements under the California Environmental Quality Act (CEQA).[1] The City of Los Angeles is the Lead Agency under CEQA for the Proposed Project.

As described in Section 15121 (a) and 15362 of the State CEQA Guidelines,[2] an EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The purpose of this Draft EIR, therefore, is to focus the discussion on those potential effects on the environment of the Proposed Project that the Lead Agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce significant environmental impacts or avoid significant environmental impacts.

This Draft EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a Proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

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[1] *Public Resources Code Sections 21000-21177.*

[2] *California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.*

Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a 30-day review period starting on April 30, 2009 and ending on June 1, 2009. On August 31, 2009 a revised NOP was recirculated for another 30-day review period to inform the public of the City's request to include an "Add Area" for a General Plan Amendment from Limited Manufacturing to Regional Center Commercial on the lots immediately adjacent to the Project Site. The comment period for the recirculated NOP ended on September 30, 2009.

Refer to Appendix A to this Draft EIR for a copy of the NOPs and written comments submitted to the Planning Department in response to the NOPs and scoping meeting.

Environmental Issues Analyzed in the Draft EIR

- Aesthetics (Views/Light and Glare)
- Air Quality
- Geology and Soils
- Hazardous Materials/Risk of Upset
- Hydrology and Water Quality
- Noise
- Population and Housing
- Land Use Planning
- Public Utilities (Water, Wastewater, Natural Gas, Electricity, Solid Waste)
- Public Services (Fire, Police, Schools, Recreation and Parks, Libraries)
- Transportation, Traffic and Parking.

Environmental Review Process

This Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days. Public hearings on the Proposed Project will be held during the review period at which time verbal and written comments may be submitted regarding the Proposed Project. All comments or questions about the Draft EIR should be addressed to:

Diana Kitching, Project Coordinator
Department of City Planning, Environmental Review Section
200 North Spring Street, Room 750
Los Angeles, California 90012
Fax: (213)978-1343
E-mail: Diana.Kitching@lacity.org

Following public review of the Draft EIR, a Final EIR will be prepared in response to any written comments received during the public review period. The Final EIR will be available for public review prior to its certification by the Los Angeles City Council.

ORGANIZATION OF THE DRAFT EIR

This Draft EIR is organized into eight sections, as follows:

Section I. Introduction/Summary: This section provides an introduction to the environmental review process per CEQA, a summary of the Proposed Project description, areas of controversy, issues to be resolved, alternatives to the Proposed Project, and environmental impacts and mitigation measures.

Section II. Project Description: This section provides a complete detailed description of the Proposed Project including the project location, objectives, characteristics, and required discretionary actions.

Section III. Environmental Setting: An overview of the study area's environmental setting is provided including a description of existing and surrounding land uses, and a list of related projects proposed in the project area.

Section IV. Environmental Impact Analysis: Sections IV.A through IV.K are the focus of this Draft EIR. Each environmental issue subsection contains a discussion of existing conditions for the project area, an assessment and discussion of the significance of impacts associated with the Proposed Project, proposed mitigation measures, cumulative impacts, and the level of impact significance after mitigation.

Section V. General Impact Categories: This section provides a summary of any significant and unavoidable impacts that are anticipated to occur as a result of the Proposed Project, as well as a discussion of the potential growth inducing impacts of the Proposed Project. This section also lists those environmental issues that the Initial Study determined would not be significantly affected by the Proposed Project. Therefore, those impacts have not been further analyzed in this Draft EIR. Lastly, this section summarizes any significant and irreversible environmental changes that would result from implementation of the Proposed Project.

Section VI. Alternatives to the Proposed Project: As required by CEQA, this section includes an analysis of a reasonable range of alternatives to the Proposed Project. The range of alternatives selected is based on the ability of the alternatives to feasibly attain most of the basic objectives of the project while avoiding or substantially lessening one or more of the significant effects of the project.

Section VII. Bibliography: This section presents a list of City and other agencies and consultant team members that contributed to the preparation of the Draft EIR, a list of references and written materials used in the preparation of this Draft EIR, and definitions for all of the acronyms and abbreviations used in this Draft EIR.

PROJECT DESCRIPTION SUMMARY

A detailed description of the Proposed Project is provided in Section II, Project Description. A brief summary of the project description is provided below.

The Project Applicant, Emerson College, is based in Boston, Massachusetts and operates off-site internship programs in Los Angeles. The Applicant has purchased the Project Site, located at 5960 Sunset Boulevard, with the intent to develop a permanent location in the Los Angeles area to support its entertainment based academic internship program and student housing. The Proposed Project would offer a Los Angeles-based program for its students for a single semester, either the fall semester (September to December) or the spring semester (January to April). Each semester is about 15 weeks long. During the summer (May to August) there are only about 50 students in the program, either taking summer courses, doing an internship in the summer, or both.

Development of the Proposed Project would involve site clearing of the existing surface parking lot and the construction of an approximate 115,000 square foot, 10-story mixed use trade school with student rooms, faculty/staff apartments, ground floor retail, and academic/administrative space. The Proposed Project also includes the construction of four levels of parking in a multi-level parking structure, including three levels of subterranean parking with some parking spaces located at grade level.

The proposed structure would have an approximate Floor Area Ratio (FAR) of 3.1:1, and would include approximately 38,100 square feet of academic/administrative space, approximately 70,500 square feet of student and faculty residential floor area (approximately 224 student rooms and 4 faculty/staff apartments), and approximately 6,400 square feet of ground floor retail. The student rooms would include approximately 152 single rooms and 36 double occupancy rooms. Approximately 8 of the 152 single rooms would be configured for occupancy by a Resident Assistant (RA) and include a private bath and entrance. An outdoor grand stair beginning at the third floor level and terminating at the fifth floor outdoor terrace area would provide areas for sitting and standing as well as circulation between floors. As required by the Los Angeles Fire Department (LAFD), a helistop would be located on the rooftop for emergency access only.

In addition, the Department of City Planning is also requesting the analysis of an "Add Area" for a General Plan Amendment from "Limited Manufacturing" to "Regional Center Commercial" on the six lots immediately adjacent to the Project Site. These lots include 5946 Sunset Boulevard, 5936-40 Sunset Boulevard, 1465-67 Tamarind Avenue, 1461-63 Tamarind Avenue, 1459 Tamarind Avenue, and 1456 S. Gordon Street. No physical development is currently proposed on these lots. The existing land use designation on these lots is inconsistent with the C4-1 ("Commercial") zoning designation. The proposed Add Area will provide consistency between the General Plan and zoning designations on these lots.

AREAS OF CONTROVERSY

Concerns raised in letters submitted to the Department of City Planning in response to the NOP and scoping meeting include the following:

- **Aesthetics** – Concerns were raised regarding height, glare, visual character and the potential visual impacts to the surrounding area. These issues are addressed in Section IV.A, Aesthetics.

- **Air Quality** – Concerns were raised regarding airborne dust, potential pollutants, and the dirt and debris that may be generated during construction. These issues are addressed in Section IV.B, Air Quality.

- **Geology/Soils** – Concerns were raised regarding drainage, liquefaction and geological instability. These issues are addressed in Section IV.C, Geology/Soils.

- **Hazardous Materials/Risk of Upset** – Concerns were raised regarding contaminated soil and the routine transport, use and disposal of hazardous materials. These issues are addressed in Section IV.D, Hazardous Materials/Risk of Upset.

- **Hydrology/Water Quality** – Concerns were raised regarding groundwater, alteration of drainage patterns, storm drain capacity, polluted runoff, and a 50-year flood event. These issues are addressed in Section IV.E, Hydrology/Water Quality.

- **Noise** – Concerns were raised regarding construction noise and vibration on adjacent land uses. These issues are addressed in Section IV.F, Noise.

- **Population and Housing** – Concerns were raised regarding housing and population growth. These issues are addressed in Section IV.G, Population and Housing.

- **Land Use Planning** – Concerns were raised regarding land use compatibility and the request for a Zone Change to C4-2D with a development limitation to an FAR of 3.1:1 and a General Plan Amendment to Regional Center Commercial. These issues are addressed in Section IV.H, Land Use Planning.

- **Public Utilities** – Concerns were raised regarding the utility systems of the surrounding area. These issues are addressed in Section IV.I, Utilities.

- **Public Services** – Concerns were raised regarding police services, fire protection, schools, libraries, and parks and recreation. These issues are addressed in Section IV.J, Public Services.

- **Traffic/Transportation/Parking** – Concerns were raised regarding traffic congestion, parking, street improvements, the traffic study area, access to the Project Site, emergency access to the surrounding area, public transportation, and pedestrian safety. These issues are addressed in Section IV.K, Traffic/Transportation/Parking.

ISSUES TO BE RESOLVED

Issues to be resolved include whether or how to mitigate potentially significant environmental impacts from the Proposed Project, and whether one of the alternatives should be approved rather than the Proposed Project.

SUMMARY OF ALTERNATIVES

This Draft EIR considers a range of alternatives to the Proposed Project to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines. The alternatives analyzed in this Draft EIR include:

- Alternative 1: No Project Alternative (No Build Scenario);
- Alternative 2: By-Right Development Alternative.

These alternatives, as well as a discussion of other alternatives that were considered, but rejected are addressed in detail in Section VI., Alternatives to the Proposed Project.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following pages summarize the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are recommended for significant environmental impacts, and the level of impact significance after mitigation is also identified.

AESTHETICS

Construction Impacts

Construction activities would require grading, excavation, and building construction, which will create unsightly debris and soils stockpiles, staged building materials/supplies, and construction equipment, all of which would occupy the field of view of passing motorists, pedestrians, and neighboring properties. While such views would alter the visual character of the Project Site and surrounding area on a temporary basis, the visual impacts upon the surrounding neighborhood would be considered potentially significant should the construction site not be properly managed and maintained in appearance. Implementation of mitigation measure A-3 would reduce temporary visual aesthetic impacts to a less than significant level.

Operational Impacts

Architectural Character

The Proposed Project would result in a less than significant impact to the aesthetic character of the surrounding area with respect to the degree of contrast between proposed features and existing features that represent the area's valued aesthetic image.

With respect to scale and massing, the Proposed Project would include a 10-story structure reaching a height of approximately 132 feet above grade. The structure would have a building footprint of approximately 32,400 square feet, with approximately 150 feet of linear frontage along Sunset Boulevard and 165 linear feet of frontage along Gordon Street. The structure would observe a zero-foot set back from the property line along Sunset Boulevard (after a two-foot dedication). The proposed structure will include a minimum 20-foot set back from the rear property line on the south side. The 20-foot setback would be partially improved with a driveway ramp accessing the subterranean parking levels and with ornamental landscaping. The east side of the structure would incorporate a 0-foot setback at the ground and second levels and a minimum 13-foot set back from the third level to the roof. The west side of the structure along Gordon Street would observe a zero-foot set back and would include two curb cuts for vehicular access into the subterranean parking garage.

With respect to design and façade treatments, a final architectural façade treatment has not yet been developed. However, it is conceptually envisioned that the architectural style of the central building would include a transparent glass treatment along the Sunset Boulevard frontage and an opening providing a view of the entry and the grand staircase beyond.

With respect to the degree to which the Proposed Project would contribute to the area's aesthetic value, a potentially significant aesthetic impact could occur if the new building is not properly kept up or maintained in orderly fashion. Such impacts would, however, be mitigated to a level of less than significance with implementation of standard mitigation measures to keep the site free from graffiti and disrepair. With implementation of mitigation measures A-1 through A-3, visual impacts associated with urban blight and decay would be mitigated to a less than significant level.

The proposed zone change from [Q]C4-1 (Limited Manufacturing) to C4-2D (Regional Center Commercial) would increase the development potential of the Project Site with respect to density, height, bulk, and scale and massing. The proposed structure would be compatible with, and similar in height and mass, to other surrounding high-rise buildings within the viewshed along the Sunset Boulevard corridor. Moreover, the Hollywood Redevelopment Plan allows provisions for developments within the Regional Center Commercial land use designation to achieve a floor area ratio of up to 6:1. Although the Proposed Project is larger than many existing buildings in the project area, project impacts associated with scale and massing and urban design resulting from the zone change would be less than significant.

Obstruction of Views

The Proposed Project would result in a less than significant impact upon obstruction of scenic public views. The Project Site is not located in a State or locally designated scenic highway or corridor. Views available along Sunset Boulevard generally include the architecturally distinctive urban development and streetscape located along the roadway as well as intermittent views of the Hollywood Hills to the north. The "HOLLYWOOD" sign, located north of the Project Site in the Hollywood Hills, is a significant visual landmark. However, the sign is scarcely visible from the Project Site. The Proposed Project would not block views to this sign as seen from Sunset Boulevard, as the Project Site is located south of Sunset

and the sign is located to the north. Visibility of the Hollywood Sign from vantage points located farther south of the Project Site is either limited to private views (and thus not considered significant) or is precluded by the existing streetscape. As such, the Project would not result in the obstruction of any scenic views.

Lighting and Illumination

The Proposed Project would create a new source of light or glare which could result in potentially significant impacts upon adjacent land uses if not mitigated. With implementation of mitigation measures, impacts would be reduced to less than significant levels.

The Proposed Project would eliminate the existing pole lights that illuminate the existing surface parking lot and would introduce new lighting to the Project Area primarily due to building illumination emanating through the windows of the Proposed Project, lighting associated with ground floor retail uses, and vehicles entering and leaving the parking garage. Architectural illumination of the interior spaces of the units within the east and west towers, the stairwells, and outdoor lighting on the terrace plaza on the second level would have the potential to significantly impact nearby residential properties to the south if not properly designed and controlled. Lighting from the open terrace levels could significantly impact the neighboring one- to three-story single- and multi-family residences to the south and east of the Project Site if spillover lighting is allowed to occur. With mitigation, impacts with respect to nighttime lighting and views in the area would be reduced to less than significant levels.

Daytime Glare

The Proposed Project would potentially introduce substantial glare to the Project Site through the introduction of a 10-story development constructed of materials that may be reflective, including windows and façade treatments. The greatest potential for glare from the Proposed Project buildings would result from the large windows across most of the levels facing Gordon Street to the west, and Tamarind to the east. Fewer reflective surfaces would exist on the north and south sides of the Proposed Project, which incorporates plazas and open air spaces associated with proposed academic/administrative floor area on the interior of the Project. Nonetheless, while the proposed development would provide an increase in glare as compared to existing uses, the glare would be similar to that generated by other high-rise buildings in the immediate Project Vicinity. Thus, while the Proposed Project would not introduce daytime glare that is out of character with the Project Area, prior to mitigation, the Proposed Project could significantly impact surrounding glare-sensitive uses including residences to the south and east and passing drivers. With mitigation, the potential for the Project to result in adverse glare impacts would be less than significant.

Signage Illumination

The Proposed Project would include on-site signage for the proposed trade school and advertising for the ground floor retail tenants of the Proposed Project. Directional and informational signage would also be integrated into the architectural style and character of the development, as appropriate. Low-level

illumination would be utilized as appropriate to enhance visibility of signage marquees during evening hours. The Proposed Project does not include any off-site advertising signage and is not permitted to allow such signage. Article 4.4 of Chapter 1 of the Los Angeles Municipal Code establishes total sign area and height limits for individual signs; prohibits off-site signs, digital displays and roof signs; and prescribes specific measures to reduce visual clutter and otherwise mitigate the potential impacts of signs on the visual environment. Compliance with the provisions stated in the Los Angeles Planning Code related to signage guidelines and regulations would reduce impacts to a less than significant level.

Add Area

With respect to aesthetics, no new development would occur as a direct result of the proposed General Plan amendment within the Add Area. The proposed General Plan amendment would not result in any direct impacts on the physical condition of the land uses within the Add Area boundaries. The General Plan amendment would not increase the allowable density, height, and/or bulk of the properties. Setbacks, scale and massing of structures within the Add Area are controlled by the C4-1 (commercial) zoning designation, which is not proposed to change. As such, no impacts to views, urban design, or light and glare would occur.

Mitigation Measures

Code-Required Measures

A-1 Prior to the issuance of a grading permit, the Project Applicant shall submit a Landscape Plan, prepared by a state-licensed landscape architect, demonstrating all street trees in the public right-of-way meet the requirements of the current Street Tree Division Standards.

A-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

A-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Project-Specific Mitigation Measures

Construction Mitigation Measures

A-4 Construction equipment, debris and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in

appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

Operational Mitigation Measures

A-5: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

A-6: The Proposed Project shall include directional lighting in a manner that is consistent with the CRA/LA's Draft Sunset Improvement Plan and City of Los Angeles Walkability Checklist. The open terraces, exterior balconies and the ground floor parking shall be designed to ensure that lighting does not spill onto adjacent residential properties.

A-7: The Proposed Project's façades and windows shall be constructed or treated with low-reflective materials such that glare impacts on surrounding residential properties and roadways are minimized.

Level of Significance After Mitigation

The Proposed Project's impacts to aesthetics, including visual character and light and glare, would be less than significant after mitigation.

AIR QUALITY

AQMP Consistency

The Proposed Project would be consistent with the goals of the AQMP for reducing the emissions associated with new development and the Project's potential to conflict with or obstruct implementation of the 2007 AQMP would be less than significant. The Proposed Project would be generally consistent with and would implement the relevant policies as identified in SCAG's RCPG, the City's Framework, the City's Housing Element, the Community Plan, and the Redevelopment Plan. The Proposed Project would therefore be consistent with SCAG's population and housing projections for the Hollywood CPA, and are therefore consistent with the AQMP growth projections.

Construction Emissions

Construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phase. The net emissions generated by the Proposed Project's operations would not exceed the regional thresholds of significance established by the SCAQMD. Therefore, construction impacts would be less than significant.

Localized Significance Thresholds

Emissions generated onsite during construction of the Proposed Project would exceed the SCAQMD's localized significance thresholds (LSTs) for construction period emissions during the three-month grading and excavation phase. Therefore, the Proposed Project could expose sensitive receptors, such as an existing two-story residential use to the east and existing residential uses to the south of the Project Site, to substantial pollutant concentrations during the construction period and this impact would be significant and unavoidable.

Localized Emissions of NOx, CO, PM_{10}, and $PM_{2.5}$

Emissions generated onsite during construction of the Proposed Project would exceed the SCAQMD's LSTs for construction period emissions during the three-month grading and excavation phase. Therefore, localized construction impacts for PM_{10} during the grading and excavation phase would be significant and unavoidable.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the Project Site after occupation. Stationary area source emissions would be generated by the consumption of natural gas, the operation of landscape maintenance equipment, the use of consumer products, and architectural coating. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The net emissions generated by the Proposed Project's operations would not exceed the thresholds of significance established by the SCAQMD. Therefore, impacts associated with operational emissions from the Proposed Project would be less than significant and no mitigation measures are required.

Localized Operational Emissions

The average daily emissions generated within the Project Site would not exceed the applicable operational LSTs for SRA 1. Therefore, the localized operational impacts would be less than significant.

Toxic Air Contaminants (TAC)

The Project does not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. Therefore, it is not anticipated that significant toxic airborne emissions would result from the construction and operation of the Project**.** In addition, construction activities associated with the Proposed Project would be similar to the construction of other mixed-use developments in the City and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level. Therefore, impacts associated with the release of toxic air contaminants associated with the construction and operation of the Project would be less than significant.

Objectionable Odors

Impacts associated with objectionable odors would be less than significant. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors are anticipated.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses, but because they are temporary and intermittent in nature, they would not be considered a significant environmental impact. Therefore, impacts associated with objectionable odors would be less than significant.

Greenhouse Gas Emissions

The Proposed Project would not conflict with or obstruct implementation of greenhouse gas reduction measures under AB 32 and/or other state, regional, or local regulations. As part of the LA Green Plan, the Los Angeles Green Building Ordinance was passed in April 2008 that promotes green building practices by creating a series of requirements and incentives for developers to meet the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Green Building Rating System. One of the goals of the Project is to provide a high-performance and environmentally efficient mixed-use project with the intent to achieve the equivalent of LEED™ certification at the Silver Level pursuant to the City's Green Building Program. Furthermore, implementation of mitigation measures I-1 through I-21 in the Utilities Sections would exceed Title 24 energy efficiency requirements. Specifically, the Proposed Project intends to exceed Title 24 by approximately 12%. Design features include natural ventilation, passive chilled beams, radiant heating, solar thermal heated domestic hot water, and operable louvers on the east and west facades that minimize heat gain while maximizing natural light and views. Lastly, the proposed mixed-use Project is located in close proximity to various modes of mass transit. As such, the Proposed Project would be consistent with the strategies identified in the LA Green Plan, and the Project's potential impact on greenhouse gas emissions and climate change would be less than significant under the LA Green Plan.

Add Area

The proposed General Plan amendment within the Add Area would not generate any new development or change the uses that are currently in operation. As such, there would be no change to the operational air quality emissions from any of the properties within the Add Area.

Mitigation Measures

SCAQMD-Required Mitigation Measures

B-1: Water exposed surfaces and unpaved roads (manage haul road) twice a day as required under SCAQMD Rule 403—Fugitive Dust.

B-2: The Applicant's contractors shall reduce speed on unpaved roads to less than 15 mph.

B-3: The Applicant's contractors shall provide water to stabilize material while loading/unloading to reduce fugitive dust emissions.

Project Mitigation Measures

B-4: The Project Applicant shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for an extended period of time (i.e., 5 minutes or longer).

B-5: The Project Applicant shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible.

B-6: The Project Applicant shall use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).

B-7: The Project Applicant shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the Project Site would be equipped with diesel oxidation catalysts to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the Site).

B-8: The Project Applicant shall limit truck and equipment idling time to five minutes or less.

Level of Significance After Mitigation

The Proposed Project's impacts on local air quality resulting from construction activities during grading and excavation would be potentially significant for PM_{10} emissions when compared to the SCAQMD's LST's for a one-acre site. With implementation of Mitigation Measures B-1 through B-8, the construction-related PM_{10} emissions generated during the grading and excavation phase would be reduced, but not to a level that would be below the SCAQMD's significance threshold. Thus,

construction-related PM_{10} impacts associated with the Proposed Project would be significant and unavoidable.

The Proposed Project's impacts on local air quality during construction for the remaining criteria pollutants (i.e., NOx, ROG, CO, SO_x, and $PM_{2.5}$) would be less than significant without mitigation. The Proposed Project's impacts on regional air quality from operational activities, regional air quality from construction and operational activities, and GHG emissions would be less than significant without implementation of mitigation.

GEOLOGY/SOILS

Faulting and Seismicity

Ground Rupture

The Proposed Project would result in a less-than-significant impact with respect to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault. The Project Site is located in the seismically active Southern California region. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no known mapped active fault traces either crossing, or adjacent to, the site. The Project Site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act. Development of the Proposed Project would not expose people or property to hazardous conditions resulting from surface fault rupture of a known earthquake fault on the Project Site and impacts would be less than significant.

Seismic Ground Motion

The Proposed Project would result in a potentially significant impact with respect to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. This impact would be mitigated to a less-than-significant level with implementation of appropriate geotechnical engineering design recommendations and all applicable provisions of the City of Los Angeles Building Code, as well as the seismic design criteria contained within the Uniform Building Code. Hazards associated with seismically induced ground motion would be potentially significant, but would be mitigated to less than significant levels with implementation of the project-specific seismic design and engineering plans for the Proposed Project.

Liquefaction and Dynamic Settlement

The Proposed Project would result in a less-than-significant impact with respect to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The Project Site is not mapped within an area considered susceptible to liquefaction. However, exploratory drilling indicates that sandy soils below the groundwater table from approximately 50 to 58 feet may be potentially liquefiable. The H&A Report

concluded that liquefaction-induced hazards are unlikely to impact the Proposed Project, and impacts would be less than significant.

Landslides

The Proposed Project would result in a less-than-significant impact with respect to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. The Project Site is not located within a City-designated landslide area or an area identified as subject to seismic slope instability. Due to the relatively flat topography of the Project Site and surrounding area, potential impacts associated with landslides would be less than significant.

Erosion and Topsoil

The Proposed Project would require the excavation and export of approximately 46,500 cubic yards of soil and thus could result in a potentially significant impact with respect to substantial soil erosion or the loss of topsoil. Construction of the Proposed Project would require the excavation and export of approximately 46,500 cubic yards of soil and, as such, has the potential to result in substantial soil erosion or the loss of topsoil. Erosion would be reduced by implementation of appropriate erosion controls during grading. Due to the restricted work area and the presence of existing structures and improvements adjacent to the site, temporary shoring will be required for support of the parking structure excavation. Minor amounts of erosion and siltation could occur during grading of the Proposed Project, which would be minimized through adherence to construction Best Management Practices (BMPs). The potential for soil erosion during the ongoing operation of the Proposed Project is relatively low due to the generally level topography of the area to be developed within the Project Site. Nevertheless, impacts would be potentially significant.

The Proposed Project would result in a less-than-significant impact with respect to geotechnical hazards associated with a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Differential settlement would occur primarily as a result of varying structural loads across the building footprint and the thickness of upper Alluvial Deposit soils present beneath foundation bearing levels. Based on the preliminary loads provided by JAMA and Haley & Aldrich's estimation of the varying soil conditions, the estimated differential settlement would be ½ inch or less over a distance of 30 feet (i.e., between adjacent columns). Several buildings located to the south and east of the Project Site have foundations that could impart surcharge loads on the excavation support system. It is therefore recommended that a geotechnical instrumentation program be designed and executed during construction to ensure that adjacent structures are not impacted by the Proposed Project. Adherence to the geotechnical engineering recommendations provided in the Geotechnical Study and the mitigation measures identified in this Section would further reduce the potential for impacts with respect to structural settlement.

Groundwater

The Proposed Project would result in a less-than-significant impact with respect to impacts upon the groundwater table. Groundwater was encountered at a depth of approximately 50½ feet below the ground surface. The historically high groundwater levels at the site are reported to be approximately 50 feet below the ground surface. Excavations for the below-ground parking structure are anticipated to extend to depths on the order of 20 feet, which is approximately 30 feet above the groundwater level. Thus, significant impacts are not anticipated. Adherence to the geotechnical engineering recommendations provided in the Geotechnical Study and the mitigation measures identified in this Section would further reduce the potential for impacts with respect to groundwater.

Mitigation Measures

Code-Required Measures

C-1: Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

a) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

b) Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

c) Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

C-2: The design and construction of the Project shall conform to the Uniform Building Code seismic standards and in accordance with the recommendations provided in The Geotechnical Feasibility Study, Proposed Emerson College Site, 5950-5960 West Sunset Boulevard, Los Angeles, California, prepared by Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, dated March 7, 2008, as approved by the Department of Building and Safety.

Project-Specific Mitigation Measures

C-3: The Applicant shall conduct pre-construction surveys of the adjacent properties, including 5936-5946 West Sunset Boulevard/1471 Tamarind Place, 1469 Tamarind Avenue, 1467 Tamarind Avenue, 1463 Tamarind Avenue, 1453 Tamarind Avenue and 1457 Gordon Street with the approval of the affected property owners prior to the start of the planned construction. Additionally, West Sunset Boulevard and Gordon Street should be surveyed where they are adjacent to the Project Site. The preconstruction surveys should include survey video, color photography, and summary reports.

C-4: A geotechnical instrumentation program shall be designed and executed during construction. The purpose of the geotechnical instrumentation program is to assess predictions of soil and structure behavior, provide documented performance for the Owner's records, monitor and document the Contractor's performance, provide early warning of problems, and aid assessments of the need for measures to mitigate unacceptable movements. Recommended geotechnical instrumentation includes the following:

- Offset survey points and reference points to measure horizontal and vertical movements of the excavation support system, adjacent buildings, structures and streets relative to initial locations (i.e., prior to/immediately following installation of the excavation support system).

- Engineering seismographs to measure vibrations at adjacent buildings.

Level of Significance After Mitigation

With implementation of the mitigation measures identified above, the Proposed Project's potential adverse impacts associated with geology and soils would be reduced to less than significant levels.

HAZARDOUS MATERIALS/RISK OF UPSET

Construction

Construction of the Proposed Project would have a less than significant impact with respect to the routine transport, use, or disposal of hazardous materials. During the construction phase, the Proposed Project is anticipated to require the routine transport, use, and disposal of cleaning solvents, fuels, paints and paint-related products, waste oil, spent solvents, oily rags and other hazardous materials commonly associated with construction projects. All hazardous materials used during site clearing and construction activities would be handled in accordance with all applicable local, State, and federal regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste, based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. As compliance with existing regulations is mandatory for all development projects, adherence to all applicable rules and

regulations would reduce potentially significant impacts with respect to routine transport, use, and disposal of hazardous materials during construction to less-than-significant levels

There are no buildings or debris piles with suspect ACMs or LBPs on the Project Site. Under the Proposed Project, the existing guard shack would be removed. No transformers or other PCB-containing equipment were observed at the Site, and no evidence of significant concentrations of petroleum products was found during the focused Phase II subsurface investigation. Thus, it is unlikely that PCBs are present in subsurface soils at the Site. As such, impacts with regard to accidental release of these hazardous materials would be less than significant.

The focused phase II ESA conducted by Tetra Tech found no evidence of former USTs or oil/gas wells during the geophysical survey or elevated concentrations of VOCs, TPH, methane gas, or CCR metals in analyzed soil gas and/or soil samples. Nevertheless, the potential for encountering localized areas of impacted soil during proposed site grading and excavation activities cannot be ruled out based on historic Site use. Thus, impacts would be potentially significant and a soil management plan would be required. With mitigation, potential impacts associated with the accidental release of hazardous materials would be less than significant.

The Proposed Project has the potential to result in a potentially significant impact with respect to impeding or restricting emergency access to or from the Project Site or surrounding area during the construction process. This impact would be reduced to less than significant with implementation of the recommended mitigation measures.

Operation

Operation of the Proposed Project would result in a less than significant impact with respect to the release of hazardous materials resulting from the routine transport, use, or disposal of potentially hazardous materials. Limited quantities of hazardous materials that would be used would be handled, transported, and disposed in accordance with all applicable local, State, and federal regulations. Therefore, impacts related to routine transport, use, and disposal of hazardous materials during operation would be less than significant.

Operation of the Proposed Project would have a less than significant impact with respect to the accidental release of hazardous materials. No industrial operations are planned and no substantial quantities of hazardous materials would be used, transported, or disposed of in conjunction with the routine day-to-day operations of the Project once completed. Therefore, while the accidental release of hazardous materials such as janitorial or household chemicals could occur, such releases would be minor and would not be expected to affect neighboring uses or nearby schools. Therefore, impacts related to hazardous emissions or hazardous materials handling within ¼ mile of a school would be less than significant.

Operation of the Proposed Project would have a less than significant impact with respect to impeding emergency access or response to the Project Site or surrounding area during an evacuation or emergency. With respect to off-site impacts, the Project Site is not located on or near a City-designated selected

disaster route. Therefore, operation of the Proposed Project would not cause any permanent alterations to evacuation routes and patterns, or impede emergency access or travel upon public rights-of-way. While operational impacts to emergency access would be less than significant prior to mitigation, implementation of mitigation measure D-3 would further ensure adequate on-site emergency access plans are developed and approved.

Mitigation Measures

Project-Specific Mitigation Measures

D-1: Prior to site clearing at the Project Site, a soil management plan shall be prepared to address how localized area(s) of impacted soil, if encountered during Site development, are to be monitored, excavated from the Site, and disposed of in accordance with applicable regulatory standards. In the event that contaminated soils are identified on-site, appropriate remediation steps such as soil removal and disposal shall be taken and a No Further Action letter shall be obtained by the LARWQCB and submitted to the City of Los Angeles Department of Building and Safety prior to construction of the building's foundation.

D-2: The Proposed Project shall maintain appropriate fire and police access to the Project Site by keeping driveways and/or alternative accessways clear of construction equipment, building material, and debris during the construction process.

D-3: The Project Applicant shall prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department. The emergency response plans shall include, but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Level of Significance After Mitigation

With the implementation of the mitigation measures recommended, the Proposed Project would result in a less-than-significant impact with respect to hazardous materials and risk of upset.

HYDROLOGY/WATER QUALITY

Construction

Construction of the project has the potential to result in increased erosion and sedimentation, which could significantly impact the quality of receiving waters. Water quality impacts would be mitigated to less than significant levels with implementation of code-required mitigation measures through the Citywide NPDES permit. Implementation of the BMPs in the Project SWPPP and compliance with the City's discharge requirements would ensure that Project construction would not violate any water quality

standards or discharge requirements or otherwise substantially degrade water quality. Code-required mitigation measures E1 and E-2, are identified to ensure that BMPs are implemented and that water quality standards would not be violated. These mitigation measures would reduce impacts related to polluted runoff during construction to less-than-significant levels.

Construction of the Proposed Project would require grading and excavation to depths of 22 to 33 feet below the ground surface would not extend to the groundwater table, which has been recorded at approximately 53 feet below current grade. As such, construction impacts upon groundwater would be less than significant. Due to the depth of groundwater at the site, dewatering is not anticipated, although seepage should be anticipated. While it is anticipated that the deepest excavations would be well above static groundwater levels, dewatering would likely be required to remove rainwater that enters the excavation during storm events, which can be performed using open sumps and temporary excavations. Sumps would be provided with filters suitable to prevent pumping of fine-grained soil particles. Dewatering and discharge of dewatering effluent would be performed in accordance with all applicable local, state and federal regulations. Therefore, impacts with respect to groundwater would be less than significant.

Construction of the Proposed Project would not significantly alter the existing drainage pattern in the vicinity of the Project Site and no flooding impacts are anticipated. Currently the Project Site is entirely paved with impervious surfaces and surface water flows are directed into the surrounding public storm drain system. Temporary alteration of surface water flows during construction would not create any flooding impacts to adjacent properties. Therefore, construction of the Proposed Project would not significantly alter the existing drainage pattern in the vicinity of the Project Site and no flooding impacts are anticipated.

Operation

Operation of the Proposed Project would generate substances commonly associated with urban uses that could significantly impact the quality of surface water runoff. Implementation of code-required operational mitigation measures (i.e., in the form of Best Management Practices), as prescribed by the City' Development Best Management Practices Handbook Part B Planning Activities, would ensure potential water quality impacts are less than significant.

The Proposed Project would not alter the permeable surface area of the Project Site, as the Project Site is currently 100 percent paved and would continue to be 100 percent paved after construction. Furthermore, mitigation measures are identified to ensure that BMPs are implemented and that the Proposed Project retains stormwater on the site prior to discharge into the City stormdrains. In addition, a comprehensive approach to capturing and treating stormwater runoff will be included in the Proposed Project's design. The water would be reused to provide irrigation for the planters onsite and the parkway along Sunset Boulevard. In accordance with the Project's SWPPP and the City' Development Best Management

Practices Handbook Part B Planning Activities,[3] the Project will implement BMPs to treat the first ¾ inch of rainfall in a 24-hour period or the first flush. Overall, the Proposed Project is expected to result in less discharge into City storm drains as compared to existing conditions. Impacts would therefore be less than significant.

The Project Site is not located within an area that would be significantly impacted by a 50-year storm event and the potential for flooding impacts to occur would be less than significant. The City designs the storm drain system so that flows from a 10-year event will not exceed the curb height, and flows from a 50-year event will be within the street right-of-way. In addition, the County designs storm drains to accommodate flows from a 50-year storm event. The Proposed Project would not change the permeable surface area of the Project Site. Therefore, the Proposed Project would not be expected to impact City or County storm drain capacity with respect to a 50-year flood event such that people, property, or sensitive biological resources would be harmed. Any potential impacts would be reduced to less-than-significant levels with the implementation of mitigation measures identified, which ensure that the Proposed Project retains water onsite prior to discharge.

Mitigation Measures

Code-Required Measures

E-1: The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Department of City Planning and Stormwater Division of Bureau of Sanitation binding the owners to post construction maintenance of the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan or as per the manufacturer's instructions.

E-2: The Project Applicant shall obtain all necessary permits from the RWQCB prior to the installation of a temporary and/or permanent dewatering system, if such a system is determined to be necessary for development of the Proposed Project. Procurement of all applicable RWQCB permits will ensure the quality of groundwater discharged into the surrounding storm drain or sewer infrastructure.

E-3: All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials, including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

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[3] *City of Los Angeles, Department of Public Works, Bureau of Sanitation, Development Best Management Practices Handbook, Part B Planning Activities, February 15, 2001.*

E-4: Leaks, drips, spills, and contaminated soil shall be cleaned immediately to prevent contamination from entering into the storm drains.

E-5: Hosing down of pavement at material spills shall be prohibited. Dry cleanup methods shall be used whenever possible.

E-6: Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or covered with tarps or plastic sheeting.

E-7: Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.

E-8: All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

Operation

E-9: The Project Applicant shall implement BMPs to treat the first ¾ inch of rainfall in a 24-hour period or the first flush. The design of structural BMPs shall be in accordance with the City's Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard shall be required.

E-10: Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.

E-11: Trees and other vegetation shall be maximized by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. Compliance with this measure will increase the retention and filtration of surface water runoff and conserve water.

E-12: Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, shall be incorporated as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. (Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe.) Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain.

E-13: All storm drain inlets and catch basins within the Project area shall be stenciled with messages and/or graphical icons that discourage the dumping of improper materials into the storm drain system (such as "NO DUMPING - DRAINS TO OCEAN"). Legibility of stencils and signs shall be maintained. (Prefabricated stencils can be obtained from the Department of Public Works, Stormwater Management Division.)

E-14: Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

E-15: Storage areas shall be paved and sufficiently impervious to contain leaks and spills.

E-16: Storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area.

E-17: Drainage from roofs and pavement shall be diverted around the trash container areas.

E-18: Trash container areas shall be screened or walled to prevent off-site transport of trash.

E-19: Runoff shall be treated prior to release into the storm drain. (Three types of treatments are available, (1) dynamic flow separator; (2) filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and is located underground. Filtration involves catch basins with filter inserts. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.) If utilized, filter inserts shall be inspected every six months and after major storms, and shall be cleaned at least twice a year.

E-20: Any connection to the sanitary sewer shall require authorization from the Bureau of Sanitation.

E-21: The subterranean and above-grade parking lot areas shall include oil and grease separator traps to filter on site contaminants and prevent increased contamination of the City's storm drain system.

Project-Specific Measures

The Proposed Project would be required to implement all of the code-required measures identified above. No additional project specific measures are required.

Level of Significance After Mitigation

With implementation of the code-required mitigation measures recommended above, impacts to hydrology and water quality would be less than significant.

NOISE

Construction Noise

Construction activities are expected to generate intermittent noise levels in excess of 10 dBA over ambient conditions on any one day or more than 5 dBA lasting more than 10 days during the construction process, which would be considered a significant, but temporary impact upon nearby noise sensitive properties. Project development would require the use of heavy equipment for site clearing, site grading and excavation, and building construction. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

Construction activities would primarily affect the existing adjacent residences located to the south and east of the Project Site, and the commercial studio uses located to the west and north. The nearest sensitive receptor to the Project Site is the residential use at 1469 Tamarind Avenue, bordering the south side of the Project Site. Construction noise levels could periodically reach approximately 92 dBA Leq at Sensitive Receptor No. 2 (the closest noise sensitive use to the Project Site). Sensitive Receptor Nos. 1 and 3 through 5 could experience noise levels ranging from approximately 77 dBA to 89 dBA. The measured existing noise daytime level at monitoring location number one (southeast corner of the Project Site adjacent to residences at 1453-1407 N. Tamarind Avenue [Sensitive Receptor No. 2]) was 62 dBA Leq, about 30 dBA less than the estimated noise levels associated with on site construction activity. Construction noise would also be about 27 dBA higher than ambient noise at Sensitive Receptor No. 1 and 15-22 dBA higher at Sensitive Receptor Nos. 3-5. Therefore, construction noise could exceed existing ambient exterior noise levels by more than 10 dBA for more than one day and more than 5 dBA for more than 10 days in a three-month period. It should be noted that these noise disturbances would be temporary in nature and the peak activities would likely occur over the first four months of construction during the site clearing and grading phases. The use of mufflers on construction equipment could reduce their noise levels by an average of 3 dBA. Nevertheless, the resulting noise levels would still exceed the thresholds of significance for construction noise. As such, even with the implementation of the mitigation measures provided, impacts with respect to construction noise on Sensitive Receptor Nos. 1 through 6 would still be considered significant.

Exterior site clearing and construction activities that generate noise would be prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, and before 8:00 AM and after 6:00 PM on Saturday in accordance with Section 41.40 of the Los Angeles Municipal Code. Site clearing and construction would not occur on Sundays and all federal holidays. Therefore, they would not occur during recognized sleep hours for nearby residences.

Construction Groundborne Vibration

Construction activities could generate intermittent levels of groundborne vibration exceeding the 80 VdB threshold for residences and buildings where people normally sleep, which would be considered a significant but temporary impact upon nearby sensitive properties. Construction activities that would occur at the Project Site have the potential to generate low levels of groundborne vibration.

Vibration levels could exceed 87 VdB at the existing residences located along the south and southeast side boundary of the Project Site (Sensitive Receptor Nos. 1, 2 and 4). This would exceed the 80 VdB threshold for residences and buildings where people normally sleep. This would also exceed the existing groundborne vibration velocity levels of around 63 vibration decibels (VdB) generated by heavy trucks traveling along Sunset Boulevard. Construction activities and their associated vibration levels would be limited to daytime hours between 7:00 AM to 9:00 PM Monday through Friday and 8:00 AM to 6:00 PM on Saturday in accordance with Section 41.40 of the Los Angeles Municipal Code. Therefore, they would not occur during recognized sleep hours for residences. They could, however, disturb local residents when they are trying to relax in the early morning or evening. As such, even with implementation of the mitigation measures provided below, impacts would be significant.

The proposed construction activities have the potential to generate levels of groundborne vibration at sound and recording studios located approximately 60 feet west of the Project Site and 100 feet north of the Project Site. These recording studios and facilities contain equipment that may be sensitive to vibration. Accordingly, this use is considered a sensitive receptor due to the presence of sensitive recording equipment, which could be affected during the site clearing and excavation phases of the Proposed Project. Vibration velocity levels of more than 75 VdB could occur at a distance of 60 feet (Sensitive Receptor No. 3) and vibration velocity levels of 75 VdB could occur at 100 feet from the source (Sensitive Receptor No. 5). Such levels would be considered potentially significant for the operation of the recording studios.

Operational Noise – Locations On Site

Operational noise impacts would be significant as the Proposed Project would expose future student residents of the Project to exterior noise levels that are in the "normally unacceptable" CNEL exposure range. Future noise levels at the Project Site would continue to be dominated by vehicular traffic on Sunset Boulevard and Gordon Street. Ambient noise levels in the immediate Project Vicinity were recorded between 60 and 70 dBA L_{eq}. L_{max} noise levels of 72-84 dBA were also recorded. Based on the City's Land Use Noise Compatibility Guidelines, noise levels above 70 dBA CNEL are clearly unacceptable for multi-family residential land uses and noise levels between 70-80 dBA CNEL are normally unacceptable for school uses.

The Proposed Project would include features and amenities such as outdoor terraces at the second and fifth floor levels. An outdoor grand stair beginning at the third floor level and terminating at the fifth floor outdoor terrace area would provide areas for sitting and standing as well as circulation between floors. Implementation of the Proposed Project would expose student housing and school uses facing

Sunset Boulevard to exterior noise in the normally to clearly unacceptable range for these uses. Thus, operational noise impacts associated with locations for exterior spaces would be potentially significant

As discussed previously, exterior-to-interior reduction of newer residential units with closed windows is generally 25 dBA. Such a noise reduction would bring interior noise levels associated with roadway traffic along Gordon Street within the City standard 45.0 dBA, while interior noise levels for units along Sunset Boulevard could exceed 45.0 dBA. Operational noise impacts associated with locations for interior spaces would be considered potentially significant.

Operational Noise

Traffic Noise

The Proposed Project's increased traffic would increase the ambient noise levels on surrounding street segments by a maximum of 1 dBA, which would result in a less-than-significant noise impact. Locations in the vicinity of the Project Site could experience slight changes in noise levels as a result of an increase in the on-site population and resulting increase in motor vehicle trips. Project-generated traffic would increase local noise levels by a maximum of 1 dBA, along Gordon Street south of Sunset Boulevard. The increase along all other road segments would be less than 1 dBA. These increases would not exceed the 3 dBA threshold of significance and impacts would be less than significant.

