Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

April 23, 2013

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

PROJECT NO. TR068565-(3)
NBC UNIVERSAL EVOLUTION PLAN
SPECIFIC PLAN CASE NO. 200700001
PLAN AMENDMENT NO. 200700001
ZONE CHANGE NO. 200700001
DEVELOPMENT AGREEMENT NO. 200700001
APPLICANT: UNIVERSAL CITY STUDIOS LLC
100 UNIVERSAL CITY PLAZA
UNIVERSAL CITY, CA 91608
UNIVERSAL CITY ZONED DISTRICT
(THIRD SUPERVISORIAL DISTRICT) (3 VOTES)

SUBJECT

The applicant, Universal City Studios, LLC, ("Applicant") is proposing what is called the NBC Universal Evolution Plan Alternative 10 – No Residential Alternative ("Alternative 10"). This environmentally superior alternative eliminates the 2,937 units of residential housing initially proposed by the applicant. Alternative 10 analyzes a wide array of media and entertainment uses, subject to new regulations governing the future studio, theme park, hotel, and entertainment operations of Universal City within both City of Los Angeles ("City") and County of Los Angeles ("County") jurisdiction. Alternative 10 provides for significant investment and expansion of employment at Universal City Studios in the media, tourism and hospitality sectors of the regional economy. The Applicant is requesting approval of a Specific Plan for proposed development on approximately 323 acres; a Plan Amendment from Category I (Major Industrial) and C (Major Commercial) to SP (Specific Plan), removal of the east/west road extension of Forest Lawn Drive and a northerly extension of Forman Avenue from the County Highway Plan, and re-designation on the Urban Form Policy Map from Multipurpose Center 3 (lesser intensity) to Multipurpose 2 (greater intensity); and a Development Agreement to establish public benefits greater than those provided by the project alone

and to provide vested rights to the applicant for the 25 year life of the Development Agreement. The Regional Planning Commission (Commission) conducted a public hearing on this matter on February 27, 2013. At this meeting, the Commission considered a Certified Environmental Impact Report (EIR) prepared by the City of Los Angeles (City) and the County of Los Angeles (County) by way of a Memorandum of Understanding (MOU) with the City as Lead Agency and the County as Responsible Agency, adopted the County's California Environmental Quality Act (CEQA) Findings of Fact, Statement of Overriding Considerations (SOC), and Mitigation Monitoring and Reporting Program (MMRP) and adopted resolutions recommending approval of the entitlements requested above at the February 27, 2013, public hearing. The project has been called for review by your Board due to the Specific Plan, Plan Amendment, Zone Change, and Development Agreement requested.

IT IS RECOMMENDED THAT YOUR BOARD; AFTER THE PUBLIC HEARING:

1. Review and consider the information contained in the Environmental Assessment No. 200700014 Certified Final EIR SCH No. 2007071036, adopt the Findings of Fact and SOC in accordance with the CEQA for Project No. TR068565-(3), and approve Specific Plan No. 200700001, General Plan Amendment No. 200700001, Zone Change No. 200700001, and Development Agreement No. 200700001.

2. Determine that the provisions of the Specific Plan and required mitigation measures, discussed in the Final EIR and MMRP, reduce the project's significant environmental effects to less-than-significant levels except for certain specified unavoidable effects, which have been reduced to an acceptable level and are outweighed by the benefits of the project as identified in the CEQA Findings of Fact and SOC and the terms of the Development Agreement for the NBC Universal Evolution Plan.

3. Consider the Final EIR and adopt the CEQA Findings of Fact, SOC, and MMRP for the NBC Universal Evolution Plan.

4. Indicate the Board's intent to approve Specific Plan No. 200700001, General Plan Amendment No. 200700001, Zone Change No. 200700001, and Development Agreement No. 200700001.