Special Event Noise

The Proposed Project's on site operational noise levels associated with special events could result in significant impacts upon neighboring land uses. However, implementation of operational special event noise control mitigation measures would reduce potentially significant impacts to less than significant levels. Outdoor special events activities planned for the second and fifth level terraces could periodically generate noise levels associated with amplified sound and large groups of people that could exceed the ambient noise level by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Although such events would be limited to a couple of nights per year, this would constitute a potentially significant operational noise impact. However, there are several factors that would serve to reduce the resulting noise levels on the adjacent uses in the project vicinity, and specifically, on the residential uses to the south of the Project Site (Sensitive Receptor Nos. 1 and 2).

Building Mechanical Equipment and HVAC Noise

The Proposed Project's operational noise levels associated with stationary building equipment and HVAC systems would be less than significant. New stationary sources of noise, such as rooftop mechanical heating, ventilation, and air conditioning (HVAC) equipment would be installed at the proposed buildings. This equipment would be shielded and appropriate noise muffling devices installed to reduce noise levels that affect nearby noise-sensitive uses. In addition, the Proposed Project would comply with Section 112.02 of the Los Angeles Municipal Code.

Noise would also be generated by activities within the subterranean parking structure. Noise levels within the parking structures would fluctuate with the amount of automobile and human activity. Noise levels would be highest during the day and evening when the largest number of retail customers would enter and exit the parking structures. During these times, noise levels would be expected to range from 60 to 70 dBA L_{eq} at a distance of 25 feet. There would also be times in the night when little activity occurs and the noise levels average less than these levels, thereby significantly reducing the CNEL of the parking structure. As parking would mostly be provided in subterranean levels, these conditions would actually be a slight improvement as compared to the existing conditions associated with vehicles parking in the existing surface lot. Therefore, it is anticipated that the activities within the parking structure would not increase ambient noise levels at the nearby homes by 3 dBA CNEL or more. Based on this information, implementation of the Project would not result in a substantial permanent increase in ambient noise levels above future existing ambient noise levels without the Project. As such, after mitigation, operational noise impacts associated with locations off-site would be less than significant.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. As such, no new construction noise or vibration impacts would occur.

The General Plan amendment would not change the operational land use/noise compatibility standards because those standards are based on the types of land uses that occupy a property, and not the land use designation. The proposed action would not generate any new development or change in the uses that are currently in operation. As such, there would be no change to the operational noise levels from any of the properties within the Add Area. Because the properties within the Add Area are already built out with land uses that are consistent and compatible with the C4 zoning designation and proposed Regional Center Commercial land use designation, no change to the operational land use/noise compatibility standards would occur.

Mitigation Measures

Code Required Measures

F-1: The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. The Project shall also comply with Sections 112.01 and 112.06 of the LAMC relating to amplified music and places of public entertainment.

F-2: Construction and site clearing shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

F-3: The Project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which ensure an acceptable interior noise environment. Specifically, the Project Applicant or its contractor shall submit an acoustical report prior to the issuance of building permits that demonstrates that the proposed building design and materials would ensure that interior noise levels attributable to exterior sources are no greater than 45 dBA CNEL.

Project-Specific Mitigation Measures

F-4: All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

F-5: Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

F-6: To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.

F-7: If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor.

F-8: An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

F-9: Noticing of the scheduling of various phases of construction shall be submitted to the adjacent recording studios <u>and property abutters 90 days in advance of activities and will identify the dates of activity, the hours of activity, types of equipment to be used on each day and the associated noise and vibration levels anticipated. Lane closures on Gordon Street shall be similarly noticed</u>.

F-10: Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

F-11: The audio system and activities during special events on all outdoor terraces and assembly spaces shall be designed and managed such that the maximum noise levels generated by special events shall not exceed ambient noise level by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Sample noise measurements shall be recorded during the first three special events to demonstrate that acceptable noise levels are achieved. The Project Applicant shall keep a written log of any noise-related complaints that are received and shall make the necessary corrective actions to effectively satisfy the above noise standards to the satisfaction of the Planning Director and Building and Safety. Noticing of the scheduling of special events and other various uses of the second and fifth level terraces shall be submitted to the adjacent recording studios and property abutters 45 days in advance of activities and will identify the dates and type of activity.

F-12 The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

F-13 The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent studios during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent studio owner allows the Applicant to conduct monitoring within the adjacent studio and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

F-14 The Applicant shall install a temporary absorptive insulating sound curtain to a height of 8 feet above grade during the construction period that effectively blocks the line-of-sight between the Project Site and the adjacent EastWest Studios building.

Level of Significance After Mitigation

Implementation of Mitigation Measures F-1, F-2, and F-4 through F-9 would serve to reduce the Proposed Project's construction-related noise levels and/or control activities in a manner that reduces impacts upon neighboring land uses to the maximum extent practical. Nevertheless, construction noise cannot be reduced to below significance thresholds at Sensitive Receptor Nos. 1 through 6. Consequently, the increase in construction-related noise would result in a significant and unavoidable impact on a temporary and intermittent basis during the construction period.

Implementation of Mitigation Measures F-1, F-2, and F-4 through F-9 would serve to reduce the Proposed Project's construction-related groundborne vibration levels and/or control activities in a manner that reduces impacts upon neighboring land uses to the maximum extent practical. Nevertheless, construction-related groundborne vibration cannot be reduced to below significance thresholds at Sensitive Receptor Nos. 1 through 5. Therefore, Project construction would result in a significant and unavoidable vibration impact on a temporary and intermittent basis.

With the implementation of Mitigation Measure F-3, project impacts related to land use compatibility noise standards would be reduced to less than significant levels with respect to providing acceptable interior noise levels; however, exterior on site noise levels would be within the clearly and normally unacceptable range for the proposed land uses due to traffic noise on Sunset Boulevard. This would be a significant and unavoidable operational noise impact.

Proposed Project impacts related to increased traffic noise would be less than significant without mitigation.

Proposed Project impacts related to increased operational stationary noise sources would be less than significant.

Potentially significant operational impacts resulting from increased noise levels during special events would be reduced to less than significant levels with the implementation of Mitigation Measure F-11.

POPULATION AND HOUSING

Population

The Proposed Project would result in less than significant impacts with regard to physical changes to the environment due to population growth.

Construction- Related Population Growth

The Proposed Project is located within an urban environment, which is improved with infrastructure systems. Construction of the Proposed Project would result in increased employment opportunities during the Project's construction period. However, the employment opportunities provided by the construction of the Proposed Project would not likely result in household relocation by construction workers to the vicinity of the Project Site. Indirect population growth impacts (e.g., schools, housing, etc.) associated with construction jobs would be less than significant.

Population Growth Due to Permanent Jobs

Existing employment at Emerson College's temporary facilities in Burbank includes 10-15 full- and part-time faculty, staff and support positions. In conjunction with the Proposed Project, all existing employees would be reassigned to the new location in Hollywood. It is anticipated that the new facility will support

4 resident faculty/staff positions, 8 part-time instructors on any single day, and up to 12 administrative support positions. Existing Emerson employees are not be expected to relocate their residences due to an increase in commute length. The projected increase of up to 10 new positions would not generate substantial population growth in the region that would necessitate additional housing and/or infrastructure. Therefore, indirect population growth impacts (e.g. schools, housing, etc.) associated with permanent jobs would be less than significant.

Population Growth Due to Housing

The Proposed Project would result in less than significant impacts with regard to physical changes in the environment due to housing growth. The Project Site does not contain any housing units. As part of the Proposed Project, approximately 224 student rooms and 4 faculty/staff apartments would be developed as an ancillary use to the primary mixed-use trade school use. As an ancillary use, these student rooms and faculty/staff apartments would not be available to the general population and, therefore, would not contribute to the housing stock addressed by either SCAG's or the City's population and housing growth projections. Nevertheless, these student rooms and faculty/staff apartment facilities would serve to directly support the industries indigenous to Hollywood motion picture and television production, including radio studios, sound and recording studios, and film processing studios, by providing a temporary housing location for housing seniors, graduate students, faculty, and staff, enabling their participation in the Emerson College Los Angeles Program. Further, Emerson College's existing resident student population (estimated to be approximately 108 students) currently housed at the Oakwood Apartments (located near Universal Studios in the Cahuenga Pass) would be relocated to the Project Site (planned to accommodate approximately 224 students) once construction is complete. Thus, while the Proposed Project would relocate and expand Emerson's program in the Los Angeles area, no new residential housing units available to the general public would be constructed. Therefore, no indirect housing growth impacts due to new housing units would occur with implementation of the Proposed Project.

Consistency with Regional and Local Housing Policies

The Proposed Project would be generally consistent with and would implement the relevant policies as identified in SCAG's RCPG, the City's Framework, the City's Housing Element, the Community Plan, and the Redevelopment Plan, but would be inconsistent with the existing industrial land use designation. However, with approval of the requested General Plan amendment to Regional Center Commercial, consistency with the land use designation of the Hollywood Community Plan and Redevelopment Plan would be achieved. The overall goal of the Housing Element of the City of Los Angeles is to create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes and costs in proximity to jobs amenities and services. Other objectives and policies encourage: promotion of safety and health within neighborhoods, sustainable neighborhoods, sustainable buildings, and livable neighborhoods. The Proposed Project would be generally consistent with these objectives.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. The existing uses within the Add Area would continue to operate as they currently are. Currently, the uses with Add Area include commercial retail uses, office use, and one commercial/residence that is operated by a psychic reader. Stand-alone residential uses within the Add Area would not be allowed as they are prohibited by the [Q] condition of the zoning designation, which is not proposed to be changed. No new housing would be generated by the proposed GP amendment and no impacts upon population and housing would occur.

Mitigation Measures

Code-Required Measures

No Code-required measures are required.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

Level of Significance After Mitigation

The Proposed Project's impacts to population and housing would be less than significant.

LAND USE PLANNING

Construction Impacts

Construction of the Proposed Project has the potential to temporarily disrupt adjacent land uses with air quality impacts, noise impacts and temporary construction traffic impacts. Land use compatibility impacts associated with construction-related air quality emissions, construction noise, and potential partial roadway lane and sidewalk closures would be significant and unavoidable on a temporary and intermittent basis during construction.

Operational Impacts

Land Use Compatibility

The Proposed Project would not result in the physical division of an established community. The Project Site is located within an urban area of Hollywood and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The Project Site is currently developed with a vacant, approximately 130-space surface parking lot. With regard to the other land uses in the community surrounding the Proposed Project, they are not integrated together in such a way that removal of the

existing parking lot would create a physical or social division or separation between interacting elements in the established community.

The Proposed Project would be substantially compatible with the surrounding land uses and land use compatibility impacts would be less than significant. A variety of land uses are adjacent to the Project Site, including mid- to high- rise office buildings, motion picture and recording studio uses, retail uses, multiple-family residential structures, and parking lots. The Proposed Project would support many of the existing regional center commercial land uses within the area surrounding area, and therefore would be compatible with these existing uses. The Proposed Project's introduction of a student, faculty and staff population would also be compatible with and support the existing ground-floor retail and service businesses fronting along the Sunset corridor. The Proposed Project would enhance a key public transportation center by providing a trade school development in an area well-served by public transit. The Proposed Project would also help revitalize the area by developing new neighborhood-serving commercial retail and restaurant uses, consistent with the existing composition of land uses, which characterize the existing community in the vicinity of the Project Site. Thus, no significant land use compatibility impacts on the existing surrounding land uses are anticipated.

The design, height and massing of the Proposed Project would be consistent with existing development in the area. The Proposed 10-story structure would be compatible with the height and massing of surrounding commercial and multi-family residential buildings. Through its proposed uses and architectural form, the Proposed Project would become fully integrated into the existing streetscape and community. Thus, no significant land use compatibility impacts related to the scale and massing of the Proposed Project would occur.

Consistency with Regional Land Use Policies and Regulations

The Proposed Project would be generally consistent with applicable regional plans, including SCAG's regional growth projections, the SCAQMD's Air Quality Management Plan, and the Los Angeles Congestion Management Plan. The Proposed Project would be consistent with SCAG's Growth Visioning goals as the Proposed Project would foster improved mobility by providing a mixed-use trade school that combines on-site academic and administrative functions with student housing. The Proposed Project is seeking to maximize environmental sustainability by incorporating energy efficient fixtures and water conservation measures into the Proposed Project. As a result, the Proposed Project would maximize environmental sustainability and would thus be consistent with SCAG's Growth Visioning goals with respect to energy conservation.

Consistency with Local Land Use Policies and Regulations

The Proposed Project would be generally consistent with the broad planning goals and policies of the City of Los Angeles General Plan, including the applicable Elements pertaining to Land Use, Air Quality, Conservation, Safety, Transportation, and Noise, but would not be consistent with the Limited Manufacturing land use designation in the Hollywood Community Plan; however, with approval of the

requested General Plan Amendment to Regional Center Commercial, the Project would be consistent with the Hollywood Community Plan.

Hollywood Community Plan

The Project Site is designated for Limited Manufacturing land use in the Hollywood Community Plan. The existing [Q]C4-1 zoning on the Project Site is not one of the corresponding zones (i.e., MR1, M1, P, or PB) for this designation and as previously stated, the Project Site's commercial zoning classification is inconsistent with the site's industrial General Plan designation. However, the Proposed Project proposes a General Plan Amendment to re-designate the Project Site for Regional Center Commercial land use, which would bring the land use designation into conformance with the zoning. Designation of the Project Site as Regional Center Commercial would also allow FAR to control the maximum number of student rooms allowed on the site, as opposed to the area requirements of the zone.

The Proposed mixed-use trade school development would promote the general goals and policies of the Community Plan as it would function as a part of the Hollywood Center (which is included as a part of the Hollywood Redevelopment Project Area), combining student rooms and commercial retail and restaurant uses within this Center area. The Proposed Project would contribute to the image of Hollywood as a center of the motion picture industry, offering courses taught by working professionals and scholars in the entertainment and communications fields, and internship opportunities spanning every aspect of the Hollywood industry, producing graduates ready for employment in the entertainment field. Thus, the Proposed Project would also contribute to the objective of promoting economic well being by encouraging revitalization of the motion picture industry. Therefore, with approval of the requested General Plan amendment, no significant impacts with regard to consistency with the General Plan would result.

Air Quality Element

The Proposed Project would support the applicable goals of the Air Quality Element by transforming an underutilized property into a mixed-use trade school, establishing a community of faculty, staff and students together with commercial retail uses, thereby contributing directly to the economic structure of the region, as well as to the future economic potential of its students. The Proposed Project would therefore not conflict with the Air Quality Element of the General Plan.

Conservation Element

The Proposed Project would not have a significant impact on biological or cultural resources. The Proposed Project would be required to comply with the City's standard mitigation measures to prevent the destruction of any cultural resources should they be encountered during proposed subsurface excavations. Therefore, the Proposed Project would be substantially consistent with the Conservation Element of the City of Los Angeles General Plan.

Safety Element

In the unlikely event that impacted soils or geologic hazards are encountered, potential impacts would be mitigated to less than significant levels. The Proposed Project would institute both LAMC-required mitigation and Project mitigation measures to reduce any risks to less than significant levels. As the Safety Element is concerned with reducing risks to the maximum extent feasible and does not require risks to be absolutely eliminated (an impossibility), the Proposed Project would be substantially consistent with the Safety Element.

Transportation Element

The Transportation Element of the City of Los Angeles General Plan is concerned with facilitating long-term mobility and accessibility within the City. The Transportation Element contains several objectives pertinent to the Proposed Project, including expanding transportation services and programs, implementing a program of multi-modal strategies that include physical improvements and demand management, supporting the development of regional centers and mixed-use boulevards, preserving lower-density residential areas, and ensuring that the street system is able to accommodate current and future traffic volumes. The Proposed Project would provide on-site bike storage and lockers in support of the use of multi-modal strategies. The Project Site is located within walking distance to major public transportation resources including major MTA bus lines and 2 Metro Red Line stations. The Proposed Project would not encroach upon a low-density residential area, as it fronts onto Sunset Boulevard, a mixed-use corridor, and commercial office uses are located immediately to the south of the Project Site. Furthermore, construction activities in the City of Los Angeles are required to conform to "Good Neighbor" Construction Practices as specified in the LAMC and identified above in this section under "Construction Impacts", which would ensure that construction activities would not have a significant impact on the mobility of emergency services. The LAPD and LAFD would review the Proposed Project as a part of the final site plan review process to ensure compliance with applicable code requirements, including those pertaining to mobility of emergency services. During operation of the Proposed Project, compliance with mitigation measures would ensure that proposed operations would not have a significant impact on mobility of emergency services. The Proposed Project would have less-than-significant traffic impacts. Therefore, the Proposed Project would not conflict with the Transportation Element of the City of Los Angeles General Plan.

Noise Element

The Proposed Project would have temporary construction noise impacts on sensitive uses during its development. All construction activities that would occur in close proximity to occupied residences would be prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and before 8:00 A.M. and after 6:00 PM on Saturday in accordance with Section 41.40 of the Los Angeles Municipal Code. Further, and in accordance with the Los Angeles Municipal Code, site clearing and construction would not occur on Sundays and all federal holidays. Therefore, construction activities would not occur during recognized sleep hours for residences. Consistent with the Noise Element policy and objectives, mitigation is required for the temporary significant and unavoidable construction noise impacts on

sensitive uses. While temporary and intermittent in nature, construction-related noise impacts on sensitive receptors in the project area would remain significant and unavoidable.

Sources of noise from ongoing, day-to-day activities occurring at the Proposed Project would primarily consist of increased human activity associated with the presence of trade school students, faculty and staff, and academic/commercial land use operations, and the associated private automobile trips and truck operations (including deliveries and loading operations). However, these noise sources would generate a less than significant amount of noise as compared to the ambient noise levels in the immediate project vicinity.

Noise levels associated with amplified sound and large outdoor gatherings during special events that are anticipated to be held a few times a year in association with social events like the Academy Awards and the Emmy Awards would have the potential to exceed ambient noise levels at neighboring residential properties. Such noise levels could be mitigated to less than significance by monitoring noise levels during such events and taking appropriate corrective action to reduce exterior noise levels. The Project's traffic related noise impacts would also be less than significant, primarily because the Project would generate a relatively small amount of traffic during off-peak hours. Further, the Proposed Project operations would comply with all applicable city regulations pertaining to noise control and abatement.

With regard to ambient noise impacts on Proposed Project land uses, ambient noise levels in the immediate project vicinity were recorded between 60 and 70 dBA L_{eq}. L_{max} noise levels of 72-84 dBA were also recorded. Based on the City's Land Use Noise Compatibility Guidelines, noise levels above 70 dBA CNEL are "clearly unacceptable" for multi-family residential land uses and noise levels between 70-80 dBA CNEL are "normally unacceptable" for school uses. With the implementation of Mitigation Measure F-3, project impacts related to land use compatibility noise standards would be reduced to less than significant levels with respect to providing acceptable interior noise levels; however, exterior on site noise levels would be within the clearly and normally unacceptable range for the proposed land uses due to traffic noise on Sunset Boulevard. This would be a significant and unavoidable operational noise impact.

Hollywood Redevelopment Plan

The Proposed Project would be generally consistent with the goals and policies of the Hollywood Redevelopment Plan, but would not be consistent with the Limited Industrial land use designation in the Redevelopment Plan Map; however, with approval of the requested General Plan Amendment to Regional Center Commercial, and pursuant to Section 502 of the Hollywood Redevelopment Plan regarding automatic modification of the Redevelopment Plan, the Project would be consistent with the Redevelopment Plan Map. Consistent with redevelopment activities identified in the Redevelopment Plan for development of the entertainment industry, the Proposed Project mixed-use trade school would provide an academic facility which produces graduates specifically trained to work in all facets of the entertainment industry including film, television, theater, advertising, public relations, journalism, and political communications. The Proposed Project would thereby directly support the needs of the motion

picture and film industries within the Hollywood community and contribute to the attraction, retention, and expansion of the entertainment industry and related uses within Hollywood. The academic nature of the Proposed Project would promote a balanced community by meeting the social need for educational and job training facilities within the community. The proposed neighborhood serving commercial retail floor area would serve to provide essential neighborhood commercial services to the surrounding residential neighborhoods, thus promoting revitalization of attractive residential neighborhoods consistent with the objectives of the Redevelopment Plan. The Proposed Project would also include construction of public improvements along Sunset Boulevard and Gordon Street as required by the City, with specific attention to eliminating unused curb cut on Sunset Boulevard and providing street trees, thereby improving the environment in Redevelopment Plan area. The Proposed Project would support achievement of the goal for Pedestrian Friendly Environments identified for the current five-year Implementation Plan period of the Hollywood Redevelopment Plan. Specifically, the pedestrian-friendly character of Sunset Boulevard within the Hollywood commercial district would be improved by the addition of commercial retail shops and restaurants at the street level along Sunset Boulevard, and the proposed elimination of an existing unnecessary curb cut along Sunset Boulevard and street tree improvements within the public right of way.

The Proposed Project is also being developed consistent with the overall goals and intent of the Sunset Boulevard and Civic Center Urban Design Plan currently in the early stages of development by the Community Redevelopment Agency of the City of Los Angeles. Further, consistent with the requirements of the Redevelopment Plan, and following approval of the requested General Plan Amendment, the Proposed Project's contribution of development within the Regional Center Commercial designation would not result in an exceedance of the equivalent of an average FAR of 4.5:1 for the entire area so designated within the Redevelopment Plan area.

The Project Site is currently designated for Limited Manufacturing development on the Redevelopment Plan Map. While not consistent with this land use designation, the Proposed Project would be in substantial conformance with the goals of the Redevelopment Plan, as presented above. However, the Proposed Project includes a General Plan Amendment to re-designate the Project Site for Regional Center Commercial land use, which if approved, would bring the Proposed Project into conformance with the land use designation. Therefore, with approval of the requested General Plan amendment, and pursuant to Section 502 of the Hollywood Redevelopment Plan regarding automatic modification of the Redevelopment Plan, the Proposed Project would be consistent with the Redevelopment Plan, and land use impacts would be less than significant.

Consistency with State Land Use Policies and Regulations

Los Angeles State Enterprise Zone

The Proposed Project would be in conformance with the existing Los Angeles State Enterprise Zone designation. While not a requirement, the Proposed Project may incorporate the specific business incentives available to projects located within the City of Los Angeles State Enterprise Zone including

hiring credits, State and/or federal tax credits and expense and interest deductions. Thus, the Proposed Project would be consistent with the goals of the Enterprise Zone to stimulate business attraction, growth, and increased employment opportunities within economically challenged areas of the City.

Consistency with City of Los Angeles Planning and Zoning Code

The Proposed Project would be consistent with the existing density, loading space, yard, and parking requirements of the C4-1 zone, but would not be in conformance with the allowable use and floor area requirements; however, with approval of the proposed General Plan amendment/zone change/development limitation to C4-2D, the Project would conform with the requested zoning designations. After mitigation zoning consistency impacts would be less than significant.

Zoning/Allowable Uses

The Project Site is currently zoned [Q] C4-1, as previously discussed above under the "Relevant Land Use Policies" subheading. Uses permitted within the C2 Commercial zone, C1.5 Limited Commercial zone, C1 Limited Commercial zone, and the R4 Restricted Density Multiple Dwelling zone are permitted in the C4 zone, including commercial retail uses, educational institutions and private schools, dormitories/apartments, and parking buildings and parking areas. Thus, all of the Proposed Project land uses are permitted within the C4 zone. However, as previously discussed, the existing [Q] qualified classification on the zoning specifically prohibits residential uses. Thus, the proposed student rooms and faculty/staff apartments would not be permitted uses. The Proposed Project, however, is seeking a zone change to remove the [Q] condition prohibiting residential uses, which if approved, would bring the Proposed Project into conformance with the zoning. Therefore, with approval of the requested zone change to remove the existing [Q] condition, all Proposed Project land uses would be permitted by the zoning designation.

Yards

The Proposed Project would be in conformance with all applicable yard requirements, and impacts to land use would be less than significant.

Floor Area

The existing height district "-1" designation currently limits the FAR on the Project Site to 1.5:1, which would allow a maximum of approximately 56,026.5 square feet of floor area on the Project Site. The Proposed Project includes approximately 115,000 square feet of floor area, thus exceeding the allowable FAR by 58,973.5 square feet. However, the Proposed Project includes a request for a combined height district/development limitation of "-2D", which would have the combined effect of limiting the maximum FAR to 3.1:1. Height district "-2" does not limit the height of buildings or structures within the "C" zones, but does limit the maximum allowable FAR to 6:1. The proposed "D" development limitation would restrict the maximum allowable FAR on the Project Site to 3.1:1. Therefore, the combined effect of the requested"-2" height district together with the "D" development limitation is a maximum FAR of

3.1:1 on the Project Site. Therefore, with approval of the requested height district/development limitation, the Proposed Project FAR would be in conformance with the zoning, and impacts would be less than significant.

Lot Area/Density

Based on the minimum lot width of 50 feet, a minimum area of 5,000 square feet, and the minimum area of 200 square feet per dwelling unit (for faculty/staff apartments), the Proposed Project would be in conformance with the zoning requirements. With approval of the requested zone change, the proposed square footage of student rooms would not exceed the maximum allowable FAR for the Project Site, and impacts to land use would be less than significant.

Loading Space

The LAMC does not require the Proposed Project to provide an on-site loading space. However, the Proposed Project anticipates that loading activities could occur on-site in the ground floor of the parking garage, and loading could also be conducted from the street.

Parking

The LAMC parking code would require a minimum of 196 parking spaces for the Proposed Project. The Proposed Project would provide 246 spaces, a surplus of 50 parking spaces over the code requirement. Thus, no impact with regard to conformance with the zoning code provisions would result.

Landscape

The Proposed Project would provide for landscaping features consistent with the requirements of LAMC within public right-of-way areas, building setback areas, and open air terraces on the 2nd and 5th levels. The proposed landscape plan would be required to be submitted and approved by the City Planning Department and Hollywood CRA planning staff prior to any site improvements.

Walkability Checklist

The Proposed Project would address and incorporate specific design elements identified in the Walkability Checklist, a tool developed for implementing the General Plan Framework Element. Thus, the Proposed Project would be consistent with the Walkability Checklist.

Requested Entitlements

Implementation of the Proposed Project includes, but is not limited to, the following discretionary requests from the City of Los Angeles, and/or other Agencies:

- A General Plan Amendment to amend the land use designation on the project site in the Hollywood Community Plan Land Use Map from Limited Manufacturing to Regional Center Commercial.
- A Zone Change/Height District Change from [Q]C4-1 to C4-2D to eliminate the [Q] Condition which prohibits residential uses, change the Height District from 1 to 2, and add a "D" Development Limitation to limit the floor area ratio to 3.1:1.
- Site Plan Review; and
- A request to waive Highway Dedication along Sunset Boulevard

In addition, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to the following: site clearing, grading, excavation, shoring, grading, foundation, haul route approval and building and tenant improvements.

Add Area

As acknowledged in a Department of City Planning zoning interpretation memo (ZI 1699), the existing [Q]C4-1 (i.e., commercial) zoning designation of the parcels within the identified Add Area is inconsistent with the underlying Limited Manufacturing General Plan land use designation. While this land use plan/zoning inconsistency was acknowledged at the planning level, it was recommended that the inconsistency be addressed as specific developments are processed.

The proposed Add Area would promote sound land use planning and zoning principles and practices by correcting the existing zoning/general plan inconsistency on parcels immediately adjacent to the Proposed Project through a change in land use designation to reflect the established land use pattern of the area. The proposed General Plan amendment would not divide an established community, as the properties within the Add Area are already built out and are consistent with the allowable uses within the existing C4 zone. No physical development is proposed on these lots, and no entitlements would be granted under this action. Further, as none of the Add Area parcels are currently zoned for industrial use, the proposed General Plan amendment would not result in a loss of industrial land as addressed in the City's December 2007 report titled "Los Angeles' Industrial Land: Sustaining a Dynamic Economy". As such, the proposed General Plan amendment for the Add Area would not be inconsistent with the City's policy regarding retention of industrial land base. As the Add Area parcels are not currently zoned for industry, no manufacturing uses are currently developed or in use within the Add Area, and the current land uses on each of the affected properties are consistent with the proposed Regional Center Commercial land use designation, the proposed General Plan amendment represents a logical, consistent and uniform legislative action with respect to sound land use and zoning practice.

Mitigation Measures

Code-Required Measures

With respect to temporary land use compatibility impacts associated with construction-related air quality emissions, construction noise, and partial sidewalk and roadway lane closures, mitigation measures have been identified in the respective chapters of this EIR. (See Sections IV.A., Air Quality, IV.F., Noise and IV.K., Traffic and Transportation.)

With respect to operational impacts, the Proposed Project cannot be approved as proposed without approval of the requested discretionary and legislative actions listed above. No mitigation measures are required.

Level of Significance After Mitigation

Impacts related to the Project's consistency with the broad planning goals and policies of the City of Los Angeles General Plan, including the applicable Elements pertaining to Land Use, Air Quality, Conservation, Safety, Transportation, and Noise would be less than significant prior to mitigation and no mitigation measures are required. The Project, as proposed, is currently not consistent with the underlying General Plan and Zone Designation. With approval of the requested discretionary actions and adoption of the required findings, as recommended in the mitigation measure above, the Proposed Project's potential impacts related to consistency with the Hollywood Community Plan would be reduced to less-than-significant levels.

With respect to temporary land use compatibility impacts associated with construction-related air quality emissions, construction noise, and partial sidewalk and roadway lane closures, mitigation measures have been identified in the respective chapters of this EIR. (See Sections IV.A., Air Quality, IV.F., Noise and IV.K., Traffic and Transportation.) Even with implementation of the identified mitigation measures, these impacts would remain significant and unavoidable in terms of land use compatibility with neighboring land uses on a temporary basis during construction.

PUBLIC UTILITIES - WATER

Construction

Construction of the Proposed Project would result in a less than significant impact with respect to water resources and/or water conveyance infrastructure. The Project Area is currently served by adequate potable water infrastructure. Based on correspondence from the City of Los Angeles DWP, there are no water service problems/deficiencies in the project area. Construction of the Proposed Project would require the contractor to connect to the existing potable water infrastructure in the Project's service area to serve the Project's operational demands. The Project's water demands (i.e., quantity, size and type of infrastructure) will be determined by the Applicant's engineering consultants in consultation with the Los Angeles Department of Building and Safety based on applicable building code requirements. The on-site

(sprinkler system and private fire hydrants) and off-site (public fire hydrants) fire flow demands are determined based on the Los Angeles City Fire Department and applicable building code requirements. Although new service connections may occasionally result in temporary interruptions in water services for existing customers, new water service installations are generally "hot tapped" so as to avoid water service interruption. Therefore, temporary disruptions in local water service during the construction period are not anticipated and impacts would be less than significant.

Operation

Operation of the Proposed Project would result in a less than significant impact with respect to increasing water demands within the LADWP service area. The potential Project-specific water supply impacts are determined based on projections established from the approved City of Los Angeles Bureau of Sanitation generation rates and on whether the projected water demand of the Proposed Project would be within the 20-year water demand growth projected in the City of Los Angeles' Year 2005 Urban Water Management Plan. Currently the Project Site does not generate any water demands as the site is completely developed with a surface parking lot and does not contain any permanent habitable structures. With the implementation of the low-flow fixtures, the Proposed Project is estimated to generate a demand of 21,488 gallons of water per day or 7.8 million gallons of water per year. The City of Los Angeles DWP can supply the domestic needs of the Project from the existing water system. No upgrades would be required to meet domestic water demands. The Department of Water and Power's water supplies available during normal, single-dry, and multiple-dry water years, as included in the 20-year projection contained in its UWMP, would meet the projected water demand associated with the Proposed Project, in addition to the existing and other planned future uses of LADWP system. Because the water demands of the Proposed Project are within the 20-year water demand growth projected in the UWMP and water supplies are considered to be reliable, impacts associated with regional water supplies would be less than significant. Although water supplies are currently available and adequate, several uncertainties exist with respect to the long-term availability of projected water supplies. As such, the City of Los Angeles imposes water conservation mitigation measures for all projects within its jurisdiction.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. As such, no new water demands would be generated.

Mitigation Measures

Code-Required Measures

I-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to

irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles:

- High efficiency toilets (1.28 gallons per flush or less, includes dual flush);
- High efficiency urinals (0.5 gallons per flush or less, includes waterless);
- Restroom faucet flow rate of 1.5 gallons per minute or less;
- Public restroom self-closing faucets;
- Showerhead flow rate of 2.0 gallons per minute or less;
- Limit of one showerhead per shower stall;
- High efficiency clothes washers (water factor of 6.0 or less);
- High efficiency dishwashers (Energy Star rated);
- Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration;
- Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities.
- Strict prohibition of single-pass cooling;
- Note: Single pass cooling refers to the use of potable water to extract heat from process equipment
- Irrigation system requirements:
    - Weather-based irrigation controller with rain shutoff;
    - Flow sensor and master valve shutoff (large landscapes);
    - Matched precipitation (flow) rates for sprinkler heads;
    - Drip/microspray/subsurface irrigation where appropriate;

- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;
- Use of landscape contouring to minimize precipitation runoff;

- Metering:
  - All commercial spaces require individual metering and billing for water use;
  - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering;
- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary);
- Standard Urban Stormwater Mitigation Plan (SUSMP): Compliance with all City of Los Angeles SUSMP requirements, and encouraging implementation of Best Management Practices that have stormwater recharge or reuse benefits.

Level of Significance After Mitigation

Impacts related to water supplies and infrastructure would be less than significant without mitigation. And, as mentioned above, the Proposed Project would include low-flow fixtures specified throughout the Proposed Project reducing potable water usage by at least 20%. Furthermore, the Proposed Project landscape plan will specify native plants and implement irrigation technology which would reduce irrigation water usage by 50%. Altogether, the Proposed Project is striving to reduce overall water usage by approximately 45%. The proposed mitigation measures would further reduce water demand.

PUBLIC UTILITIES - WASTEWATER

The Proposed Project would result in a less than significant impact upon regional wastewater treatment capacity and local conveyance infrastructure. The Proposed Project is anticipated to generate approximately 25,732 gallons per day (gpd) of wastewater, or 9.39 million gallons annually. As previously stated, the Los Angeles Filtration Plant is the primary water treatment plant that would serve the Project Site. Sewage generated by the Proposed Project would be conveyed and treated at the Hyperion Treatment Plant, which has adequate capacity to accommodate the increased wastewater flows. Thus, RWQCB treatment standards area would be maintained and impacts would be less than significant.

Water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures that prevent water loss, limitations on hose washing of driveways and parking areas, etc.) would be implemented as part of the Proposed Project and would help reduce the amount of

wastewater generated by the Proposed Project. These measures would further reduce Project impacts with respect to the wastewater treatment capacity.

The projected increase of 25,732 gpd would represent approximately 0.0006 percent of the excess treatment capacity presently available at the Hyperion Treatment Plant (450 mgd). Based on the estimated flows, the sewer system might be able to accommodate the total flow for the Proposed Project. Further detailed gauging and evaluation would be needed as part of the permit process to identify a sewer connection point. If the public sewer has insufficient capacity then the developer would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit would be made at that time. The installation of a secondary line, if needed, would require minimal trenching and pipeline installation and would not result in any adverse environmental impacts. Therefore, Project impacts with respect to the existing wastewater infrastructure would be less than significant.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. As such, no new wastewater impacts would be generated.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts on wastewater treatment and infrastructure systems would be less than significant without mitigation.

PUBLIC UTILITIES - ENERGY

Construction

Energy demands during the construction of the Proposed Project would result in a less than significant impact upon energy resources and infrastructure. Energy would be consumed during the site clearing, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Although exact figures cannot be determined until building permits are issued, it is expected that the heavy equipment involved in the site clearing, excavation, and construction phases of the Project would include crawler-excavators, loaders, bulldozers, graders, water trucks, street sweepers, tractors, cranes, and fork lifts. In addition, dump trucks would be used to haul excavated earth and building material to the Sunshine Canyon landfill and Paramount Resource Recycling center throughout the grading and excavation phases. It is assumed that the majority of hauling would occur

during the site clearing and excavation phases, which are expected to occur during the first portion of the construction period.

Construction of the Proposed Project would require the export of soil, asphalt, and debris from the Project Site. The site clearing/excavation phase of the Proposed Project would generate additional haul trips and diesel fuel would be consumed by heavy equipment during the excavation, grading, and construction process. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. In addition to diesel fuel and vehicular fuel, an unquantifiable amount of electricity and natural gas would be consumed as a result of the temporary construction process. Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Accordingly, energy demands during construction would be less than significant.

Electricity

Operation of the Proposed Project would result in a less than significant impact upon energy resources. Development of the Proposed Project would increase the existing demand for electricity service in the Project Area. The Proposed Project would be able to hook up to and be served by the existing power grid. The nearest 34.5-kV is located west of Gordon Street, and if demand necessitates a 34.5-kV service, then underground and/or overhead line extension from the 34.5-kV system would be required. If only a 4.8-kV service is required, then the Proposed Project may connect to the overhead 4.8-kV system running along Sunset Boulevard and Gordon Street. The estimated net increase in electricity consumption by the Proposed Project would be approximately 1,210,956 kilowatts per year.

The projected increase in electrical demand due to the Proposed Project would not have an adverse impact on its electrical system. Based on correspondence from the City of Los Angeles DWP, the DWP would be able to accommodate the Proposed Project's demand for electricity with the existing electricity supplies. Depending on the exact location and size of the requested services (to be determined as site plans are finalized), LADWP would add an underground and/or overhead line extension on the public street to meet the needs of the Proposed Project. The Proposed Project would also require an on-site transformation facility. The Project Applicant may be financially responsible for some infrastructure improvements (e.g. installation of electric power facilities or service connections) necessary to serve the Proposed Project.

New service connections may occasionally result in temporary disruptions in electrical services for existing customers. However, no outages or short outage is anticipated to occur when hooking up the Proposed Project. Energy supplies are adequate to serve the Project and the installation of needed new infrastructure would not be expected to result in any significant secondary environmental effects. Therefore, impacts would be less than significant.

With modern energy-efficient construction materials and operating equipment, the Proposed Project would promote conservation in accordance with the policies identified in Title 24 and in the City of Los Angeles General Plan Framework. One of the goals of the Project is to provide a high-performance and environmentally efficient mixed-use project with the intent to achieve the equivalent of LEED™ certification at the Silver Level pursuant to the City's Green Building Program. Currently, the Proposed Project intends to exceed Title 24 by approximately 12%. While impacts upon regional energy resources are expected to be less than significant, the Department of City Planning imposes standard mitigation measures for all new projects to further reduce project impacts and promote conservation efforts. Implementation of mitigation measures I-1 through I-21 would exceed Title 24 energy efficiency requirements and further reduce demand for electricity.

Natural Gas

The Proposed Project would increase demand for natural gas service in the Project Area. The Proposed Project's net natural gas demands are estimated to be approximately 430,006 cubic feet (cf) per month. The Southern California Gas Company manages the pipelines adjacent to the Project Site. As of June 11, 2009, there are no known natural gas service problems or deficiencies in the Project Area. If problems/deficiencies were to exist, appropriate actions (e.g. pressure betterments, natural gas supplies) would need to be initiated to solve problems. It is anticipated that the SCG would be able to meet the natural gas demands of the Proposed Project; however, a natural gas survey of equipment will have to be completed before knowing if the current infrastructure will sustain the demand for the Project. Further, since natural gas supplies vary with time, the Southern California Gas Company's ability to accommodate Project's demand for natural gas supplies can only be evaluated when the Project is approved.

Since the Proposed Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. The project would however, require local infrastructure improvements to connect to the existing infrastructure serving the project area. "Hooking-up" disruptions cannot be determined until the actual natural gas demand is known.[4] However, impacts associated with utility upgrades or additional connections would be temporary in nature and thus result in less than significant impacts upon the environment. Therefore, impacts associated with natural gas consumption would be less than significant.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. As such, no new energy demands would be generated.

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[4] *Ibid.*

Mitigation Measures

Code-Required Measures

I.3-1: The Proposed Project shall meet or exceed all Title 24 energy conservation requirements as they apply in the City of Los Angeles.

Project Mitigation Measures

I.3-2: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.

I.3-3: The Project Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following:

- A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
- Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
- The isolation of air conditioning to any selected floor or floors.

I.3-4: The Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before being exhausted.

I.3-5: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, shall be used to reduce cooling loads in warm weather.

I.3-6: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

I.3-7: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

I.3-8: The Applicant shall conduct a performance check of the installed space-conditioning system prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.

I.3-9: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

I.3-10: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat.

I.3-11: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings.

I.3-12: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

I.3-13: The Project Applicant shall install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

I.3-14: The Project Applicant shall install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.

I.3-15: The Project Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

I.3-16: The Project Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

I.3-17: The Project Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

I.3-18: Mechanical systems (HVAC and lighting) in the building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

I.3-19: The Project Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.

I.3-20: Design Project shall focus pedestrian activity within sheltered outdoor areas.

Level of Significance After Mitigation

Project impacts on energy resources or infrastructure systems would be less than significant without mitigation. The proposed mitigation measures would further reduce energy demand.

PUBLIC UTILITIES - SOLID WASTE

Construction

Construction of the Proposed Project would result in a less than significant impact upon solid waste disposal resources. Based on national averages for residential and non-residential projects, construction of the Proposed Project is estimated to generate approximately 463,740 pounds (or 232 tons) of construction debris. The Sunshine and Chiquita Canyon Landfills are likely disposal and recycling sites for the Project's site clearing and construction debris. The amount of solid waste generated during construction would fall well within the available permitted daily intake capacity of area landfills and recycling centers. Therefore, impacts associated with site clearing and construction debris would be less than significant.

The estimates provided above represent a conservative estimate of the amount of construction-related solid waste generated by the Project. While impacts upon solid waste facilities would be less than significant prior to mitigation, with implementation of the mitigation measures, the Project's impact upon regional landfill capacity would be further reduced.

Operational Impacts

Operation of the Proposed Project would result in a less than significant impact upon solid waste disposal resources. Operation of the Proposed Project would cause on-going generation of solid waste throughout the lifespan of the Project. The Proposed Project would generate approximately 725 pounds (.36 tons) of solid waste per day, or approximately 132 tons per year. The additional solid waste demands generated by the Proposed Project could be readily accommodated by the existing regional landfill operations without the need to expand operations or divert existing waste streams to alternative locations. However, because the existing landfill capacity is finite and its overall capacity will be reduced over time, additional landfills and solutions to address the ongoing regional solid waste demands of the City beyond 2024 will need to be addressed on a regional basis. This issue, however, is more appropriately addressed under cumulative impacts. For purposes of a Project specific impact conclusion, the Project's impact upon solid waste disposal facilities would be considered less than significant.

Mitigation Measures

I.4-1: The Project Applicant shall develop a construction and site clearing debris recycling program to divert construction related solid waste and site clearing debris from area landfills.

I.4-2: The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all new development projects.

Level of Significance After Mitigation

Project impacts and cumulative impacts with respect to solid waste would be less than significant with implementation of the mitigation measures identified above.

PUBLIC SERVICES - POLICE PROTECTION

Construction Impacts

The Proposed Project has the potential to adversely affect police services during the construction period due to an increased potential for theft and vandalism. Construction sites can be sources of nuisances, providing hazards and inviting theft and vandalism. Therefore, when not properly secured, construction sites can attract criminal activity and become a distraction for local law enforcement. The Proposed Project would employ mitigation measures including erecting temporary fencing around the construction site, and installing a security camera to discourage trespassers as well as deploying security guards to monitor the construction site and deter any potential criminal activity. Implementation of these mitigation measures would diminish the need for police services during construction of the Proposed Project and reduce the potentially significant impact to a less-than-significant level.

The Proposed Project has the potential to adversely affect police services during the construction period due to construction-related traffic congestion and temporary (or partial) roadway or sidewalk closures.

Construction of the Proposed Project would have the potential to create some temporary traffic pattern and access disruptions in the vicinity of the Project Site. Construction activities could require temporary lane closures on streets adjacent to the Project Site, which would have the potential to reduce emergency response times in the surrounding area. Such closures may be necessary for utility relocations, for delivery of materials, or for certain construction procedures. Traffic lane closures are not expected for any extended periods for construction, as it is expected that construction will be able to take place within project limits, or by using protected pedestrian passages on street sidewalks. It is not expected that complete closures of any streets would be required during construction. However, in order to mitigate the potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, a Construction Traffic Control/Management Plan would be developed to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. Implementation of this mitigation measure would serve to reduce any potential construction traffic impacts to a less-than-significant level.

Operational Impacts

The Proposed Project has the potential to place additional demands upon police protection services during operation as a result of the addition of the mixed-use trade school. However, the Proposed Project includes security/design features that would reduce the demand for police service to less than significant levels. While there is not a directly proportional relationship between increases in land use activity and increases in demand for police protection services, the number of calls requesting police responses to retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase somewhat with the increase in on-site activity and increase in traffic on adjacent streets and arterials. Such calls are typical of problems experienced in the existing neighborhood, and do not represent unique law enforcement issues specific to the Proposed Project. As a mixed-use project, the Proposed Project would provide an increased 24-hour community presence, which often has the result of reducing crime rates. Emerson College would provide private, 24/7 on-site security within the building and parking areas. And, to further reduce the potential for increasing the demands upon police services in the area, the Proposed Project would include strategically positioned low-level and security lighting to enhance public safety.

As part of the Proposed Project, an on-site security plan would be conceived and implemented by the Applicant in consultation with the LAPD to minimize the potential for on-site crime and reduce demands upon additional LAPD services. While a security plan has not yet been finalized, such a plan would be required as a condition of project approval and would be developed in consultation with the LAPD Crime Prevention Unit (CPU) as part of the final site plan review process. Impacts related to police services would be considered less than significant, and the implementation of mitigation measures would further reduce impacts upon police services.

The Proposed Project's increased demand for police services would not generate the need for new facilities or physical improvements to existing facilities. Impacts would be less than significant. The Proposed Project would not be expected to result in a substantial increase in the demand for police services from the LAPD such that a new police station or sub-station would need to be developed. Overall, police service impacts and staffing needs are based on the population served, which would not substantially increase as a result of the development of the Proposed Project, and the officer-to-population ratio would stay roughly the same. Thus, the Proposed Project would not necessitate new or expanded police facilities, and impacts to police services and facilities would be less than significant.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. The existing uses within the Add Area would continue to operate as they currently are. As such, no new demands for police services would be generated.

Mitigation Measures

Code-Required Measures

Aside from standard building and safety requirements for new construction, (i.e., Uniform Building Code, Fire Code, etc.) no specific Code-required measures are required.

Project-Specific Mitigation Measures

J.1-1: The Project shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.

J.1-2: The Project Applicant shall employ security guards to monitor and secure the Project Site after hours during the construction process to secure the site and deter any potential criminal activity.

J.1-3: The Project Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD Central Bureau Commanding Officer. Said security plan may include some or all of the following components:

i. Provisions for an on-site private security force for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services shall provide a 24-hour presence. Security officers shall be responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells.

ii. The parking garage shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

iii. The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

Level of Significance After Mitigation

With the implementation of the mitigation measures identified above, the Proposed Project would not significantly increase the demand for police services in the Hollywood Area, nor would the Proposed

Project result in the provision of new or physically altered police protection facilities or the need for new facilities, the construction of which could cause significant environmental impacts. Therefore, the Proposed Project's operational impacts to police protection services would be less than significant after mitigation.

PUBLIC SERVICES - FIRE PROTECTION

Construction

The Proposed Project has the potential to increase demands upon the Fire Department during the construction period. Implementation of Code-required measures would reduce impacts upon fire protection services to less than significant levels such that no new Fire Department facilities would need to be constructed.

Removal of the existing surface parking lot and construction of the Proposed Project would increase the potential for personal injury and fires from such sources as the operation of mechanical equipment, the use and storage of flammable fuel and construction materials, and other dangers that are inherent to the construction industry. In most cases, the implementation of "good housekeeping" procedures and compliance with mandatory OSHA regulations by the construction contractors and the work crews would minimize these hazards.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and by partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant.

The LAFD has not identified any concerns or recommendations with respect to the construction process and does not anticipate that the Project would result in substantial adverse impacts associated with the provision of new or physically altered fire stations. In addition the Applicant and the contractors would be required to implement all applicable code required measures to ensure the safety of operations during the construction period. Therefore, construction-related impacts to fire protection services would be less than significant.

Operation

Operation of the Proposed Project would result in a less than significant impact upon fire protection services. Implementation of the Proposed Project would increase the need for fire protection and emergency medical services in the Hollywood area. The following discussion analyzes the major criteria for determining the Proposed Project's impacts to fire protection services.

Response Distance and Emergency Access

The nearest engine company is approximately 0.5 miles from the Project Site. The nearest Task Force is located approximately 0.7 miles from the Project Site. The response times by the LAFD to the Project Site would be 3.4 minutes from Fire Station 82, 3.8 minutes from Fire Station 27, and 5.8 minutes from Fire Station 52. Therefore, as the location of the Proposed Project is adequately served by existing fire stations within a 1-mile radius of the Project Site, response times are anticipated to be within Fire Department standards. Consistent with the Fire Code requirements, the Proposed Project would include automatic fire suppression sprinklers as the height of proposed structures would exceed 75 feet. Installation of automatic fire sprinklers will reduce or slow the spread of fire in a high-rise structure, further assisting fire fighters in the event of a fire. A helistop is also proposed on the top of the bridge structure for fire access purposes, further supporting emergency access and response requirements of the Fire Department.

Emergency vehicle access to the Project Site would continue to be provided from local public roadways. Major roadways would continue to provide public and emergency access to the Project Site. According to the LAFD, intersections with an LOS of E or F inhibit emergency response. The Proposed Project would not cause any intersections in the Proposed Project Vicinity to be significantly impacted. Therefore, the Proposed Project would not inhibit emergency vehicle access, and impacts related to emergency access would be less than significant.

Fire Flow

Water service for fire fighting purposes would continue to be provided by the City of Los Angeles Department of Water and Power (LADWP). The existing water system would serve both domestic and firewater needs. The Water Operations Division of the LADWP will perform a flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements are necessary. The adequacy of fire protection for a given area is based on required fire flow; response time from existing fire stations and the LAFD's judgment for assessing the needs in a given area. The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements, which are established in the Fire Code, vary from 2,000 gallons per minute (gpm) in low-density residential areas, to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. Fire flow requirements for the Project would be established in consultation with the LAFD during the plan check approval process. Additional hydrants would be installed per Fire Code requirements based upon the specific land uses to be introduced. Impacts to fire department services would be less than significant. Nevertheless, the Department of City Planning recommends the following Code-Required Measures be identified to ensure compliance with the requirements.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No physical development is currently proposed on these lots. As such, no new demands for fire protection services would be generated.

Mitigation Measures

J.2-1 All requirements of LAMC Section 57.09.06, pertaining to the installation of automatic sprinkler systems in high-rise structures shall be followed.

J.2-2 Fire Department access shall remain clear and unobstructed at all times during the construction period.

J.2-3 Access for Fire Department apparatus and personnel to and into all structures shall be required.

J.2-4 The Proposed Project shall comply with all applicable State and local codes and ordinances, and guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan for the City of Los Angeles.

J.2-5 The Applicant shall submit an emergency response plan for approval by the decision maker and the Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

J.2-6 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Level of Significance After Mitigation

Project impacts on fire protection service would be less than significant.

PUBLIC SERVICES - SCHOOLS

Construction

The construction activities of the Proposed Project would have the potential to expose students walking to school to temporary noise and air quality impacts and other safety hazards that are inherently associated with the construction process. With mitigation, this impact would be reduced to less than significant levels.

Operation

The Proposed Project is anticipated to generate one additional student, which would result in a less than significant increase in demand for public schools serving the Project Area. Implementation of the Proposed Project would involve the development of 4 new faculty/staff apartments and approximately 224 student rooms. Because the student rooms are guest rooms provided for temporary internship classes ancillary to the trade school, and are thus not considered dwelling units, they would not be expected to generate any new students. The four faculty/staff apartment units could result in the generation of approximately one student based on the LAUSD standard student generation rates.

It is expected that existing LAUSD facilities would be able to accommodate the estimated one new student that the Project would generate, and impacts would be less than significant. In addition, the mandatory payment of school fees in conformance with SB 50 would address the Proposed Project's impact on schools by providing funds for future LAUSD expansion. In accordance with SB 50, payment of school fees is deemed to provide full and complete mitigation to impacts on schools pursuant CEQA.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No new development is currently proposed on these lots. As such, no new students would be generated.

Mitigation Measures

Code Required Measures

J-3-1 The Project applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project Area.

Project Mitigation Measures

J.3-2: School Pedestrian/Traffic Safety Access

- Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
- Install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Not haul past affected school sites, except when school is ***not*** in session. If that is infeasible, not haul during school arrival and dismissal times.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.

Level of Significance After Mitigation

Impacts to the LAUSD would be less than significant. Furthermore, pursuant to the California Education Code, the payment of development fees shall be deemed acceptable to reduce a project's impact to a less than significant level. Therefore, the Proposed Project's impact upon schools would be less than significant.

PUBLIC SERVICES - PARKS AND RECREATION

Operation of the Proposed Project would result in a less than significant impact upon parks and recreation. Since the Proposed Project does not require the approval of a Parcel Map and would not permit residential uses on-site other than as an ancillary use to the proposed trade school, the project would not be required to pay any recreation and park fee or dedicate land for recreation and park services. The anticipated demands for recreation and park facilities would be less than typical residential apartment uses because of the temporary nature of the students and visiting faculty/staff occupying the Proposed Project. While students and visiting faculty/staff would likely place some increased demands for recreational facilities, the demands would be greatly reduced as a result of the temporary and relatively short duration of their residence on-site to complete their program goals, and the time it typically takes an individual to become acclimated to a new neighborhood in utilizing recreational facilities and/or programs. In addition the Proposed Project would include on-site amenities, including an assembly space, open terraces, a fitness center, and other residential life service areas to meet the social and recreational needs of the students and faculty/staff on site, and thereby reduce demands placed on public recreational facilities. Therefore, impacts upon recreation and park facilities and services would be considered less than significant.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No new development is currently proposed on these lots. As such, no new demands for park and recreation facilities or services would be generated.

Mitigation Measures

Code Required Measures

No code required measures pertaining to recreational and park facilities apply to the Proposed Project.

Mitigation Measures

No mitigation measures are required. Nevertheless, the Applicant has agreed to implement the following mitigation measure to further reduce the Project's less than significant impacts upon parks and recreation facilities.

IV.J-4.1: The Applicant shall provide adequate space for bicycle storage on site and shall operate a free bicycle share program with a minimum of 10 bicycles for its registered students and faculty to share free of charge.

Level of Significance After Mitigation

Project impacts to parks and recreational facilities would be less than significant.

PUBLIC SERVICES - LIBRARIES

The Proposed Project would result in a less than significant impact upon library services within the Project Area. Development of the Proposed Project would increase demand for library services by increasing the temporary residential population in the area by 224 students and 4 faculty. However, the Proposed Project includes a reading room on-site with a collection of professional reading materials for the use of students, faculty and staff which would reduce demand on library services in the area. The Proposed Project would result in a less than significant impact upon library services.

Add Area

The intent of the proposed General Plan amendment is to provide for consistent zoning-General Plan designations across the Add Area boundaries. No new development is currently proposed on these lots. As such, no new demands for library services would be generated.

Mitigation Measures

Code-Required Measures

No Code required measures pertaining to library services have been identified.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts to library services would be less than significant.

TRAFFIC/TRANSPORTATION

Construction Impacts

The Proposed Project has the potential to result in significant construction impacts on a temporary and intermittent basis due to temporary roadway lane closures and potential congestion resulting from utility relocations/hook-ups in the right-of-way, delivery of materials to and from the site, Project construction, and hauling activities. It is not expected that complete closures of any streets would be required during construction. Construction activities could, however, result in partial lane closures on streets adjacent to the Project Site on a temporary and/or intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. While site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible and on-site where possible to avoid any impacts to the neighborhood and surrounding traffic, it is expected that, at most, one traffic or parking lane adjacent to the curb may need to be closed at certain locations for certain periods of time. The partial closure of the sidewalk and or parking lane along the east side of Gordon Street or the south side of Sunset Boulevard fronting the Project Site would not affect any bus stop locations. Any traffic lane or sidewalk closures would need to be coordinated with and approved by the LADOT prior to being implemented. Although temporary in nature, such closures could cause significant traffic impacts during these periods of time.

Additional vehicle trips would be generated to and from the Project Site by construction workers working on-site. It is anticipated that at the peak of the construction process, up to 200 construction workers would be on the Project Site on a daily basis. Generally, construction workers arrive at construction sites outside the normal peak hours, arriving before 7:00 A.M. and departing between 2:30 and 3:30 P.M. The impact of construction worker trips on the surrounding roadways and intersections during the A.M. and P.M. peak hours is therefore expected to be negligible. Traffic impacts from construction worker trips would therefore be less than significant.

Construction of the Proposed Project would require the excavation and export of approximately 46,500 cubic yards of soil. Site clearing debris and soil materials from the site would be recycled and diverted to appropriate receiving sites to the maximum extent feasible. The local haul route would be identified in consultation with the LADOT prior to commencing any construction activities. The Proposed Project's construction activities, including hauling, would be subject to the City of Los Angeles standard conditions to mitigate any adverse impacts upon the neighborhood. However, even with implementation of mitigation measure K-2, temporary impacts from hauling activities would be considered significant on a temporary basis during hauling activity.

Operational Impacts

Future With Project Intersection Level of Service

The Proposed Project would result in a less than significant impact upon the 11 study intersections during the A.M. and P.M. peak hours. No mitigation is required. For the A.M. peak hour, the addition of Project traffic would not cause the level of service to change at any of the study intersections. The Project would cause small increases in the volume/capacity ratios at most of the studied intersections, but the increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would not cause any significant traffic impacts in the A.M. peak hour.

For the P.M. peak hour, the addition of Project traffic would not cause the level of service to change at any of the study intersections and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would not cause any significant traffic impacts in the P.M. peak hour.

Project Driveways

The Proposed Project would result in a less than significant impact with respect to access and circulation patterns in the Project vicinity. No mitigation is required. The Proposed Project would have two driveways on Gordon Street south of Sunset Boulevard. A driveway on Gordon Street would access the at-grade parking level, which would provide parking for faculty, staff, and visitors. A second driveway, also on Gordon Street, would access the subterranean parking levels which would provide parking for resident students.

Site Access Analysis for Signal Warrants at Unsignalized Intersections

For the purposes of evaluating site access, the following unsignalized intersections that are close to the Project Site were analyzed to evaluate if traffic signals would be warranted.

- Gordon Street & Fountain Avenue
- Gordon Street & Santa Monica Boulevard

A traffic signal would not be warranted for either of these intersections, as the minor street traffic volume would not exceed the volume warrant given the major street traffic volumes. It was therefore concluded that no signalization would be necessary due to the Proposed Project at these two intersections.

CMP and Freeway Analysis

The Proposed Project would result in a less than significant impact with respect to increased trip generation upon the CMP locations and on freeway segments. No mitigation is required. The Los Angeles County Congestion Management Plan (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the Project.

CMP Intersection Analysis

The Project would generate an additional 110 A.M. peak hour trips and 73 P.M. peak hour trips. A review of the latest (2004) CMP indicated the following arterial monitoring stations that are closest to the Project Site:

- Santa Monica Boulevard & Highland Avenue
- Santa Monica Boulevard & Western Avenue

As these intersections are located approximately 1.5 and 1.0 mile(s) from the Project Site, respectively, and as the Project trips would disperse onto numerous roadways, the Project traffic volumes would not exceed the thresholds for analysis. It was determined that no more than 12% of Project trips would be expected to pass through either of these intersections (14 A.M. trips and 8 P.M. trips). As the anticipated volumes are well below the 50-vehicle trip threshold for requiring an analysis, no further analysis is necessary.

CMP Freeway Analysis

As the total peak hour trip generation for the Project is less than the threshold for freeway CMP analysis, it is also clear that the Project traffic volumes would not exceed the thresholds for analysis for freeway analysis, so further freeway CMP analysis was not necessary.

Freeway Analysis

The Project would add a maximum of five additional peak hour trips to the US-101 Freeway south of Santa Monica Boulevard, and 25 additional peak hour trips to the US-101 Freeway north of Cahuenga Boulevard. This low incremental volume is considered negligible (an increase of only 0.2% or less in volumes on freeway near the Site) and it is concluded the Project would not cause any significant impacts to the freeway system.

CMP Transit Impact Analysis

The Proposed Project would result in a less than significant impact with respect to increased demands upon public transit. No mitigation is required.

In the A.M. peak hour, it is estimated that 35% of the 224 students would make a trip to their internship and that only 10% would not drive, and that 10% of students would make one other trip and 10% of those would not drive. Assuming conservatively that all 10% non-drive trips would take transit, there would thus be a total of 10 A.M. peak hour trips generated by the Project.

In the P.M. peak hour, it is estimated that 13% of the students would drive back from internships, and 10% would make one other trip. Again, assuming that all 10% of the trips that would be non-auto driver would take transit, the Project would generate 5 P.M. peak hour transit trips.

The maximum 10 A.M. peak hour trips would constitute about 0.6% of the two-directional peak hour capacity (1,632 persons/hour) of the bus lines adjacent to the Project Site, and less than 0.1% of the peak hour transit capacity (16,546 persons/hour) within about half-a-mile of the Project Site. It is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded and, therefore, that the Project would not create any significant impacts on the transit systems serving the Project area.

Add Area

No change to the current zoning designation is proposed for the Add Area. As all of these parcels are currently developed, no future development is anticipated within the Add Area as a direct result of implementing the General Plan Amendment. As such, no new traffic would be generated. The existing trips for the land uses within the Add Area are already accounted for in the baseline traffic conditions. Therefore, no traffic impacts would occur from the Add Area.

Mitigation Measures

Construction Impacts

K-1 In order to mitigate the potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Project Applicant shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan shall include temporary roadway striping and signage for traffic flow as necessary, as well the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project if necessary.

K-2 Prior to the issuance of a grading permit, the Project Applicant shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the Project Applicant to the following haul route conditions:

i All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

ii Hours of operation shall be from 9:00 A.M. to 4:00 P.M., unless approval is obtained by the Mayor's office and LADOT to begin hauling at 7:00 A.M. If approval is granted the hours of operation shall be from 7:00 A.M. to 4:00 P.M.

iii Days of the week shall be Monday through Saturday. No hauling activities are permitted on Sundays or Holidays.

iv Trucks shall be restricted to 18-wheel dump trucks or smaller.

v The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).

vi Streets shall be cleaned of spilled materials at the termination of each work day.

vii The final approved haul routes and all the conditions of approval shall be available on the job site at all times.

viii The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

ix Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

x All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

xi All trucks are to be watered at the job site to prevent excessive blowing dirt.

xii All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.

xiii The Project Applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.

xiv All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.

xv "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

xvi One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the Project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."

xvii The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.

xviii Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at 213.485.3711 before the change takes place.

xix The permittee shall notify the Street Use Inspection Division, 213.485.3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

xx A surety bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Central District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 977-6039.

Level of Significance After Mitigation

The Proposed Project would result in significant and unavoidable construction impacts on a temporary and intermittent basis due to temporary roadway lane closures and potential congestion resulting from utility relocations/hook-ups in the right-of-way, delivery of materials to and from the site, Project construction, and hauling activities. While mitigation measures K-1 and K-2 would reduce these impacts, impacts would nevertheless remain significant and unavoidable on a temporary basis during construction.

Construction-related impacts associated with potential lane closures on the streets directly abutting the Project Site would be significant and unavoidable on a temporary basis during certain times throughout

the construction period.

Operational impacts related to traffic intersections level of service, CMP intersections, emergency access, and alternative transportation during the construction and operation of the Proposed Project would be less than significant and no mitigation measures are required.

PARKING

Construction Impacts

The Proposed Project has the potential to generate significant parking and circulation impacts within the surrounding neighborhood during construction, as on-site parking areas would be limited by construction activities and equipment staging areas. This impact would be reduced to a less than significant level through the implementation of a construction management plan that provides designated off-site, off-street parking areas for construction workers, as needed. With the Construction Parking Program, parking impacts during construction after mitigation would be less than significant.

Consistency with Applicable Parking Requirements and Policies

The Proposed Project would satisfy the minimum parking requirements of the LAMC and would thus result in no impact with respect to code compliance. No mitigation measures are required. The Proposed Project would provide a total of 246 on-site parking spaces in a four level parking garage – with one at-grade level and three subterranean levels. A total of 202 parking spaces would be provided for resident students, 6 spaces for resident faculty/staff, and the remaining 38 spaces would be for non-resident faculty and staff, the retail uses, and visitors.

Los Angeles Municipal Code

The City of Los Angeles parking code requirement for the Proposed Project would be 196 parking spaces. The Proposed Project would supply 246 parking spaces, thus exceeding LAMC requirements by 50 spaces. No impact would occur with respect to compliance with code parking requirements.

Parking Demand

Resident Student Parking Demand

The Proposed Project would satisfy the anticipated parking demands for the proposed land uses and would thus result in a less than significant impact with respect to parking demands. To ensure the Proposed Project operates in a manner that is consistent with the assumptions contained in the demand analysis, the Project Applicant is proposing to provide at least 22 share cars on-site for student use (for a student population of 224 students) and implement programs to facilitate and manage the use of those cars. Parking demand impacts would therefore be less than significant.

Other Uses Parking Demand

The parking demand for the other Project uses (i.e., resident and non-resident faculty/staff, retail and visitors) is estimated at 44 spaces, and calculated as follows. An average of 1.5 spaces for each of the four resident faculty/staff apartments was assumed. A total need of 12 spaces is estimated for the nonresident staff on the assumption all the staff would drive and would need to park at the same time. For the non-resident faculty, the earlier analysis of projected maximum class loads projected that up to eight non-resident faculty would be on-site at any given time and that all would drive. In order to be conservative a total of ten spaces was assumed for this category of user. The demand for the retail spaces assumes that half of the trips would be from on-site residents and staff, and 5% would walk in from the neighborhood. These parameters are all consistent with the earlier traffic analysis, and are considered to be conservative (for example, some of the non-residents may in fact not drive).

Total Parking Demand

The total estimated demand for parking would be 246 spaces. This would include 202 parking spaces for students, 6 spaces for resident faculty/staff, 12 spaces for non-resident staff (administrative staff), 10 spaces for non-resident faculty, 12 spaces for the retail uses and 4 visitor spaces. The proposed parking supply of 246 spaces would meet the estimated parking demand of 246 spaces.

Add Area

The proposed Add Area would amend the General Plan land use designation for the six properties that directly abut the Project Site from "Limited Manufacturing" to "Regional Center Commercial." No change to the current zoning designation is proposed for the Add Area. All of these parcels are currently developed and no future development is anticipated within the Add Area as a direct result from implementing the General Plan Amendment. Therefore, implementation of the General Plan amendment for the Add Area parcels would not generate any new parking impacts. The Project Site is not currently providing any parking for properties within the Add Area, thus the removal of the existing surface parking lot would not affect the Add Area. Therefore, no parking impacts would occur.

Mitigation Measures

Construction Mitigation Measures

K-3 In order to mitigate potential parking impacts from construction workers the Project Applicant shall, prior to commencing construction, develop a Construction Parking Plan requiring construction workers to park off-street and not use on-street parking spaces. The Project contractor shall develop a temporary off-street parking plan to ensure a sufficient supply of off-street spaces is provided for the construction workers.

Operational Mitigation Measures

No operational mitigation measures are required.

Level of Significance After Mitigation

The Proposed Project would meet the Planning and Zoning Code requirements for parking; therefore, impacts with respect to parking would be less than significant. Implementation of Mitigation Measure K-3 listed above would reduce the potential impacts related to construction worker parking to a less-than-significant level.

The proposed parking supply would meet the Project's overall parking demand. The Project Applicant is proposing to provide a total of at least 22 share cars on-site for student use for a student population of 224 students, and implement programs to facilitate and manage the use of those share cars. Therefore, the Proposed Project would supply sufficient parking to meet the code requirements and its projected parking demand and parking impacts would be less than significant. No mitigation is required.

II. ADDITIONS AND CORRECTIONS TO THE DRAFT EIR

Pursuant to Section 15088(d) of the State CEQA Guidelines, in evaluating responses to comments made on the Draft EIR:

> *The response to comments take the form of a revision to the Draft EIR or may be a separate section in the Final EIR. Where the response to comments makes important changes in the information contained in the text of the Draft EIR, the Lead Agency should either:*
>
> *(1) Revise the text in the body of the EIR; or*
>
> *(2) Include marginal notes showing that the information is revised in the response to comments.*

As noted in Section III of this Final EIR, six comment letters to the Draft EIR were received during the 45-day public review period. One additional late comment letter was received December 7, 2009, after the review period had closed. The following additions and corrections to the Draft EIR are provided to clarify the findings and conclusions of the EIR.

PROJECT DESCRIPTION

Page II-1: Revise the first sentence under the subheading Project Site as follows:

> "The Project Site is presently used as a surface parking lot with approximately ~~128~~ 130 parking spaces. The parking spaces are currently leased to Sunset Studios Holdings, LLC (from which Emerson College purchased the Project Site) for the use of KTLA studios on a temporary basis."

Page II-5: Add the following language to the end of the first paragraph:

> "The Proposed Project would offer a Los Angeles-based program for its students for a single semester, either the fall semester (September to December) or the spring semester (January to April). Each semester is about 15 weeks long. During the summer (May to August) there are only about 50 students in the program, either taking summer courses, doing an internship in the summer, or both."

Page II-5: Revise the first sentence of the second paragraph as follows:

> "Development of the Proposed Project will require ~~the demolition and removal~~ site clearing of the existing surface parking lot and the construction of an approximate 115,000 square-foot, 10-story mixed-use trade school with student rooms and ground floor retail."

Page II-6: Revise the second sentence of the first complete paragraph to read as follows:

"As shown in Figure II-4 (Revised), the pedestrian building entry is located on the southeast corner of Sunset Boulevard and Gordon Street, on the northwest side of the facility."

Page II-6: Add the following reference to added Figure II-12 to illustrate the 5th Level Outdoor Terrace:

"Level 5 includes academic/administrative spaces in the central area and the student rooms on the east and west perimeters. It also marks the end of the grand stair on the outdoor upper terrace. (See Figure II-12 for a conceptual rendering of the 5th Level Outdoor Terrace)."

Page II-9: Revise the second sentence of the first paragraph as follows:

"As shown in Figure II-5, the retail space would occupy the ground floor with secured access to the main entrance lobby on Level 2 located at the corner of Sunset Boulevard and Gordon Street.'

Page II-17: Revise the last sentence of the first paragraph as follows:

"This two-story bridge along the northern facade at level nine would be occupied by the building's operational mechanical equipment ~~and a film shooting gallery~~."

Page II-17: Strike the last sentence of the second paragraph. The entire paragraph shall read as follows:

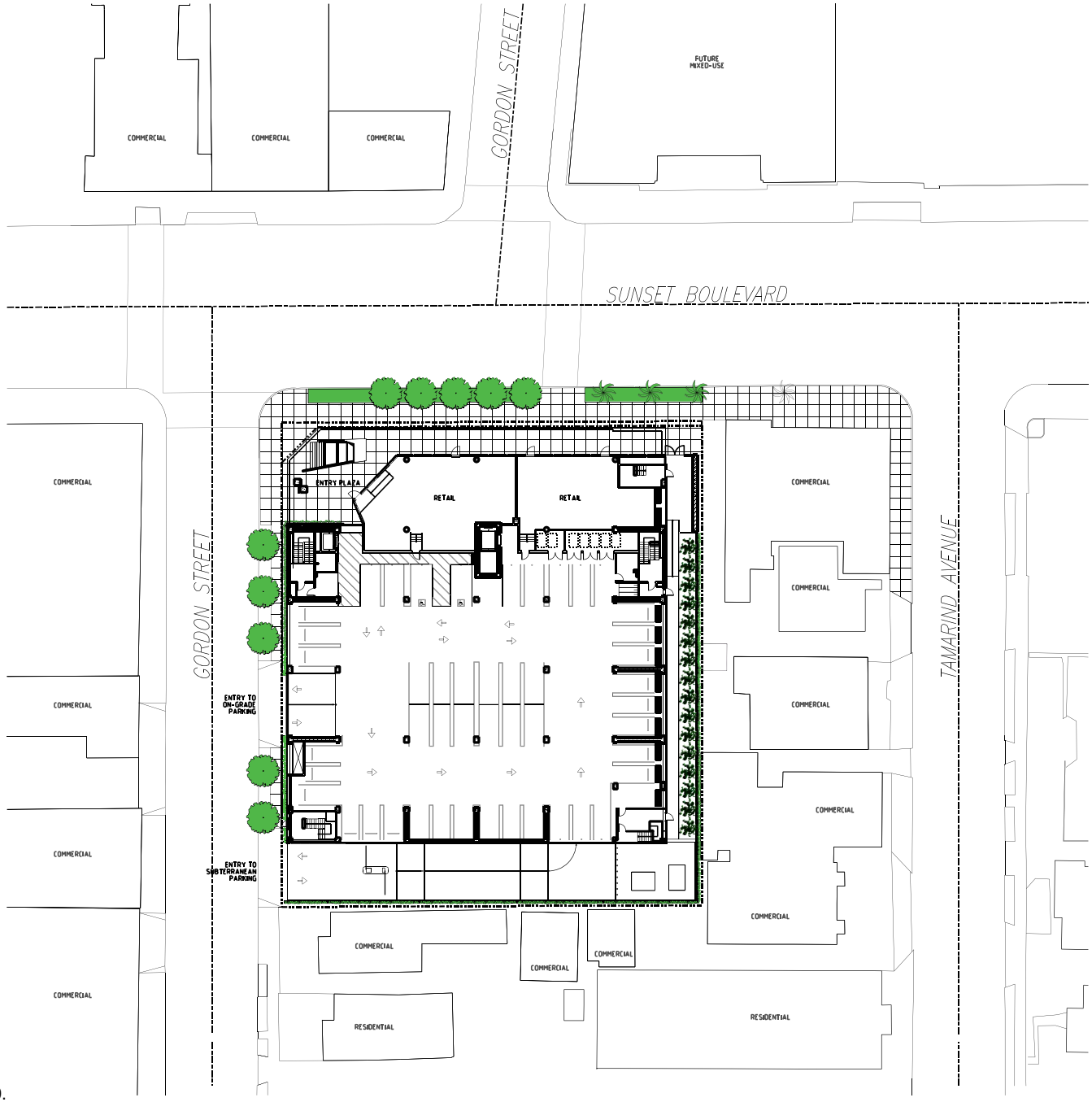
"With respect to design and façade treatments, a final architectural façade treatment has not yet been developed. However, it is conceptually envisioned that the architectural style of the central building would include a transparent glass treatment along the Sunset Boulevard frontage and an opening providing a view of the entry and the grand staircase beyond. ~~A large film screen oriented towards the grand stair allows for an inverted view of the projected film along Sunset Boulevard.~~"

Page II-17: Add the following discussion to describe special events.

"**Special Events**

The Proposed Project would be capable of supporting occasional special events to support the Hollywood industry and local community. Such events would only occur a few times per year for events such as the Emmy Awards in September and the Academy Awards in February. Smaller events for local community groups and associations may also be hosted on-site. Special events would be held within the outdoor terraces at the second and fifth floor levels, linked by an outdoor grand staircase, which would provide areas for sitting and standing as well as circulation between floors.

Level two would include outdoor terrace areas, academic and administrative spaces, the entrance lobby, and an assembly space. The second level plaza would be a daily cross-roads and meeting point for the Center. It would also serve as an extension of the adjacent place of assembly and it could be utilized for indoor-outdoor gatherings such as a reception outdoors followed by a main event indoors. Other uses for



Source: Morphosis, 12/07/2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-4
Proposed Site Plan
Ground Floor Level

Source: Morphosis, 12/07/2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-12
Conceptual Rendering of the 5th Level Outdoor Terrace

the second level plaza could include informal discussion among students and faculty, and impromptu instructional space during fair weather days.

Level five includes academic/administrative spaces in the central area, the student rooms on the east and west perimeters, and marks the end of the grand stair on the outdoor upper terrace. The fifth level terrace would be an extension of the fifth level common room (the only common room in the Proposed Project), which is directly connected to it. The common room would have a kitchen for students who wish to prepare their own meals and would include about 30 seats indoors. The adjoining terrace provides additional outdoor seating for the common room and would function similar to an outdoor seating area at a restaurant. In nice weather, students might choose to study there, individually or in small work groups. The level five terrace is the upper terminus of the grand stair and in this capacity functions as a "lobby" for an event held on the grand stair before and after the event and during intermission, if any. In this "lobby" capacity, other uses for the level five terrace could include the following: assemblies with up to 225 students using the screen, projector, and limited audio; stage presentation with full capacity using screen, rented equipment and full audio on the grand stair; major speech with full capacity using screen, rented equipment and full audio on the grand stair; and Academy Award night with full capacity using screen, rented equipment and full audio on the grand stair. Similar to activities planned for the second level terrace, the larger events on the grand stair and fifth level terrace (e.g., events with more than 225 individuals) would only occur a few times a year and would be subject to a special event permit. Due to building and fire code requirements, it is anticipated that attendance at special events would be limited to no more than 500 guests.

Page II-17: Add the following discussion to describe open space and recreational amenities.

Open Space and Recreational Amenities

The Proposed Project would include various features and amenities on-site to support the student and faculty residents. In addition to common open space, circulation areas and passive gathering spaces, the Proposed Project would include assembly rooms, an on-site fitness center, a smaller fitness room and common recreational rooms for students to relax and recreate on site. Together these areas would provide approximately 23,245 square feet (or 0.53 acres) of passive open space areas and active recreation amenities. A summary of the various open space components that are proposed is provided in Table II 1.1, below:

Table II-1.1
Summary of Proposed Open Space and Recreational Amenities

Open Space Amenities	Area Proposed (Square Feet)
Ground Floor Entry Plaza	2,475 sf
Entry Plaza on 2nd Floor Terrace	2,205 sf
2nd Floor Terrace	7,030 sf
2nd Floor Assembly Room	2,980 sf
Grand Stair	3,325 sf
4th Floor Fitness Center	565 sf
4th Floor Fitness Room	315 sf
5th Floor Common Room	835 sf
5th Floor Terrace	3,515 sf
TOTAL AREA	**23,245 sf (0.53 acres)**

Page II-17: Revise the second paragraph under the subheading Parking and Access as follows:

> "~~Loading would be from the ground level of the parking garage, which is easily accessible to the retail uses and accessible by elevators to all levels above, or from the street.~~ The LAMC does not require the Proposed Project to provide an on-site loading space. However, the Proposed Project anticipates that loading activities could occur on-site in the ground floor of the parking garage, and loading could also be conducted from the street. The ground level parking has a ~~clear~~ floor-to-floor height of approximately 20 feet, which makes it accessible to many delivery vehicle types."

Page II-19: The current use of the property located at 5545-014-004 has been revised to correct a typographical error as noted below:

5545-014-004	1467 N. Tamarind Ave. 1465 N. Tamarind Ave.	3,841	~~Physic~~ Psychic/Residence (1,769 sf)

Page II-19: Revise the second sentence of the first paragraph under the subheading Construction Schedule/Phasing as follows:

> "The construction process would be divided into five phases including: (1) ~~Demolition~~ Site Clearing, (2) Excavation/Grading, (3) Structural Foundation, (4) Structural Framing/Building, and (5) Exterior and Interior Finishing."

Page II-19: Revise the second paragraph under the subheading Construction Schedule/Phasing as follows:

"The existing Project Site is developed with approximately 37,351 square feet (sf) of surface parking lot area. Construction of the Project would require ~~the demolition~~ site clearing, grading, and removal of the asphalt pavement. For purposes of this analysis, it is estimated that the ~~demolition~~ site clearing process would involve the removal and exportation of 692 cubic yards (cy) of asphalt.[1] Site clearing ~~and demolition~~ of the existing surface lot on-site would occur over an approximate two to three week period."

Page II-20: Revise the first sentence of the first complete paragraph as follows:

"The excavation and grading period is anticipated to occur over a two- to three-month period immediately following the ~~demolition~~ site clearing phase."

Page II-21: Revise the first two sentences under the subheading Haul Route as follows:

"For analytical purposes, it is anticipated that all construction and ~~demolition~~ site clearing debris would be recycled to the maximum extent feasible. ~~Demolition~~ Site clearing debris and soil materials from the site that cannot be recycled or diverted would likely be hauled to the Bradley or Sunshine Canyon landfills, which accept construction/~~demolition~~ site clearing/inert waste from areas within the City of Los Angeles."

Page II-21: Revise the eighth sentence in the first paragraph under the subheading Haul Route as follows:

"During the ~~demolition~~ site clearing phase, it is estimated that the hauling activities would include up to 35 trips over a one to two week period. During the excavation phase, it is estimated that the hauling activities would include up to 40 trips per day for a period of two to three months (44-66 hauling days)."

Page II-21: Revise the third sentence in the second paragraph under the subheading Haul Route as follows:

"Hauling activities for ~~demolition~~ site clearing debris and excavation would occur from 9:00 a.m. to 4:00 p.m. Monday through Saturday. Approval of a Haul Route would be requested prior to construction."

Page II-21: revise the second paragraph under the subheading Construction Worker Parking as follows:

"Construction workers who drive to the Project Site would need to park near the Project Site. Due to the limited area available on-site to accommodate construction worker parking and material storage during the construction period, construction workers would be directed to park off-site at a designated parking facility in spaces leased by the general contractor in the vicinity of

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[1] *This calculation was based on a depth of 6 inches of asphalt covering the entire Project Site. (37,351 x 0.5)/(27) = 692 cubic yards.*

the Project Site for the 10 months prior to the construction of the parking garage. Once construction of the parking garage is complete, all construction workers would park in the parking garage on the Project Site.~~, especially during times of peak construction activity. Off-site parking for construction workers would need to be provided at an off-site location by the general contractor.~~"

Page II-22: In Section II.C., Project Description/Statement of Project Objectives, revise the fifth bullet point as follows:

- "To promote a safe pedestrian-oriented environment by providing sidewalk and streetscape amenities~~, and ground floor retail space~~ along ~~both~~ Sunset Boulevard and Gordon Street, and ground floor retail space along Sunset Boulevard;"

Page II-23: In Section II.C., Project Description/Statement of Project Objectives, revise the last bullet point as follows:

- "To provide a high-performance and environmentally efficient mixed-use project with the intent to achieve the equivalent of LEED™ certification at the Silver Level, the Standard of Sustainable Excellence pursuant to the City's Green Building Program. Specifically, these project design features include:

    - By selecting a site that is surrounded by commercial and retail services on Sunset and Hollywood Boulevards, and is accessible to mass transit, the students and faculty have the opportunity to minimize automobile use. Bike riding is also encouraged. Bike storage is provided at the ground floor of the parking structure, in the student rooms and in the faculty apartments. Showers are located throughout the residential program;

    - Although parking is provided in excess of code, the Project proposes to provide share cars for those students not owning or having the exclusive use of their own cars. A total of 22 share cars would be provided for 44 students. Thus, there would be 180 students (80%) who would own or have exclusive use of their own cars, and there would be 44 students (20%) who would share 22 cars. Preferential parking is provided for car-shares and low-emission vehicles. 100% of the parking is located undercover;

    - A comprehensive approach to capturing and treating stormwater runoff is included. The water will be reused to provide irrigation for the planters onsite and the parkway along Sunset Boulevard;

    - Low-flow fixtures are specified throughout the Proposed Project reducing potable water usage by at least 20%. By specifying native plants and taking advantage of irrigation technology, irrigation water usage will be reduced by 50%. Altogether, the Proposed Project is striving to reduce overall water usage by 45%;

- The Proposed Project is targeting exceeding Title 24 by 12%. Design features include natural ventilation, passive chilled beams, radiant heating, solar thermal heated domestic hot water, and operable louvers on the east and west facades that minimize heat gain while maximizing natural light and views;

- The Applicant is committed to implementing a waste management plan for recycling. A construction waste management plan will also be carried out;

- Materials with recycled content will be specified as will rapidly renewable materials such as bamboo and linoleum. All wood products will be Forest Stewardship Council (FSC) certified. Low-emitting materials will be specified. 10-20% of all materials will be locally manufactured.

Page II-24: In Section II.D., Project Description/Discretionary Requests, revise the third bullet point as follows:

- Site Plan Review; a waiver from providing a Highway Dedication along Sunset Boulevard if one is requested; and associated ~~demolition~~ site clearing, grading, excavation, foundation, haul route, and building permits;

AESTHETICS (VIEWS/LIGHT AND GLARE)

Page IV.A-1: Revise the first sentence of the second paragraph as follows:

> "The Project Site is currently developed with an approximately ~~128~~130-space surface parking lot located at 5960 W. Sunset Boulevard, on the southeast corner of Sunset Boulevard and Gordon Street."

Page IV.A-19: Revise the first sentence under the Operational Impacts subheading as follows:

> "Implementation of the Proposed Project would involve the ~~demolition~~ site clearing of the existing surface parking lot use on the Project Site."
>
> It should be noted that this edit is a global revision to the Draft EIR. All references in the Draft EIR made to ~~demolition~~ on the Project Site have been rephrased as site clearing.

Page IV.A-20: Delete the last sentence of the third paragraph as follows:

> "With respect to design and façade treatments, a final architectural façade treatment has not yet been developed. However, it is conceptually envisioned that the architectural style of the central building would include a transparent glass treatment along the Sunset Boulevard frontage and an opening providing a view of the entry and the grand staircase beyond. ~~A large film screen servicing the grand stair allows for an inverted view of the projected film along Sunset Boulevard~~."

Page IV.A-20: Revise the last paragraph as follows:

> "As shown in Figure IV.A-9, development of the Project Site would alter the existing views of the ~~property~~ Project Site and character of the south side of Sunset Boulevard between Gordon Street and Tamarind Avenue. From an urban design perspective, the Project Site currently creates a void in the street wall with a notable absence of a commercial land use. The Proposed Project would fill the void created by the surface parking lot and improving the site with a contemporary building that is compatible in size and scale with the existing properties along Sunset Boulevard. By comparison, the Proposed Project would be ~~nearly the same height as the 10-story Technicolor building located approximately 150 feet to the west along Sunset Boulevard and~~ roughly half of the size of the approved Sunset and Gordon Building located across the street at the northeast corner of Sunset and Gordon."

Page IV.A-23: Revise the second paragraph as follows:

> "As discussed above under Environmental Setting, the Project Site is not located in a State or locally designated scenic highway or corridor. Views available along Sunset Boulevard generally include the architecturally distinctive urban development and streetscape located along the roadway as well as intermittent views of the Hollywood Hills to the north. The "HOLLYWOOD" sign, located north of the Project Site in the Hollywood Hills, is a significant visual landmark. However, as shown in View 13, (see Figure IV.A-4) the sign is scarcely visible from the Project Site. Illustrating the potential view impacts upon the Hollywood Sign, Figure IV.A-10 depicts a conceptual rendering of the Project Site as seen from Gordon Street at Fountain Avenue. As shown in Figure IV.A-10 the Proposed Project would not block views of the Hollywood sign from this location. The Proposed Project would not block views to this sign as seen from Sunset Boulevard, as the Project Site is located south of Sunset and the sign is located to the north. Visibility of the Hollywood Sign from vantage points located farther south of the Project Site is either limited to private views (and thus not considered significant) or is precluded by the existing streetscape. As such, the Project would not result in the obstruction of any scenic views."

Page IV.A-24: Revise the first line as follows:

> "Light and glare from vehicles entering the site would not affect the adjacent properties as the Proposed Project includes a downward entry ramp (and thus the headlights would not be directed towards adjacent land uses for an extended period of time) and a ~~bamboo~~ hedge along the south and east sides of the Project Site that would effectively block light and glare from hitting adjacent land uses."

Source: Morphosis, 12/07/2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.A-10
Conceptual Rendering of the Project from
Gordon Street at Fountain Avenue

Page IV.A-24: Revise the third sentence in the third paragraph above the Daytime Glare subheading as follows:

> "Therefore, the Proposed Project would increase the general ambient lighting in these areas and introduce lighting that would primarily affect uses above ~~two stories~~24 feet on the south and north sides of the Proposed Project."

Page IV.A-27: Revise Mitigation Measure A-6 as follows:

> "A-6: The Proposed Project shall include ~~low-level~~ directional lighting ~~at ground, open terrace and tower levels of the exterior of the proposed structures to ensure that architectural, parking and security lighting does not spill onto adjacent residential properties~~ in a manner that is consistent with the CRA/LA's Draft Sunset Improvement Plan and City of Los Angeles Walkability Checklist. The open terraces, exterior balconies and the ground floor parking shall be designed to ensure that lighting does not spill onto adjacent residential properties."