5. Instruct County Counsel to prepare the final documents for these entitlements and bring back to the Board for its consideration at a future Board meeting.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The applicant proposes to develop a 323-acre project site through a Specific Plan to construct and regulate approximately 1.9 million square feet of net new uses (after demolition) including studio, studio office, office, entertainment (including theme park and tram tour), entertainment retail, hotel, and amphitheater uses. The proposal requires amendments to the Los Angeles Countywide General Plan (General Plan) to amend the Land Use Policy Map to establish the Universal Studios Specific Plan to regulate the development of the project site and amend the Highway Plan to delete planned roadways no longer needed and change the Urban Form Policy Designation from a moderate intensity to a higher intensity of multipurpose uses.

Implementation of Strategic Plan Goals

The proposed project promotes the following Strategic Plan Goals:

Community and Municipal Services
The project provides a proposed 1,888,540 square feet of studio, studio office, office, entertainment, entertainment retail, hotel, and amphitheater space which will provide an investment into media, entertainment, and tourism jobs and services for the region. Utilities, infrastructure, and police and sheriff services would be expanded to service the project. The Development Agreement associated with the project includes additional public benefits, such as committed funds for planning and construction of a bike path along the Los Angeles River adjacent to Universal City and additional landscaping and buffering provisions for certain neighboring communities.

FISCAL IMPACT/FINANCING

Adoption of the proposed Specific Plan and General Plan amendment, as well as the approval of the Zone Change and Development Agreement, should not result in any significant costs to the County as the project will construct adequate infrastructure to serve the project and, through payment of connection and service fees, will cover its fair share to develop new infrastructure as determined to be necessary. No request for financing is being made. As part of the Project, the developer anticipates an additional hotel, office buildings, and improvements to the theme park and CityWalk retail that have the potential for generating additional revenue for the County, including sales tax, property tax, and transient occupancy tax.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On November 14, 2012, the City as Lead Agency certified the EIR in accordance with CEQA.

On February 27, 2013, the Commission conducted a public hearing for the NBC Universal Evolution Plan with its associated entitlements. The Commission opened the public hearing and took public testimony. At that time, the Commission found that there were overriding public benefits associated with approval of the Specific Plan and Development Agreement; including, among others, designation of large buffer areas and landscaping to further screen development from neighbors and retain undeveloped hillside for views from the adjacent freeway and streets, provide lighting and sound attenuation regulations stricter than existing County Code, and commit funds to plan and construct a bike path along the Los Angeles River adjacent to Universal City.

At the conclusion of testimony, the Commission expressed appreciation to staff and the applicant's team for addressing community concerns prior to the hearing and working out mitigation measures, Specific Plan provisions, and Development Agreement terms favorable to protecting neighborhoods surrounding the project site. The Commission discussed various issues presented at the public hearing and then closed the public hearing and unanimously voted to recommend consideration of the Final EIR to the Board of Supervisors to adopt the MMRP, CEQA Findings of Fact and SOC, and adopt resolutions recommending approval of the subject Specific Plan as amended, Plan Amendment, Zone Change, and Development Agreement as amended.

ENVIRONMENTAL DOCUMENTATION

An EIR was prepared and certified by the City as Lead Agency with the County acting as Responsible Agency. Through a MOU with the City, the County fully participated in joint preparation of the EIR to evaluate the potential environmental impacts of project development proposed in both jurisdictions. The Department of City Planning in consultation with the County's Department of Regional Planning (Department), determined by way of an Initial Study, identified in the Notice of Preparation sent to agencies that an EIR was necessary for the project. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the project would result in the following significant and unavoidable impacts to the environment: traffic/access-traffic/circulation, noise (construction), air quality, and solid waste.

Joint-Jurisdiction Public Meeting
A joint-jurisdiction public meeting was held on December 13, 2010, by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located at 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during the public review period of the Draft EIR. Representatives from the Department, the City Planning Department, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR.