AIR QUALITY

Page IV.B-13: Revise the first sentence under the subheading Existing Site Emissions as follows:

> "The Project Site is currently developed with an existing ~~128~~130-space surface parking lot."

Page IV.B-45: Revise the bottom row, right column, of Table IV.B-16 as follows:

> "Consistent. All structures for the Project would meet or exceed Title 24 energy efficiency standards. Specifically, the Proposed Project intends to exceed Title 24 by approximately 12%. Design features include natural ventilation, passive chilled beams, radiant heating, solar thermal heated domestic hot water, and operable louvers on the east and west facades that minimize heat gain while maximizing natural light and views."

Page IV.B-48: At the top of the page, insert the following sentence between "requirements." and "Lastly":

> "Specifically, the Proposed Project intends to exceed Title 24 by approximately 12%."

GEOLOGY/SOILS

Page IV.C-1: Add the following sentence to the end of the first paragraph:

> "An update to the H& A Report was prepared on November 6, 2009. The November 6, 2009 update is incorporated included as Appendix B to this Final EIR. It should be noted that this Draft Report Update does not materially alter the findings and conclusions of the EIR from a geotechnical feasibility standpoint and no additions and corrections are necessary. The revised recommendations no longer call for a subdrainage foundation system. Rather, it is recommended that the slab on grade be underlain by 6 inches of Caltrans Class 2 Aggregate Base, placed over Alluvial Deposit soils. Similar to the recommendations identified in the Draft EIR, the final

foundation recommendations are subject to the approval of the Department of Building and Safety.

Page IV.C-7: Revise the fourth sentence in the first paragraph under the subheading "Project Impacts" as follows:

"The ground floor of the proposed structure (0' -0" Project Datum) will be at an elevation of ~~359~~ 357 feet above msl."

HAZARDOUS MATERIALS/RISK OF UPSET

Page IV.D-1: Revise the third sentence of the paragraph under the subheading Existing Project Site as follows:

"The Project Site is currently developed with a fence-enclosed, asphalt parking lot that serves employees of nearby KTLA Studios pursuant to a lease between the Project Applicant and Sunset Studios."

Page IV.D-7: Revise the second sentence in the second paragraph from the bottom as follows:

"Under the Proposed Project, the existing guard shack would be ~~relocated from the Project Site, not demolished~~ removed."

Page IV.D-10: Revise Mitigation Measure D-1 as follows:

"D-1: Prior to site ~~demolition~~ clearing at the Project Site, a soil management plan shall be prepared to address how localized area(s) of impacted soil, if encountered during Site development, are to be monitored, excavated from the Site, and disposed of in accordance with applicable regulatory standards. In the event that contaminated soils are identified on-site, appropriate remediation steps such as soil removal and disposal shall be taken and a No Further Action letter shall be obtained by the LARWQCB and submitted to the City of Los Angeles Department of Building and Safety prior to construction of the building's foundation."

HYDROLOGY/WATER QUALITY

Page IV.E-9: Insert the following sentence in the middle of the first paragraph between "Project area." and "Therefore":

"In addition, a comprehensive approach to capturing and treating stormwater runoff will be included in the Proposed Project's design. The water would be reused to provide irrigation for the planters onsite and the parkway along Sunset Boulevard."

NOISE

Page IV.F-11: Revise Appendix G State CEQA Guideline questions c) and d) as follows:

a) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels ~~exiting~~ existing without the project;

b) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels ~~exiting~~ existing without the project;

Page IV.F-19: Revise the second half of the first paragraph as follows:

"~~Other uses for the level five terrace could include the following: movie night with up to 50 students using the screen, projector, and limited audio; assemblies with up to 225 students using the screen, projector, and limited audio; stage presentation with full capacity (800 individuals maximum) using screen, rented equipment and full audio; major speech with full capacity (800 individuals maximum) using screen, rented equipment and full audio; and Oscar Academy Award night with full capacity (800 individuals maximum) using screen, rented equipment and full audio. The level five terrace would include permanent outdoor speakers which would be focused on the grand stair to the north. Similar to activities planned for the second level terrace, the larger events (e.g., events with more than 225 individuals) would only occur a few times.~~ The level five terrace is the upper terminus of the grand stair and in this capacity functions as a "lobby" for an event held on the grand stair before and after the event and during intermission, if any. In this "lobby" capacity, other uses for the level five terrace could include the following: assemblies with up to 225 students using the screen, projector, and limited audio on the grand stair; stage presentation with full capacity using screen, rented equipment and full audio on the grand stair; major speech with full capacity using screen, rented equipment and full audio on the grand stair; and Academy Award night with full capacity using screen, rented equipment and full audio on the grand stair. Similar to activities planned for the second level terrace, the larger events on the grand stair and fifth level terrace (e.g., events with more than 225 individuals) would only occur a few times a year and would be subject to a special event permit. Due to building and fire code requirements, it is anticipated that attendance at special events would be limited to no more than 500 guests."

Page IV.F-23: Revise Mitigation Measure F-2 as follows:

"F-2: Construction and ~~demolition~~ site clearing shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday."

Page IV.F-24: Revise Mitigation Measure F-9 as follows:

F-9: Noticing of the scheduling of various phases of construction shall be submitted to the adjacent recording studios and property abutters 90 days in advance of activities and will identify the dates of activity, the hours of activity, types of equipment to be used

on each day and the associated noise and vibration levels anticipated. Lane closures on Gordon Street shall be similarly noticed.

Page IV.F-24: Revise Mitigation Measure F-11 as follows:

F-11: The audio system and activities during special events on all outdoor terraces and assembly spaces shall be designed and managed such that the maximum noise levels generated by special events shall not exceed ambient noise level by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Sample noise measurements shall be recorded during the first three special events to demonstrate that acceptable noise levels are achieved. The Project Applicant shall keep a written log of any noise-related complaints that are received and shall make the necessary corrective actions to effectively satisfy the above noise standards to the satisfaction of the Planning Director and Building and Safety. Noticing of the scheduling of special events and other various uses of the second and fifth level terraces shall be submitted to the adjacent recording studios and property abutters 45 days in advance of activities and will identify the dates and type of activity.

Page IV.F-24: Add the following noise mitigation measures:

F-12 The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

F-13 The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent studios during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent studio owner allows the Applicant to conduct monitoring within the adjacent studio and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

F-14 The Applicant shall install a temporary absorptive insulating sound curtain to a height of 8 feet above grade during the construction period that effectively blocks the line-of-sight between the Project Site and the adjacent EastWest Studios building.

POPULATION AND HOUSING

Page IV.G-1: Revise the second sentence in the first paragraph as follows:

"Currently, the Project Site is developed with an approximately ~~128~~ 130-space (approximately 37,336 square feet) surface parking lot located at 5960 West Sunset Boulevard."

Page IV.G-6: Revise the first sentence in the first paragraph as follows:

> "The Project Site is presently used as a surface parking lot with approximately ~~128~~ 130 parking spaces."

Page IV.G-8: Revise the paragraph under the Population Growth Due to Housing subheading as follows:

> "As presented above under Environmental Setting, the Project Site does not contain any permanent housing units. As part of the Proposed Project, approximately 224 student rooms and 4 faculty/staff apartments would be developed as an ancillary use to the primary mixed-use trade school use, as described in Section II., Project Description. As an ancillary use, these student rooms and faculty/staff apartments would not be available to the general population and, therefore, would not contribute to the housing stock addressed by either SCAG's or the City's population and housing growth projections. Nevertheless, these student rooms and faculty/staff apartment facilities would serve to directly support the industries indigenous to Hollywood motion picture and television production, including radio studios, sound and recording studios, and film processing studios, by providing a temporary housing location for housing ~~juniors~~, seniors, graduate students, faculty, and staff, enabling their participation in the Emerson College Los Angeles Program. Further, Emerson College's existing resident student population (estimated to be approximately 108 students) currently housed at the Oakwood Apartments (located near Universal Studios in the Cahuenga Pass) would be relocated to the Project Site (planned to accommodate approximately 224 students) once construction is complete. Thus, while the Proposed Project would relocate and expand Emerson's program in the Los Angeles area, no new residential housing units available to the general public would be constructed. Therefore, no indirect housing growth impacts due to new housing units would occur with implementation of the Proposed Project."

Page IV.G-10: Revise the second paragraph as follows:

> "In addition, it is noteworthy to mention that in as much as the Proposed Project would provide 224 student rooms and 4 faculty/staff apartments, thereby meeting all housing needs of students and guest faculty and staff population of Emerson College Los Angeles Project, no impacts on any housing units within the adjacent Hollywood community would result ~~(i.e., ongoing changes in tenants coinciding roughly with each new college term)~~. Therefore the Proposed Project would be consistent with all applicable adopted City and regional plans and impacts would be less than significant."

LAND USE PLANNING

Page IV.H-1: Revise the first sentence of the second paragraph as follows:

> "The Project Site is presently used as a surface parking lot with approximately ~~128~~ 130 parking spaces."

Page IV.H-19: Revise the second paragraph as follows:

> "The LAMC does not require the Proposed Project to provide an on-site loading space. ~~A loading space must be provided and maintained on the same lot, or from the street, as with every institutional building in accordance with the provisions of Section 12.21.C.6.~~"

Page IV.H-30: Revise the right column under the Energy Goals section of Table IV.H-2 as follows:

> "While not directly applicable to the Proposed Project, the Proposed Project would be substantially consistent with these goals of the RCPG as it proposes to provide a total of 22 share cars for those students not owning or having the exclusive use of their own car (estimated to accommodate approximately 44 students, or 20%, of the estimated ~~180~~ 224 total resident student population), thereby contributing to a reduction in fossil fuels consumption (a non-renewable energy source) by reducing the number of vehicle trips generated by the Proposed Project (See Section IV.K., Traffic-Transportation-Parking, of this EIR)."

Page IV.H-32: Revise the right column at the top of the page in Table IV.H-2 as follows:

> "While not directly applicable to the Proposed Project, the Proposed Project would be substantially consistent with these goals of the RCP as it would locate a mixed-use project proximate to regional transportation, and provide a total of 22 share cars for those students not owning or having the exclusive use of their own car (estimated to accommodate approximately 44 students, or 20%, of the estimated ~~180~~ 224 total resident student population), thereby reducing the number of vehicle trips generated by the Proposed Project and furthering these RCP goals (See Section IV.K Traffic-Transportation-Parking, of this EIR)."

Page IV.H-33: Revise the last sentence in the paragraph under the subheading SCAG's Compass Growth Vision Strategy as follows:

> "Further, the compact nature of the design of the Proposed Project combined with the provision of a ~~widened~~ pedestrian friendly sidewalk along Sunset Boulevard promotes the walkability of the development."

Page IV.H-39: Revise the middle and end of the second paragraph as follows:

> "As discussed in Section IV.F (Noise) of this EIR, the Proposed Project would have temporary construction noise impacts on sensitive uses ~~during its development~~. However, required mitigation states that all construction activities that would occur in close proximity to occupied residences would be prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and before 8:00 A.M. and after 6:00 PM on Saturday in accordance with Section 41.40 of the Los Angeles Municipal Code. Further, and in accordance with the Los Angeles Municipal Code, demolition and construction would not occur on Sundays and all federal holidays. Therefore, construction activities would not occur during recognized sleep hours for residences. Consistent with the Noise Element policy and objectives, mitigation is required for the temporary

significant and unavoidable construction noise impacts on sensitive uses. Accordingly, required construction noise mitigation measures are identified in Section IV.F Noise, of this EIR to reduce the temporary significant and unavoidable construction noise impacts to the maximum extent practical (see mitigation measures F-2 and F-4 through F-14). Nevertheless, it should be noted that~~, while temporary and intermittent in nature,~~ construction-related noise impacts on sensitive receptors in the project area would remain significant and unavoidable, although temporary and intermittent."

Page IV.H-39: Revise the following sentence located in the middle of the bottom paragraph as follows:

"Noise levels associated with amplified sound and large outdoor gatherings during special events that are anticipated to be held a few times a year in association with social events like the Emmy's ~~Oscars~~ and the Academy Awards would have the potential to exceed ambient noise levels at neighboring residential properties."

Page IV.H-43: Revise the second full sentence of the first paragraph as follows:

"Specifically, the pedestrian-friendly character of Sunset Boulevard within the Hollywood commercial district would be improved by the addition of commercial retail shops and ~~restaurants~~ services at the street level along Sunset Boulevard, and the proposed elimination of an existing unnecessary curb cut along Sunset Boulevard and street tree improvements within the public right of way."

Page IV.H-46: Revise the first paragraph as follows:

"The LAMC does not require the Proposed Project to provide an on-site loading space. However, the Proposed Project anticipates that loading activities could occur on-site in the ground floor of the parking garage, and loading could also be conducted from the street. ~~The Proposed Project includes a loading area within the interior of the structured parking level on the ground floor and loading could also be conducted from the street. Therefore the Proposed Project would be consistent with the requirements of the LAMC.~~"

Page IV.H-47: Revise Table IV.H-4 as follows:

City of Los Angeles Walkability Checklist Objectives	Project Consistency Analysis
Sidewalks	
1. Create a continuous and predominantly straight sidewalk and open space.	The final project design would result in a continuous and straight sidewalk along Gordon Street and Sunset Boulevard. The sidewalk along Sunset Boulevard would ~~incorporate a 2-foot wide dedication and would~~ be improved to enhance the pedestrian environment in a manner that is consistent with the City's Walkability goals as well as the Sunset Boulevard and Civic Center Urban Design Plan that
2. Create a buffer between pedestrians and moving vehicles by the use of landscape and street furniture (benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting).	
3. Provide adequate sidewalk width that	

City of Los Angeles Walkability Checklist Objectives	Project Consistency Analysis
accommodates pedestrian flow and activity yet is not wider than necessary.	is currently under preparation by the CRA/LA. The project would relocate existing street trees (palm trees) within the public right-of-way east of the pedestrian crossing across Sunset Boulevard, and plant additional shade street trees as close as possible to one another within the public right-of-way west of the pedestrian crossing, to create consistent rhythm.
4. Utilize street furnishings to create a consistent rhythm (i.e., consistent height of light poles or consistent shade pattern of trees).	
5. Incorporate closely planted shade-producing street trees. They may be interspersed with existing or proposed palms.	
6. Plant parkways with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car doors.	
Crosswalks/Street Crossings	
1. Incorporate such features as white markings, signage, and lighting so that pedestrian crossings are visible to moving vehicles during the day and night.	The final project design would maintain all existing pedestrian safety and comfort features at all pedestrian crossings (i.e., the two pedestrian crossings across Sunset Boulevard and one pedestrian crossing across Gordon Street). The ~~widened~~ sidewalk along Sunset Boulevard would incorporate low-level directional lighting features that will improve pedestrian visibility to passing motorists. In addition, all lighting provided at ground level would be consistent with the CRA/LA's Draft Sunset Boulevard Improvement Plan. Vehicular access to the Proposed Project would be provided by two driveway curb cuts along Gordon Street. It is estimated that six on-street parking spaces along the east side of Gordon Street would be affected by the project, resulting in a net loss of three parking spaces. As this on-street parking is not immediately adjacent to any active uses on the east side of the street, and as there is currently on-street parking the full length of Gordon, this reduction of on-street parking would be consistent with the walkability guidelines to eliminate on-street parking adjacent to crosswalks. Furthermore, the loss of three on-street parking spaces would be considered less than significant. Therefore, the Project would be consistent with this goal.
2. Improve visibility for pedestrians in crosswalks by installing curb extensions/bump outs and advance stop bars, and eliminating on-street parking spaces adjacent to the crossing.	
3. Emphasize pedestrian safety and comfort at crosswalks with devices such as pedestrian crossing signals, visible and accessible push buttons for pedestrian actuated signals and dual sidewalk ramps that are directed to each crosswalk.	
4. Create the shortest possible crossing distance at pedestrian crossings on wide streets. Devices that decrease the crossing distance may include a mid-street crossing island, an area of refuge between a right-turn lane and through lane, a curb extension/bump out and a minimal curb radius.	
On-Street Parking	
1. Provide angled or parallel on-street parking wherever possible.	The final project design would retain the existing parallel, on-street parking spaces along Sunset Boulevard. ~~and Gordon Street, except for two driveway curb cuts that are location on Gordon Street.~~ It is estimated that six on-street parking spaces along the east side of Gordon Street would be affected by the Proposed Project, resulting in a net loss of three parking spaces. As this on-street parking is not immediately adjacent to any active uses on the east side of the street, and as there is currently on-
2. Eliminate street parking within pedestrian crossings.	

City of Los Angeles Walkability Checklist Objectives	Project Consistency Analysis
	street parking the full length of Gordon, this reduction of on-street parking would be consistent with the walkability guidelines to eliminate on-street parking adjacent to crosswalks. Furthermore, the loss of three on-street parking spaces would be considered less than significant.
Utilities	
1. Place utilities underground whenever possible.	The Proposed project would place utilities underground, and away from building entrances. Utilities would be located outside of crosswalk and sidewalk areas; and buffer utility equipment within landscaped areas using features including plant material.
2. Place utilities in the landscape areas and away from crosswalks or sidewalks.	
3. Buffer equipment with planting in a manner that contributes to the quality of the public streetscape.	
4. Eliminate conflicts between utilities and access to building entrances.	
Building Orientation	
1. Design grade level entrances from the public right-of-way for pedestrians;	The main pedestrian entry into the Proposed Project would be from the corner of Sunset and Gordon Street, directly across the street from a designated transit bus stop. The project includes a retail component along the ground level of Sunset Boulevard to activate the pedestrian experience. The Project is also in a highly visible location from the street and sidewalk (i.e. southeast corner of Sunset Boulevard and Gordon Street) at grade level from the public right-of-way, and easily accessible from the ~~Metro Plaza Metro Rail Station and~~ adjacent bus lines. The project will include a 24 hour a day presence with student and faculty residents and 24-hour a day security personnel. ADA Guidelines will be followed in accordance with all applicable building regulations. As such the project would be consistent with the building orientation policies of the Walkability Checklist.
2. Create primary entrances for pedestrians that are easily accessible from transit-stops, with as direct a path as possible to the transit stop.	
3. Make primary entrances to buildings visible from the street and sidewalk (Note: Applicable only to industrial projects).	
4. Maintain at least one entrance from the public way at retail establishments with doors unlocked during regular business hours.	
5. Incorporate transitions from the sidewalk to the front door such as grade separation, landscaping, and/or porches at individual entrances to residences. These methods should not negatively impact the overall street wall.	
6. Comply with Americans with Disabilities Act (ADA) guidelines at primary pedestrian entrances. Alternate approaches for persons with mobility limitations (such as a ramp next to the main path to the primary entry) should not be necessary.	
7. Incorporate passageways or paseos into mid-block developments, particularly on long blocks, that facilitate pedestrian movement through the depth of the block to the front of the next parallel block. Pedestrians need not walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.	
8. Activate mid-block passageways or paseos so that they are visually interesting and safe spaces.	

City of Los Angeles Walkability Checklist Objectives	Project Consistency Analysis
9. Provide direct access to building entrances from sidewalks and streets (Note: Applicable only to industrial projects).	
10. Locate buildings at the front property line or at the required setback to create a strong street wall. Where additional setback is necessary, that area can be used to create an "outdoor room" adjacent to the street, incorporating seating or water features for example.	
11. Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	
Off-Street Parking and Driveways	
1. Maintain continuity of the sidewalk.	The final project design would maintain the continuity of the existing sidewalks along Sunset Boulevard and Gordon Street. Parking would be located within the interior of the Proposed Project (at grade), as well as at subterranean levels, in a manner which is not visible from either Sunset Boulevard or Gordon Street. Access to parking levels would be provided from Gordon Street (a side street), using two ingress-egress driveways. All parking areas and pedestrian walkways would be illuminated with low-level directional lighting features. Thus the Proposed Project would be consistent with the off-street parking and driveway goals of the Walkability Checklist.
2. Locate parking behind buildings rather than directly exposed to the adjacent major street.	
3. Use alleys to access the parking behind the building. If no alley is available, create access to parking from a side street, wherever possible.	
4. Accommodate vehicle access to and from the site with as few driveways as possible.	
5. Limit the width of each driveway to the minimum required.	
6. Incorporate architectural features on parking structure facades that respond to the neighborhood context and that contribute to "placemaking".	
7. Limit parking in the front setback of the building to within allowed driveways.	
8. Mitigate the impact of parking visible to the street with the use of planting and landscape walls tall enough to screen headlights.	
9. Illuminate all parking areas and pedestrian walkways.	
10. Reconstruct abandoned driveways as sidewalks.	
11. Reconstruct sub-standard driveways to meet current ADA requirements.	
12. Use architectural features to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk and building wall.	
Onsite Landscaping	
1. Provide canopy trees in planting areas in addition to the street trees.	The Proposed Project would provide canopy shade trees along the Sunset and Gordon sidewalks in addition to relocating the existing palm trees within landscaped areas. The proposed landscaping would not impede pedestrian movement or views (e.g., avoid tall shrubbery adjacent to the sidewalk). Additional trees and vegetation would be placed in locations where such additional vertical elements would contribute to or reinforce the street wall and a
2. Provide planting that complements pedestrian movement or views.	
3. Provide planting that complements the character of the built environment.	

City of Los Angeles Walkability Checklist Objectives	Project Consistency Analysis
	sense of enclosure.
Building Facade	
1. Incorporate different textures, colors, materials, and distinctive architectural features that add visual interest.	While the building materials of the Proposed Project have not been finalized, it is conceptually envisioned that the predominant material used would be steel-framed glass and metal, with louvers fixed within the interior of the project alongside the residential units, extending from the top floor down to the third floor, thereby adding visual interest to the proposed contemporary architectural building. The Project would contribute to neighborhood safety by providing windows at the street level across all retail frontages and, by the nature of having a continuous 24-hour a day resident population, would provide additional "eyes on the street" to deter criminal activity. More than 75% of the façade along the ground floor retail uses would consist of pedestrian entrances and pedestrian-level display windows.
2. Add scale and interest to the building facade by articulated massing.	
3. Reinforce the existing facade rhythm along the street with architectural elements.	
4. Discourage blank walls. Architectural features, enhanced materials, fenestration, planting, lighting, and signage may contribute to a more pedestrian friendly streetscape (Note: Applicable only to industrial projects)	
5. Include overhead architectural features, such as awnings, canopies, trellises or cornice treatments that provide shade and reduce heat gain.	
6. Contribute to neighborhood safety by providing windows at the street that act as "eyes on the street".	
7. Devote 75% of facades for ground floor retail uses to pedestrian entrances and pedestrian-level display windows.	
8. Utilize the building wall for security between the structure and the street, eliminating the need for fences at the street (Note: Applicable only to industrial projects).	
Building Signage and Lighting	
1. Include signage at a height and of a size that is visible to pedestrians, assists in identifying the structure and its use, and facilitates access to the building entrance.	The final project design is envisioned to incorporate design elements including ~~from among the following listing~~: pedestrian scale signage (i.e., scaled to be visible to pedestrians and function to identify the building use/access/entrances). Pedestrian-level security lighting and fixtures on building facades and along proposed pedestrian pathways will be "dark sky" compliant. The Proposed Project would also be developed in a manner that is consistent with the Sunset Boulevard Improvement Plan that is currently being developed by the CRA/LA.
2. Provide adequate lighting levels to safely light the pedestrian path.	
3. Utilize adequate, uniform, and glare-free lighting to avoid uneven light distribution, harsh shadows, and light spillage.	
4. Use fixtures that are "dark sky" compliant.	

PUBLIC UTILITIES

Page IV.I-1: Revise the first sentence of the first paragraph as follows:

> "The Project Site is presently a surface parking lot with approximately ~~128~~ 130 parking spaces pursuant to a lease between the Project Applicant and Sunset Studios Holdings, LLC."

Page IV.I-12: Revise the second sentence of the last paragraph as follows:

> "In addition, the Proposed Project would include landscaping improvements along Sunset Boulevard and Gordon Street and the east and south set back areas, which would further increase the water demands as compared to the existing conditions."

Page IV.I-13: Revise the second paragraph as follows:

> "Currently the Project Site does not generate any water demands as the site is completely developed with a surface parking lot and does not contain any permanent habitable structures. As shown in Table IV.I-1, the Proposed Project is estimated to generate a demand of 26,860 gallons of water per day or 9.8 million gallons of water per year. However, the Proposed Project would include low-flow fixtures specified throughout the Proposed Project reducing potable water usage by at least 20%. As shown in TableIV.I-1, with the implementation of the low-flow fixtures, the Proposed Project is estimated to generate a demand of 21,488 gallons of water per day or 7.8 million gallons of water per year. In addition, the Proposed Project landscape plan will specify native plants and implement irrigation technology which would reduce irrigation water usage by 50%. Altogether, the Proposed Project is striving to reduce overall water usage by approximately 45%."

Page IV.I-13: Revise Table IV.I-1 to show the total estimated water demand by the Proposed Project with a 20% reduction would be 21,488 gallons per day (gpd) compared to 26,860 gpd without the proposed reduction features.

Page IV.I-14: Revise the third sentence of the last paragraph as follows:

> "As shown in Table IV.I-2, the cumulative water demand of the Proposed Project and the related projects would be approximately 3,339,764 ~~3,345,137~~ gallons per day or approximately ~~3,747~~ 3,743 acre-feet per year"

Page IV.I-15: Revise Table IV.I-2 to show the following: the net total estimated water demand by the Proposed Project with a 20% reduction would be 21,488 gpd (24 AF/Yr); the cumulative total for the Proposed Project and related projects would be 3,339,764 gpd (3,743 AF/Yr); and the Proposed Project Percent of Cumulative would be 0.64%.

Page IV.I-17: Revise the Metering bullet in Mitigation Measure I-1 as follows:

> "All ~~dwelling units/~~commercial spaces require individual metering and billing for water use."

Page IV.I-17: Revise the paragraph under the Level of Significance After Mitigation heading as follows:

> "Impacts related to water supplies and infrastructure would be less than significant without mitigation. And, as mentioned above, the Proposed Project would include low-flow fixtures specified throughout the Proposed Project reducing potable water usage by at least 20%. Furthermore, the Proposed Project landscape plan will specify native plants and implement

irrigation technology which would reduce irrigation water usage by 50%. Altogether, the Proposed Project is striving to reduce overall water usage by approximately 45%. The proposed mitigation measures would further reduce water demand."

Page IV.I-31: Insert the following sentence at the end of the third paragraph:

"Specifically, the Proposed Project intends to exceed Title 24 by approximately 12%. Design features include natural ventilation, passive chilled beams, radiant heating, solar thermal heated domestic hot water, and operable louvers on the east and west facades that minimize heat gain while maximizing natural light and views."

Page IV.I-35: Revise the last paragraph as follows:

"During the design process, the applicant shall consult with the LADWP, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Efficiency Solutions Business Group encourages customers to consider design alternative and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title 24. Currently, the Proposed Project intends to exceed Title 24 by approximately 12%. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title 24 for energy efficiency. While the project's impacts upon energy resources are anticipated to be less than significant, the Department of City Planning recommends that the following mitigation measures be imposed to further reduce the projects impacts upon regional energy resources."

Page IV.I-36: The Mitigation Measures listed numerically in this section of the Draft EIR inadvertently skipped number I.3-4. This typographical error is hereby corrected by renumbering Mitigation Measures I.3-1 through 1.3-21 as I.3.1 through I.3-20, consecutively. The revised numbering system is reflected in the Mitigation Monitoring and Reporting Program in Section IV of this Final EIR.

Page IV.I-36: Revise Mitigation Measure I.3-5 as follows:

"I.3-6: The Project ~~Applicant~~ shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before being exhausted."

Page IV.I-37: Revise the paragraph under the Level of Significance After Mitigation heading as follows:

"Project impacts on energy resources or infrastructure systems would be less than significant without mitigation. In addition, the Proposed Project intends to exceed Title 24 by approximately 12%. The proposed mitigation measures would further reduce energy demand."

Page IV.I-44: Revise Mitigation Measure I.4-1 as follows:

> "The Project Applicant shall develop a construction and ~~demolition~~ site clearing debris recycling program to divert construction related solid waste and ~~demolition~~ site clearing debris from area landfills."

PUBLIC SERVICES

Parks and Recreation

Page IV.J-26: Add the following text and table to the end of the first paragraph:

"However, as shown in Table IV.J-6.1, the Project Site is adequately served by a wide variety of amenities and a diverse range of recreation opportunities at neighborhood and regional parks that exist within an approximate 2-mile radius of the Project Site.

Table IV.J.6.1
Summary of Recreation and Park Facilities
Within 2 Miles of the Project Site

PARK NAME	ADDRESS	DISTANCE FROM PROJECT SITE	FACILITIES	SIZE (ACRES)
Community Recreation Centers				
Hollywood Recreation Center	1122 Cole Ave.	0.62 mile	Class Park LAPD Stop-In Center Auditorium Basketball Courts (lighted/outdoor) Children's Play Area Community Room Kitchen Multipurpose Sports Field (with lighted ball diamond) Seasonal Pool (outdoor/unheated) Water Slide	3.21
Yucca Community Center & Park	6671 Yucca St.	0.93 mile	Barbecue Pits Basketball Courts (lighted/outdoor) Children's Play Area Handball Courts (lighted) Picnic Tables Soccer Field (lighted)	0.63
Lemon Grove Recreation Center	4959 Lemon Grove Ave.	1.1 miles	Auditorium Baseball Diamond (lighted) Basketball Courts (lighted/outdoor)	2.62

PARK NAME	ADDRESS	DISTANCE FROM PROJECT SITE	FACILITIES	SIZE (ACRES)
			Children's Play Area Picnic Tables Batting Cages Jogging Path Kitchen Stage TV Area State of the Art Outdoor Exercise Equipment	
Barnsdall Art Park Recreation Center	4800 Hollywood Blvd.	1.4 miles	Barnsdall Art Center Gallery Theatre Hollyhock House Junior Art Cente Municipal Art Gallery	13.62
Poinsettia Recreation Center	7341 Willoughby Ave.	1.77 miles	Baseball Diamond (lighted) Basketball Courts (lighted/indoor) Basketball Courts (lighted/outdoor) Children's Play Area Handball Courts (lighted) Indoor Gym (without weights) Tennis Courts (lighted) Kitchen Stage	6.3
Griffith Park Recreation Center	3401 Riverside Dr.	3.14 miles to 3401 Riverside Dr. --- 1.2 miles to boundary of Griffith Park	Autry Museum of Western Heritage Bird Sanctuary Picnic Areas Soccer Fields (lighted) Tennis Courts (lighted & unlighted) Golf Course/Clubhouse Friendship Auditorium Greek Theatre Griffith Observatory Los Angeles Live Steamers Griffith Park Miniature Train Rides Merry-Go-Round Pony Rides Rangers Station Headquarters Travel Town Museum Children's Play Area Restrooms Hiking Trails Horseback Riding Trails Refreshment Stands Restaurants	4,210

PARK NAME	ADDRESS	DISTANCE FROM PROJECT SITE	FACILITIES	SIZE (ACRES)
Parks				
Lexington Pocket Park	5523 Lexington Ave.	0.63 mile	Children's Play Area Picnic Tables Benches	0.32
Selma Park	6567 Selma Ave.	0.73 mile	Children's Play Area Picnic Tables Benches	0.23
De Longpre Park	1350 N. Cherokee Ave.	0.83 mile	Children's Play Area Benches Rudolph Valentino Monument	1.37
Dorothy & Benjamin Smith Park	7020 Franklin Ave.	1.35 miles	Benches	0.49
Runyon Canyon Park (&Wattles Gardens Park)	2000 N. Fuller Ave.	1.71 miles	Children's Play Area Hiking Trail Off-Leash Dog Area	186
Bird Sanctuary	2900 N. Vermont Ave.	1.68 miles	Picnic Tables Hiking Trail Restrooms	1.6
Lake Hollywood Park	3160 Canyon Dr.	1.34 miles	Barbecue Pits Children's Play Area Picnic Tables View of Hollywood Sign Parking	216
Bronson Canyon	3200 Canyon Dr.	1.52 miles	Picnic Tables Hiking Trail Hollywood Sign Parking Tunnel/Cave	92.1

Source: City of Los Angeles, Department of Recreation & Parks, Facility Locator Maps & Driving Directions, website: www.laparks.org/dept.htm, accessed December 3, 2009. Parcel sizes and distances from the Project Site were measured using ZIMAS website: http://zimas.lacity.org, accessed December 4, 2009. The size of Griffith Park was obtained on the City of Los Angeles Department of Recreation and Parks, Griffith Park, General Information, website: http://www.laparks.org/dos/parks/griffithPK/gp_info.htm, accessed December 4, 2009.

It should be noted that the park facilities identified in the table above include parks within 2 miles of the project site. As acknowledged in The Final Report for the Department of Recreation and Parks Needs Assessment (2009), since the time the Public Recreation Plan was adopted (in 1980), expectations have changed drastically as to how far people are willing to travel to recreation sites. Together with public transit it is now very easy for people to access parks further than half a mile from the Project Site. To further promote recreational opportunities and increase accessibility to public parks, a bicycle share program is recommended as a mitigation measure to (1) promote bicycling as a means of recreation, and (2) to improve accessibility to recreational facilities within the project area."

Page IV.J.28: Add the following mitigation measure under the Mitigation Measures subheading:

"IV.J-4.1: The Applicant shall provide adequate space for bicycle storage on site and shall operate a free bicycle share program with a minimum of 10 bicycles for its registered students and faculty to share free of charge."

Page IV.J-28: Add the following sentence beneath the subheading "Level of Significance After Mitigation:"

"Project Impacts to parks and recreation facilities would be less than significant. Implementation of the recommended mitigation measure identified above would serve to further reduce the Project's less than significant impacts."

TRAFFIC/TRANSPORTATION /PARKING

Traffic

Page IV.K-34: Modify Mitigation Measure K-2 as follows:

K-2 Prior to the issuance of a grading permit, the Project Applicant shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the Project Applicant to the following haul route conditions:

i All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

ii Hours of operation shall be from 9:00 A.M. to 4:00 P.M., unless approval is obtained by the Mayor's office and LADOT to begin hauling at 7:00 A.M. If approval is granted the hours of operation shall be from 7:00 A.M. to 4:00 P.M.

iii Days of the week shall be Monday through Saturday. No hauling activities are permitted on Sundays or Holidays.

iv Trucks shall be restricted to 18-wheel dump trucks or smaller.

v The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).

vi Streets shall be cleaned of spilled materials at the termination of each work day.

vii The final approved haul routes and all the conditions of approval shall be available on the job site at all times.

viii The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

ix Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

x All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

xi All trucks are to be watered at the job site to prevent excessive blowing dirt.

xii All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.

xiii The Project Applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.

xiv All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.

xv "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

xvi One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the Project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."

xvii The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.

xviii Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at 213.485.3711 before the change takes place.

xix The permittee shall notify the Street Use Inspection Division, 213.485.3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

xx A surety bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Central District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 977-6039.

Parking

Page IV.I-36: Revise the first sentence of the first paragraph as follows:

> "The Project Site is presently used as a surface parking lot with approximately ~~128~~ 130 parking spaces."

Page IV.I-42: Revise the second paragraph under the Cumulative Impacts heading as follows:

> "As demonstrated in Table IV.K-9, the Proposed Project would fully meet the student housing, faculty/staff apartment, and academic/administrative and retail parking requirements as outlined by the Planning and Zoning Code. Development of the Proposed Project would remove the existing surface parking lot on the Project Site resulting in the permanent displacement of approximately ~~128~~ 130 parking spaces. As stated previously, these spaces are reserved for the KTLA studios on a temporary basis and are not used to accommodate general parking in the neighborhood. Furthermore, at the time the NOP was published the site was not being used by the KTLA Studios. Thus, as the permanent displacement of ~~128~~ 130 parking spaces is anticipated by the current user, and would not affect the available supply of general public parking in the neighborhood, the Project's contribution to cumulative parking impacts would be less than significant."

GENERAL IMPACT CATEGORIES

Page V.C-2: The citywide standard mitigation measures pertaining to the unlikely discovery of archaeological and paleontological resources that were identified in the bullet points beneath the subheading "Cultural Resources" shall be revised as follows to reflect the city's updated mitigation measures:

- ~~If any archaeological or paleontological materials are encountered during the course of the Project development, the Project shall be halted in the area of discovery. The~~

~~services of a professional archaeologist or paleontologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist and/or the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Museum to assess the resources and evaluate the impact;~~

- ~~Copies of the archaeological or paleontological surveys, studies or reports shall be submitted to the UCLA Archaeological Information Center~~.

Archaeological Resources

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:

  a. The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

  b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

  c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

  d. Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

     SCCIC Department of Anthropology
     McCarthy Hall 477
     CSU Fullerton
     800 North State College Boulevard
     Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to obtaining a grading permit.

Paleontological Resources

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

  a. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

  b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

  c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

  d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to obtaining a grading permit.

ALTERNATIVES TO THE PROPOSED PROJECT

Page VI-1: Revise the third sentence of the second paragraph as follows:

> "There should be a brief~~ly describe~~ description of the rationale for selecting the alternatives to be discussed."

Page VI-4: Revise the second sentence of the second paragraph from the bottom as follows:

> "The Project Applicant spent months negotiating with four different developers who controlled large sites and who were interested in having ~~Emerson College~~ the Project Applicant participate in a large, mixed-use development."

Page VI-5: Revise the first three sentences of the second paragraph under the Reduced Density Alternative heading as follows:

"Emerson College currently operates an internship program in Burbank, which houses approximately ~~118~~ 108 students ~~and 10 to 15 full- and part-time staff/faculty personnel~~ at the Oakwood Apartments on Barham Blvd. in Los Angeles. The Proposed Project is designed to support 224 students, which would serve the existing student enrollment of ~~118~~ 108 ~~and facilitate~~, plus the projected demand for ~~106~~ 116 additional students. If the Proposed Project were to be reduced to only serve the additional demands for ~~106~~ 116 students, and retain the ~~Burbank facility~~ leased Oakwood Apartments, the project would be developed in essentially the same manner as proposed with only one resident tower instead of two. Under this scenario either the East or West Tower would be developed, but not both."

Page VI-6: Revise the second paragraph as follows:

"With respect to the Project's significant and unavoidable construction-related noise and vibration impacts, the Reduced Density Alternative would require the same level of grading, excavation, and soil hauling activities to construct the three levels of subterranean parking and prepare the building's foundation. The increase in construction-related noise and groundborne vibration levels would still remain the same as identified for the Project, resulting in significant and unavoidable impacts on a temporary and intermittent basis during the construction period. While the elimination of a second resident tower would, however, be anticipated to shorten the construction period by approximately ~~6 months~~ one month, the noise and vibration levels would be generated at the same intensity as the Project ~~for up to 18~~ for the first 10 months as the construction of the substructure would be the same as the Proposed Project. As such, this alternative would not be effective in eliminating the project's construction-related significant and unavoidable noise and vibration impacts."

Page VI-7: Revise the first sentence of the first paragraph as follows:

"The Project Site is presently used as a surface parking lot with approximately ~~128~~ 130 parking spaces."

Page VI-15: Insert the following paragraph after the third paragraph and before the Aesthetics heading:

"With respect to construction, the By-Right Development Alternative would occur over an approximate 21-month period. The construction of the substructure would occur over a 10-month period, which is the same as the Proposed Project. Construction of the superstructure and finishing phases would occur over a six-month period, shortening the overall construction period by three months as compared to the Proposed Project. [2]"

Page VI-18: Revise the third sentence in the first paragraph under the Noise heading as follows:

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[2] *Based on detailed construction timeline estimate provided by Rob Natsch, Hathaway Dinwiddie Construction Co., September 23, 2009.*

"Therefore, although the duration of construction would be ~~somewhat~~ three months shorter than for the Proposed Project, construction-related noise impacts would be significant and unavoidable as temporary or periodic increases in ambient noise levels in the project vicinity would still occur."

Page VI-18: Revise the second paragraph under the Noise heading as follows:

"~~Similar to construction-related noise impacts, ground-borne vibration from construction activities associated with this Alternative would be of shorter duration than with the Proposed Project. Nevertheless,~~ Ground-borne vibration from construction activities associated with the construction of the substructure would be the same under this Alternative as compared to the Proposed Project. Hathaway Dinwiddie estimates that the construction of the substructure would occur over a ten-month period for both the Proposed Project and the By-Right Development Alternative. Therefore, vibration impacts would also be significant and unavoidable, and similar to the impacts anticipated under the Proposed Project."

Page VI-20: Revise the fourth sentence in the paragraph under the Water subheading as follows:

"In total, approximately 4,008 gpd would be required for the By-Right Development Alternative which would be a reduction of approximately ~~22,852~~ 17,480 gpd compared to the Proposed Project."

Page VI-26: Insert the following sentence at the end of the second paragraph:

"However, the By-Right Development Alternative fails to achieve the Project Objectives."

BIBLIOGRAPHY

Page VII.B-2: Revise the following:

"Goodwin Procter ~~Llp~~ LLP
10250 Constellation Boulevard, 21st Floor
Los Angeles, Ca 90067
Phone: (310) 788-5188
Fax: (310) 286-0992

Lewis Feldman, Partner
Douglas Praw, ~~Associate~~ Partner**"**

III. RESPONSES TO COMMENTS

The Notice of Completion and Availability of the Draft EIR was circulated on October 8, 2009 advising the public and public agencies that the Draft EIR would be made available for review and comment from October 8, 2009 to November 23, 2009. The following comment letters on the Draft EIR were received:

State Agencies

1. State of California, Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan, Acting Director, November 24, 2009.

Regional Agencies

2. Los Angeles County Metropolitan Transportation Authority (Metro), Susan F. Chapman, Program Manager, Long Range Planning, October 30, 2009.

City Departments

3. City of Los Angeles, Wastewater Engineering Services Division, Bureau of Sanitation, Brent Lorscheider, Division Manager, November 4, 2009.

Individuals and/or Organizations

4. Hollywood Chamber of Commerce, Leron Gubler, President & CEO, November 23, 2009.

5. Darryl Ford, November 23, 2009.

6. Joyce Dillard, November 23, 2009.

Late Comment Letters

The following comment letter was received 14 days after the close of the public review period. While the lead agency is not legally required to respond to late comment letters, responses have nonetheless been provided to this comment letter.

7. Robert P. Silverstein, Esq., The Silverstein Law Firm, December 7, 2009.

The comment letters and written responses to the comments are provided below. Copies of the original comment letters are also provided in Appendix A to this Final EIR.

COMMENT LETTER NO. 1

Scott Morgan, Acting Director
State of California, Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 Tenth Street
P.O. Box 3044
Sacramento, CA 95812-3044
November 24, 2009
[fax received December 7, 2009]

COMMENT 1.1

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 23, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

RESPONSE 1.1

This comment acknowledges receipt and review of the Draft EIR by the State Clearinghouse. This comment also indicates that the Proposed Project has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to the California Environmental Quality Act. This comment letter also acknowledges that the notice of completion has been provided to the respective state agencies and no state agencies have provided comment letters on the Draft EIR. No further response to this comment is required.

COMMENT LETTER NO. 2

Susan F. Chapman, Program Manager
Long Range Planning
Metropolitan Transportation Authority
October 30, 2009

COMMENT 2.1

Los Angeles County Metropolitan Transportation Authority (Metro) is in receipt of the Draft Environmental Impact Report for the Emerson College Project. This letter conveys recommendations concerning issues that are germane to Metro's statutory responsibilities in relation to the proposed project.

The Traffic Impact Analysis prepared for the Draft EIR satisfies the traffic and transit requirements of the proposed project.

RESPONSE 2.1

This comment acknowledges that Metro has reviewed the Draft EIR and the Proposed Project Traffic Impact Analysis prepared for the Draft EIR satisfies their traffic and transit requirements. No further response to this comment is required.

COMMENT 2.2

However, the following issue should be addressed in the Final EIR:

Several corridors with Metro bus service could be impacted by the project. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. Other Municipal Bus Service Operators may also be impacted and therefore should be included in construction outreach efforts.