Alternative 10 – No Residential Alternative
The original project included 2,937 residential units and associated neighborhood-serving commercial uses proposed to be located within the City's jurisdiction. In response to comments on the Draft EIR an additional project alternative, Alternative 10, was included in the Final EIR. All of the proposed 2,937 residential units were withdrawn from the project, along with the associated neighborhood commercial development, and a second 450,000 square-foot hotel (500-room) and 222,000 square feet of additional commercial development were included in the project. The City, as the Lead Agency, determined that Alternative 10 was the environmentally superior alternative and was determined to be the project pursuant to CEQA. Alternative 10 eliminated the residential portion of the project presented in the Draft EIR and added a lesser amount of development to other uses already proposed, such as studio, office, hotel, and entertainment. The Final EIR incorporated Alternative 10, and the City certified the Final EIR and adopted the MMRP, CEQA Findings of Fact, and SOC for the project. The SOC indicated that the benefits of the project outweigh the remaining significant impacts after all Project Design Features and Mitigation Measures had been incorporated. The Commission considered the merits of the project and the Lead Agency's decision and concurred that Alternative 10 was the environmentally superior alternative and recommends the Board approve the project as defined by Alternative 10.

County MMRP, CEQA Findings of Fact, and SOC
CEQA allows Responsible Agencies to consider a Certified EIR and to prepare an MMRP, CEQA Findings of Fact, and SOC for the portion of the project located within the Responsible Agency's jurisdiction.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Action on the proposed Specific Plan, General Plan Amendment, Zone Change, and Development Agreement requests is not anticipated to have a negative impact on current services, as the applicant will construct adequate infrastructure to serve the project and, through payment of connection and service fees, the project will cover its fair share to develop new infrastructure as determined to be necessary.

Respectfully submitted,

Richard J. Bruckner
Director

RJB:JS:SZD:KKS:lm

Attachments:

1. Environmental Assessment No. 200700014 Certified EIR SCH No. 2007071036 (discs)
2. RPC Hearing Package (disc)
3. Universal Studios Specific Plan and Guidelines with RPC Directed Changes
4. Four Resolutions with RPC Proceedings Added
5. Revised Development Agreement

c: Executive Office, Board of Supervisors
Assessor
Chief Executive Office
County Counsel
Public Works

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

February 28, 2013

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Universal City Studios LLC
100 Universal City Plaza
Universal City, CA 91608

Regarding: PROJECT NO. TR068565-(3)
SPECIFIC PLAN NO. 200700001
PLAN AMENDMENT NO. 200700001
ZONE CHANGE NO. 200700001
DEVELOPMENT AGREEMENT NO. 200700001
ENVIRONMENTAL ASSESSMENT NO. 200700014 CERTIFIED EIR SCH NO. 2007071036
PROJECT SITE ADDRESS: 100 Universal City Plaza, Universal City, Ca 91608

Dear Applicant:

The Regional Planning Commission, by its action of February 27, 2013, is recommending **APPROVAL** of the above described legislatve matters to the Los Angeles County Board of Supervisors and considered the above mentioned Certified EIR. The attached documents contain the Regional Planning Commission's adopted resolutions relating to the these actions. Please carefully review each resolution.

Please be advised that all entitlements associated with the legislative matters are automatically called up for review by the Board of Supervisors. Therefore, final action has not been taken on these matters and no appeal is available at this stage. The Executive Office of the Board of Supervisors will provide notice of a future public hearing on this matter.

For further information pertaining to these approvals and approval recommendation, please contact Mr. Kim Szalay in the Special Projects Section at (213) 974-4876 or e-mail at kszalay@planning.lacounty.gov .

Sincerely,

Richard J. Bruckner
Director

Samuel Z. Dea, Supervising Regional Planner
Special Projects Section

Enclosures: Adopted Resolutions, Affidavit (Permittee's Completion)
c: BOS; Testifiers

SD:KKS

Please complete and return to:
Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, California 90012

AFFIDAVIT OF ACCEPTANCE

STATE OF CALIFORNIA }ss
COUNTY OF LOS ANGELES

REGARDING: PROJECT NO. TR068565-(3)
SPECIFIC PLAN NO. 200700001
100 Universal City Plaza, Universal City, CA 91608
APN(S): 2424-043-019, 2424-043-020, 2424-043-021, 2424-043-022, 2424-043-024, 2424-044-009, 2424-044-023, 2424-045-009

Universal Studios LLC hereby states:

Universal Studios LLC is the owner of the property described above. Universal Studios LLC is aware of and accepts the provisions of the Universal Studios Specific Plan (Ordinance No. _____) as those provisions were set forth in the Universal Studios Specific Plan adopted on [date]. Nothing in this affidavit shall limit the Universal Studios Specific Plan property owner(s) from challenging or defending the application of any provision of the Universal Studios Specific Plan, or challenging the constitutionality or enforceability of any amendment or modification to the initially adopted Universal Studios Specific Plan.

Executed this _____ day of _____ ,20 _____

I/We declare under the penalty of perjury that the foregoing is true and correct.

Signature must be acknowledged by a Notary Public. Affix seal or appropriate acknowledgements.

Owner's Name: Universal Studios LLC

Address: 100 Universal City Plaza

City, State, Zip: Universal City, CA 91608

Signature: _____

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO THE ADOPTION OF SPECIFIC PLAN NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 8 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65450) provides for the adoption of a specific plan after a local jurisdiction has adopted a general plan, in order to provide for the systematic implementation of the general plan for all or part of the area covered by that general plan; and

WHEREAS, the County of Los Angeles ("County") adopted a Countywide General Plan ("General Plan") in November 1980, which General Plan has been periodically updated and amended since that time; and

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations (3 acres) from the County to the City of Los Angeles ("City") plus detachments (30 acres) from the City to the County, for a net 27 acres from the City to the County for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet), is collectively referred to as the "Project"; and

WHEREAS, the Applicant has requested approval and adoption of Specific Plan No. 200700001 to provide for the systematic implementation of the General Plan to the Project Site and to guide the continued development of a multi-use project in the proposed SP (Specific Plan) zone.

WHEREAS, the Regional Planning Commission of the County has conducted a public hearing in the matter of Specific Plan No. 200700001 on February 27, 2013; and

WHEREAS, the Regional Planning Commission ("Commission") finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary

pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. Specific Plan No. 200700001 is a request to guide the continued development of a mulit-use project in the proposed SP (Specific Plan) zone.

4. General Plan Amendment No. 200700001 is a related request to change 296 acres from I (Major Industrial) and C (Major Commercial) Categories to SP Category (Specific Plan); and to designate the approximately 30-acre portion of the Project Site that is located within the City as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan, to SP Category (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of the unincorporated portions of the Project Site from the County (3 acres) to the City, a community plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

5. Zone Change No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within the County from M-1.5 (Restricted Heavy Manufacturing), to SP (Specific Plan); and to zone as SP (Specific Plan) the approximately 30-acre portion of the Project Site that is located within the City currently zoned [Q]C2-1-SN under the City of Los Angeles Zoning Ordinance, so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of unincorporated portions of the Project Site from the County (3 acres) to the City, a zoning classification consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

6. Development Agreement No. 200700001 is a related request to authorize a development agreement between the County and Property Owner for 25 years.

7. Approval of the Specific Plan and Development Agreement and consideration of the EIR will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. The subject property is currently developed with studio and office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east and Hollywood (U.S. 101) freeway and commercial and multifamily uses are located to the south. Land uses

to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo de Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property are zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are zoned [Q]C2-1-SN pursuant to the City of Los Angeles Planning and Zoning Code. The Commission has recommended that the Board approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the City's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the Project Site. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The Project is consistent with the requirements of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 and Los Angeles County Code Section 22.46, which establish the authority and guidelines for preparation, adoption, and implementation of specific plans. Government Code states the specific plans may be adopted by resolution or by ordinance. County Code specifies that specific plans be adopted by ordinance. Therefore, the Universal Studios Specific Plan ("Specific Plan") is proposed to be adopted by ordinance in compliance with County Code. The Universal Studios Specific Plan

Guidelines are proposed to be adopted by resolution as an informational and explanatory guidance document associated with the Specific Plan.