Metro looks forward to reviewing the Final EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Final EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

RESPONSE 2.2

It is not anticipated that construction of the Project would necessitate the temporary re-routing of any bus lines. Page IV.K-22 of the Draft EIR states the partial closure of the sidewalk and/or parking lane along the east side of Gordon Street or the south side of Sunset Boulevard fronting the Project Site would not

affect any bus stop locations. Any traffic lane or sidewalk closures would need to be coordinated with and approved by the LADOT prior to being implemented. Specifically, Mitigation Measure K-4 on page IV.K-33 of the Draft EIR states, "In order to mitigate the potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Project Applicant shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan shall include temporary roadway striping and signage for traffic flow as necessary, as well the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project if necessary."

Nevertheless, to address Metro's concerns, the Project Applicant will coordinate with the Metro Bus Operations Control Special Events Coordinator and other municipal bus service operators in advance of any construction to coordinate on construction activities that may impact bus and transit corridors. As requested, a copy of the Final EIR will be sent to Metro CEQA Review Coordination.

COMMENT LETTER NO. 3

Brent Lorscheider, Division Manager
City of Los Angeles Wastewater Engineering Services Division
Bureau of Sanitation
November 4, 2009

COMMENT 3.1

This is in response to your October 8, 2009 letter requesting a review of your proposed project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

RESPONSE 3.1

This comment notes the comment letter is in response to the Notice of Completion circulated by the City of Los Angeles Planning Department on October 8, 2009 for the Proposed Project. It should be noted that the Bureau of Sanitation has also submitted letters in response to the Notice of Preparation and request for service information dated May 28, 2009 and June 18, 2009, respectively. The information in all three correspondences from the Bureau of Sanitation largely provides the same comments and is noted accordingly below.

COMMENT 3.2

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Instructional/Admin	200 GPD/1000 SQ. FT	38,100 SQ. FT	7,620
Student Beds	75 GPD/STUDENT	224 STUDENTS	16,800
Faculty/Staff	200 GPD/DU	4 DU	800
Retail	80 GPD/1000 SQ. FT	6,400 SQ. FT	512
		Total	**25,732**

RESPONSE 3.2

This comment provides the projected wastewater discharges for the Proposed Project. This information was previously transmitted by the Bureau of Sanitation in its written correspondences dated May 28, 2009 and June 18, 2009. These written correspondences were included in Appendix A to the Draft EIR. Furthermore, Table IV.I-4 on page IV.I-25 of the Draft EIR reflects this estimate provided by the Bureau of Sanitation for the Proposed Project. No further response is required.

COMMENT 3.3

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch line on Sunset Blvd and existing 6-inch line on Gordon St. The sewage from the existing 8-inch line splits into a 12-inch line on Gower St and 24-inch line on EI Centro Ave. The flow from the 12-inch line feeds into an 18-inch line on Vine St before splitting into the 20-inch line and 24-inch line on Melrose Ave.

The sewage from the existing 6-inch line splits into a 10-inch line on Santa Monica Blvd and 12-inch line on Lexington Ave before discharging into an 18-inch line on Vine St. The current flow level (d/D) in the 6-inch and 10-inch lines and 12-inch on Lexington Ave cannot be determined at this time as gauging is needed for these lines.

Based on our existing gauging information, the current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Sunset Blvd	24	347,785 GPD
6	Gordon St	*	249,723 GPD
12	Gower St	23	991,386 GPD
24	El Centro Ave	27	26.93 MGD
18	Vine St	29	1.41 MGD
24	Melrose Ave	21	3.04 MGD
20	Melrose Ave	31	1.56 MGD
10	Santa Monica Blvd	*	371,894 GPD
12	Lexington Ave	*	855,231 GPD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

RESPONSE 3.3

This comment provides the sewer availability and infrastructure supporting the Project Site. This information was previously transmitted by the Bureau of Sanitation in its written correspondences dated May 28, 2009 and June 18, 2009. These written correspondences were included in Appendix A to the Draft EIR. Furthermore, Table IV.I-3 on page IV.I-19 of the Draft EIR reflects this information provided by the Bureau of Sanitation for the vicinity of the Project Site. The Draft EIR concludes that wastewater impacts would not be significant. Furthermore, with regard to the uncertainty of current flow measurements, the Draft EIR acknowledged that the final approval for sewer capacity would need to be made during the permit process. If the sewer lines adjacent to the Project are determined to not have adequate capacity to serve the project, the Project would be required to provide a connection to an alternative sewer line with adequate capacity to accommodate the Project's wastewater flows. As concluded in the Drat EIR, secondary impacts associated with constructing an alternate connection would be temporary in nature and would result in less than significant impacts (See Draft EIR page IV.I-24). No further response is required.

COMMENT 3.4

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division is charged with enforcement of the provisions of the National Pollutant Discharge Elimination System (NPDES) permit. On a response dated May 28, 2009 includes comments related to watershed protection issues. Please refer to prior response for further details. For more information, a WPD staff is available at your request to provide guidance on stormwater issues. Please contact Meher Irani of my staff at (213) 485-0584.

RESPONSE 3.4

This comment refers to the Bureau of Sanitation written correspondence dated May 28, 2009 regarding stormwater requirements. Their May 28, 2009 letter was included as Appendix A to the Draft EIR. Section IV.E, Hydrology/Water Quality of the Draft EIR fully addresses the Proposed Project's requirement to implement a Standard Urban Stormwater Mitigation Plan (SUSMP) and a Stormwater Pollution Prevention Plan (SWPPP) during construction. As stated on page IV.E-11 of the Draft EIR, the Proposed Project would be required to implement Mitigation Measures E-1 through E-22 which would ensure impacts related to hydrology/water quality would be less than significant. Furthermore, the Proposed Project would be required to comply with the Wet Weather Erosion Control Guidelines for construction activity occurring between October 1 and April 15 pursuant to Los Angeles Building Code, Section 7002. Hence, the Draft EIR concludes that impacts would be less-than-significant with mitigation. No further response is required.

COMMENT 3.5

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that apply to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Special Projects Division.

Special Projects staff is available at your request to provide guidance on solid resource issues. Should you have any questions, please contact Daniel Hackney at (213) 485-3684.

RESPONSE 3.5

The City's solid waste resource requirements were previously identified in the Bureau of Sanitation's written correspondence dated May 28, 2009, and included in Appendix A to the Draft EIR. Page IV.I-44 of the Draft EIR includes Mitigation Measures I.4-1 and I.4-2, which provide mitigation measures to address on-site recycling areas and activities. Specifically, the measures state:

I.4-1: The Project Applicant shall develop a construction and site clearing debris recycling program to divert construction related solid waste and site clearing debris from area landfills.

I.4-2: The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all new development projects.

As the commenter's concerns have been adequately addressed in the Draft EIR, no additions or correction to the EIR are required.

COMMENT LETTER NO. 4

Leron Gubler, President & CEO
Hollywood Chamber of Commerce
November 23, 2009

COMMENT 4.1

On behalf of the Hollywood Chamber of Commerce, I am writing to advise you of our support for the proposed Emerson College campus in Hollywood. We have reviewed the Draft Environmental Impact Report (DEIR) and do not have any issues to raise related to the DEIR.

We believe that this project will be beneficial to the greater Hollywood area. The architectural design for the building is some of the finest that we have seen proposed in Hollywood. Considering that this is a gateway location to the community, the building will make a very positive statement to people entering Hollywood from the east. Furthermore, the Chamber and Hollywood Property Owners Alliance have been partnering to develop a collaboration of entertainment-related technical schools in Hollywood, that we have titled "Hollywood U". We believe that Emerson will be a fine addition to the existing schools here, and will further strengthen this employment cluster in the community.

The Chamber has long believed that the area of Sunset Blvd. between the 101 Freeway and Vine Street should be designated for higher density development. With its proximity to the freeway as well as the subway system, this is the perfect location to encourage commercial development that will have the least impact on the adjoining community. We have been impressed with the outreach by Emerson College. We believe they will be good neighbors. We urge you to approve their requests.

RESPONSE 4.1

This comment states the Hollywood Chamber of Commerce has reviewed the Draft EIR and has no comments regarding the adequacy of the environmental analysis presented. The comment continues to state support for the Proposed Project. No further response is required.

COMMENT LETTER NO. 5

Darryl Ford
November 23, 2009

COMMENT 5.1

This letter is to provide you with written comments for the Emerson College Los Angeles City Project DEIR and environmental case ENV-2009-0469-EIR.

Summary

The Emerson College Los Angeles City Project (Project) is a 115,000 square foot student housing, trade school, and retail mixed use project which proposes to provide 224 student rooms and 4 faculty/staff apartments on a 37,000 square foot lot located near the intersection of Sunset and Gordon Streets in Hollywood. To be clear, the Project is a student housing facility with a relatively small amount of academic space (the student housing portion is approximately 70,500 square feet while the academic space totals only 38,100 square feet).

RESPONSE 5.1

This comment provides the commenter's understanding of the project characteristics. Further, the comment states the Project includes a relatively small amount of academic space. In fact, almost 40% of the Project's area is academic space and ground floor retail.

COMMENT 5.2

As it pertains to the CEQA impact analysis, the City has adopted a certain standard for neighborhood and community parkland (2 acres of Neighborhood Parks per 1,000 persons and 2 acres of Community Parks per 1,000 persons) and projects which do not meet this standard do not fully mitigate their impacts under CEQA.

RESPONSE 5.2

This comment identifies the City of Los Angeles local recreation standards for neighborhood recreational sites and community recreational sites pursuant to the Public Recreation Plan, a component of the Service Systems Element of the Los Angeles General Plan. It should be noted that these standards are Citywide

goals and are not intended to be imposed as requirements on individual development projects. The City's local recreation standards and its authority to require mitigation for impact to recreational facilities derive from a portion of the Subdivision Map Act, commonly known as the "Quimby Act." The Quimby Act mandates: "The park area per 1,000 members of a population of the City . . . shall be derived from the ratio that the amount of neighborhood and community park acreage bears to the **total population** of the city."

Currently, the Los Angeles Department of Recreation and Parks (LADRP) operates and maintains 15,710 acres of parkland with 390 parks, nine lakes, 176 recreation centers, 372 children's play areas, 13 golf courses, 287 tennis courts, 9 dog parks, 59 swimming pools, and 7 skate parks. (See Draft EIR on page IV.J-24.) Nearly 13,000 acres of parkland are located in "Regional Parks" (more than 50 acres in size). The City conservatively omits regional parks form its park-to-population ratio because they are not distributed evenly across all areas of the City; however, two regional parks serve the Hollywood area, Griffith Park (4,210 acres) and Runyan Canyon Park (186 acres). If regional parks were included in Citywide park-to-population ratio, the citywide goal of approximately 4 acres of park for every 1,000 persons in the City would be met. This calculation is especially relevant to Hollywood because two regional parks serve the Hollywood area. Furthermore, the City's Redevelopment Agency ("CRA") has moved forward with plans to build a Cap Park above the 101 Freeway at the corner of St. Andrews Place and Fountain Avenue. A Memorandum of Understanding was approved by the CRA in January 2007, a feasibility study was made public in November of 2008, and a July 15, 2009 CRA Staff Report states that the Cap Park will include a baseball field, playgrounds, plaza spaces, open fields, and picnic areas. Although this park is currently in the planning stages, significant steps have been taken toward its implementation.

This comment incorrectly asserts that the criteria for determining project impacts and the need for associated mitigation is based on meeting the Citywide standard at a project level. As shown above, even if this were the standard, the existence of two regional parks serving Hollywood would exceed the standard.

The appropriate methodology for determining significant impacts upon recreation and park facilities is based on the adopted City of Los Angeles CEQA Thresholds Guide. As set forth in the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering the following factors:

(a) The net population increase resulting from the Proposed Project;

(b) The demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (i.e., renovation, expansion, or addition) and the project's proportional contribution to the demand; and

(c) Whether the project includes features that would reduce the demand for recreation and park services (e.g., onsite recreation facilities, land dedication or direct financial support to the Department of Recreation and Parks).

The project-level analysis disclosed in the Draft EIR for the Proposed Project was correctly based on the City of Los Angeles CEQA Thresholds Guide. Thus, the commenter's assertion that projects which do not meet the citywide neighborhood and community parkland standards of Public Recreation Plan do not fully mitigate their impacts under CEQA is incorrect.

COMMENT 5.3

That said, the analysis contained in the Environmental Impact Report prepared for the Project, ENV-2009-0469-EIR, (1) failed to properly identify and document the Project's impact on Park and Recreational Services, and (2) failed to identify adequate and sufficient mitigation measures to fully mitigate the Project's impacts. A detailed discussion of items (1) and (2) follows below:

RESPONSE 5.3

The Draft EIR addresses recreation and park issues in Section IV.J-4 beginning on page IV.J-24, and Project impacts are addressed on page IV.J-27, of the Draft EIR. As stated above in Response to Comment 5.2, the methodology for determining significant impacts upon recreation and park facilities is based on the adopted City of Los Angeles CEQA Thresholds Guide. Based on the analysis presented in Section IV.J-4, the Project's impacts were determined to be less than significant and no mitigation measures were required.

COMMENT 5.4

(1) Failure of ENV-2009-0469-EIR to properly identify and document the Project's impact on Park and Recreational Services

Identifying Park and Recreational Service Impacts and Significance under CEQA

The City's CEQA Threshold Guild (sic) (Page K.4-2) indicates that projects shall be analyzed, and significance determined, based on:

- *The net population increase resulting from the project;*
- *The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and*

- *Whether the project includes features that would reduce the demand for recreation and park services (e.g., on-site recreation facilities, land dedication or direct financial support to the Department of Recreation and Parks).*

Therefore, in order to determine the significance and level impact the City must first identify what the park demand generated by the project is and if that demand can be met by project features, other improvements at the site, or existing parks. If the demand can be met, then the project's impacts are mitigated. If the demand cannot be met, then the project's impacts are not mitigated.

The City's CEQA Threshold Guild [sic] (Page K.4-1) indicates that *"[t]he Public Recreation Plan, a portion of the Service Systems Element, includes service standards and goals for recreational facilities and operations."*

RESPONSE 5.4

This comment accurately restates the significance criteria established in the City of Los Angeles CEQA Thresholds Guide. These thresholds were accurately utilized in determining the Proposed Project's impacts upon recreation and park facilities. It should be noted that the commenter has quoted the City of Los Angeles CEQA Thresholds Guide with regard to the Public Recreation Plan. The City of Los Angeles CEQA Thresholds Guide does not state that the citywide goals of the Public Recreation Plan should be used to evaluate project specific impacts. Rather, in the introduction at page K.4-1 the City of Los Angeles CEQA Thresholds Guide simply refers to the Public Recreation Plan but goes on to disclose that the City is updating the 1980 plan as part of current long-range planning efforts.

In addition, the Draft form of the Hollywood Community Plan Update includes a mechanism that may be adopted in the future to identify the nexus between certain types of development and the need for park fees.

> **Program LU.4.1.1:** Conduct a nexus study to determine the impact of future commercial and multifamily residential development on the need for open space in Hollywood, and develop community-wide mitigations funded by impact fees.

Currently, however, no nexus study exists to show that non-residential land uses impact local parks; in addition, the existing City regulations do not impose park fees on trade schools or dormitories.

COMMENT 5.5

Using the Public Recreation Plan to Determine Demand for Parks

The City's Public Recreation Plan, a portion of the Public Facilities and Services Element of the General Plan, *"sets forth recreation standards intended to provide a basis for satisfying the need for neighborhood and community recreational sites" (Page 1).*

The Public Recreation Plan identifies clear parkland acreage standards for the City's public recreation system (Page 2) as well as standards for the development of those recreation sites (Page 3). Further, it contains Local Recreation Standards (short and long-range) for Neighborhood and Community Recreational Sites (Page 3). The Public Recreation Plan says that *"Neighborhood Recreational Sites should be provided at a minimum of 2 acres per 1,000 persons"* and that *"Community Recreational Sites should be provided at a minimum of 2 acres per 1,000 persons"* (Page 3).

It is clear that the City should use the long-range goals of the Public Recreation Plan when evaluating the potential environmental impacts of proposed developments. The Public Recreation Plan does acknowledge short- and intermediate-range standards of Park Acreage for Community Plan Standards, however it must be anticipated that every development will outlast the lifespan of the existing community plan, and consequently should be required to be analyzed according to the long-range goals of the Public Recreation Plan.

Therefore, through its identification of a long-range parkland acreage standard that meets resident's needs for neighborhood and community recreational sites, <u>the standards identified in the Public Recreation Plan effectively measure the demand (need) for park and recreational sites</u>.

RESPONSE 5.5

This comment restates the City of Los Angeles' local recreation standards for neighborhood recreational sites and community recreational sites provided in the Public Recreation Plan (PRP), a component of the Service Systems Element of the Los Angeles General Plan. However, the commenter is inferring that the City should use the long-range goals of the PRP when evaluating the potential environmental impacts of proposed developments. The PRP was adopted in 1980. The PRP references a Background/Implementation Report, which Council identified that the City can use as a guide for locating new facilities and reviewing proposed housing and community development recreation projects. At adoption it was stressed that the Background/Implementation report of the PRP would need to be updated as facilities were built and population patterns change. The PRP Background/Implementation report states on page IV-4 that "The number of acres of public recreation lands is not an adequate measure of how City recreation requirements are being fulfilled. Research to answer that question must be expanded to an examination of the specific types of recreation activities available at each site. In assessing recreational opportunities, facilities (and programs) are the major considerations, not acres of land."

Table III-1 on pages III-14 through III-16, and incorporated into the Additions and Corrections section of the Final EIR, identifies several of the recreation and parkland facilities within the project area, with a description of the facilities and amenities provided at each park. As shown below, the Project Site is adequately served by a wide variety of amenities and a diverse range of recreation opportunities at neighborhood and regional parks.

Table III-1
Summary of Recreation and Park Facilities
Within 2 miles of the Project Site

PARK NAME	ADDRESS	DISTANCE FROM PROJECT SITE	FACILITIES	SIZE (ACRES)
Community Recreation Centers				
Hollywood Recreation Center	1122 Cole Ave.	0.62 mile	Class Park LAPD Stop-In Center Auditorium Basketball Courts (lighted/outdoor) Children's Play Area Community Room Kitchen Multipurpose Sports Field (with lighted ball diamond) Seasonal Pool (outdoor/unheated) Water Slide	3.21
Yucca Community Center & Park	6671 Yucca St.	0.93 mile	Barbecue Pits Basketball Courts (lighted/outdoor) Children's Play Area Handball Courts (lighted) Picnic Tables Soccer Field (lighted)	0.63
Lemon Grove Recreation Center	4959 Lemon Grove Ave.	1.1 miles	Auditorium Baseball Diamond (lighted) Basketball Courts (lighted/outdoor) Children's Play Area Picnic Tables Batting Cages Jogging Path Kitchen Stage TV Area State of the Art Outdoor Exercise Equipment	2.62
Barnsdall Art Park Recreation Center	4800 Hollywood Blvd.	1.4 miles	Barnsdall Art Center Gallery Theatre Hollyhock House Junior Art Cente Municipal Art Gallery	13.62
Poinsettia Recreation Center	7341 Willoughby Ave.	1.77 miles	Baseball Diamond (lighted) Basketball Courts (lighted/indoor) Basketball Courts (lighted/outdoor) Children's Play Area	6.3

PARK NAME	ADDRESS	DISTANCE FROM PROJECT SITE	FACILITIES	SIZE (ACRES)
			Handball Courts (lighted) Indoor Gym (without weights) Tennis Courts (lighted) Kitchen Stage	
Griffith Park Recreation Center	3401 Riverside Dr.	3.14 miles to 3401 Riverside Dr. --- 1.2 miles to boundary of Griffith Park	Autry Museum of Western Heritage Bird Sanctuary Picnic Areas Soccer Fields (lighted) Tennis Courts (lighted & unlighted) Golf Course/Clubhouse Friendship Auditorium Greek Theatre Griffith Observatory Los Angeles Live Steamers Griffith Park Miniature Train Rides Merry-Go-Round Pony Rides Rangers Station Headquarters Travel Town Museum Children's Play Area Restrooms Hiking Trails Horseback Riding Trails Refreshment Stands Restaurants	4,210
Parks				
Lexington Pocket Park	5523 Lexington Ave.	0.63 mile	Children's Play Area Picnic Tables Benches	0.32
Selma Park	6567 Selma Ave.	0.73 mile	Children's Play Area Picnic Tables Benches	0.23
De Longpre Park	1350 N. Cherokee Ave.	0.83 mile	Children's Play Area Benches Rudolph Valentino Monument	1.37
Dorothy & Benjamin Smith Park	7020 Franklin Ave.	1.35 miles	Benches	0.49

PARK NAME	ADDRESS	DISTANCE FROM PROJECT SITE	FACILITIES	SIZE (ACRES)
Runyon Canyon Park (&Wattles Gardens Park)	2000 N. Fuller Ave.	1.71 miles	Children's Play Area Hiking Trail Off-Leash Dog Area	186
Bird Sanctuary	2900 N. Vermont Ave.	1.68 miles	Picnic Tables Hiking Trail Restrooms	1.6
Lake Hollywood Park	3160 Canyon Dr.	1.34 miles	Barbecue Pits Children's Play Area Picnic Tables View of Hollywood Sign Parking	216
Bronson Canyon	3200 Canyon Dr.	1.52 miles	Picnic Tables Hiking Trail Hollywood Sign Parking Tunnel/Cave	92.1

Source: City of Los Angeles, Department of Recreation & Parks, Facility Locator Maps & Driving Directions, website: www.laparks.org/dept.htm, accessed December 3, 2009. Parcel sizes and distances from the Project Site were measured using ZIMAS website: http://zimas.lacity.org, accessed December 4, 2009. The size of Griffith Park was obtained on the City of Los Angeles Department of Recreation and Parks, Griffith Park, General Information, website: http://www.laparks.org/dos/parks/griffithPK/gp_info.htm, accessed December 4, 2009.

It should be noted that the park facilities identified in the table above include parks within 2 miles of the project site. As acknowledged in The Final Report for the Department of Recreation and Parks Needs Assessment (2009), since the time the Public Recreation Plan was adopted (in 1980), expectations have changed drastically as to how far people are willing to travel to recreation sites. Together with public transit it is now very easy for people to access parks further than half a mile from the Project Site. To further promote recreational opportunities and increase accessibility to public parks, a bicycle share program is recommended as a mitigation measure to (1) promote bicycling as a means of recreation, and (2) to improve accessibility to recreational facilities within the project area. The following mitigation measure is incorporated into the Additions and Corrections Section of the Final EIR:

IV.J-4.1: The Applicant shall provide adequate space for bicycle storage on site and shall operate a free bicycle share program with a minimum of 10 bicycles for its registered students and faculty to share free of charge.

The Needs Assessment also states that while City Parks might be lacking, people are not limited to recreation within the limits of the City in which they reside. Thus, when considering recreational facilities and opportunities, the Proposed Project area is adequately served. As such, the Project's additional demands upon recreational facilities would result in a less than significant impact.

COMMENT 5.6

Analysis of Significance under CEQA

Again, per the City's CEQA Threshold Guild (sic) (Page K.4-3), the Project's impacts are measured by evaluating how much demand the project is generating for recreational services and if that demand can be met by project features or existing parks. As the City has adopted a standard (2 acres of Neighborhood Parks per 1,000 persons and 2 acres of Community Parks per 1,000 persons) which meets residents needs for neighborhood and community recreational sites, all that remains to be determined is the net new residents the project will generate (and therefore the net new demand for park acreage). Effectively, each new person generated by the Project has a need for .002 acres of neighborhood parkland and a need for .002 acres of community parkland.

If the Project provides sufficient park acreage to meet the needs of each new resident, or if sufficient excess park acreage already exists, then the Project can fully mitigated (sic) its impact on park and recreational services. If the Project does not provide sufficient park acreage to meet its resident's needs, or there is not sufficient excess park capacity, the Project will have an unmitigated impact on parks and recreational services as the projects new residents will be forced to use existing parks to meet their needs. If the existing level of park and recreational services is already insufficient to meet demand (as determined by the Public Recreation Plan), new residents would reduce current service ratios, increase the use of existing parks and accelerate their physical deterioration, and increase the need for the construction of new facilities at existing sites.

RESPONSE 5.6

As stated in Response to Comment 5.5, above, the City of Los Angeles CEQA Thresholds Guide does not require that projects must meet or provide the standards identified in the Public Recreation Plan. Rather, the analysis presented in the Draft EIR was correctly based on the adopted City of Los Angeles CEQA Thresholds Guide. The Draft EIR considered the following, as required: the net population increase resulting from the Proposed Project, the demand for recreation and park services anticipated at the time of project build-out compared to the expected level of service available, and whether the project includes features that would reduce the demand for recreation and park services. Specifically, as stated on page IV.J-27 in the Draft EIR, implementation of the Proposed Project would involve the development of 4 new faculty/staff apartments and approximately 224 student rooms as ancillary uses to support the Emerson College mixed-use trade school. As an ancillary use, these student rooms and faculty/staff apartments would not be available to the general population and, therefore, would not contribute to the housing stock addressed by either SCAG's or the City's population and housing growth projections. Moreover, the anticipated demands for recreation and park facilities are anticipated to be less than typical

residential apartment uses because of the temporary nature of the students and visiting faculty/staff occupying the Proposed Project. The Proposed Project would offer a Los Angeles-based program for its students for a single semester, either the fall semester (September to December) or the spring semester (January to April). Each semester is about 15 weeks long. During the summer (May to August) there are only about 50 students in the program, either taking summer courses, doing an internship in the summer, or both. While students and visiting faculty/staff would likely result in some increased demands for recreational facilities, the demands would be greatly reduced as a result of the temporary and relatively short (e.g., 15 week) duration of their residence on-site to complete their program goals, and the time it typically takes an individual to become acclimated to a new neighborhood in utilizing recreational facilities and/or programs. This is coupled with the fact that students will be occupied with their internships and class work during their time at the Proposed Project. In addition, the Proposed Project would include on-site amenities, including an assembly space, open terraces, a fitness center, and other residential life service areas to meet the social and recreational needs of the students and faculty/staff on site, all of which reduce demands placed on public recreational facilities. As noted in Section II, Additions and Corrections, these areas would provide approximately 23,245 square feet (or 0.53 acres) of passive open space areas and active recreation amenities. As such, the projects contribution of on-site amenities would further serve to reduce the project's demands upon public recreational facilities within the community.

COMMENT 5.7

(2) Failure of ENV-2009-0469-EIR to identify adequate and sufficient mitigation measures to fully mitigate the Project's impacts

Identifying required mitigation

The proposed Project will include 224 student rooms, 4 faculty/staff apartment and will generate a net increase of at least 230 new residents in the Hollywood community. Per the standards identified in the City's Public Recreation Plan (2 acres of Neighborhood Parks per 1,000 persons and 2 acres of Community Parks per 1,000 persons), <u>the Project would need to provide 0.46 acres of Neighborhood Parks and 0.46 acres of Community Parks in order to fully meet the needs of its new residents and fully mitigate its impact</u>.

RESPONSE 5.7

As stated in Response to Comment 5.6, above, individual development projects are not required to meet the citywide standards identified in the Public Recreation Plan as this comment is asserting. Rather, project impacts are to be assessed using the methodology set forth in the <u>City of Los Angeles CEQA Thresholds Guide</u>. Section IV.J.4, Public Service of the Draft EIR, accurately concluded the Proposed Project's impacts on recreation and parks would be less than significant without mitigation. This conclusion was based on an assessment of the need for parks in the project area, the project's operation as a trade school with student housing and 4 ancillary staff apartment units, and in consideration of the on-

site amenities that are proposed. Based on these factors the lead agency concluded that the proposed project's impacts upon recreation and park facilities would be less than significant.

Notwithstanding the above, the Proposed Project would include various features and amenities on-site to support the student and faculty residents. In addition to common open space, circulation areas, and passive gathering spaces, the Proposed Project would include assembly rooms, an on-site fitness center, a smaller fitness room, and common recreational rooms for students to relax and recreate in on site. Together these areas would provide approximately 23,245 square feet (or 0.53 acres) of passive open space areas and active recreation amenities. A summary of the various recreational and open space components that are proposed is provided in Table III-2, below, and has been added to the Additions and Corrections Section of the Final EIR for clarification with regard to this matter.

Table III-2
Summary of Proposed Recreational and Open Space Amenities

Recreational and Open Space Amenities	***Area Proposed (Square Feet)***
Ground Floor Entry Plaza	*2,475 sf*
Entry Plaza on 2nd Floor Terrace	*2,205 sf*
2nd Floor Terrace	*7,030 sf*
2nd Floor Assembly Room	*2,980 sf*
Grand Stair	*3,325 sf*
4th Floor Fitness Center	*565 sf*
4th Floor Fitness Room	*315 sf*
5th Floor Common Room	*835 sf*
5th Floor Terrace	*3,515*
TOTAL AREA	***23,245 sf (0.53 acres)***

With respect to the commenter's assertion that the Proposed Project would result in a net increase of 230 new residents in the Hollywood community, the reader is referred to the discussion in Section IV.G, Population and Housing. As stated on page IV.G-9, of the Draft EIR, in keeping with the intent of the existing qualified condition on the Project Site prohibiting residential uses, the 224 student rooms and 4 faculty/staff apartments proposed are ancillary uses to the trade school, provided for the exclusive use of students, faculty, and staff of Emerson College. Because the student rooms and faculty/staff apartments would not be available for rent by the general public, the intent of the existing qualified condition to prohibit residential uses on the Project Site would be retained. In the event that the Proposed Project is not approved, residential uses would continue to be prohibited by the existing qualified condition on the zoning, which would remain in effect as a condition of the zoning.

COMMENT 5.8

Analyzing project features that may reduce the demand for recreation and park services

Per the DEIR, the proposed Project will:

"[Include on-site amenities, including an assembly space, open terraces, a fitness center, and other residential life service areas to meet the social and recreational needs of the students and faculty/staff on site." [IV.J Public Service Page IV.J-27]

While these proposed amenities would provide some passive and active recreational space for Project residents, they would not necessarily reduce the demand for Neighborhood Parks and Community Parks.

RESPONSE 5.8

This comment asserts that the proposed on-site amenities would not reduce demands upon neighborhood and community parks. However, the comment provides no evidence to support this assertion. The assertion is the commenter's opinion and speculation. Based on the methodology set forth in the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering among other factors whether the project includes features that would reduce the Project's demand for public recreational and park services (e.g., on-site recreational facilities, land dedication or direct financial support to the Department of Recreation and Parks). Under this guidance, on-site recreational facilities are acknowledged as contributing factors to reduce a project's demands for recreation and park facilities. Furthermore, as stated in response to comment 5.7, above, the Proposed Project would include approximately 23,245 square feet (or 0.53 acres) of passive open space areas and active recreation amenities. In addition to common open space, passive gathering spaces and assembly rooms, the Proposed Project would include an on-site fitness center, a smaller fitness room and common recreational rooms for students to relax and recreate on site, which would serve to reduce the Proposed Project's demand on public parks and recreation facilities within the community.

COMMENT 5.9

Further, the DIER attempts to argue that:

"The anticipated demands for recreation and park facilities would be less than typical residential apartment uses because of the temporary nature of the student and visiting faculty/staff occupying the Proposed Project." [IV.J Public Service Page IV.J-27]

However, the statement is unsubstantiated. The DEIR provides no evidence that students require less recreation space than any other type of resident. Additionally, when analyzing the traffic impacts of the project in the Traffic/Transportation section, the DEIR states that the project "would in fact be a student housing facility, with a relatively small amount of academic space" [IV.J Public Service Page IV.J-27] which further serves to demonstrate that the project effectively has the same overall impacts as any other residential apartment project and should be analyzed as such.

RESPONSE 5.9

As stated in Responses to Comments 5.6 and 5.7, above, the Proposed Project's student rooms and faculty/staff apartments would not be available to the general population and, therefore, would not contribute to the housing stock addressed by either SCAG's or the City's population and housing growth

projections. Multi-family dwellings that contribute to the project area's housing stock have the potential to accommodate several individuals per dwelling, including families and roommates, which increases the resident population that generates additional demands for recreation and park facilities. The Proposed Project would not operate as a typical residential apartment project. Because the 224 student rooms would house only those individuals enrolled in the Emerson College internship program, it would not generate the demand as compared to a typical apartment unit or residential dwelling. The student rooms proposed to be provided on site are not capable of supporting any more than 224 students. As such, the Proposed Project's demands for recreation would not be comparable to a typical apartment project. Moreover, the Proposed Project would include approximately 23,245 square feet (or 0.53 acres) of on-site amenities, including an assembly space, open terraces, a fitness center, and other residential life service areas to meet the social and recreational needs of the students and faculty/staff on site, which would further serve to reduce demands placed on public recreational facilities.

Furthermore, the commenter ignores the existence of two large regional parks serving the Hollywood area, Griffith Park and Runyon Canyon Park, and the proposed Cap Park.

COMMENT 5.10

The DIER [sic] also tries to argue that:

"While students and visiting faculty/staff would likely place some increased demand for recreational facilities, the demands would be greatly reduced as a result of the temporary and relatively short duration of their residence on-site to complete their program goals, and the time it typically takes an individual to become acclimated to a new neighborhood in utilizing recreational facilities and/or programs." [IV.J Public Service Page IV.J-27]

Again, this statement is unsubstantiated. Per the Emerson College Los Angeles Center Website (http://www.emerson.edu/la_center/index.cfm) "the Emerson College Los Angeles Center is a residential program that offers a full semester of academic coursework and internship opportunities during the fall and spring, as well as a shortened summer session." That means that each Emerson intern would effectively be in residence in Los Angeles between 4-5 months, which is plenty of time to become acclimated to their surrounding and familiar with their local parks and recreational facilities. Furthermore, the Emerson College website has a section on their website on Life in LA (http://www.emerson.edu/la_center/life-in-La.cfm) which states that "the area's striking physical landscape, marked by steep mountains and vast shorelines, as well as its Mediterranean climate provide ample opportunity for outdoor activities." Clearly this is an explicate (sic) acknowledgment that students are expected and encouraged to take advantage of the area's parks, recreational facilities, and outdoor spaces. Finally, the Project is proposing to construct two 10 story residential towers. These towers would offer Emerson students a clear and direct view of nearby Griffith Park, the Griffith Park Observatory, and the Hollywood Sign. To argue that the students would be unable to find the local parks and recreational facilities which are literally located right outside their very windows lacks any basis in reality and is without merit.

RESPONSE 5.10

The Draft EIR does not claim that the Proposed Project's student and faculty residents would not have any demands for recreational facilities. It is acknowledged that the students and faculty would take advantage of the area's parks, recreational facilities, and outdoor spaces. However, based on the characteristics of the Proposed Project, the anticipated demands upon public recreational facilities would be reduced by the on-site amenities that would be provided to meet some of the recreational demands of the residents. As stated in response to comment 5.7, above, the Proposed Project would include approximately 23,245 square feet (or 0.53 acres) of passive open space areas and active recreation amenities. In addition to common open space, passive gathering spaces and assembly rooms, the Proposed Project would include an on-site fitness center, a smaller fitness room and common recreational rooms for students to relax and recreate on site, which would serve to reduce the Proposed Project's demand on public parks and recreation facilities within the community. Because of the amount of common open space and recreational amenities provided on-site demands for local public recreation facilities would be greatly reduced.

COMMENT 5.11

The City's Public Recreation Plan includes definitions of Neighborhood and Community Parks and identifies facilities and activities which are typically provided at each. Facilities which are typically provided at Neighborhood Parks include softball, soccer, basketball, football, lawn games, children's play areas, etc. Facilities which are typically provided at Community Parks include baseball diamonds, football and soccer fields, tennis and handball courts, and swimming pools. <u>As the Project does not provide the types of Neighborhood and Community Park facilities identified in the City's Public Recreation Plan the common open space proposed by the Project should not be calculated as providing any reduced demand for recreation and park services</u>.

RESPONSE 5.11

As stated in Response to Comment 5.5, above, the Public Recreation Plan is a component of the General Plan and identifies goals for long-range planning efforts. Furthermore, neither CEQA nor the CEQA Guidelines require that an individual project provide playfields and individual team sport and group recreational activity facilities to avoid an impact to local parks. Such a rule would violate the nexus requirement that mitigation must be rationally related to project impacts. To suggest that a transitory and temporary student population of approximately 224 post-secondary students must be equipped with its own soccer field and baseball field to avoid a significant impact on local parks defies reason. The City has adopted the <u>City of Los Angeles CEQA Thresholds Guide</u> to determine project impact significance on a case-by-case basis. The Draft EIR analyzed the Proposed Project's impact on recreation and parks pursuant to the <u>City of Los Angeles CEQA Thresholds Guide</u>, and the Proposed Project is not required to provide the types of Neighborhood and Community Park facilities identified in the City's Public Recreation Plan. Section IV.J.4, Public Services, of the Draft EIR accurately concluded the Proposed Project's impacts on recreation and parks would be less than significant without mitigation as the Proposed Project would provide over 0.53 acres of active and passive open space amenities on-site.

COMMENT 5.12

Relationship of LAMC 17.12 to the Project's CEQA Impact Analysis

Analysis of a project's requirements under Los Angeles Municipal Code Section 12.33, Section 17.12, and/or Section 17.58 (colloquially referred to as the City's "Quimby" Ordinance) is wholly and completely separate from the analysis of a project's impacts under CEQA. Los Angeles Municipal Code [sic] The City's "Quimby" Ordinance allows the City to require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park and recreational purposes as a condition to the approval of a tentative map or parcel map. Compliance with the requirements of Los Angeles Municipal Code Sections 12.33, 17.12, and/or 17.58 does not equate to the mitigation of the Project's impacts as identified in the environmental review / CEQA process.

Unless the dedication of land or payment [sic] Quimby in-lieu fees is sufficient to purchase the necessary park acreage required in the CEQA analysis, the satisfaction of Quimby would not eliminate the proposed project's impact on City parks and recreational facilities. The payment of any required Quimby fees, along with the provision of onsite amenities, could reduce a project's impact upon parks and recreational facilities, but not necessarily to a level below significance.

RESPONSE 5.12

The commenter incorrectly characterizes the impact analysis in the Draft EIR as Quimby Act analysis. The Proposed Project includes a discretionary request for a zone change/height district change from [Q]C4-1 to C4-2D to eliminate the [Q] Condition and is therefore subject to LAMC Section 12.33. Pursuant to LAMC Section 12.33, the land dedicated or the payment received shall be used for park or recreational purposes and shall be subject to the restrictions, conditions, exemptions and credits of either Section 17.12 for 5 or more dwelling units, or Section 17.58 for 4 or fewer dwelling units, whichever is applicable. The Proposed Project would include 4 or fewer dwelling units and thus LAMC Section 17.58 would be applicable under this provision.[1] However, LAMC Section 17.58 is only applicable for Parcel Maps and the Proposed Project does not include a Parcel Map. Thus, LAMC Section 17.58 is not applicable to the Proposed Project and no Quimby fees would be required for the Proposed Project. Accordingly, the analysis presented in the Draft EIR did not take credit for the payment of Quimby Fees to reduce or off-set the Proposed Project's impacts to recreation and park facilities.

COMMENT 5.13

However, it should be noted that the DEIR argues that the Project [sic] not required to satisfy Los Angeles Municipal Code Sections 12.33, 17.12, and/or 17.58 as the project:

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[1] *For purposes of procuring land use entitlements through the Department of City Planning, the 224 student rooms are classified as "guest rooms" as defined in Section 12.03 of the LAMC. This classification was confirmed by Lily Teng, Structural Engineer Associate, Case Manager, LADBS Case Management Neighborhood Government Services Division during early plan check review in June 2009.*

"[D]oes not required (sic) the approval of a Parcel Map and would not permit residential uses on-site other than as an ancillary use to the proposed trade school" [IV.J Public Service Page IV.J-27]

This argument defies logic. The Project is clearly requesting permission to permit residential uses onsite. If the Project was not requesting permission to permit residential uses then there would be no reason to request a Zone change to eliminate the [Q] condition which prohibits residential uses at this site. At a minimum, the project should be required to pay Quimby in-lieu fees for the 4 faculty/staff apartments the project is proposing to construct as those units are clearly dwelling units and are subject to the requirements of Los Angeles Municipal Code Sections 12.33, 17.12, and/or 17.58. Otherwise, per Los Angeles Municipal Code Sections 12.33, 17.12, and/or 17.58 the Project would be required to execute a covenant and agreement with the Department of Recreation and Parks that the property will never be developed with residential uses unless the required in-lieu fees are paid or parkland is dedicated.

RESPONSE 5.13

The comment mischaracterizes the referenced provisions of the LAMC and fails to acknowledge that the Proposed Project does not include a subdivision map. As stated in Response to Comment 5.12, above, pursuant to LAMC Section 12.33 the land dedicated or the payment received shall be used for park or recreational purposes and shall be subject to the restrictions, conditions, exemptions and credits of either Section 17.12 for 5 or more dwelling units, or Section 17.58 for 4 or fewer dwelling units, whichever is applicable. While the Proposed Project would include 4 dwelling units, LAMC Section 17.58 is only applicable for Parcel Maps and the Proposed Project does not include a Parcel Map. Thus, LAMC Section 17.58 is not applicable to the Proposed Project and no Quimby fees can be required for the Proposed Project.

COMMENT 5.14

Identifying adequate and sufficient mitigation measures

The proposed Project would need to provide 0.46 acres of Neighborhood Parks and 0.46 acres of Community Parks in order to fully meet the needs of its new residents and fully mitigate its impacts. A Mitigation Measure should be added which would read: "The Project Applicant shall provide 0.46 acres of Neighborhood Parks and 0.46 acres of Community Parks either on-site or within a reasonable distance from the project."

RESPONSE 5.14

The commenter's assertion that the Proposed Project will generate a need to provide 0.46 acres of Neighborhood Parks and 0.46 acres of Community Parks is incorrectly based on imposing citywide long-range planning goals on a specific development project and not the recommended methodology established in the City of Los Angeles CEQA Thresholds Guide. Furthermore, the comment fails to account for the existence of two large regional parks in Hollywood area. Consequently, the proposed mitigation cannot be imposed because there is no evidence that the Proposed Project will have a potentially significant impact on park resources. Mitigation cannot be imposed without such evidence.

As concluded in Section IV.J.4, Public Services, of the Draft EIR, the Proposed Project's impacts on recreation and parks would be less than significant without mitigation. Based on the information presented in the EIR, including Section IV.J-4 of the Draft EIR and the responses to comments contained in this Final EIR, the commenter's recommended mitigation measure is unfounded.

Furthermore, individual development projects are not required to provide the types of Neighborhood and Community Park facilities identified in the City's Public Recreation Plan. As set forth in the City of Los Angeles CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, in consideration of whether the project includes features that would reduce the demand for recreation and park services (e.g., onsite recreation facilities, land dedication or direct financial support to the Department of Recreation and Parks). Section IV.J.4, Public Services, of the Draft EIR accurately concluded the Proposed Project's impacts on recreation and parks would be less than significant without mitigation. As discussed in greater detail in Response to Comment 5.7, the Proposed Project would provide over 0.53 acres of active and passive open space amenities on-site. These on-site recreational amenities would serve to further reduce the project's demands upon public recreation facilities.

COMMENT 5.15

If the Project cannot meet the identified parkland needs than the Project will have an unmitigated impact on parks and recreational services and a Statement of Overriding Considerations will need to be adopted.

RESPONSE 5.15

The comment presents a conclusion based upon the commenter's speculation and opinion, and mis-applying the Citywide standard as a threshold of significance. The comment has provided no substantial evidence of a potentially significant impact to park and recreation resources. As previously stated, no mitigation can be required in the absence of such evidence. Section IV.J.4, Public Services, of the Draft EIR accurately concluded the Proposed Project's impacts on recreation and parks would be less than significant without mitigation. A Statement of Overriding Considerations for recreation and parks is not required because the lead agency has determined that the Proposed Project's impacts upon recreation and park facilities would be less than significant. See also Response to Comment 5.14.

<u>COMMENT LETTER NO. 6</u>

Joyce Dillard
November 23, 2009

COMMENT 6.1

This project is within the Hollywood Basin, an un-adjudicated groundwater basin. What are the soil conditions?

RESPONSE 6.1

Impacts upon the groundwater basin and soil conditions are addressed in Section IV.C, Geology/Soils. Page IV.C-2 of the Draft EIR discusses the existing groundwater and soil conditions at the Project Site. Specifically, page IV.C-2 states:

Site Geology

According to geologic maps, the site is underlain by Holocene to Pleistocene-age alluvium composed of unconsolidated gravel, sand, silt, and clay.[2] The materials encountered during the subsurface exploration included shallow fill soils overlying alluvial sediments. The fill soils consisted predominately of loose, silty sand to depths of approximately 5 feet. Concrete rubble was encountered in the fill in boring B-3 at a depth of approximately 4 feet.