14. The proposed Specific Plan is consistent with the goals and policies of the General Plan. The proposed Specific Plan will allow compatible uses unique to the media and entertainment operations of Universal City and its proximity to other media and entertainment enterprises, and it will prohibit or restrict incompatible uses on the Project Site with its proximity to surrounding residential properties.

15. The proposed Specific Plan is necessary to authorize the proposed uses on the subject property and to ensure consistency with the applicable goals and policies of the Countywide General Plan.

16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

17. Compatibility with surrounding land uses will be ensured through the related Zone Change to Specific Plan, associated Mitigation Monitoring and Reporting Program, and Development Agreement.

18. The Development Agreement will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

19. The proposed Specific Plan is needed to ensure systematic implementation of the general plan on the Project Site, including general plan encouraging the intensification of commercial uses in areas close to transit stations and employment centers.

20. The proposed Specific Plan would encourage redevelopment and expansion of areas suitable for media and entertainment uses unique to the Project Site, and intensify major commercial development. The intent of the Specific Plan is to provide for focused site-specific development in appropriate locations, conveniently accessible to and within multipurpose employment centers. The requested Specific Plan would direct the proposed uses of the property within the existing Universal City site.

21. The proposed Specific Plan is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station, and will support State and County efforts to provide increased employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as green building provisions, site-specific regulations, and inclusion of a mix of media, office, and entertainment uses compliment existing uses on the site and continue to protect surrounding uses.

22. Modified conditions of the Project Site and surrounding community warrant a Specific Plan. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well-developed transit corridors, makes the Project Site ideal for redevelopment, intensifying its use as a regional employment center for the media and entertainment industry while remaining sensitive to surrounding uses. The proposed Specific Plan is in contrast to the development contemplated by the majority of the Project Site currently designated in the General Plan as Industrial (232 acres) to encourage primarily industrial development. The remaining 64 acres are designated Major Commercial. The existing Industrial designation of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to only film production with related support facilities and other industrial uses. Additional public uses such as CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the growth of various office uses have been established as permitted uses subsequent to the original establishment of current plan designations for the Project site. Though generally located within the Major Commercial designation of the Project Site, these more recently established uses are generally not compatible with a vast number of heavy manufacturing uses that could be permitted by the existing Major Industrial designation and could surround these uses, and impose on the surrounding residential community, therefore, many of the Major Industrial uses are not suitable for development on the Project Site. The Specific Plan would implement additional land use controls for continuing a unique mix of compatible uses on the Universal City Project Site.

23. A need for the proposed Specific Plan exists within the area because the Countywide General Plan recognizes the importance of implementing development within a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to established communities and also near other major media and entertainment uses and other regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this aging property ideal for redevelopment and suitable expansion with an increased mix of the media and entertainment uses that are contemplated for the Project Site pursuant to the related General Plan Amendment to redesignate the Project Site as SP (Specific Plan). In addition, the proposed Specific Plan will allow for further development of a major employment center in proximity to other similar major employment centers such as the Burbank Media District and City of Glendale, which together include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed Specific Plan can take full advantage of implementing development near the existing vehicular and rail transportation network of the area.

24. Approval of the proposed Specific Plan is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access, and protection from potential crime hazards. The development is in conformity with

good planning practices, as the development is necessary in order to fulfill General Plan goals, policies, and programs in that the development of employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property which will prevent the surrounding residential areas from new intrusions.

25. The applicant has satisfied the requirements of Title 22 Chapter 22.46 of the County's Zoning Ordinance for the requested Specific Plan.

26. During the February 27, 2013 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The applicant's representatives, Corinne Verdery and George Mihlsten testified in favor of the Project.

27. Two (2) of the applicant's representatives and thirty-two (32) other persons testified in favor of the Project and five (5) persons testified with concerns regarding the project.

28. Twenty (20) phone calls were received from members of the public. Phone calls were primarily inquiries regarding posting of notices on the site and questions about the scope of the Project.