The alluvial deposits encountered in the borings generally consisted of loose to medium dense, clayey sand and firm to stiff, sandy clay with scattered gravel interlayered with sandy silt and silty sand to depths of approximately 50 feet. A medium dense layer of saturated, clayey sand was encountered in boring B-1 from a depth of approximately 50 to 58 feet. Relatively dense, saturated, granular deposits of silty sand containing gravel were encountered in boring B-1 from approximately 58 feet to the bottom of the boring at 71.5 feet.

Groundwater

Groundwater was encountered by Ninyo & Moore in boring B-1 at a depth of approximately 50½ feet below the ground surface. The depth of groundwater was measured approximately one hour after the completion of the drilling. The historically shallow groundwater conditions at the site are reportedly approximately 50 feet below the ground surface.[3] In April and May 2009, Haley & Aldrich installed an observation well in one test boring (HA09-1) to measure water levels. Groundwater was measured in the observation well at a depth of about 53 feet below ground surface (bgs). This measurement was taken approximately two weeks after the well was installed. Groundwater was measured in completed test borings after drilling as shallow as 50 feet bgs. However, fluctuations in the level of groundwater may occur due to variations in ground surface topography, subsurface stratification, rainfall, groundwater pumping, irrigation practices, and other factors that may not have been evident at the time of the field evaluation. Groundwater may, therefore, be shallower or deeper at the time of construction than the depth encountered during the subsurface evaluation.

COMMENT 6.2

There are TMDLs Total Maximum Daily Loads mitigation required in the Santa Monica Bay Watershed Management Area.

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[2] *Dibblee, 1991.*

[3] *Department of Conservation, 1998.*

Mitigation of any TMDLs Total Maximum Daily Loads would have to be by the private property owner. Broken sewer pipes can affect water quality.

RESPONSE 6.2

The Draft EIR includes the projected wastewater discharges of the Proposed Project, the supporting infrastructure to the Project Site, and the sewer availability as provided by the City of Los Angeles Bureau of Sanitation. The Proposed Project is required to meet the requirements imposed by the Bureau of Sanitation during the permit process regarding sewer connection and capacity. No further response is required.

COMMENT 6.3

Water supply can affect the rates to users of the LA Department of Water and Power potable water. How old is the infrastructure that supplies the water to this location?

RESPONSE 6.3

Water supply for the Proposed Project and the infrastructure serving the Project Site is provided in Section. IV.I, Public Utilities of the Draft EIR. Further, the Los Angeles Department of Water and Power (LADWP) has provided written correspondence dated June 17, 2009, which is included as Appendix A to the Draft EIR. As stated on page IV.I-5 of the Draft EIR, LADWP has confirmed the following:

In the vicinity of the Project Site, the Water Services Organization is presently maintaining an 8" main in Sunset Boulevard and an 8" main in Gordon Street. The minimum static water pressure is 77 psi. The maximum static water pressure is 105 psi. Existing DWP water service to all land uses presently located within the Project Area is adequate. There are no water service problems/deficiencies in the Project Area.

COMMENT 6.4

The pending LID Low Impact Development ordinance should be taken into consideration for reuse and quality of water on-site.

RESPONSE 6.4

The City of Los Angeles Low Impact Development (LID) ordinance is in draft form and has yet to be adopted by the Los Angeles City Council. Therefore, the Proposed Project would not be subject to the draft LID ordinance. However, the Proposed Project includes several project design features that mirror many of the goals outlined in the draft LID ordinance. The Proposed Project has been designed to provide a high-performance and environmentally efficient mixed-use project with the intent to achieve the equivalent of LEED™ certification at the Silver Level, the Standard of Sustainable Excellence pursuant to the City's Green Building Program. As it relates to the specific goals of the draft LID, the Proposed Project would include a comprehensive approach to capturing and treating stormwater runoff. The water would be reused to provide irrigation for the planters onsite and the parkway along Sunset Boulevard.

Furthermore, low-flow fixtures are specified throughout the Proposed Project reducing potable water usage by at least 20%. And, by specifying native plants and taking advantage of irrigation technology, irrigation water usage will be reduced by 50%. Altogether, the Proposed Project is striving to reduce overall water usage by 45%.

COMMENT 6.5

Will overloaded trucks be permitted to use the surrounding streets and with what future impacts on the infrastructure below the ground?

RESPONSE 6.5

Hauling and truck activity related to the development of the Proposed Project would be required to follow the restrictions outlined in the haul route approved by the City of Los Angeles Department of Building and Safety. As stated in Mitigation Measure K-2, the Applicant will be required to sign a covenant and agreement binding the contractor to a list of specific conditions as part of the haul route approval process. Such conditions include but are not limited to complying with the State of California, Department of Transportation policy regarding movements of reducible loads and all regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth. Accordingly, overloading trucks will not be permissible.

With regard to water and wastewater infrastructure, the Proposed Project would meet the requirements imposed by the Bureau of Sanitation and LADWP during the permit process regarding connection to existing infrastructure serving the Project Site.

COMMENT 6.6

What mitigation measures will be taken for the above?

RESPONSE 6.6

Mitigation measures to reduce the Proposed Project's potential impacts upon water quality are identified in Section IV.E, Hydrology/Water Quality. See mitigation measures E-1 through E-21. In addition, the Applicant will be required to sign a covenant and agreement binding the contractor to a list of specific conditions as part of the haul route approval process. (See Mitigation Measure K-2 in Section IV.K, Traffic.

COMMENT LETTER NO. 7

Robert P. Silverstein, Esq.
The Silverstein Law Firm
December 7, 2009

COMMENT 7.1

Dear Ms. Kitching and Mr. Somers:

This firm and the undersigned represent EastWest Studios in connection with the subject Draft EIR. EastWest is a culturally and historically significant resource in Hollywood, located immediately west of the proposed Project, across Gordon Street.

Please ensure that this firm receives notice of all meetings, hearing and proposed actions related to the Emerson College Project ("Project"). This also confirms my November 23, 2009 telephone conversation with Mr. Somers that these written comments would be submitted a bit after the official date. Following are our initial comments and objections.

RESPONSE 7.1

The commenter will be included in noticing requirements for the Final EIR process pursuant to CEQA and any future hearings during the entitlement process in accordance with City policy. As acknowledged by the commenter, this letter was submitted and received after the comment period closed. The lead agency is not required to provide written responses to comments received after the close of the public comment period. While the review period for the Draft EIR closed on November 23, 2009, the Planning Department, as Lead Agency, is including this comment letter as a late submittal and is providing written responses below for the decision maker's consideration.

COMMENT 7.2

Project Description

Figures II-3 through II-11 are unclear. Many of the labels are too small to read (especially all those showing dimensions and elevations). All labels that are less than 9-point font should be deleted. All Project features should be labeled, and all dimensions/elevations should be clear. Separate floor plans should be provided for typical floors and floors with unique features such as the 2nd and 5th floors.

RESPONSE 7.2

Figures II-3 through II-11 in the Draft EIR are all legible. Figure II-4, Proposed Site Plan, effectively illustrates the proposed site plan and pages II-5 and II-6 of the Draft EIR provide a detailed discussion of levels 1 through 10 for the proposed structure. Furthermore, the Draft EIR was made available in both hardcopy and electronic format. The electronic version of the Draft EIR that is available on the

Department of City Planning's website and is capable of being enlarged with font sizes appearing much larger than 9-point font, as requested by the commenter. Interior floor plans for representative floors are provided to illustrate the interior circulation and living quarters. There is no requirement to provide interior floor plans for each and every floor, as the interior floor plans do not lend any additional information that would affect the findings and conclusions of the EIR. A conceptual illustration of the Fifth Level Outdoor Terrance has been added to Section II, Additions and Corrections to the Draft EIR, (see Figure II-12, Conceptual Rendering of the 5th Level Outdoor Terrance). No corrections to the EIR are required.

COMMENT 7.3

Page II-4, proximity to transit. In light of greenhouse gas regulations (AB 32 and SB 375), proximity to transit is an increasingly important aspect of project planning. The specific distance to each mode of transit should be provided (a map would be preferred) so the reader can clearly understand how the Project occupants may use transit versus cars. The typical distance to transit that is assumed to be used by residents should be discussed briefly here and/or a cross reference to the discussion in the transportation section should be provided.

RESPONSE 7.3

The commenter has stated their preference for where certain pieces of information should be included in the Draft EIR. Page IV.K-9 and IV.K-10 of the Draft EIR includes a detailed discussion of transit service in the vicinity of the Project Site. As stated on page IV.K-9 of the Draft EIR, the closest Red Line station is at Hollywood Boulevard and Vine Street, approximately 0.65 miles to the northwest of the Project Site. Additionally, the Project area is currently served by eight Metro (Los Angeles County Metropolitan Transportation Authority) and three DASH bus routes (the City of Los Angeles DASH service). Metro operates Line 2/302 along Sunset Boulevard in the immediate vicinity of the Project Site, which connects Downtown Los Angeles to Pacific Palisades. The nearest Line 2/302 stops at Sunset and western approximately 0.5 miles to the east of the Project Site. The transit lines serving the Project area are shown in full detail in the Traffic Study included as Appendix F to this Draft EIR. Further, pages IV.B-38 through IV.B-49 provide a detailed discussion on greenhouse gas and global climate change impacts. No further response is required.

COMMENT 7.4

Page II-5, paragraph 2. The EIR references that Emerson College is operating out of temporary leased facilities. To provide context for the Project, more information on the current Los Angeles operations of Emerson College must be provided, including area of current leased facilities, current enrollment (full time and part time), current faculty/staff (full time and part time), projected enrollment, projected faculty/staff, master plan for college development, etc. Without this information, it is not possible to determine whether the College is piecemealing analysis of a larger project, and whether the proposed Project is all the space that the College needs in the foreseeable future.

RESPONSE 7.4

The operational details of the existing college facilities in Burbank are irrelevant to the environmental impacts of the Proposed Project because the Proposed Project is self-contained campus with students residing on-site, unlike the existing facilities, where students reside off-site. Furthermore, the Project Description identifies the proposed enrollment as 224 students. As stated on page II-5, Emerson College is currently operating out of leased facilities in Burbank and the Oakwood Apartments near Universal Studios in the Cahuenga Pass. Additional information regarding the current operations is contained in Section VI, Alternatives. The existing program in Burbank accommodates 108 students and is supported by 10-15 full and part-time staff. Section II, Project Description, includes all of the necessary information to provide a thorough and adequate project analysis pursuant to CEQA, including the proposed enrollment and capacity of the Proposed Project. Once completed, the Proposed Project Site will be the permanent location of Emerson College's Los Angeles program and no plans have been proposed to continue operating out of the leased facilities at either the Oakwood Apartments or in Burbank. Figure II-1, Summary of Proposed Development, provides the specific project characteristics that have been analyzed in detail within the Draft EIR. No further response is required.

With regard to piecemealing, the Project Description describes the whole of the Proposed Project. There exist no other components of the Proposed Project that require CEQA analysis.

COMMENT 7.5

Also, information must be provided as to how the College classes and internships operate, e.g., what the hours of activity are, when classes are held, how students spilt their time between classes and internships? Do students also hold part time jobs? The Project Description is the basis of the subsequent analyses. Without these operational characteristics, it is not possible to determine Project impacts on traffic, air quality and noise. Given the atypical nature of this use, special attention should be paid to determining trip generation characteristics that should be described in the Project description and then analyzed in the Transportation Section of the document (see comments below).

RESPONSE 7.5

Section II, Project Description, includes all of the necessary information to provide a thorough and adequate project analysis pursuant to CEQA. The Project Description identifies an enrollment of 224 students. With students residing on the facility, it will necessarily be a 24-hour per day facility, though the retail portion will operate during typical retail hours and the instructional/administrative component will operate during regular business hours and evening classes and seminars. A discussion of how the Proposed Project's trip generation rates were derived, taking the atypical nature of the Proposed Project into account, is discussed on page IV.K-15 of the Draft EIR and on page 29 of the Traffic Study (contained in Appendix F to the Draft EIR). Because of the uniqueness of the Proposed Project there are no traditional trip generation sources such as the Trip Generation Manual, by the Institute of Transportation Engineers (ITE).

Emerson College currently leases an educational facility in Burbank that can accommodate about 100 students. The class schedule and internship characteristics of the new facility would be similar to this existing facility. However, at the existing facility all students currently live off-site in the Oakwood Apartments on Barham Boulevard, Los Angeles, so the new facility would operate differently and some of the trip generation characteristics would be different.

The Proposed Project would offer a Los Angeles-based program for its students for a single semester, either the fall semester (September to December) or the spring semester (January to April). Each semester is about 15 weeks long. During the summer (May to August) there are only about 50 students in the program, either taking summer courses, doing an internship in the summer, or both. As such, the summer months and transition periods between semesters would experience a reduction in programming activities and student population.

The College's trip generation was estimated by identifying the different types of trips that would be generated from the various uses in the college, formulating reasonable estimates for each use based on the college's build-out enrollment target and available relevant data from the existing Burbank/Los Angeles facility, and then combining the segments for an overall estimate of trip generation for the facility. (As the existing Burbank facility has no on-site resident students, measuring trip generation through driveway counts at existing facilities was not practical). The trip generation analysis was prepared in conjunction with, and approved by, LADOT.

COMMENT 7.6

It is not clear how some spaces would be used, including, for example the "residential life space." The potential uses of all spaces (hours of use, duration of activities, frequency of activities), particularly exterior spaces, should be identified so that an accurate analysis of noise and other impacts can be made.

RESPONSE 7.6

Beginning on page IV.F-18 of the Draft EIR, a thorough discussion of the interior and exterior features and outdoor terraces has been provided. Because the Proposed Project includes student housing for up to 224 students and four apartments for faculty, the use of interior and exterior spaces would occur 24 hours a day, 7 days a week. The residential life space is intended to serve the needs of students on-site with a reading room for assigned and leisure reading, a kitchenette, and recreation areas (with fitness equipment). These activities occur within an enclosed building. Therefore, it is not reasonably foreseeable that activities within an enclosed building could result in potentially significant noise impacts outside the building. The noise analysis in the Draft EIR addresses noise impacts from exterior spaces, including the 5th Level Outdoor Terrace Level. A conceptual illustration of the Fifth Level Outdoor Terrance has been added to Section II, Additions and Corrections to the Draft EIR, (see Figure II-12, Conceptual Rendering of the 5th Level Outdoor Terrance).

COMMENT 7.7

The noise section indicates that the second floor outdoor plaza could be used for indoor-outdoor gatherings. The types (and number of activities) that are anticipated for this space should be described and fully characterized, including whether amplified sound would be used.

RESPONSE 7.7

Beginning on page IV.F-18 of the Draft EIR, a thorough discussion of the exterior features and outdoor terraces has been provided. An assessment of these and other project uses has been included in the Draft EIR. Specifically, the type, number of events, and impacts related to amplified sound have all been provided therein. The discussions of future events as presented in the Draft EIR have been modified to reflect comments received by the Fire Department with regard to occupancy capacity limits. Sensitive noise receptors have been identified—including EastWest Studios. The Draft EIR identifies potential noise impacts resulting from events on the terraces that may include amplified sound. The Draft EIR also identifies a number of factors that would attenuate such noise generation, such as the residential towers on the east and west sides of the terraces. The towers will act as noise barriers. Furthermore, the Proposed Project will be required to comply with all noise ordinances—which specifically regulate the volume of noise from amplified sound. Compliance with existing regulations intended to reduce project impacts may be assumed in a CEQA impact analysis. Also, the maximum attendance at special events has been reduced from 800 persons to 500 persons. See Section II., Additions and Corrections, regarding changes to page IV.F-19 of the Draft EIR.

COMMENT 7.8

In addition, the noise section describes the fifth floor terrace as being used for outdoor movie screenings with a capacity for up to 800 people and "permanent outdoor speakers." This major feature of the project must be fully described and characterized in the Project Description. The decibel level of the speakers must be identified and the potential types of noise characterized (crowds, music, level, duration, frequency, etc.).

This is especially true given the special use and history of EastWest in terms of acoustical, vibration and sound issues.

Floor plans must be provided so the reader can understand the location of these outdoor spaces with respect to adjacent uses (Figure II-3 is not adequate for this purpose; the labels are too small and it is not clear where each space is located on what level).

RESPONSE 7.8

Beginning on page IV.F-18 of the Draft EIR, a thorough discussion of the exterior features and outdoor terraces has been provided. An assessment of these and other Proposed Project uses has been included in the Draft EIR. Specifically, the type, number of events, and impacts related to amplified sound have all

been provided therein. In addition, Section II, Additions and Corrections, of this Final EIR includes the following revisions:

> "The level five terrace is the upper terminus of the grand stair and in this capacity functions as a 'lobby' for an event held on the grand stair before and after the event and during intermission, if any. In this 'lobby' capacity, other uses for the level five terrace could include the following: assemblies with up to 225 students using the screen, projector, and limited audio on the grand stair; stage presentation with full capacity using screen, rented equipment and full audio on the grand stair; major speech with full capacity using screen, rented equipment and full audio on the grand stair; and Academy Award night with full capacity using screen, rented equipment and full audio on the grand stair. Similar to activities planned for the second level terrace, the larger events on the grand stair and fifth level terrace (e.g., events with more than 225 individuals) would only occur a few times a year and would be subject to a special event permit. Due to building and fire code requirements, it is anticipated that attendance at special events would be limited to no more than 500 guests."

To further illustrate that outdoor gathering spaces on the 5th Level Outdoor Terrace would be entirely shielded from the adjacent EastWest studio by the west residential tower, a conceptual illustration of the Fifth Level Outdoor Terrance has been added to Section II, Additions and Corrections to the Draft EIR, (see Figure II-12, Conceptual Rendering of the 5th Level Outdoor Terrance). This rendering depicts the exterior 5th Level Terrace with a northerly orientation looking through the center of the Proposed Project towards Sunset Boulevard. The orientation of Proposed Project would allow for open sight lines to the north and south, while effectively blocking the line of sight to the east and west by the proposed residential towers. As such the structural massing of the Proposed Project would serve as an effective sound barrier further attenuating noise from exterior activities on the 5th Level Terrace from the adjacent land uses to the east and west.

Furthermore, to ensure noise levels from special events so not result in significant impacts upon neighboring land uses, the Draft EIR proposes a mitigation measure that would require the Applicant to manage exterior noise levels (by conducting sample noise measurements) to ensure that exterior noise levels do not exceed 3dBA above the ambient noise levels at commercial land uses where the resulting noise level is above 75 dBA CNEL. See Mitigation Measure F-11 in Section IV.F of the Draft EIR.

COMMENT 7.9

<u>Add Area</u>

Page II-I 8. The EIR identifies an "Add Area" around the Project site that would be re-designated from "Limited Manufacturing" to "Regional Commercial" along with the Project site. The EIR identifies the rationale for this re-designation as being because the C4 zoning is inconsistent with the underlying Limited Manufacturing land use designation. There are a number of properties within the Hollywood Community Plan that have similar inconsistencies. These inconsistencies should be addressed as a whole, not piecemeal, and in fact have been in the recently released proposed Hollywood Community Plan.

RESPONSE 7.9

In response to the Applicant's request for a General Plan Amendment, the Department of City Planning has reviewed the existing land use and zoning patterns in the project vicinity and has requested that the EIR include an analysis of adjacent properties ("Add Area") to be re-designated from "Limited Manufacturing" to "Regional Center Commercial" within the Hollywood Community Plan. Following the recommendations set forth in a zoning interpretation memorandum from the Department of City Planning in April 1990 (ZI 1699), it was recommended that the inconsistency be allowed to remain until specific developments are processed. Accordingly, the Applicant's request for a General Plan amendment for the Emerson Project provides an opportunity to reconcile this inconsistency for the other parcels that are immediately adjacent to the Project Site. The rationale of the City Planning Department to process the defined Add Area plan amendment with the Proposed Project, and not the correct other zoning and general plan inconsistencies located throughout the Hollywood Community Plan Area, was supported by the fact that the proposed Add Area shares the same land use and general plan designations as the Project Site, it shares a continuous geographic boundary to the Project Site, and is characterized by similar land uses. The Add Area completes an entire City block surrounded by streets, and good planning and zoning practice dictates that contiguous properties within a city square block be zoned and planned consistently—even if other inconsistencies in the larger Community Plan area remain. In following the recommendation of ZI 1699, the intent of the Add Area was to reconcile zoning and general plan discrepancies as it made sense in relation to processing the proposed Emerson College entitlements. Under this direction, processing zoning and general plan inconsistencies throughout the Hollywood Community Planning Area that bear no physical geographical and regulatory relationship to the Project Site is not recommended and would not constitute piecemealing because such actions have no association to the Proposed Project.

COMMENT 7.10

The Project site and Add Area are not located in the downtown area of Hollywood, and the "Regional Center" designation appears inappropriate for both the Project site and Add Area. After a number of years, the proposed Hollywood Community Plan has finally been released; it does not show the site or Add Area as being designated "Regional Center." Rather, it shows the site (and Add Area) as R4 with a height limit of 45 feet. We believe that is what the Project should be limited to, in part to mitigate the significant durational construction-related impacts of the proposed Project.

RESPONSE 7.10

The commenter expresses his opinion as to what the land use designation and zoning should be for the Project Site and the Add Area. This is a policy decision of the City Council, and the commenter's opinion will be considered by the City Council prior to making a determination. The Draft EIR does not identify the Project Site or Add Area as being within the downtown area of Hollywood. While the draft Hollywood Community Plan amendment has been released for public review it has not been adopted by the Planning Commission. Therefore, the land use analysis presented in the Draft EIR is appropriately based on the current adopted general plan and zoning designations that apply to the Project Site.

Proposed Community Plan designations and project descriptions set forth in a Preliminary Draft Community Plan Update document remain subject to public review and comment and several hearings before a final decision is made regarding the land use designations of the Proposed Project site and the Add Area. It would be speculative to treat the current Draft Hollywood Community Plan Update as a controlling document at this early stage.

COMMENT 7.11

The EIR must address how the proposed Project would fit (or not) within the proposed land use designations and zoning. The Project should be revised to comply with the proposed land use and zoning designations. At a minimum, the EIR must be revised to include such an alternative. This major omission from the EIR warrants recirculation of the missing analyses. Because the Community Planning process is fundamental to Project planning, every section of the EIR should be revisited with an eye to the proposed Community Plan provisions for the site.

RESPONSE 7.11

The thresholds of significance for evaluating land use impacts do not require an analysis of how the Proposed Project would "fit" within proposed land use designations. The commenter's use of the word "fit" is vague and ambiguous. However, Section IV.H, Land Use Planning, provides a thorough and adequate analysis of the Proposed Project's land use designation and zoning impacts based on current adopted land use designations. The proposed Hollywood Community Plan Update does not propose any changes to the Project Site or properties within the Add Area. Proposed Community Plan designations and project descriptions set forth in a Draft Community Plan Update document remain subject to a public review and comment and several hearings before a final decision is made regarding the land use designations of the Proposed Project site and the Add Area. It would be speculative to treat the current Draft Hollywood Community Plan Update as a controlling document at this early stage. As such, there are no proposed changes to analyze.

Further, the alternatives analysis presented in Section VI of the Draft EIR includes a No Project Alternative and a By-Right Development Alternative that address the potential impacts of no further action and a hypothetical project that could be approved without any discretionary requests to modify the general plan land use designation or zone. The By-Right Development Alternative is an alternative analysis of development under the existing land use regulations. Therefore, the EIR meets the statutory requirements for CEQA and no additions or corrections to the EIR are required.

COMMENT 7.12

Both this EIR and the proposed Hollywood Community Plan were prepared by the Los Angeles City Planning Department. Both documents were released within a few a weeks of each other, with the Draft Community Plan being released a few weeks prior to this Draft EIR. Thus, this document must be consistent with that overarching document.

The proposed Community Plan represents years of careful planning and community input. Were the Project to move forward in a manner inconsistent with the proposed Community Plan, it would make a mockery of the City of Los Angeles planning process.

RESPONSE 7.12

Page IV.H-9 of the Draft EIR provides a thorough discussion on the current status of the Draft Hollywood Community Plan update at the time the EIR was released. As stated therein, since the Hollywood Community Plan Update will not be complete nor adopted prior to the public hearings and pending certification of the Proposed Project EIR, this EIR has been properly based on the existing (and adopted) Hollywood Community Plan and it has been analyzed under the existing zoning and General Plan designations. Furthermore, it should be noted that at the time of publication for this Final EIR, the anticipated Draft EIR for the Hollywood Community Plan Update has not yet been released for public review.

COMMENT 7.13

The EIR indicates that in the Add Area, with the change in designation from "Limited Manufacturing" to "Regional Center," no changes in land uses on the site are anticipated. This statement is ridiculous given that the current level of development of the Add Area is about 0.5:1 FAR and the allowable level of development under the "Regional Center" designation is 6:1. While the existing uses are "consistent" with the Regional Center designation (i.e. the uses are allowed), in no way, shape or form do they represent the uses envisioned for a Regional Center. Plus with the Project setting a precedent for redevelopment at much higher intensities, it can reasonably be expected that similarly designated land would redevelop in a similar manner to the proposed Project. Thus, the EIR also fails in its inadequate analysis of the Project's growth inducing impacts. Such redevelopment (including possibly expansion of Emerson College or some related use) must be evaluated in this EIR for the Add Area and larger general area.

RESPONSE 7.13

The comment speculates that although no applications or development proposals are pending to change the existing land uses in the Add Area, that by increasing the permitted FAR of the Add Area, the Draft EIR should assume maximum build out of the Add Area as 6:1 FAR. Such speculation is not within the reasonably foreseeable future. Furthermore, this speculation is inconsistent with the pattern and practice of Regional Center development in Hollywood. Many Regional Center developments in Hollywood are proposed for less than 6:1 FAR or are approved with less than 6:1 FAR. Consequently, it is not only speculative to imagine development that has not yet been proposed, it also speculative to imagine that such future development would be at the maximum FAR. An analysis of the Add Area's growth inducing impacts is provided in Section V.B, of the Draft EIR. The Draft EIR does not assume any imminent development applications from properties within the Add Area because all of the properties within the Add Area are currently developed and operating with commercial land uses. In the event that any future development is proposed within the Add Area, a separate development application and environmental

clearance pursuant to CEQA would be required. Additionally, because the Proposed Project or Add Area proposal would not alter the existing zoning designation, the development potential of the lots within the Add Area would remain at 1.5:1, unless a specific entitlement application is approved to change the zone or otherwise vary from the requirements of the LAMC. A detailed description of the current commercial businesses operating within the Add Area is presented in Table II-2 in Section II, Project Description.

COMMENT 7.14

Construction Description

Given the proximity of the site to sensitive uses, notably the historic EastWest Studios (formerly the famous Western Recorders), specific details of the construction process must be provided in the Project Description so that decision-makers and neighbors understand what could happen on the site if the Project were implemented.

RESPONSE 7.14

Table IV.B-8 in the Draft EIR provides the necessary information related to construction phases, duration and equipment use to assess project impacts from construction activities. Table IV.F-6 in the Draft EIR identifies the types of construction equipment that could be used and the approximate noise levels that could result during project construction. Furthermore, Figure IV.F-1 in the Draft EIR identifies the EastWest studios as a sensitive receptor (No. 3) and the Draft EIR analyzes construction impacts on this and other sensitive uses in the vicinity of the Project Site.

COMMENT 7.15

As previously stated, Sections IV.B, Air Quality and IV.F, Noise of the Draft EIR provide the necessary information related to construction phases, duration and equipment use to asses project impacts from construction activities. The Draft EIR identifies a significant and unavoidable construction noise and vibration impact to sensitive receptors such as EastWest Studios. The additional information requested by the commenter would not change that conclusion. Furthermore, not every detail of a construction project can be reasonably known prior to the development of construction drawings—which are not prepared until after project approval. The purpose of the detailed construction information that is provided in the Draft EIR is to determine the severity of potential impact and to allow for the development of feasible mitigation measures. The amount of detail set forth in the Draft EIR and the technical appendices is adequate and substantial evidence to support the impact conclusions of the draft EIR and fulfill the purpose of the draft EIR as an information document. Table IV.F-6 in the Draft EIR identifies the types of construction equipment that could be used and the approximate noise levels that could result during project construction. Table IV.B-8 identifies the duration and equipment used during construction phases. The construction activities would occur within the permissible hours of operation pursuant to Section 41.40 of the LAMC (See Page II-19 of the Draft EIR). In accordance with Section 41.40 construction is allowed between 7:00 a.m. and 9:00 p.m. Monday through Friday and between 8:00 a.m.

and 6:00 p.m. on any Saturday or national holiday. Construction activities are not allowed or proposed to occur on Sundays.

RESPONSE 7.15

As previously stated, Sections IV.B, Air Quality and IV.F, Noise of the Draft EIR provide the necessary information related to construction phases, duration and equipment use to asses project impacts from construction activities. Table IV.F-6 in the Draft EIR identifies the types of construction equipment that could be used and the approximate noise levels that could result during project construction. Table IV.B-8 identifies the duration and equipment used during construction phases. The construction activities would occur within the permissible hours of operation pursuant to Section 41.40 of the LAMC (See Page II-19 of the Draft EIR). In accordance with Section 41.40 construction is allowed between 7:00 a.m. and 9:00 p.m. M-F and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday.

COMMENT 7.16

When the text indicates, "appropriate shoring and/or lagging techniques would be used to ensure the structural stability of the surrounding structures and roadways," what does that mean? What is the range of possible techniques? The EIR indicates average truck trips per day during site clearing and excavation; what about peak activities – how many truck trips on peak days, how many peak days could there be? What about truck trips during other construction stages?

RESPONSE 7.16

Section IV.C, Geology and Soils, provides a detailed analysis of project construction techniques and structural stability. As concluded therein, the Proposed Project would be required to implement Mitigation Measures C-1 through C-4 to ensure geotechnical studies and recommendations are followed and impacts would remain less than significant. The techniques to be used for excavation and shoring would include drilled in soldier piles and lagging supported by tiebacks where temporary easements can be obtained or internal bracing (corner braces and/or rakers). This information was presented in Appendix C-2 of the Draft EIR and is confirmed in the revised Report on Subsurface Investigations and Foundation Design Recommendations was prepared by Haley and Aldrich Inc., dated November 6, 2009. See Appendix B to this Final EIR (See Appendix B, Section 6.04, Lateral Support of Excavation).

With regard to truck trips, hauling activities are described on page II-21 of the Draft EIR. During the site clearing phase it is estimated that up to 35 haul trips would be generated over a one to two week period. During excavation 40 trips per day are estimated to occur over a two to three month period.

COMMENT 7.17

The EIR indicates that 150 to 200 workers would access the site each day and that off-site parking would need to be provided. Parking is notoriously difficult to find in Hollywood. The location of worker parking must be identified now so that any potential impacts of workers accessing that site can be evaluated now.

RESPONSE 7.17

Mitigation Measure K-3 in the Draft EIR requires that off-street parking be provided for construction workers. This measure would ensure street parking impacts related construction worker parking would be less than significant. Although the specific location of the off-street parking is not provided in Mitigation measure K-3, the mitigation measure is exact as to its performance standard—to provide off-street parking for every construction worker. It is, therefore, adequate mitigation. No further response is required.

COMMENT 7.18

Project Objectives

The Project Objectives indicate the desire to increase the number of students in the Emerson Los Angeles program. This objective implies that there is a plan for Emerson College. How many students does Emerson envision for Los Angeles over the next 20 years (a reasonable planning horizon for a college)? How many facilities, how much space, etc. This Master Plan should be disclosed and fully evaluated in the EIR to avoid piecemealing the analysis.

RESPONSE 7.18

The commenter misunderstands the Project Objective on page II-2 of the Draft EIR. The objective is to increase the number of students that can be accommodated by its new facility in Los Angeles as compared to the number of students currently being accommodated at the existing Burbank facility. Thus the objective is to accommodate the number of students set forth in the Project Description—which would increase the number of students accommodated when compared to the enrollment at the existing facility in Burbank. The objective does not imply a future increase in 224-student enrollment of the Proposed Project. The Project Applicant is requesting entitlements to construct and operate an 115,000 square-foot trade school with 224 student rooms and 4 apartment units for faculty residents. To suggest or imply that the Applicant has any further plans to increase the size of the college or expand on the proposed operations beyond what has been identified in the Draft EIR is mere speculation and need not be analyzed in the Draft EIR. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR (See CEQA Guidelines Section 15204 (a)). Furthermore, the commenter has not provided any substantial evidence to support the claim that the Applicant has a larger plan in place or is piecemealing the Proposed Project. Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence (See CEQA Guidelines Section 15064(f)5).

COMMENT 7.19

One Project objective is to exceed City parking requirements. This objective is diametrically opposed to current planning practice that seeks to reduce greenhouse gas emissions by discouraging use of personal vehicles and encouraging use of transit. For this Project, where many of the occupants will be students,

more aggressive promotion of transit use through decreased on-site parking should be a goal. Rather than over-parking the Project, which may increase construction duration, further integration of transit into the Project should be considered, including provision of a shuttle to connect students with other transit or common student destinations.

RESPONSE 7.19

The objective relates to the anticipated parking demand of the Proposed Project—thereby avoiding impacts to off-street parking, which the commenter also expressed a desire to avoid in Comment 7.17. While the Proposed Project would provide parking that exceeds the City code requirements, a project-specific parking demand analysis for student parking and other uses was conducted and disclosed in the Draft EIR. As stated on page IV.K-40 of the Draft EIR, it was determined there would be a need for approximately 202 student parking spaces and 44 spaces for the rest of the proposed uses. Thus, the Proposed Project would provide 246 parking spaces to satisfy the estimated demand.

The commenter mischaracterizes existing City policy as discouraging vehicle parking. Some City officials embrace reduced on-site parking believing that any resulting parking congestion will make vehicle use inconvenient and thereby encouraging transit use. But this is by no means the policy of the City. Many other City officials and policymakers openly encourage projects to meet and exceed code-required parking in areas, like Hollywood, where many older buildings are under-parked and where street parking is already impacted. Consequently, the comment expresses the commenter's opinion—not the policy of the City.

It should also be noted that an additional project objective is to support traffic reduction transportation policies by providing student housing and internship opportunities in close proximity to studio and entertainment uses and regional transit stations. See also Section II, Additions and Corrections, to this Draft EIR for a revised list of project objectives and promotion of alternative modes of transportation.

COMMENT 7.20

<u>Aesthetics</u>

The Draft EIR concludes (page IV.A-20) that the Project would have a less than significant impact on the aesthetic character of the surrounding area. Aesthetics is a very subjective issue area, especially in an urban context. An EIR should be as an objective as possible, providing data to support assertions. This EIR asserts compatibility of a 10 story structure by pointing to a limited number of high-rise buildings mostly located relatively far from the site. In general, the Project would clash with the low-rise nature of Sunset Boulevard in this area of Hollywood. The EIR shows its bias in not providing an objective characterization of how the Project would contrast with most surrounding development.

At 10 stories, the Project would contrast substantially with most of the existing development in the area. It would be both a project-specific impact and a cumulative impact.

RESPONSE 7.20

The comment concedes that aesthetics is subjective and encourages aesthetic impact analysis to be based upon objective criteria. The design of the Proposed Project was thoroughly reviewed by the Hollywood Design Review Committee—a committee comprised primarily of architects and urban planners. The DRC issued a strongly favorable opinion of the aesthetics of the Proposed Project, a copy of which is included in the administrative record. The DRC support letter and recommendation for approval reads in part:

> "We consider the Emerson College – Los Angeles Center, designed by Thom Mayne, FAIA/Morphosis Architects, to be one of the premiere showcase projects in Hollywood. It exemplifies world-class design excellence: purity of geometry, massing, architectural treatment and sustainable building design are all factors contributing to a project well suited to the urban character of this mixed-use neighborhood. Additionally, this extraordinary building will serve as a catalyst and fine example for future development projects in Hollywood. Its poetics are those of Hollywood.
>
> There was unanimous approval and support for this project during the Applicant's presentation to the Hollywood Design Review Committee on November 12, 2009. There was consensus ***that this was perhaps the best project we have reviewed at any time*** in Hollywood. (emphasis added)"

This letter constitutes substantial evidence of objective third party review of the aesthetics of the Proposed Project by the body whose jurisdiction is aesthetics and design review. Nevertheless, the ultimate decision rests with the City Planning Commission and City Council to make determinations regarding the aesthetics and aesthetic impacts of the proposed design.

With regard to architectural compatibility issues, the commenter claims that the Project would clash with the low-rise nature of Sunset Boulevard in this area of Hollywood and that the EIR does not provide an objective characterization of how the Project would contrast with most surrounding development. This opinion is noted for the record and will be forwarded to the decision makers for their consideration. However, the commenter's claim is not supported by factual evidence or any supporting information. Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence (See CEQA Guidelines Section 15064(f)(5)).

Furthermore, it should be noted that the analysis presented in the Draft EIR was objective and included a detailed discussion of the size and types of buildings located within proximity to the Project Site. The buildings along Sunset Boulevard were described as being "highly commercialized and developed with a variety of low- to mid-rise commercial buildings within the Project Vicinity." (See Page IV.A-5 of the Draft EIR). Photographs of the area surrounding the Project Site were also depicted to support this characterization (See Figure IV.A-4, Views 13 through 16). The analysis in the Draft EIR found that the proposed structure would be compatible with, and similar in height and mass, to other surrounding high-

rise buildings within the viewshed along the Sunset Boulevard corridor. Immediately north of the Project Site on the northeast corner of Sunset and Gordon is the site of the future Sunset and Gordon Mixed Use Project, an approved project that will include a new 23-story, 260-foot mixed use building with approximately 325,000 square feet of developed floor area. In addition, within two blocks east along Sunset Boulevard, are the approximately 12-story Metropolitan Hotel at 5825 Sunset Boulevard and the KTLA radio tower at 5800 Sunset Boulevard. Several blocks west of the Project Site along Sunset Boulevard are several high-rise commercial and office buildings with signage on their façades, including the approximately 15-story Sunset Media Tower at 6255 Sunset Boulevard, a 15-story commercial building, and the 12-story CNN tower. Notwithstanding the references and comparison to the scale and massing of existing buildings in the viewshed along the Sunset Boulevard corridor, page IV.A-22 of the Draft EIR noted that "…although the Proposed Project's 10-story structure would be higher than the existing one- to two-story commercial structures along Sunset Boulevard in the project area, it would be compatible with the scale of emerging developments that have been approved, but have not yet broken ground." The Proposed Project is less than half the height as the Sunset and Gordon Project that was approved directly across from the Project Site on the north side of Sunset Boulevard. Moreover, the Hollywood Redevelopment Plan allows provisions for developments within the Regional Center Commercial land use designation to achieve a floor area ratio of up to 6:1. As a result, although the Proposed Project is larger than many existing buildings in the vicinity of the Proposed Project area, project impacts associated with scale and massing and urban design resulting from the zone change would be less than significant.

Finally, as described in detail in Response 7.35, below, an expert historic resource consultant has concluded that Proposed Project does not constitute an impact to the significance of the EastWest Studios with regard to any issues with compatibility of the Proposed Project. See Historic Report, Emerson College, Hollywood, dated January 2010 ("Historic Report"), prepared by Galvin Preservation Associates. The Historic Report is incorporated as Appendix C to this Final EIR.

COMMENT 7.21

Hollywood is one of the most historic areas of the City, with a substantial number of buildings identified as having historic value. Another high-rise modem building would continue the cumulative damage in character of the Hollywood planning area.

RESPONSE 7.21

This comment states the commenter's opinion and does not challenge the adequacy of the environmental analysis contained in the Draft EIR. As noted in Response 7.20, above, there are a number of high-rise modern buildings in the vicinity of the Proposed Project, many of which existed at the time of prior evaluations of cultural significance of the EastWest Studio. Further, the Historic Report concludes that the Proposed Project does not impact the historic significance of the EastWest Studio. See Response 7.35, below.

COMMENT 7.22

We also disagree with the conclusion that the change in allowable density on the site would result in a "building compatible in scale and massing of the existing environment along Sunset Boulevard." While the allowable density would be a nominal 3.1:1, the Project proposes design features (towers, connecting bridges, staircase, modern glass design features) that would contrast substantially with the existing predominantly low-rise development in the area.

RESPONSE 7.22

This comment states the commenter's opinion regarding architectural design and does not raise an environmental impact issue that requires a response. Nonetheless, see Response 7.35, below, and the conclusion of the City's expert historic resource consultant that the Proposed Project is not incompatible with the significance of the EastWest Studio.

COMMENT 7.23

Page IV.H-24 in the Land Use section, repeats the erroneous unsubstantiated conclusion that the "design, height and massing of the project would be consistent with existing development in the area." Pointing to a handful of high-rise buildings in the Hollywood area does not make the Project consistent with the predominantly low-rise character of this area of Hollywood.

RESPONSE 7.23

This comment re-states the commenter's opinion set forth in previous comments and does not warrant any additions or corrections to the Draft EIR. See responses 7.20 and 7.22. The information presented in the Draft EIR finding that the Proposed Project is compatible with the scale and massing of other developments in the surrounding area is supported by photographs of nearby properties and a description of the existing and approved (but not yet built) structures along the Sunset Boulevard corridor in proximity to the Project Site. (See Section IV.A, Aesthetics of the Draft EIR).

COMMENT 7.24

The Draft EIR notes that there are a number of high-rise buildings along Sunset Boulevard; while this statement is true, it is misleading, since the majority of these high-rise buildings are several blocks west of the site (towards the "downtown" area of Hollywood). By far the predominant level of development along this stretch of Sunset Boulevard is low-rise. The Draft EIR should be revised to more-accurately depict the predominant character of the Project area and provide distances from the Project site to each high-rise building identified (simply providing addresses forces the reader to look up the address to see where the building is located, a chore for even the most enthusiastic reader).

RESPONSE 7.24

See response to comment 7.20, above. See response to comment 7.20, above. The high-rise buildings cited in the Draft EIR are all located within approximately 1,800 feet of, or one-third of a mile from, the Project Site. The proposed 23-story Sunset and Gordon building, if constructed, would be approximately 100 feet to the direct north of the Project Site across Sunset Boulevard. The approximate 12-story Metropolitan Hotel, located at 5825 sunset Boulevard is located approximately 875 feet to the east of the Project Site. The KTLA radio tower at 5800 Sunset Boulevard is located approximately 1,150 feet to the east. The 15-Story Sunset Media Tower is located at 6255 Sunset is located approximately 1,800 feet to the east. The 12-Story CNN Tower building is located approximately 1,600 feet to the east.

COMMENT 7.25

The reference to the approved 23-story project at Sunset and Gower (across Sunset from the site) is inappropriate as that project is mired in litigation and may not proceed. However, the use of this proposed building to justify another modern high-rise is a good example of the growth-inducing effect that approval of a high-rise building can have. The growth inducing potential of the Project and the land use re-designation must be more thoroughly explored in the Draft EIR.

RESPONSE 7.25

The referenced Sunset & Gower project is fully-approved and there is no legal impediment to its immediate construction. Many of existing new projects in Hollywood were subjected to legal challenge and yet are now operational or about to become operational, such as Hollywood & Vine and Hollywood & Highland to name but two examples. That an approved project is the subject of land use litigation is not evidence that the project will not be built. Past experience in Hollywood would tend to toward the opposite conclusion.

The growth inducing impacts of the Proposed Project and Add Area are analyzed in Section V.B of the Draft EIR. It should also be noted that the current zoning of the Project Site, the Add Area, and the surrounding properties do not have height limits. The development on these properties is governed by floor area and not building height. Under the Project Site's existing zoning, it has a development potential of 56,026.5 square feet (see Draft EIR, page IV.H-45). Hypothetically, if all of the allowable floor area of the Proposed Project Site (e.g., 56,026.5 sf) was configured within one single tower within the same approximate footprint of either the west or east tower building (e.g., approximately 4,864 sf), the resulting "by-right" building could be 11.5 stories high, which exceeds the height of the Proposed Project. Therefore the commenter's claim that the height of the Proposed Project would result in growth inducing impacts has no merit.

COMMENT 7.26

Figure IV.A-9 provides the public a much better appreciation of what the Project could look like than any of the figures in the Project description. This figure should be moved up to the Project Description.

RESPONSE 7.26

This comment requests the reorganization of the Draft EIR to the commenter's preference. As the information is contained within the Draft EIR, no change to the formatting of the Draft EIR is warranted.

COMMENT 7.27

Air Quality

At 52 pages, the Air Quality section is inaccessibly long to all but the most enthusiastic reader. CEQA Guidelines indicate that EIRs, "should normally be less than 150 pages and for proposals of unusual scope or complexity should normally be less than 300 pages" (CEQA Section 15141). At nearly 500 pages this document is unnecessarily bloated with boilerplate material and unnecessary text that makes the document inaccessible to readers and inconsistent with CEQA Guidelines; the air quality section is one section that could be significantly summarized.

RESPONSE 7.27

Section IV.B, Air Quality, includes the necessary information to make an adequate and thorough analysis of the project related air quality impacts. The Lead Agency has made every effort to make the EIR concise, but thorough enough to address the project's impacts.

COMMENT 7.28

Page IV.B-27. The EIR indicates that the Project would be "generally consistent" with some (dated) SCAG and City policy documents. The Project would require a General Plan Amendment and Zone Change and is therefore not consistent with the current General Plan. (Furthermore, it is not consistent with the proposed land use and zoning designations for the site.) It is therefore not consistent with the SCAG growth projections assumed for the site (which are based on existing land use and zoning designations) and therefore the Project is inconsistent with the 2007 AQMP. In the Land Use section (page IV.H-25), this same (incorrect) finding of consistency with the AQMP is repeated.

RESPONSE 7.28

The Draft EIR clearly states that the Proposed Project is not consistent with the underlying General Plan and Zone Designation (See Section IV.H, Land Use Planning). With approval of the requested discretionary actions and adoption of the required findings, the Proposed Project's potential impacts would be less than significant. Therefore, impacts related to project consistency with the AQMP were accurately disclosed in the Draft EIR. In addition, the Draft EIR appropriately analyzes the Project's consistency with adopted regional and local planning documents.

COMMENT 7.29

Table IV.B-9 (mitigated construction emissions) shows that construction emissions could be mitigated to less than significance. The table should show both unmitigated and mitigated emissions. A review of the model outputs in Appendix B reveals a number of questionable assumptions. The Urbemis model also contains a number of "bugs" that may not have been addressed. The model contains a bug with respect to vmt and truck emissions that may not have been allowed for.

RESPONSE 7.29

The unmitigated air quality emissions can be found in Appendix B to the Draft EIR. The URBEMIS model that was used employs emission modeling software that is accepted by the SCAQMD. The commenter's assertion that the software model contains bugs with regard to vehicle miles traveled and truck emissions is vague and does not provide enough information for the lead agency to properly address this concern. Furthermore, the air quality analysis was prepared by recognized air quality experts using contemporary models and methodologies that are generally accepted as appropriate for this type of analysis. The commenter is an attorney and does not purport to be an expert in air quality analysis and has provided no expert evidence regarding air quality impacts. Any further response would be speculative.

COMMENT 7.30

Mass grading PM10 emissions are shown as reduced to 16% (i.e. they are reduced by 84%). The maximum cumulative (all measures imposed) reduction accepted by the SCAQMD is 61%. The source for the off-road equipment load factors for all pieces of equipment should be identified.

RESPONSE 7.30

Table IV.B-9 in the Draft EIR discloses the mass grading and particulate matter (PM_{10}) emissions generated by the Proposed Project. The commenter is asserting that the SCAQMD has a maximum reduction for PM_{10} of 61%. This is not entirely true and there exist mitigation measures accepted by the SCAQMD to reduce emissions beyond 61%. Nevertheless, to provide a frame of reference for the decision makers, if the 61% reduction amount is applied to the unmitigated PM_{10} total for fugitive dust in the site grading/excavation phase for the Proposed Project, the total mitigated level would be 141.68 pounds per day. This would be an increase compared to the 61.34 pounds per day disclosed in Table IV.B-9, but it would not exceed the SCAQMD regional significance threshold. The off-road load factors and all assumptions from the URBEMIS air quality model are available in Appendix B to the Draft EIR.

COMMENT 7.31

Page IV.B-35 indicates that the LST look up tables for receptors located within 25 meters was used. The sensitive residential uses are located closer than 25 meters (that distance should be identified). Anticipated concentrations at the closest receptor should be identified.

RESPONSE 7.31

As stated on page IV.B-34 of the Draft EIR, the SCAQMD has developed LST look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized on-site construction and operational emissions at small sites. LSTs are provided for each of the SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site, which is located in the Hollywood community of the City of Los Angeles, is located within SRA 1, which covers the central Los Angeles area. The nearest and most notable off-site sensitive receptors that could potentially be affected by localized air quality emissions associated with the construction and operation of the Proposed Project include an existing two-story residential use to the east and existing residential uses to the south. Given the proximity of these sensitive receptors to the Project Site, the LSTs for construction and operation of a one-acre site (rounded up from 0.85 acres) with receptors located within 25 meters (82 feet) were used as the localized significance thresholds (shown in Table IV.B-11).

The SCAQMD has not developed an LST look-up table for sensitive receptors located within 25 meters, and the thresholds identified for distances of 25 meters is appropriate. It should also be noted that the Notice of Completion/Availability was circulated to the SCAQMD and they did not comment on the Proposed Project's air quality analysis.

COMMENT 7.32

Please explain why Table IV.B-9 shows 57.76 lbs/day of fugitive dust on-site during mass grading and Table IV.B-12 shows only 5.3 pounds per day.

RESPONSE 7.32

Table IV.B-9 displays the results of the URBEMIS air quality model and Table IV.B-12 displays the results of the LST analysis. The URBEMIS model is very conservative in assumptions used for mass grading activities and the model is primarily used to illustrate general and very rough estimates for project-level air quality emissions. The LST methodology was developed by the SCAQMD to provide more realistic and stringent thresholds of significance for sensitive receptors located in the vicinity of the Project Site. As shown in Table IV.B-12 in the Draft EIR the Proposed Project would result in a site-specific emission level of 5.3 pounds per day of PM_{10}, which would exceed the threshold by 0.3 pounds per day. Page IV.B-35 of the Draft EIR concluded this exceedance would be a significant and unavoidable impact for the Proposed Project.

COMMENT 7.33

The EIR mentions watering unpaved roads and keeping speeds below 15 mph on unpaved roads as a mitigation measure. The site is very small (less than an acre) and in an urban area - there are no unpaved roads.

RESPONSE 7.33

At times during construction it is possible for certain portions of the Project Site to be covered in dirt and accessible by vehicle. The reference to unpaved roads includes unpaved vehicular pathways on-site during construction as well as any surface street along the haul route that may be temporarily unpaved for resurfacing. The measure should remain and no changes to the Draft EIR are warranted.

COMMENT 7.34

Cultural Resources

The most glaring omission of the EIR is the absence of a Cultural Resources section. In Chapter V, Cultural Resources, are dismissed with a brief reference to standard city mitigation measures with respect to archeological and paleontological resources. The potential for these resources to exist on the site must be evaluated. It does not appear that the required coordination with Native Americans has occurred.

RESPONSE 7.34

A detailed Cultural Resources analysis was not included within the Draft EIR because there is no evidence to support a conclusion that the Proposed Project would result in a significant impact to any identified historic resources pursuant to CEQA. The Project Site is currently vacant and is improved with an asphalt covered surface parking lot. The Notice of Preparation (NOP), which was circulated to the State Clearinghouse on April 30, 2009 and recirculated on August 31, 2009, identified all of the environmental issue areas that were to be included in the Draft EIR and it did not identify cultural resources as a potential issue. Nevertheless, the Native American Heritage Commission was consulted and provided a comment letter to the NOP. (See NAHC comment letter dated September 10, 2009 contained in Appendix A to the Draft EIR.) The NAHC performed a Sacred Lands File (SLF) search in the NAHC SLF inventory database and found that no Native American Cultural Resources have been identified within one-half mile of the Area of Potential Effect (APE). Accordingly, no further analysis of this issue is warranted.

COMMENT 7.35

However, the most important omission is the lack of evaluation of the Project's impact on the historic EastWest Studios (formerly Western Recorders) located just 60 feet west of the site across Gordon Street. This structure has been identified by the CRA as of cultural significance (see the 2003 Hollywood Redevelopment Plan Amendment EIR). See also attached excerpts from Hollywood Heritage, Inc, newsletter - May 2006. This omission also warrants recirculation of the document.

RESPONSE 7.35

As noted by the commenter, the EastWest Studios is recognized by the CRA/LA as a historic resource within the Hollywood Redevelopment Project Area for its association with music recording industry in the Hollywood Area. Its importance derives from its association with people and events of importance to

the music history of Los Angeles rather than its architecture. It is a locally recognized historic resource under the Hollywood Redevelopment Plan and is therefore a significant historic resource pursuant to CEQA. It should be noted, however, that the EastWest Studios property has not been listed, or formally determined eligible for listing, in the National Register of Historic Places (National Register) or the California Register of Historic Resources (California Register).

The omission of the CRA/LA's designation of EastWest studios (6000 Sunset Boulevard) does not warrant or require the recirculation of the EIR. In accordance with Section 15088.5(a) of the State CEQA Guidelines, a lead agency is required to recirculate an EIR when *significant* new information is added to the EIR. New information added to an EIR is not *"significant"* unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. The commenter has not provided any substantial evidence to support a conclusion that the Proposed Project would result in a material physical impact to the EastWest Studios.

Nevertheless, to address the commenter's concern regarding the potential impacts of the Proposed Project, additional analysis has been provided in the Historic Report prepared by Teresa Grimes, a Principal Architectural Historian with Galvin Preservation Associates, and an expert historic resource consultant for the Proposed Project who meets the Secretary of the Interior's Professional Qualifications Standards. The Historic Report is included herein as attachment C to this Final EIR.

As noted in the Historic Report, under CEQA, a project may cause a significant adverse impact on a historic resource when it materially impairs the significance of the resource. Under Guidelines § 15064.5(b)(2) the significance of a resource is "materially impaired" when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and justify it is eligibility of listing as a historic resource. In effect, a project would have to destroy the eligibility of a resource in order to constitute a significant adverse effect. See Response 7.40, below.

As concluded in a Historic Report, prepared by Teresa Grimes of Galvin Preservation in January 2010 (included herein as Appendix C to this Final EIR), the Proposed Project would not result in any significant unavoidable impacts to the EastWest Studios that would jeopardize its listing on the CRA/LA's database of Historical Resources in the Hollywood Community Redevelopment Area or jeopardize its eligibility for listing in either the National or California Registers. Therefore, recirculation of the EIR is not warranted.

COMMENT 7.36

This unassuming two-story structure has been in continuous operation as one of the preeminent recording structures in the world since at least the 1950s. It has been home to Elvis, the Beach Boys, Frank Sinatra, Mick Jagger and so many, many, many more. The reason for the on-going success of the studios is the quality of its sound. It has been described by many as "perfect." Bill Putnam, a famous American sound engineer, designed the studios. Any impact to this unique sound would be significant to the studios, likely

resulting in closure and the loss of this cultural and historic resource. See discussion of noise impacts below.

RESPONSE 7.36

This comment is noted for the record. However, the assertion that any impact to the unique sound of the studio would result in the closure and loss of this cultural and historic resource is unfounded. For one, the 6000 Sunset Boulevard studio building underwent a substantial interior remodel between 2006-2009 when the studio property was initially acquired by EastWest Studios without a detailed historic assessment being submitted to the CRA/LA or Department of City Planning. The last known historic survey that was conducted on this property was in conducted in 2002 in association with the Hollywood Redevelopment Plan Update EIR. Therefore, the commenter's assertion that the historic significance of the EastWest Studios would be jeopardized by *any* impact to its unique sound is without merit.

As noted in Responses 7.35 and 7.40, under CEQA, there is not a significant adverse impact on historic resources unless a project destroys or adversely alters the physical characteristics of the resource that convey its significance. For one, the environment in which the East/West Studio is located has undergone substantial changes in development over the past 50 years that have impacted the ambient noise levels within the exterior and interior of the studios. The construction of the six-story approximately 97,000 square foot Technicolor Building, which was constructed within a 21-foot setback from the EastWest Studios property line in 2007-2008, is evidence that the EastWest Studios would not suffer a significant and unavoidable impact as a result of the Proposed Project, which is located over 60 feet from the EastWest Studios and is separated by Gordon Street. It is reasonable to assume that the ambient exterior noise levels along Sunset Boulevard have changed considerably over the years in relation to increased traffic volumes, changes to bus routes, and construction of other buildings along Sunset Boulevard in the immediate vicinity. The fact that the studio has been in operation for over 50 years at this location demonstrates that it will not be forced to close as a result of the Proposed Project's construction activities.

COMMENT 7.37

While the EastWest Studios building itself is unprepossessing, that is part of its character in the entertainment community. Low-key, anonymity is required for studio uses to minimize attention and allow recording artists to come and go with the minimum degree of fuss; the low-key nature and private access are essential components of the historic use of the building. The context for the two-story building has historically been similarly anonymous mid- to low-rise structures. The proposed high-rise Project would completely change the character of the area, resulting in a significant impact to the building context.

RESPONSE 7.37

The comment expresses an opinion regarding the character of the Proposed Project as it relates to the height and massing of the EastWest Studio building, but provides no evidence of potential environmental impact. The Proposed Project is located approximately 60 feet to the east of the EastWest Studios and is

physically separated by Gordon Street, which is an improved two-way local street with parking lanes on both sides of the street. The EastWest Studios property is located adjacent to, and within 21 feet of, the Technicolor Building, a six-story modern structure. Because the Proposed Project would be located over 60 feet to the east of the EastWest Studios and is located across Gordon Street, the proposed structure would have no affect on the aesthetic character or access to the EastWest Studios.

COMMENT 7.38

More important, however, is the potential noise impact and its potential to affect the continued existence of the studios (see discussion of noise below). Any significant negative impact on the use of the building as a recording studio would be a significant negative impact that would endanger the historic and cultural status of 6000 Sunset Boulevard (EastWest Studios) as defined by CEQA law and regulations. (See also the July 14, 2006 letter from Hollywood Heritage, Inc., at Exhibit 1 hereto, incorporated herein by this reference. [Please note that the referenced Technicolor Bldg. project was constructed with additional stipulated mitigation measures, but most importantly – unlike the situation that would occur with the Emerson College Project – occurred during the time that EastWest's own construction work and renovations were occurring. Accordingly, the Technicolor Project did not present the same threat to the use and survival of the culturally and historically significant studios as does the Project.])

RESPONSE 7.38

The potential noise impacts of the Proposed Project were evaluated within Section IV.F-7 of the Draft EIR. As stated in the Draft EIR, construction of the Proposed Project has the potential to result in significant unavoidable impacts upon adjacent land uses. The EastWest Studios was identified as a sensitive receptor and specific feasible mitigation measures are recommended to substantially reduce the severity of the project's construction-related noise impacts. (See Mitigation Measures F-1 to F-9). While the noise impacts have been thoroughly addressed within the EIR with regard to affecting the current operations at the EastWest Studio, the temporary noise impacts would not have any impact on its historic status. For one, the 6000 Sunset Boulevard building is designated by the CRA/LA as a culturally important landmark for its association with early recording studios in Hollywood during the late 1950s and 1960s. The 6000 Sunset Boulevard Building's historic designation is not associated with EastWest Studios, which resumed lockout recording until June 2009. Furthermore, it should be noted that EastWest studios underwent a substantial interior remodel between 2006-2009 without a detailed historic report being submitted to the CRA/LA or Department of City Planning. Therefore, the commenter's assertion that the historic significance of the EastWest Studios is associated with the ambient noise environment is without merit. Under CEQA, there is not a significant adverse impact on historic resources unless a project involves impact to the physical characteristics of the resource. See Responses 7.35 and 7.40.

COMMENT 7.39

The EastWest Studios are associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage and are associated with the lives of persons important

in our past, which makes them eligible to be on the State's register of historic places. Public Resources Code § 5024.1(c)(1)(2).

RESPONSE 7.39

The CRA/LA's recognition of the recording studios at 6000 Sunset Boulevard is documented in the 2003 Hollywood Redevelopment Plan EIR, which precedes EastWest Studios ownership of this building in 2006. Furthermore, it should be noted that the 6000 Sunset Boulevard building has been owned and operated by several recording studio uses over the past 50 years and the landmark status is associated with the cultural events of the recording industry, and has no relation to EastWest Studios current operations. As described in Response 7.35, above and 7.36, below, the Proposed Project would not destroy the physical characteristics associated with its significance and, hence, would not materially impair the significance of the building at 6000 Sunset Boulevard. Therefore, under CEQA, no significant impact to a historic resource would occur.

COMMENT 7.40

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Guidelines § 15064.5(b).

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. Guidelines § 15064.5(b)(1).

RESPONSE 7.40

The comment correctly re-states the CEQA guidelines, but applying these guidelines to the Proposed Project, substantial evidence supports the conclusion that development of the Proposed Project will not adversely impact the historic resource value of EastWest Studios. The commenter fails to go on to refer to the provision of the State CEQA Guidelines that immediately follows the authority cited in the comment. Guidelines § 15064.5(b)(2) is explicit and controlling. It provides that the significance of a resource is "materially impaired" when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and justify it is eligibility of listing as a historic resource.

The Proposed Project is located over 60 feet away from the property line of the EastWest Studios and, as such, would not result in any physical impacts to the structure at 6000 Sunset Boulevard. The Proposed Project would not result in or cause the physical demolition, destruction, relocation, or alteration of any historic buildings. While significant construction-related noise impacts are anticipated to occur on a temporary basis during building construction, no permanent noise impacts are anticipated that would materially impair the surrounding environment. Therefore a substantial adverse change in the significance of an historical resource would not occur. See Response 7.35, above and the Historic Report included as Appendix C to this Final EIR.

COMMENT 7.41

Land use decisions can cause chain reactions that can lead to long-term vacancies, "ultimately destroying existing neighborhoods and leaving decaying shells in their wake." Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal.App.4th 1184, 1204 (Bakersfield). The significant noise impacts created by the Project construction and operation have the potential to render the EastWest Studios unusable, leading to an empty studio and contributing to a spiral of decline of the structure and possibly its surroundings.

RESPONSE 7.41

The commenter raises the issue and cites the leading reported decision regarding the concept of "urban decay" as an environmental impact. Urban decay rises to the level of an environmental impact when the reasonably foreseeable impact of a proposed project results in long-term vacancies, renders properties valueless, and destroys an existing neighborhood. It is a doctrine that applies to an area—not a single use. Furthermore, the recent history of development in Hollywood provides ample evidence that development does not result in urban decay in Hollywood—quite the opposite. Property values in Hollywood have risen dramatically over the past ten years across every market from single-family residential to commercial. Various economic and commerce associations, such as the Hollywood Chamber of Commerce and the Los Angeles County Economic Development Corporation have agreed that Hollywood experienced a "renaissance" as a result of recent development.

The Hollywood Chamber of Commerce submitted an unqualified comment letter in support of the Proposed Project. (See Comment Letter 4, above, and Appendix A to this Final EIR.)

The assertion that the Proposed Project will render the studio useless as a recording studio is unfounded, and even if that claim were true, the assertion that the only economically viable use of the structure located at 6000 Sunset Boulevard is a recording studio is also unfounded. The recording industry is not limited to the same hours as is construction. Many recording studios record at night and on the weekends. It is an industry practice for recording artist to rent a studio on "lock-out" status thereby allowing the artist access to record at any time during the period of lock-out. By contrast, construction hours are limited to daytime Monday through Saturday. Also, only demolition, excavation and site grading have the potential to create significant vibration impacts. These activities are estimated to occur during the first four months of the 24-month construction process. Once the demolition, excavation is complete, footings are in, and the foundation is in place, construction activity to erect and finish the structure does not cause vibration and noise impacts of the severity to disrupt recording from a distance of 60 feet.

Accepting for purposes of analysis, the commenter's suggestion that the studio will be rendered useless for recording—an unfounded assertion—the property at 6000 Sunset Boulevard can be used for any land use allowed in the M-1 zone and Light Manufacturing land use designation as identified in section 12.17.5 of the LAMC. Furthermore, it should be noted that the range of normally acceptable noise levels for industrial and manufacturing uses (which are allowed uses within the M-1 zone) is 50 to 75 dBA CNEL. The range for conditionally acceptable noise levels is 70-80 dBA CNEL. (See Table IV.F-3 of

the Draft EIR on page IV.F-6). As such, the existing recording studio use is not located within an area that provides more restrictive noise levels than other uses, and thus does not possess any control over the noise levels within the area.

Notwithstanding the various other uses that could be operated at 6000 Sunset Boulevard, no evidence exists to support the commenter's assertion that the temporary noise impacts that are anticipated to occur during the construction of the Proposed Project would render the studios unusable. For one, the EastWest Studios is located over 60 feet from the Project Site and noise levels would be attenuated by a temporary noise barrier that would block the line of sight between the Project Site and the EastWest Studios. In addition, the Applicant has met with representatives from the EastWest Studios on several occasions to address their concerns regarding noise impacts. The Applicant has offered to conduct interior noise measurements within the studios to properly assess the baseline noise levels within the interior of the studios. The EastWest Studios declined this offer and has not provided any additional suggestions to mitigate construction related noise impacts.

COMMENT 7.42

Guidelines § 15126.2 requires an EIR to identify and focus on the significant environmental impacts of the proposed project. In relevant part, this section provides: "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects." Guidelines § 15126.2(a). Guidelines § l5064(d) mandates that both primary (direct) and "reasonably foreseeable" secondary (indirect) consequences be considered in determining the significance of a project's environmental effect.

If the forecasted economic or social effects of a proposed project directly or indirectly will lead to adverse physical changes in the environment, then CEQA requires disclosure and analysis of these resulting physical impacts. Bakersfield, supra, 124 Cal.App.4th at 1205.

Subdivision (e) of Guidelines § 15064 provides that when the economic or social effects of a project cause a physical change, this change is to be regarded as a significant effect in the same manner as any other physical change resulting from the project. Id.

Conversely, where economic and social effects result from a physical change that was itself caused by a proposed project, then these economic and social effects may be used to determine that the physical change constitutes a significant effect on the environment. Id.

Guidelines § 15131(a) provides:

An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes in turn caused by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

RESPONSE 7.42

The comment correctly states the CEQA Guidelines, but in applying these guidelines to the reasonably foreseeable impact of the Proposed Project, it is not reasonably foreseeable that the Proposed Project will result in a chain of cause and effect from a decision on the Proposed Project through anticipated economic or social changes resulting from the Proposed Project to physical changes in turn caused by the economic or social changes. The building located at 6000 Sunset Boulevard would not be physically impaired by the Proposed Project, either directly or indirectly. The Project's temporary construction related noise impacts would not render the EastWest Studios operations unusable during the anticipated 24-month construction period. Several mitigation measures have been proposed to attenuate exterior noise levels during construction. Furthermore, the Applicant will be required to provide advance noticing of the scheduling of various phases of construction (see Mitigation Measure F-9) so as to provide surrounding land uses advanced notice of periods of excessive noise levels. No evidence has been provided to demonstrate that the temporary construction noise impacts of the Proposed Project would put EastWest Studios out of business. Furthermore, no evidence has been provided to show that if EastWest Studios does not survive economically at this location, that it would lead to the physical deterioration of the structure or surrounding environment.

COMMENT 7.43

Case law has established that CEQA requires urban decay or deterioration to be considered as an indirect environmental effect of a proposed project. See, e.g., Bakersfield, supra 124 Cal.App.4th at 1207; Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo (1985) 172 Cal.App.3d 15I (Bishop). In Bishop, the court agreed with appellant that on remand "the lead agency must consider whether the proposed shopping center will take business away from the downtown shopping area and thereby cause business closures and eventual physical deterioration of downtown Bishop." Bishop, supra 172 Cal.App.3d at 169. Citing Guidelines § 15064, the Bishop court found that the lead agency had an affirmative duty to consider whether the new shopping center would start an economic chain reaction that would lead to physical deterioration of the downtown area. Id, at 170.

In Bakersfield the Court held that "when there is evidence suggesting that the economic and social effects caused by the proposed shopping center ultimately could result in urban decay or deterioration, then the lead agency is obligated to assess this indirect impact…. The lead agency cannot divest itself of its analytical and informational obligations by summarily dismissing the possibility of urban decay or deterioration as a 'social or economic effect' of the project." Bakersfield, supra, 124 Cal.App.4th at 1207.

Urban decay is of particular concern in the Project area because it is in an adopted redevelopment area.

RESPONSE 7.43

With regard to the applicability of the concept of urban decay impacts, see Response 7.41. While the lead agency does not agree with the commenter's assertion that the construction of the Proposed Project will result in EastWest Studios going out of business, no evidence has been provided to demonstrate that the

economic and social effects of temporary noise impacts would result in physical urban decay or deterioration of the environment.

COMMENT 7.44

Section 511 of the 2003 Hollywood Redevelopment Plan ("HRP") Amendment states in pertinent part:

Buildings listed as Cultural-Historic Monuments by the City and listed in, determined or appear to be eligible for listing in the National Register of Historic Places are determined to be of architectural and/or historic significance. The Agency shall use established criteria for determining additional architectural and/or historical resources and shall maintain a publicly available list of all buildings within the Project Area which it determines to be architecturally and/or historically significant. (Emphasis added.)

No grading, foundation, demolition, building or any other kind of permit shall be issued by the City for any property within the Redevelopment Project Area which involves or is determined by the Agency to adversely affect any building or resource determined by the Agency to be architecturally or historically significant, unless and until the following procedure occurs:

Upon notice to the City of such determinations by the Agency, the issuance of any such permit shall be delayed for a reasonable period of time requested by the Agency, not to exceed one hundred and eighty (180) days, to permit negotiations to occur and opportunities to be explored by all parties concerned to seek to avoid or mitigate any adverse impact on any such architecturally or historically significant building or resource. (Emphasis added.)

If the Agency determines that arrangements for the preservation of the building or resource cannot be accomplished within the original 180 day period and further determines that such arrangements are likely to be satisfactorily completed within an additional period not to exceed one hundred and eighty (180) days, then the Agency may extend the initial 180 day delay period, up to a maximum extension of an additional 180 days.

No application for any grading foundation, demolition, building or any other kind of permit filed with the City shall be considered to conform with this Redevelopment Plan unless and until the requirements of this Section are satisfied. (Emphasis added.)

The Agency shall coordinate the implementation of this section with the efforts of the Cultural Heritage Commission of the City. (2003 HRP, pp. 34-36. [See referenced 2003 HRP excerpts attached collectively at Exhibit 2 hereto].)

The "publicly available list" referenced in Section 511 is Appendix G to the 2003 FEIR for the 2003 HRP.

Appendix G divides these resources into five categories of relative significance, from 1 to 5. Buildings from all five categories are included in Appendix G as being "Historical Resources in the Hollywood

Community Redevelopment Area." (Appendix G, pp. 1, 41.) EastWest Studios is included on that list. (See referenced 2003 FEIR excerpts attached collectively at Exhibit 3 hereto.)

RESPONSE 7.44

The Proposed Project does not have the potential to result in any direct or indirect physical impacts to any historic buildings. Nevertheless, additional technical analysis to support this finding has been added to the Final EIR in the form of the Historic Report. (See Responses 7.35 and 7.40 and Appendix C to this Final EIR).

COMMENT 7.45

The 2003 HRP FEIR Historic Structure Survey's identification of the 6000 Sunset Boulevard structure (EastWest Studios) as historic was based in part on the building's position next to the Sunset-Gower Studios and its historic relationship to the studio (formerly Columbia Pictures Studio). The actual use of the building, and thus historic relationship and/or significance, was not examined. ("The extensive research necessary to identify other properties which could possess historic, but not architectural importance, was outside the scope of the current study. Therefore, it may be possible that additional structures, not currently documented … could be found to qualify for designation programs based solely on historic significance." Determination of Eligibility Report, Hollywood Project Area, Architectural/Historical Survey. Johnson-Huemann Research and Hollywood Heritage, September 1984, pages 4-5.)

Though the 6000 Sunset Building was given historic status as previously mentioned, it is anticipated that further review of its historical significance would give it a much higher level of protected status. Its designation of significance could be more appropriate as National Register of Historic Places eligibility when the activities within the building are taken into account. (See also July 18 and 22, 2006 emails from Kipp Rudd and John Perfitt of the CRA regarding the historic and protected status of the EastWest Studios and building, and the CRA's involvement and approvals as a result thereof, at Exhibit 4 hereto, and incorporated by reference. [Note in particular the CRA's statements that: "It is an historic property that we just could not lose"; "the building is historic for its social significance"; "we all thank you for saving such an important historic resource to Hollywood"; and "Owner and we have stressed the historic importance of the property"].)

This is based on the use of the building as a recording studio from the 1950s to the present. Most important is the fact that the five main recording studios, in particular studios 1, 2, & 3, are in their original condition from 1965. This would be from the time when the period of significance for the building becomes most important (see attached excerpts from Hollywood Heritage Newsletter, Vol. 25, No.1, May 2006, at Exhibit 5). By maintaining the building as a recording studio, these interior spaces have remained intact and in their original use - essentially a time capsule. If the ability to record here is endangered, as would happen if the Project is implemented, then the survival of the spaces, in their original condition, is highly doubtful due to their specific purpose and design. Therefore, any significant

negative impact on the use of the building as a recording studio would be a severe negative impact that would endanger the historic status of 6000 Sunset Boulevard (EastWest Studios) as defined by CEQA.

RESPONSE 7.45

The Proposed Project would not result in any physical changes to the structure located at 6000 Sunset Boulevard (i.e., EastWest Studios). The Proposed Project is located over 60 feet to the east of the 6000 Sunset Boulevard building, and, as such, would not alter the physical relationship between the 6000 Sunset Boulevard building and the Sunset Gower Studios. More importantly the commenter has noted that the 6000 Sunset Boulevard building is recognized as a historically important structure for its social significance. No evidence has been provided to suggest that the 6000 Sunset Boulevard building is recognized as an important historic resource for its architectural characteristics. See Response 7.35, above.

COMMENT 7.46

The 2003 FEIR states that "in the event that a future development project within the Project Area is proposed on or in proximity to a site containing an historical resource identified in the survey contained in Appendix C to this EIR, the Agency shall require a study to be made by a qualified architectural historian to determine whether the proposed development project would result in a substantial adverse change in the significance of the historical resource." (2003 FEIR. p. ES-20; emphasis added.) The 2003 FEIR continues: "If the study concludes that the project would result in a substantial adverse change in the significance of the historical resource," then the CRA must comply with the requirements of Section 511. (2003 FEIR, p. ES-20.) Such requirements include the CRA's prevention of the City's issuing of any and all permits, including demolition, grading, foundation and building permits. Such requirements further include the CRA's imposition of up to two, 180-day periods for negotiation regarding preservation of the resource.

With regard to the "study to be made by a qualified architectural historian to determine whether the proposed development project would result in a substantial adverse change in the significance of the historical resource" (2003 FEIR, p. ES-20), the 2003 FEIR does not permit or otherwise authorize a new study to re-evaluate the architecturally and/or historically significant status determinations of Appendix G.

The 2003 FEIR states:

If the study concludes that the project would result in a substantial adverse change in the significance of the historical resource, the issuance of any grading, foundation, demolition, building, or any other kind of permit issued by the City of Los Angeles shall be delayed for a reasonable period of time requested by the Agency, up to 180 days. During this time period, the Agency shall conduct negotiations and explore opportunities with all parties concerned to seek to avoid or mitigate any adverse impact on the historical resource. <u>Potential modifications to the project to avoid or mitigate adverse impacts on historical resources would include, but not be limited to, design changes related to height, density, upper story step-</u>

backs, architectural features, or materials, changes in the proposed development program to include compatible uses, site plan modifications that incorporate historic structures, or sale of the property to another party. If the Agency determines that arrangements for preservation of the building or resource cannot be accomplished within the original 180 day period and further determines that such arrangements are likely to be satisfactorily completed within an additional period not to exceed 180 days, then the Agency may extend the initial period up to a maximum extension of an additional 180 days." (2003 FEIR, p. III.D-11; emphasis added.)

The 2003 FEIR further states:

If negotiations with all concerned parties do not identity alternatives to a proposal that would significantly affect an historic resource, then the impact shall be deemed to be a new significant environmental effect requiring major revisions of the previous EIR as It applies to the project per State CEQA Guidelines Section 15162 and a Supplemental EIR shall be prepared for the project which addresses the impacts to the affected historical resource ...." (2003 FEIR, p. III.D-11; emphasis added.)

The 2003 FEIR further states:

In the event that arrangements for preservation of the building or resource cannot be accomplished within the time frames set forth above, then the impact shall be deemed to be a new significant environmental effect requiring major revisions of the previous EIR as it applies to the project per State CEQA Guidelines Section 15162 and a Supplemental EIR shall be prepared for the project which addresses the impacts to the affected historical resource." (2003 FEIR, p. ES-20.)

RESPONSE 7.46

The CRA/LA's requirement for a study to be made by a qualified architectural historian to determine whether the proposed development project would result in a substantial adverse change in the significance of the historical resource is triggered when a future development project is proposed on or in proximity to a site containing an historical resource identified in the survey contained in Appendix C to this EIR. The Project Site is not located on a property identified in Appendix G to the Hollywood Redevelopment Plan EIR as being a historic resource, but it is located within proximity of two other properties that merit consideration in response to this comment; (1) the Old Spaghetti Factory Building located approximately 100 feet to the north of the Project Site at 5939 Sunset Boulevard, and (2) the EastWest Studios Building located approximately 60 feet to the west (across Gordon Street) at 6000 Sunset Boulevard.

The building at 5939 W. Sunset Boulevard, across Sunset Boulevard from the Project Site, is not presently designated under any of the landmark programs at the national, state, or local levels. It was included; however, in the 1979 historic resource survey of Hollywood. That survey was updated in 2002 as part of the Hollywood Redevelopment Plan Update EIR. The 2002 survey found that the building was not eligible for listing in the National Register but eligible under a local ordinance. The building has a National Register Status Code of 5S2 in the CHRIS. The 2002 survey did not address California Register eligibility.

The Historic Report concludes that the Proposed Project will not cause a substantial adverse change in the significance of the EastWest Studio. The preparer of the Historic Report, Teresa Grimes meets the Secretary of the Interior's Professional Qualifications Standards and, as such, is a qualified architectural historian. Furthermore, Ms. Grimes has prepared numerous Historic Reports in the Hollywood area and is a recognized architectural historian by the CRA/LA and the City of Los Angeles Department of City Planning. The Historic Report is incorporated into Appendix C to this Final EIR and, as such, will be part of the administrative record when the project is reviewed by the decision makers. See Responses 7.35 and 7.40 and Historic Resource Report set forth in Appendix C to this Final EIR).

COMMENT 7.47

Allowing the proposed Project to be completed as planned would result in permanent and irreparable harm to the community, specifically to EastWest Studios and the public in general due to incompatible massing, size, and scale in the historic community of Hollywood, and most importantly due to the potential to impact the business of the adjacent recording studios because of the significant noise and vibration intrusion from construction of the actually 13-story (3 below grade; 10 above) Project, resulting in significant damage to and/or closure of EastWest Studios, a historic, iconic Hollywood fixture.

RESPONSE 7.47

The commenter's opinion is noted for the record, however, no evidence to support the commenters assertions has been provided. As provided in CEQA Guidelines Section 15384, the term "substantial evidence" means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment does not constitute substantial evidence

COMMENT 7.48

The studios are where the Beach Boys recorded the Pet Sounds album, where the Mamas and the Papas recorded *California Dreamin'*, where Elvis recorded his *1968 Comeback Special*, and where countless other stars recorded iconic music, including many songs inextricably bound up with not only the cultural history of Hollywood, but of the United States. Please visit http://www.soundsQnline.com/ewdoc.html for more details. That link, and the presentation contained therein, are incorporated by reference into this letter and the administrative record as though set forth in full herein. We urge all decisionmakers to watch the video presentation to better understand the cultural and historic treasure that is EastWest Studios.

RESPONSE 7.48

This comment is noted for the record and will be forwarded to the decision makers for their consideration.

COMMENT 7.49

Land Use

The Land Use section at 53 pages is another section that could be substantially summarized and shortened. This section is a disappointing repetition of a number of false and misleading statements found elsewhere in the Draft EIR. The Project would substantially contrast with surrounding development and would be inconsistent with the General Plan as adopted (the current Community Plan) and the proposed Community Plan and would therefore be inconsistent with SCAG growth assumptions for the site and therefore with the AQMP. Yet the Draft EIR turns itself into a pretzel, repeatedly asserting consistency (see Table IV.H-2 where the Project is found consistent with a number of only tangentially applicable policies).

Such contortions that do not even acknowledge inconsistencies fly in the face of CEQA's mandate to provide a balanced, objective, factual document that focuses on potential adverse affects of the project. City decisionmakers are not well served by a document that is evasive and shades impacts in such way as to only show the Project in a positive light. Other documents can do that, but not the EIR.

Every project represents a balance of different factors that weigh in favor and against approval. Without the balancing discussion of factors that do not favor this Project, the EIR is biased and deficient. The focus of an EIR is on potential adverse impacts of a project. Numerous pages celebrating project consistency with only vaguely relevant goals and policies in not objective and certainly not useful to decisionmakers and other readers. (The 1996 SCAG RCPG is out of date; project consistency with that document is completely irrelevant.)

RESPONSE 7.49

The commenter expresses his opinion regarding the organization and presentation of the Draft EIR Land Use section. This comment is noted for the record and will be forwarded to the decision makers for their consideration. It should be noted, however, none of the other reviewers of the Draft EIR land use section, including SCAG, have expressed a similar concern as the commenter.

COMMENT 7.50

The EIR must address the loss of industrially zoned land on the site, in the Hollywood area and in the City in general. The City, and the region in general, have been losing industrially zoned land resulting in the migration of industrial uses out of the area. In the Hollywood area, industrial uses are essential to support the entertainment industry. The proposed Project would result in the loss of industrially designated land and the opportunity for industrial uses on the site. In addition, the Project would set a precedent for similar changes in land use designation. This is an undesirable effect with a potentially significant cumulatively significant effect.

RESPONSE 7.50

The potential impacts of the Add Area, including the loss of the industrial land use designation, is provided on pages IV.H-9 and H-51 of the Draft EIR. The City of Los Angeles has undertaken steps to identify the City's utilization of industrially-zoned area in an effort to retain and optimize the use of the City's industrially zoned land in the City and to continue to encourage industrial economic activity in the City of Los Angeles. As stated in the Draft EIR, the Project site and the Add Area are designated Industrial in the Community Plan, but none of the parcels are zoned industrial. Furthermore, none of the parcels are currently used for industrial purposes. Neither the Project Site nor the Add Area are identified in any of the three districts of the March 2006 Industrial Land Survey or the December 2007 Los Angeles Industrial Land report. The conclusion of the Survey was that light industrial uses, specifically the current entertainment-related uses, did not appear to be incompatible with the residential uses located in the vicinity. Furthermore, the survey concluded that to preserve the industrial nature of this sub-area, regulations could be designed to support the operations of light industrial uses.

CEQA requires evaluation of a project's consistency with local plans and regulations that are "adopted for the purpose of avoiding or mitigating an environmental effect." The Industrial Land Use Policy has not been adopted by any legislative body of the City. It is not a regulation. It is merely a policy of the City Planning Department meant to help guide staff. The purpose of the Industrial Land Use Policy is to preserve industrial land for manufacturing uses, thereby maintaining an industrial employment base. Consequently, inconsistency with the Industrial Land Use Policy could be considered irrelevant for CEQA purposes. Nevertheless, a consistency analysis is provided.

Although the Proposed Project would remove the Industrial land use designation from the Project site, the non-manufacturing nature of the existing uses and the fact that none of them are zoned industrial are facts that support the conclusion that the proposed changes in land use not inconsistent with the Industrial Land Use Policy. The site and Add Area are not likely to be used for the type of industrial uses the Industrial Land Use Policy is intended to preserve.

COMMENT 7.51

<u>Noise</u>

Page IV.F-12. In the absence of a threshold in the <u>City of Los Angeles CEQA Thresholds Guide</u>, and with no technical substantiation, the EIR concludes that a noise vibration threshold of 75 VdB is the appropriate threshold to determine a potential vibration impact to the EastWest recording studios. As discussed previously in the EIR, 75 VdB is when vibration becomes "distinctly perceptible." This is not an appropriate threshold for a cultural/historic resource with sensitive recording equipment and/or sensitive recording artists who would likely be more sensitive than the average person to such interference. An appropriate threshold must be identified by a trained acoustician familiar with recording equipment used at the closest sensitive receptor (EastWest Studios). Similarly an appropriate threshold for the sensitive equipment must be developed for noise.

RESPONSE 7.51

As acknowledged in this comment and cited in the EIR, the City of Los Angeles CEQA Thresholds Guide does not provide a threshold of significance to address vibration impacts. The Applicant has approached EastWest studios several times during the preparation of the EIR and has requested and offered to conduct baseline noise and vibration measurements within the interior of EastWest Studios to accurately assess the Proposed Project's potential impacts during construction. Multiple requests for access and for suggestions on how best to mitigate any potential noise and vibration impacts have been rejected. The best scientific method for determining actual noise and vibration impacts is to establish the ambient detectible noise and vibration within the studio during daytime hours when construction impacts may occur. Comparative readings could be taken during nighttime hours to separate out the noise and vibration caused by existing daytime activities surrounding the studio compared nighttime—thereby establishing both a daytime and nighttime ambient level and providing important data as to the sensitivity of the studio to changes in surrounding conditions. Highly-sensitive devices exist for measuring ambient noise and vibration to establish this important baseline. But without permission to record ambient noise and vibration, the baseline cannot be established.

As such, in the absence of an adopted threshold from the Lead Agency, and without any productive input from representatives from EastWest Studios, with respect to understanding the unique noise environment within their structure, the EIR addressed the Proposed Project's potential groundborne vibration impacts using the Federal Railway Administration's vibration impact thresholds.

Furthermore, the commenter relates potential future noise and vibration impacts to the historical value of the EastWest Studios. The historical value of the studio arises from its past association with people and events of importance to the music industry. It is not reasonably foreseeable that temporary disruption of a fraction of the time available for recording at the studio could somehow impact or destroy the historic value of the studio as a place where important past events took place. See Responses 7.35 and 7.40 and the Historic Report set forth in Appendix C to this Final EIR.

COMMENT 7.52

Noise

Unlike residential or other uses where significant noise impacts most commonly result in temporary disturbance or annoyance, an impact to the recording studios will result in them not being able to operate and potentially going out of business if the impact extends for more than a few days. If the studio were to close for more than a few days (especially in this economy) word would quickly spread among the entertainment community, and alternative recording locations would quickly be found by this tight-knit community. Once lost, this type of business is very difficult, if not impossible, to regain. If noise or vibration impacts were to result in the closure of this historic recording studio for more than a few days, Los Angeles could lose an iconic (significant) part of Hollywood history (see discussion of Cultural Resources above).

Sound studios are typically dependent on quiet background noise and vibration levels. EastWest Studios samples various noise sources and sounds with zero background noise. In addition, EastWest Studios provides recording rooms for bands that rely on the studio for a very quiet background environment. Construction activity at the Project site would generate both percussive noise (e.g., clanking of steal beams) and low frequency noise (e.g., steady droning from equipment). Construction activity associated with the proposed Project may result in significant interior noise impacts to EastWest Studios. Existing interior noise levels within EastWest Studios are approximately 23 dBA. Building construction similar to that of the EastWest Studios building typically provides an outdoor to indoor noise attenuation of26 dBA.

An appropriately qualified acoustician with knowledge of recording equipment (some of it dating back to the 1950s) must evaluate this impact so that decisionmakers, the public and the adjacent uses themselves are fully informed as to the impact of this Project.

RESPONSE 7.52

The comment provides no evidence to support its report that the ambient interior noise levels within the studio is 23 dBA. No acoustical analysis form a registered acoustical engineer accompanied the comment letter. Multiple requests for access to measure noise and vibration levels have been rejected. See Response 7.51, above. Also, the commenter correctly states the need for a quiet environment for recording. However, the commenter fails to account for the limited time-of-day and duration that construction may result in potential noise and vibration impacts. See Response 7.41 above.

The noise impacts of the Proposed Project are fully evaluated within Section IV.F of the Draft EIR. It should be noted that the historic significance of the 6000 Sunset Boulevard building is associated with the social events associated with the former recording studios that used to occupy the recording studios at this address. The historical significance of the 6000 Sunset Boulevard structure is not associated with EastWest Studios, which did not occupy the Project Site until 2006. Therefore any impacts to the EastWest Studios operations as a business entity, would not jeopardize the eligibility of the structure to be nominated or listed as a historic structure within the National or California Registers.

COMMENT 7.53

The EastWest Studios building is a unique structure, the acoustics of which have been described as "perfect" by a number of famous, much loved artists - Elvis Presley, Frank Sinatra, Mick Jagger, the Beach Boys, to name but a few. What makes this building so perfect for so many artists is the composite of indoor and outdoor features. The impact of the construction activities - at ground and at elevation as well as the changed acoustics of the Project area on completion of the proposed building must be evaluated by a qualified acoustician familiar with the recording industry and the subtleties of recording sound in the context of artistic sensibilities. Again, the impact on EastWest Studios is an impact to a piece

of Los Angeles history that must be fully understood by decision-makers before they make a decision on this Project.[4]

RESPONSE 7.53

As noted in the responses above, the Applicant has made several offers to conduct interior noise levels within the EastWest Studios to provide facilitate more detailed and accurate noise analyses. Because these offers were rejected, a detailed analysis to determine the extent of impacts to the interior spaces at EastWest Studios could not be provided. See Response 7.35 and the Historic Report set forth in Appendix C to this Final EIR.

COMMENT 7.54

The evaluation of noise impacts from use of the second floor and fifth floor terraces is completely inadequate. The spaces are unusual and the sound must be properly quantified taking into account different sources of sound (crowd, speakers, activities), duration, hours of the day and frequency of activities. In addition the potential for echoes, reverberation and sound magnification as a result of the building configuration must be quantified.

Once identified, the description of activity should be identified as a mitigation measure so that activities are monitored and do not exceed activity levels specified.

RESPONSE 7.54

While the commenter asserts that the noise impacts from use of the second floor and fifth floor terraces is completely inadequate, no evidence to support this claim has been provided.

COMMENT 7.55

The EIR relies on a 3 dBA increase in CNEL as an appropriate threshold for operational noise. However, sudden loud and/or jarring (single event) noises that do not substantially increase time-averaged noise are also significant, especially to sensitive receptors identified in the vicinity of the Project (both residential uses and recording studios). The potential for such noises during construction and operation of the Project must be identified and evaluated, with appropriate mitigation to reduce the potential significance of such noise impacts (appropriate mitigation could include placing limits on the number of outdoor events and hours allowed for use of outdoor spaces).

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[4] *EastWest spent approximately $11 million to purchase and restore the building and historic studios. Since completing restoration, the studios are again in use by the world's top artists. including most recently Eric Clapton, Justin Timberlake, Adele, Andrea Bocelli, Creed, Norah Jones and Ribanna.*

RESPONSE 7.55

The Proposed Project's operational related impacts are appropriately based on the Community Noise Equivalency Level (CNEL) in accordance with the City of Los Angeles CEQA Thresholds Guide. (see page IV.F-12 of the Draft EIR). Construction noise impacts, on the other hand are appropriately evaluated within the context of an A-weighted single noise event (dBA Le_q), and are not based on CNEL. This is due to the fact that construction activities are prohibited between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday and, before 8:00 a.m. or after 6:00 p.m. on Saturday, or anytime on Sunday. Because of this, there is no possibility of a jarring momentary impact during hours that excavation and grading are not taking place—periods of time such as nighttime and weekends—when recording can take place.

COMMENT 7.56

Mitigation Measure F-9 requires notice be given to the adjacent abutting property owners and the recording studios on Gordon Street of various phases of construction. This notice shall be required 90 days in advance of activities and should precisely identify the dates of activity, the hours per day of activity, the types of equipment to be used on each day and the associated noise and vibration levels anticipated. In addition, any lane closures or work in Gordon Street should be similarly noticed. A similar notice should be required for use of the second and fifth floor terraces during Project operation.

RESPONSE 7.56

This comment is noted for the record and will be forwarded to the decision makers for their consideration. As noted in Section II, Additions and Corrections, Mitigation Measure F-9 has been modified to provide additional noticing requirements for recording studios and property abutters. Mitigation Measure F-9 now reads as follows:

F-9 Noticing of the scheduling of various phases of construction shall be submitted to the adjacent recording studios and abutters 90 days in advance of activities and will identify the dates of activity, the hours of activity, types of equipment to be used on each day and the associated noise and vibration levels anticipated. Lane closures on Gordon Street shall be similarly noticed.

In addition Mitigation Measure F-11 has also been modified to provide additional noticing requirements for recording studios and property abutters. Mitigation Measure F-11 now reads as follows:

F-11 The audio system and activities during special events on all outdoor terraces and assembly spaces shall be designed and managed such that the maximum noise levels generated by special events shall not exceed ambient noise level by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Sample noise measurements shall be recorded during the first three special events to demonstrate that acceptable noise levels are achieved. The Project Applicant

shall keep a written log of any noise-related complaints that are received and shall make the necessary corrective actions to effectively satisfy the above noise standards to the satisfaction of the Planning Director and Building and Safety. Noticing of the scheduling of special events and other various uses of the second and fifth level terraces shall be submitted to the adjacent recording studios and abutters 45 days in advance of activities and will identify the dates and type of activity.

COMMENT 7.57

Mitigation Measure F-11 indicates that special events should not result in noise levels exceeding the ambient CNEL by more than 3 dBA. CNEL is a 24-hour time averaged metric. Such a metric is inappropriate for measuring and monitoring activities of relatively short duration. Since special events could happen at odd hours. The mitigated noise level should be specified with respect to ambient noise levels at the time the noise is to occur, not averaged over the day. The mitigation measure should specify that no outdoor activities would be permitted after 10 p.m. and that noise levels should not exceed ambient levels by more than 3 dBA. In the event that noise levels were to exceed this level, immediate closing of the event should be required.

RESPONSE 7.57

The CNEL weighting metric incorporates a 5 dBA noise weighted penalty for noise levels occurring between 7:00 p.m. and 10:00 p.m. and a 10 dBA penalty between the hours of 10:00 p.m. and 7:00 a.m. As such it is the appropriate measurement to account for evening noise events. This method would provide a weighted penalty for events occurring in the evening past 10:00 p.m. As noted in Section II, Additions and Corrections, Mitigation Measure F-11 has been modified to provide additional noticing requirements for recording studios and property abutters. (See response to comment 7.56, above).

COMMENT 7.58

The EIR identifies a residual significant construction noise and vibration impact. However, just how significant this impact could be to EastWest (and other studios) is not identified (see discussion of Cultural Resources above). This information must be provided in the manner indicated above. Insufficient information is provided and mitigation inadequate to determine that operational impacts from the special events would be less than significant after mitigation.

RESPONSE 7.58

The temporary construction impacts have been quantified in both level of anticipated sound and duration. Construction activities are anticipated to generate exterior noise levels between 77 dBA and 86 dBA on an intermittent and sporadic basis throughout the duration of an anticipated 24-month construction process. The most intense noise and vibration impacts would only occur during the first four months of construction during the excavation and earthwork activities.

COMMENT 7.59

In addition the following noise and vibration mitigation should be included in the Project:

- During construction activity, the Project sponsors shall install an acoustical blanket that blocks the line-of-site between the project construction activity (including at elevation) and EastWest studios.
- Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously that causes high noise levels.
- The Project contractor shall use power construction equipment with state-of-the art noise shielding and muffling devices (as identified by a licensed acoustician with appropriate experience and knowledge of state-of-the art construction noise shielding).
- Phasing of demolition, earthmoving and all ground-impacting operations so as to not occur at the same time.
- Use of non-impact demolition and foundation construction techniques and procedures.
- No pile driving shall be used.
- Use of deep saw cuts to create soil discontinuities and thereby minimize vibration transmission.
- Vibration monitoring measurements shall be taken regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.
- An experienced vibration engineer shall be retained and made a member of the Project planning and mitigation monitoring team to plan for and monitor vibration impacts on the adjacent studios during demolition, earthmoving and foundation construction, and structural construction. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

RESPONSE 7.59

Because the Proposed Project may result in potentially significant and unavoidable noise and vibration impacts, CEQA requires that all feasible mitigation measures be included that would substantially reduce or avoid the potential impacts. On the other hand, CEQA does not require that all variations of mitigation measures or all proposed mitigation measures be incorporated into a project. Mitigation measures must be feasible. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. With regard to installing an acoustical blanket that blocks the line-of-sight between the project construction activity and EastWest Studio, the Applicant has determined that it is feasible to install a

temporary sound insulating noise barrier at grade level to further attenuate construction-related noise. Most noise barriers are capable of providing a transmission loss of 30 dBA. See Section II, Additions and Corrections to the Draft EIR.

With regard to the suggestion to schedule construction activities so as to avoid operating several pieces of equipment simultaneously that causes high noise levels, this measure has already been required. See mitigation measure F-6.

With regard to the suggestion to use power construction equipment with state-of-the-art noise shielding and muffling devices (as identified by a licensed acoustician with appropriate experience and knowledge of state-of-the art construction noise shielding), this measure has already been required. See mitigation measure F-4.

With regard to the suggestion to phase demolition, earthmoving and all ground-impacting operations so as to not occur at the same time, demolition and earthmoving will be scheduled to minimize impact on EastWest Studio. With the exception of soil compaction at the bottom of the excavation there are no ground-impacting operations planned. In an effort to reduce the duration of the excavation activities, which will generate the highest level of ground vibration and noise impacts, the Applicant will seek an exception to the permissible hours of hauling to begin at 7:00 a.m. Currently, Mitigation Measure K-2 subpart (ii) requires that hauling be restricted to between the hours of 9:00 a.m. and 4:00 p.m. If hauling activities are allowed to begin at the same time as construction activities (i.e., 7:00 a.m.) the duration of the excavation and hauling process would be shortened significantly minimizing impacts to neighboring properties and businesses. This request however would need to be approved by the office of the mayor, as it is a directive from the mayor's office to restrict hauling activities to off-peak hours.

With regard to the use of non-impact demolition and foundation construction techniques and procedures, no pile driving is proposed. The foundation system has been designed to eliminate a deep foundation system (piles). The soldier beams for the temporary shoring will be drilled and grouted.

With regard to the suggestion to use deep saw cuts to create soil discontinuities and thereby minimize vibration transmission, this measure is not feasible. With the proximity of the building to Gordon Street and the main construction access from the west, there is not a practical way to create an effective below grade separation.

With regard to the other suggestions, the following mitigation measures noted below will be added to the Final EIR. See Section II, Additions and Corrections to the Draft EIR.

Mitigation Measures

F-12 The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

F-13 The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent studios during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent studio owner allows the Applicant to conduct monitoring within the adjacent studio and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

F-14 The Applicant shall install a temporary absorptive insulating sound curtain to a height of 8 feet above grade during the construction period that effectively blocks the line-of-sight between the Project Site and the adjacent EastWest Studios building.

Additionally, in an effort to reduce the duration of the construction period, the Applicant will make reasonable efforts to obtain approval to begin hauling at 7:00 a.m. as opposed to the current prohibition against hauling activities before 9:00 a.m. If the Applicant is successful in getting this restriction removed, beginning hauling at an earlier time would shorten the excavation/earthwork phase by several weeks. (see Additions and Corrections for Section IV.K., Traffic)

COMMENT 7.60

<u>Traffic/Transportation</u>

Page IV.K-16 discusses student internships information (this information should be provided in the Project Description under operational characteristics in order to provide a foundation to this analysis). The source for the information on start times and days of internship is not provided. Without knowing how this information was derived (survey data of a statistically significant number of positions would be preferred), we cannot determine how representative and therefore appropriate it might be. The source for all data and assumptions must be clearly identified and verifiable. The analysis should discuss typical days as well as potential peak days (i.e. are some days more likely to be days that interns work than others). The number of days an intern would work, the hours of internships and how the percentage of interns driving to and from work was derived must be documented and should be based on verifiable empirical data. Given that students would not go to internships every day, it is quite likely that "other" trips could be fairly high. The source of the assumed 10% of students making "other" trips during peak hours should be documented.

As noted above, given the atypical use of the building, survey data to determine trip generation is essential to ensure a reliable estimate.

RESPONSE 7.60

The detailed description of how the college would operate with respect to trip making characteristics of students, faculty, and administrative staff that is contained in the Draft EIR (pages IV.K-16 to IV.K-20) was based on a range of information including:

(1) Spring 2008 Internship Information, Emerson College Los Angeles – which provided information on all internships including location, and days and hours worked, for students at the Burbank facility.

(2) Spring 2008 Class Enrollment Information, Emerson College Los Angeles – which provided information on all classes, times of day, days of week, and class sizes at the Burbank facility.

(3) Spring 2009 Use of Mode Survey, Emerson College Los Angeles, which provided information on ownership and use of cars by all students at the Burbank Facility.

The DEIR (pages IV.K-17 and IV.K-18) does document in detail the number of days that students work, the hours of internships and the mode of travel - based on the information cited above. The trip estimates described in the DEIR were based on that data and take into account the days that students work at internships.

The information cited above identified that the number of students working at internships on any given day ranged from 55% to 64% and averaged 59%. The analysis was based on the typical or average day – an approach that is consistent with accepted practice, and is consistent with the standard source for trip generation data for traffic studies - Trip Generation, 8th Edition, Institute of Transportation Engineers - which identifies average trip rates.

During the peak hours analyzed, the majority of students who are not at internships are expected to be in classes or activities on-site, and so would not make off-site trips. Nevertheless it was considered that some students would make off-site trips in the peak hour, and the estimate of 10% making trips was based on the internship and class schedules cited above.

The trip generation methodology that is described in the DEIR was discussed in detail with LADOT who approved the methodology and the trip estimates.

COMMENT 7.61

The estimate that 94% of students drive alone is discouraging. These students should be encouraged to take transit. Share cars (which should be coupled with reduced parking) are an excellent component of the Project, but they should be coupled with reduced parking and other disincentives to discourage students from driving; a shuttle should be evaluated to circulate students to the various student destinations.

RESPONSE 7.61

The analysis actually assumes that 90% of students will drive – which was a conservative (worse case) estimate for environmental analysis purposes, and is fully explained on pages IV.K-18 and IV.K-19 of the DEIR. The analysis assumed that some students would walk, bike, or take transit. During off-peak hours they are probably more likely to use these modes to local destinations. However, an evaluation of student internships indicated that they were dispersed throughout the greater Los Angeles area, in many different

locations. Because of different class schedules, students are often not able to carpool. It was therefore assumed for purposes of analyzing potential impacts that the majority of students would drive.

It is also a Project goal to provide sufficient on-site parking, such that there would be no parking impacts in the adjacent neighborhood. For this reason the proposed parking supply is tailored to meet both the parking code requirements of the City and to meet the estimated parking demand. Providing less parking could result in neighborhood parking impacts. As stated in the DEIR (page IV/K-19) the College is committed to the use of share cars. While it is certainly possible that the use of share cars would be higher, higher uses were not assumed for the impact analysis.

The proposal that a shuttle service should be evaluated for students is unrealistic. Shuttle services are typically provided either by public operators on an area wide basis for all buildings and land uses (such as the publicly operated LADOT DASH service), or privately for very large buildings/land uses or combinations of such buildings. They are not economically feasible, nor particularly effective, for single buildings that generate a relatively small amount of trips such as the Project. The Project is in fact located on the DASH Hollywood Route, which students can use to get around to local destinations.

COMMENT 7.62

The estimates of faculty and administrative staff trips should be tied in with a more-comprehensive description of how the College would operate (why are no students expected to drive to classes? Would students not be allowed to live off-site?).

RESPONSE 7.62

The Draft EIR (pages IV.K-16 to IV.K-20) contains a detailed description of how the college would operate with respect to trip making characteristics of students, faculty, and administrative staff. As identified in that discussion, students would not drive to classes because all students would live on-site (page IV.K-17). Students would not be allowed to live off-site.

COMMENT 7.63

As one of the more congested intersections in the City, the intersection of Sunset and Vine should analyzed.

RESPONSE 7.63

The number and locations of intersections for analysis was determined in conjunction with, and approved by, LADOT, as those locations were the ones where impacts were most likely given the number of trip generated by the Project. The traffic analysis found no significant impacts would be generated by the Project at any of the intersections studied, indicating that significant impacts would not occur at locations further away from the Project.

COMMENT 7.64

The potential driver distraction impact of the proposed movie screen that would be visible "inverted" to drivers along Sunset Boulevard should be discussed. The recent advent of lighted/animated signs has caused considerable concern with the potential for driver distraction and accidents. This would be of particular concern along Sunset Boulevard where many drivers are young and inexperienced. Recent accident data associated with lighted/moving signage and any exterior movie screens visible from busy highways should be reviewed, summarized and analyzed for applicability to the site.

RESPONSE 7.64

The large, fixed projection screen at the base of the grand stair along Sunset Blvd. has been eliminated from the Proposed Project and replaced by a smaller temporary screen that would be erected only for special events. The walls of the podium structure at the ground level and the two resident towers would block the smaller temporary screen from the viewshed of passing motorists on Sunset Boulevard, so no distractions would be created.

COMMENT 7.65

Finally, the EIR references events that would hold up to 800 persons. The parking and traffic/circulation impacts of fully-attended events must be better analyzed and documented, including to determine whether there will be any significant, unmitigable impacts from this use.

RESPONSE 7.65

In consultation with the City of Los Angeles Department of Building and Safety, the occupancy limits for special events has been decreased to no more than 500 persons, as opposed to 800 persons as stated in the Draft EIR. This change has been noted in Section II, Additions and Corrections to the Draft EIR. Furthermore, it should be noted that the EIR discloses the fact that special events would not occur on a regular basis and are anticipated to occur only 2 days during the year for the Academy Awards and the Emmy's, which are major events for the entertainment arts. As these events would only occur occasionally, the impacts would not be significant.

Special events would typically occur in the evenings or at weekends. Associated traffic would occur mostly during off peak traffic times when background roadway traffic volumes are lower. However, some traffic could occur at peak times depending on start time of event. An event of 500 guests would typically generate between 165 and 200 vehicles (based on typical car occupancies for such events of 2.5 to 3.0 persons per car). The Sunset Gower Studios has indicated they are willing to allow cars for special events to park in their garage on the west side of Gordon Street adjacent to the Project, after 6:0 p.m. on weekdays and at weekends. This garage, which has a capacity of approximately 1,200 spaces could easily accommodate this number of cars, so there would be no parking impacts associated with occasional special events.

COMMENT 7.66

Thank you for your attention to these initial comments. If you have any questions concerning the above, please do not hesitate to contact me.

Very truly yours,

ROBERT P. SILVERSTEIN
FOR
THE SILVERSTEIN LAW FIRM

RESPONSE 7.66

Notwithstanding the fact that this comment letter was submitted to the lead agency over 14 days after the close of the comment period, responses have been provided and incorporated into the Final EIR. These comments will be forwarded to the decision makers for their consideration.

IV. MITIGATION MONITORING AND REPORTING PROGRAM

MMRP PROCEDURES

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a "reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring and Reporting Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Los Angeles is the lead agency for the Proposed Project.

This Mitigation Monitoring and Reporting Program is designed to monitor implementation of all mitigation measures which have been adopted for the proposed Emerson College Los Angeles Center Project. As shown in the following pages, each required mitigation measure for the Project is listed and categorized by impact area, with accompanying discussion of:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored
  - Pre-Construction, including the design phase
  - Construction
  - Operations (post-construction)
- The Implementation Party, the party responsible for implementing the mitigation measure
- The Enforcement Agency, the agency with the power to enforce the mitigation measure.
- The Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

The MMRP for the Emerson College Los Angeles Center Project will be in place throughout all phases of the Project. The City's existing planning, engineering, review and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to the City of Los Angeles shall be at the discretion of the City of Los Angeles. Generally, each report will be submitted to the City of Los Angeles in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The City of Los Angeles in conjunction with the Project Applicant shall assure that project construction occurs in accordance with the MMRP. The South Coast Air Quality Management District (SCAQMD) shall be responsible for the implementation of corrective actions relative to violations of SCAQMD rules associated with mitigation. Departments listed below are all departments of the City of Los Angeles unless otherwise noted.

A. AESTHETICS

A-1 Prior to the issuance of a grading permit, the Project Applicant shall submit a Landscape Plan, prepared by a state-licensed landscape architect, demonstrating all street trees in the public right-of-way meet the requirements of the current Street Tree Division Standards.

Monitoring Phase:	Pre-Construction
Implementation Party:	Applicant, City Planning
Enforcement Agency:	Los Angeles Department of City Planning
Monitoring Agency:	Los Angeles Department of City Planning

A-2: Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Monitoring Phase:	Operation
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

A-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Monitoring Phase:	Operation
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

A-4 Construction equipment, debris and stockpiled equipment shall be enclosed within a fenced or visually screened area to effectively block the line of sight from the ground level of neighboring properties. Such barricades or enclosures shall be maintained in appearance throughout the construction period. Graffiti shall be removed immediately upon discovery.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

A-5: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

A-6: The Proposed Project shall include directional lighting in a manner that is consistent with the CRA/LA's Draft Sunset Improvement Plan and City of Los Angeles Walkability Checklist. The open terraces, exterior balconies and the ground floor parking shall be designed to ensure that lighting does not spill onto adjacent residential properties.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning and CRA/LA
Monitoring Agency: Los Angeles Department of City Planning and CRA/LA

A-7: The Proposed Project's façades and windows shall be constructed or treated with low-reflective materials such that glare impacts on surrounding residential properties and roadways are minimized.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

B. AIR QUALITY

The Applicant shall implement the following required measures, which are measures that are included as inputs into the URBEMIS 2007 computer model to estimate the daily construction emissions associated with the Proposed Project, and are included pursuant to the requirements under SCAQMD Rule 403:

B-1: Water exposed surfaces and unpaved roads (manage haul road) twice a day as required under SCAQMD Rule 403—Fugitive Dust.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: SCAQMD
Monitoring Agency: Los Angeles Department of Building and Safety

B-2: The Applicant's contractors shall reduce speed on unpaved roads to less than 15 mph.

Monitoring Phase: Construction

Implementation Party: Applicant
Enforcement Agency: SCAQMD
Monitoring Agency: Los Angeles Department of Building and Safety

B-3: The Applicant's contractors shall provide water to stabilize material while loading/unloading to reduce fugitive dust emissions.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: SCAQMD
Monitoring Agency: Los Angeles Department of Building and Safety

Project Mitigation Measures

B-4: The Project Applicant shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for an extended period of time (i.e., 5 minutes or longer).

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

B-5: The Project Applicant shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

B-6: The Project Applicant shall use late model heavy-duty diesel-powered equipment at the Project Site to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks).

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

B-7: The Project Applicant shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the Project Site would be equipped with diesel oxidation catalysts to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the Site).

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

B-8: The Project Applicant shall limit truck and equipment idling time to five minutes or less.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

C. GEOLOGY/SOILS

C-1: Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

a) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

b) Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

c) Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

Monitoring Phase:	Pre-Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

C-2: The design and construction of the Project shall conform to the Uniform Building Code seismic standards and in accordance with the recommendations provided in The Geotechnical Feasibility Study, Proposed Emerson College Site, 5950-5960 West Sunset Boulevard, Los Angeles, California, prepared by Ninyo & Moore, Geotechnical and Environmental Sciences Consultants, dated March 7, 2008, as approved by the Department of Building and Safety.

Monitoring Phase:	Pre-Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

C-3: The Applicant shall conduct pre-construction surveys of the adjacent properties, including 5936-5946 West Sunset Boulevard, 1471 Tamarind Place, 1469 Tamarind Avenue, 1467 Tamarind Avenue, 1463 Tamarind Avenue, 1453 Tamarind Avenue and 1457 Gordon Street with the approval of the affected property owners prior to the start of the planned construction. Additionally, West Sunset Boulevard and Gordon Street should be surveyed where they are adjacent to the Project Site. The preconstruction surveys should include survey video, color photography, and summary reports.

Monitoring Phase:	Pre-Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of Building and Safety
Monitoring Agency:	Los Angeles Department of Building and Safety

C-4: A geotechnical instrumentation program shall be designed and executed during construction. The purpose of the geotechnical instrumentation program is to assess predictions of soil and structure behavior, provide documented performance for the Owner's records, monitor and document the Contractor's performance, provide early warning of problems, and aid assessments of the need for measures to mitigate unacceptable movements. Recommended geotechnical instrumentation includes the following:

- Offset survey points and reference points to measure horizontal and vertical movements of the excavation support system, adjacent buildings, structures and

streets relative to initial locations (i.e., prior to/immediately following installation of the excavation support system).

- Engineering seismographs to measure vibrations at adjacent buildings.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

D. HAZARDOUS MATERIALS / RISK OF UPSET

D-1: Prior to site clearing at the Project Site, a soil management plan shall be prepared to address how localized area(s) of impacted soil, if encountered during Site development, are to be monitored, excavated from the Site, and disposed of in accordance with applicable regulatory standards. In the event that contaminated soils are identified on-site, appropriate remediation steps such as soil removal and disposal shall be taken and a No Further Action letter shall be obtained by the LARWQCB and submitted to the City of Los Angeles Department of Building and Safety prior to construction of the building's foundation.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

D-2: The Proposed Project shall maintain appropriate fire and police access to the Project Site by keeping driveways and/or alternative accessways clear of construction equipment, building material, and debris during the construction process.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: LAFD, LAPD, and Los Angeles Department of City Planning
Monitoring Agency: LAFD, LAPD, and City Planning

D-3: The Project Applicant shall prepare and submit an emergency response plan for approval by the City of Los Angeles Planning Department and the City of Los Angeles Fire Department. The emergency response plans shall include, but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant

Enforcement Agency: LAFD and Los Angeles Department of City Planning
Monitoring Agency: LAFD and Los Angeles Department of City Planning

E. HYDROLOGY/WATER QUALITY

E-1: The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Department of City Planning and Stormwater Division of Bureau of Sanitation binding the owners to post construction maintenance of the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan or as per the manufacturer's instructions.

Monitoring Phase: Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Bureau of Sanitation
Monitoring Agency: Los Angeles Bureau of Sanitation

E-2: The Project Applicant shall obtain all necessary permits from the RWQCB prior to the installation of a temporary and/or permanent dewatering system, if such a system is determined to be necessary for development of the Proposed Project. Procurement of all applicable RWQCB permits will ensure the quality of groundwater discharged into the surrounding storm drain or sewer infrastructure.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Bureau of Sanitation and RWQCB
Monitoring Agency: Los Angeles Bureau of Sanitation and RWQCB

E-3: All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials, including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Bureau of Sanitation and Department of Building and Safety
Monitoring Agency: Los Angeles Bureau of Sanitation and Department of Building and Safety

E-4: Leaks, drips, spills, and contaminated soil shall be cleaned immediately to prevent contamination from entering into the storm drains.

Monitoring Phase: Construction, Operations

Implementation Party: Applicant
Enforcement Agency: Los Angeles Bureau of Sanitation and Department of Building and Safety
Monitoring Agency: Los Angeles Bureau of Sanitation and Department of Building and Safety

E-5: Hosing down of pavement at material spills shall be prohibited. Dry cleanup methods shall be used whenever possible.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

E-6: Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or covered with tarps or plastic sheeting.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

E-7: Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

E-8: All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

E-9: The Project Applicant shall implement BMPs to treat the first ¾ inch of rainfall in a 24-hour period or the first flush. The design of structural BMPs shall be in accordance with the City's Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard shall be required.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

E-10: Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.

Monitoring Phase: Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

E-11: Trees and other vegetation shall be maximized by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. Compliance with this measure will increase the retention and filtration of surface water runoff and conserve water.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

E-12: Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, shall be incorporated as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. (Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe.) Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after each significant rain.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

E-13: All storm drain inlets and catch basins within the Project area shall be stenciled with messages and/or graphical icons that discourage the dumping of improper materials into the storm drain system (such as "NO DUMPING - DRAINS TO OCEAN"). Legibility of stencils and signs shall be maintained. (Prefabricated stencils can be obtained from the Department of Public Works, Stormwater Management Division.)

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

E-14: Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works and Department of Building and Safety
Monitoring Agency: Department of Public Works and Department of Building and Safety

E-15: Storage areas shall be paved and sufficiently impervious to contain leaks and spills.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works and Department of Building and Safety
Monitoring Agency: Department of Public Works and Department of Building and Safety

E-16: Storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works and Department of Building and Safety
Monitoring Agency: Department of Public Works and Department of Building and Safety

E-17: Drainage from roofs and pavement shall be diverted around the trash container areas.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works and Department of Building and Safety
Monitoring Agency: Department of Public Works and Department of Building and Safety

E-18: Trash container areas shall be screened or walled to prevent off-site transport of trash.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works and Department of Building and Safety
Monitoring Agency: Department of Public Works and Department of Building and Safety

E-19: Runoff shall be treated prior to release into the storm drain. (Three types of treatments are available, (1) dynamic flow separator; (2) filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and is located underground. Filtration involves catch basins with filter inserts. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.) If utilized, filter inserts shall be inspected every six months and after major storms, and shall be cleaned at least twice a year.

Monitoring Phase:	Construction, Operations
Implementation Party:	Applicant
Enforcement Agency:	Department of Public Works
Monitoring Agency:	Department of Public Works

E-20: Any connection to the sanitary sewer shall require authorization from the Bureau of Sanitation.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Public Works and Bureau of Sanitation
Monitoring Agency:	Department of Public Works and Bureau of Sanitation

E-21: The subterranean and above-grade parking lot areas shall include oil and grease separator traps to filter on site contaminants and prevent increased contamination of the City's storm drain system.

Monitoring Phase:	Operations
Implementation Party:	Applicant
Enforcement Agency:	Department of Public Works
Monitoring Agency:	Department of Public Works

F. NOISE

F-1: The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. The Project shall also comply with Sections 112.01 and 112.06 of the LAMC relating to amplified music and places of public entertainment.

Monitoring Phase:	Construction, Operation
Implementation Party:	Applicant
Enforcement Agency:	LAPD and Department of Building and Safety
Monitoring Agency:	LAPD and Department of Building and Safety

F-2: Construction and site clearing shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety and LAPD
Monitoring Agency:	Department of Building and Safety and LAPD

F-3: The Project shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which ensure an acceptable interior noise environment. Specifically, the Project Applicant or its contractor shall submit an acoustical report prior to the issuance of building permits that demonstrates that the proposed building design and materials would ensure that interior noise levels attributable to exterior sources are no greater than 45 dBA CNEL.

Monitoring Phase:	Construction, Operation
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

F-4: All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

F-5: Noise construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

F-6: To the maximum extent feasible, the use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized.

Monitoring Phase: Construction

Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

F-7: If noise levels from construction activity are found to exceed 75 dBA at the property line of and adjacent property and construction equipment is left stationary and continuously operating for more than one day, a temporary noise barrier shall be erected between the noise source and receptor.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

F-8: An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

F-9: Noticing of the scheduling of various phases of construction shall be submitted to the adjacent recording studios and property abutters 90 days in advance of activities and will identify the dates of activity, the hours of activity, types of equipment to be used on each day and the associated noise and vibration levels anticipated. Lane closures on Gordon Street shall be similarly noticed.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

F-10: Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, Department of City Planning

Monitoring Agency: Department of Building and Safety, Department of City Planning

F-11: The audio system and activities during special events on all outdoor terraces and assembly spaces shall be designed and managed such that the maximum noise levels generated by special events shall not exceed ambient noise level by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Sample noise measurements shall be recorded during the first three special events to demonstrate that acceptable noise levels are achieved. The Project Applicant shall keep a written log of any noise-related complaints that are received and shall make the necessary corrective actions to effectively satisfy the above noise standards to the satisfaction of the Planning Director and Building and Safety. Noticing of the scheduling of special events and other various uses of the second and fifth level terraces shall be submitted to the adjacent recording studios and property abutters 45 days in advance of activities and will identify the dates and type of activity.

Monitoring Phase: Operation
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, City Planning
Monitoring Agency: Department of Building and Safety, City Planning

F-12 The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, Monitoring Consultant, Department of City Planning
Monitoring Agency: Department of Building and Safety, Monitoring Consultant, Department of City Planning

F-12 The Applicant shall retain a qualified vibration consultant to take vibration monitoring measurements regularly in order to assess the actual impact of vibration on adjacent structures and to incorporate and adjust techniques as necessary to reduce impact.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, Monitoring Consultant, Department of City Planning
Monitoring Agency: Department of Building and Safety, Monitoring Consultant, Department of City Planning

F-13 The Applicant shall retain an experienced vibration engineer to plan for and monitor vibration impacts on the adjacent studios during site clearing, earthmoving and foundation construction, and structural construction, to the extent that the adjacent studio owner allows the Applicant to conduct monitoring within the adjacent studio and to understand the baseline vibration impacts prior to site-clearing. The engineer shall insure the incorporation of maximum vibration mitigation into every phase of Project development.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety, City Planning
Monitoring Agency:	Department of Building and Safety, City Planning

F-14 The Applicant shall install a temporary absorptive insulating sound curtain to a height of 8 feet above grade during the construction period that effectively blocks the line-of-sight between the Project Site and the adjacent EastWest Studios building.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety, City Planning
Monitoring Agency:	Department of Building and Safety, City Planning

G. POPULATION AND HOUSING

As the Proposed Project would have a less-than-significant impact on population and housing, no mitigation measures are required.

H. LAND USE AND PLANNING

With respect to temporary land use compatibility impacts associated with construction-related air quality emissions, construction noise, and partial sidewalk and roadway lane closures, mitigation measures have been identified in the respective chapters of the EIR. (See the Mitigation Measures provided herein for Air Quality, Noise, and Traffic and Transportation.)

With respect to operational impacts, the Proposed Project cannot be approved as proposed without approval of the requested discretionary and legislative actions. No mitigation measures are required.

I. PUBLIC UTILITIES

Water

I-1: The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount

of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). In addition, the Department of Water and Power requires the following conservation measures for all new development in the City of Los Angeles:

- High efficiency toilets (1.28 gallons per flush or less, includes dual flush);
- High efficiency urinals (0.5 gallons per flush or less, includes waterless);
- Restroom faucet flow rate of 1.5 gallons per minute or less;
- Public restroom self-closing faucets;
- Showerhead flow rate of 2.0 gallons per minute or less;
- Limit of one showerhead per shower stall;
- High efficiency clothes washers (water factor of 6.0 or less);
- High efficiency dishwashers (Energy Star rated);
- Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible
- Cooling towers must be operated at a minimum of 5.5 cycles of concentration;
- Require onsite water recycling systems for wastewater discharge for commercial laundries, dye houses, food processing, certain manufacturing operations, etc. (subject to a payback threshold of five years or less). Mandate water recycling system for all new car wash facilities.
- Strict prohibition of single-pass cooling;
- Note: Single pass cooling refers to the use of potable water to extract heat from process equipment
- Irrigation system requirements:
    - Weather-based irrigation controller with rain shutoff;
    - Flow sensor and master valve shutoff (large landscapes);
    - Matched precipitation (flow) rates for sprinkler heads;

- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;
- Use of landscape contouring to minimize precipitation runoff;

- Metering:
  - All commercial spaces require individual metering and billing for water use;
  - All irrigated landscapes of 5,000 square feet or more require separate metering or submetering;
- Mandated use of recycled water (where available) for appropriate end uses (irrigation, cooling towers, sanitary);

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP

Wastewater

No Mitigation Measures are required.

Energy

I.3-1: The Proposed Project shall meet or exceed all Title 24 energy conservation requirements as they apply in the City of Los Angeles.

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-2: Built-in appliances, refrigerators, and space-conditioning equipment shall exceed the minimum efficiency levels mandated in the California Code of Regulations.

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-3: The Project Applicant shall install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces that provides the following:

- A variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;
- A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;
- Sequentially staged operation of air-conditioning equipment in accordance with building demands; and
- The isolation of air conditioning to any selected floor or floors.

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-4: The Project shall be designed in a manner that utilizes Cascade (i.e., passively transferred) ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be passively transferred from occupied space to corridors and then to mechanical spaces before being exhausted.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-5: The Applicant shall incorporate a recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, shall be used to reduce cooling loads in warm weather.

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-6: The Applicant shall install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

Monitoring Phase: Pre-Construction

Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-7: The Applicant shall ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, building entrances shall be designed with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-8: The Applicant shall conduct a performance check of the installed space-conditioning system prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-9: Exterior walls shall be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls shall be finished with light-colored materials to reflect more light and, thus, increase lighting efficiency.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-10: White, high albedo, and reflective material shall be used for roofing in order to meet California standards for reflectivity and emissivity to reject heat.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-11: Thermal insulation that exceeds requirements established by the California Code of Regulations shall be installed in walls and ceilings.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-12: Window systems shall be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-13: The Project Applicant shall install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-14: The Project Applicant shall install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Reflectors shall be used to direct maximum levels of light to work surfaces.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-15: The Project Applicant shall install photosensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-16: The Project Applicant shall install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-17: The Project Applicant shall install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-18: Mechanical systems (HVAC and lighting) in the building shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

Monitoring Phase: Pre-Construction, Construction, Operation
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-19: The Project Applicant shall incorporate windowless walls or passive solar inset of windows into the Project for appropriate exposures.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

I.3-20: Design Project shall focus pedestrian activity within sheltered outdoor areas.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: LADWP, Department of Building and Safety
Monitoring Agency: LADWP, Department of Building and Safety

Solid Waste

I.4-1: The Project Applicant shall develop a construction and site clearing debris recycling program to divert construction related solid waste and site clearing debris from area landfills.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant

Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

I.4-2: The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all new development projects.

Monitoring Phase: Pre-Construction, Operation
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

J. PUBLIC SERVICES

Police Services

J.1-1: The Project shall erect temporary fencing around the Project Site during construction activities to secure the Project Site and discourage trespassers.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, LAPD
Monitoring Agency: LAPD, Department of Building and Safety

J.1-2: The Project Applicant shall employ security guards to monitor and secure the Project Site after hours during the construction process to secure the site and deter any potential criminal activity.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, LAPD
Monitoring Agency: LAPD

J.1-3: The Project Applicant shall develop and implement a Security Plan in consultation with the LAPD outlining the security services and features to be provided in conjunction with the Proposed Project. The plan shall be coordinated with the LAPD and a copy of said plan shall be filed with the LAPD Central Bureau Commanding Officer. Said security plan may include some or all of the following components:

i. Provisions for an on-site private security force for the mixed-use trade school. Through individual lease agreements for the proposed trade school/retail uses, private on-site security services shall provide a 24-hour presence. Security officers shall be

responsible for patrolling all common areas including the back service corridors and alleys, parking garages, and stairwells.

ii. The parking garage shall be fitted with emergency features such as closed circuit television (CCTV) or emergency call boxes that would provide a direct connection with the on-site security force or the LAPD 911 emergency response system.

iii. The proposed security plan shall incorporate low-level and directional security lighting features to effectively illuminate project entryways, seating areas, lobbies, elevators, service areas, and parking areas with sufficient illumination and minimum dead space to eliminate areas of concealment. Full cut-off fixtures shall be installed that minimize glare from the light source and provide light downward and inward to structures to maximize visibility.

Monitoring Phase:	Pre Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of Building and Safety, LAPD
Monitoring Agency:	Department of Building and Safety, LAPD

Fire Protection

J.2-1 All requirements of LAMC Section 57.09.06, pertaining to the installation of automatic sprinkler systems in high-rise structures shall be followed.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	LAFD, Department of Building and Safety
Monitoring Agency:	LAFD, Department of Building and Safety

J.2-2 Fire Department access shall remain clear and unobstructed at all times during the construction period.

Monitoring Phase:	Construction
Implementation Party:	Applicant
Enforcement Agency:	LAFD, Department of Building and Safety
Monitoring Agency:	LAFD, Department of Building and Safety

J.2-3 Access for Fire Department apparatus and personnel to and into all structures shall be required.

Monitoring Phase:	Construction, Operation
Implementation Party:	Applicant
Enforcement Agency:	LAFD, Department of Building and Safety

Monitoring Agency: LAFD, Department of Building and Safety

J.2-4 The Proposed Project shall comply with all applicable State and local codes and ordinances, and guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan for the City of Los Angeles.

Monitoring Phase: Construction, Operation
Implementation Party: Applicant
Enforcement Agency: LAFD, Department of Building and Safety
Monitoring Agency: LAFD, Department of Building and Safety

J.2-5 The Applicant shall submit an emergency response plan for approval by the decision maker and the Fire Department. The emergency response plans shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: LAFD, Department of Building and Safety
Monitoring Agency: LAFD, Department of Building and Safety

J.2-6 The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: LAFD, Department of Building and Safety
Monitoring Agency: LAFD, Department of Building and Safety

Schools

J-3-1 The Project applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project Area.

Monitoring Phase: Operations
Implementation Party: Applicant

Enforcement Agency: Department of Building and Safety, LAUSD
Monitoring Agency: Department of Building and Safety, LAUSD

J.3-2: School Pedestrian/Traffic Safety Access

- Maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.
- Install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Not haul past affected school sites, except when school is ***not*** in session. If that is infeasible, not haul during school arrival and dismissal times.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety, LAUSD
Monitoring Agency: Department of Building and Safety, LAUSD

Parks and Recreation

IV.J-4.1: The Applicant shall provide adequate space for bicycle storage on site and shall operate a free bicycle share program with a minimum of 10 bicycles for its registered students and faculty to share free of charge.

Libraries

No mitigation measures are required.

K. TRAFFIC/ TRANSPORTATION/ PARKING

K-1 In order to mitigate the potential temporary traffic impacts of any necessary lane and/or sidewalk closures during the construction period, the Project Applicant shall, prior to construction, develop a Construction Traffic Control/Management Plan to be approved by LADOT to minimize the effects of construction on vehicular and pedestrian circulation and assist in the orderly flow of vehicular and pedestrian circulation in the area of the Project. The Plan shall include temporary roadway striping and signage for traffic flow as necessary, as well the identification and signage of alternative pedestrian routes in the immediate vicinity of the Project if necessary.

Monitoring Phase:	Pre- Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	LADOT
Monitoring Agency:	LADOT

K-2 Prior to the issuance of a grading permit, the Project Applicant shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the Project Applicant to the following haul route conditions:

i All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

ii Hours of operation shall be from 9:00 A.M. to 4:00 P.M., unless approval is obtained by the Mayor's office and LADOT to begin hauling at 7:00 A.M. If approval is granted the hours of operation shall be from 7:00 A.M. to 4:00 P.M.

iii Days of the week shall be Monday through Saturday. No hauling activities are permitted on Sundays or Holidays.

iv Trucks shall be restricted to 18-wheel dump trucks or smaller.

v The Traffic Bureau of the Los Angeles Police Department shall be notified prior to the start of hauling (213.485.3106).

vi Streets shall be cleaned of spilled materials at the termination of each work day.

vii The final approved haul routes and all the conditions of approval shall be available on the job site at all times.

viii The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

ix Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

x All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

xi All trucks are to be watered at the job site to prevent excessive blowing dirt.

xii All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.

xiii The Project Applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.

xiv All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.

xv "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

xvi One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the Project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of "Work Area Traffic Control Handbook."

xvii The City of Los Angeles, Department of Transportation, telephone 213.485.2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along the route.

xviii Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting the Street Use Inspection Division at 213.485.3711 before the change takes place.

xix The permittee shall notify the Street Use Inspection Division, 213.485.3711, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.

xx A surety bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued

by the Central District Engineering Office, 201 N. Figueroa Street, Room 770, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 977-6039.

Monitoring Phase:	Pre- Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	LADOT
Monitoring Agency:	LADOT

K-3 In order to mitigate potential parking impacts from construction workers the Project Applicant shall, prior to commencing construction, develop a Construction Parking Plan requiring construction workers to park off-street and not use on-street parking spaces. The Project contractor shall develop a temporary off-street parking plan to ensure a sufficient supply of off-street spaces is provided for the construction workers.

Monitoring Phase:	Pre- Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of City Planning

V.C. CULTURAL RESOURCES

Archaeological Resources

IV.C-1 If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:

a. The services of an archaeologist shall be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

d. Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton
800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to obtaining a grading permit.

Monitoring Phase:	Pre- Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of City Planning

Paleontological Resources

V.C-2: If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

a. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to obtaining a grading permit.

Monitoring Phase:	Pre- Construction, Construction
Implementation Party:	Applicant
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of City Planning