29. Staff has received 115 written comments during the noticing period. All but three written comments indicated support for the Project due to job creation and economic impact, media and entertainment industry synergy, growth, and investment, elimination of residential component, perceived consensus among stakeholders, promoting the region, expansion of amusement park, tourism and tax revenues, and provision of bicycle amenities. Of the three comments in opposition to the Project, one indicated concerns regarding remaining significant and unavoidable impacts and the request to downsize the Project so no significant and unavoidable impacts remain, the second requested additional light, sound, and visual mitigations for the neighborhood located across Lankershim Boulevard to the west, and a third had concerns about increased truck traffic and EIR adequacy.

30. A duly noticed public hearing was held on February 27, 2013 before the Regional Planning Commission. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The Commission adopted 10 proposed changes to the Specific Plan including two items in Section 6 Design Standards for Buildings and Other Structures, two items in Section 14.H Design Standards for Permanent Parking Facilities, one item in Section 15 Lighting Regulations, four items in Section 16 Sound Attenuation Regulations, and one item in Section 19 Administration; and one proposed change to the Development Agreement as itemized in the letter to the Commission dated February 21, 2013. The Commission expressed appreciation to staff and the applicant's team for addressing community concerns prior to the

hearing and working out mitigation measures, Specific Plan provisions, and Development Agreement terms favorable to protecting neighborhoods surrounding the Project Site. The Commission unanimously voted to recommend consideration of the Final EIR to the Board of Supervisors, adopt the Mitigation Monitoring and Reporting Program, California Environmental Quality Act Findings of Fact, and Statement of Overriding Considerations, and adopt resolutions recommending approval of the subject Specific Plan as amended, Plan Amendment, Zone Change, and Development Agreement as amended.

31. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

32. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

33. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010, by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

34. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)
    - Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
    - Solid Waste (Operational: Landfill Capacity)

35. The City as Lead Agency determined that Alternative 10 is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

36. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

37. The Commission finds that a MMRP consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

38. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

39. The Commission finds that pre-designating the portion of the Project Site currently located within the City and proposed to be detached therefrom as SP is necessary in order to maintain consistency with the general plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, and Development Agreement No. 200700001;

2. Consider the certified Final EIR (SCH No. 2007071036) completed in compliance with the California Environmental Quality Act and the State and Lead Agency

guidelines related thereto and reflects the independent judgment of the Board of Supervisors;

3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed Specific Plan;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended Specific Plan is consistent with the goals, policies and programs of the Los Angeles Countywide General Plan; and therefore

7. Adopt by ordinance the recommended Specific Plan No. 200700001 as part of Title 22 of the Los Angeles County Zoning Ordinance as described herein above.

8. Approve by resolution the Universal Studios Specific Plan Guidelines as a guidance document for the implementation of the Specific Plan.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE: 5-0

Concurring: Helsley, Valadez, Modugno, Louie, Pedersen

Dissenting: None

Abstaining: None

Absent: None

Action Date: February 27, 2013

SZD:KKS
2/28/13

ORDINANCE NO. _____

An ordinance approving Universal Studios Specific Plan ordinance pursuant to Section 65450 and Chapter 22.46 of Title 22 of the Los Angeles County Code and amending Section 22.46.040 of the Los Angeles County Code.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. The Board of Supervisors hereby approves Specific Plan No. 20070001 a copy of which is attached hereto.

SECTION 3. The Board of Supervisors finds that this ordinance is consistent with the General Plan of the County of Los Angeles.

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO THE ADOPTION OF GENERAL PLAN AMENDMENT NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350) provides for the adoption of an amendment to a jurisdiction's general plan; and

WHEREAS, the County of Los Angeles ("County") adopted a Countywide General Plan ("General Plan") in November 1980, which General Plan has been periodically updated and amended since that time; and

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations (3 acres) from the County to the City of Los Angeles ("City") plus detachments (30 acres) from the City to the County, for a net 27 acres from the City to the County for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet), is collectively referred to as the "Project"; and

WHEREAS, the Applicant has requested approval of General Plan Amendment No. 200700001 to amend plan designations on the existing 296 acres in the unincorporated County from the Countywide General Plan ("General Plan") Category I (Major Industrial) approximately 232 acres in area, and Category C (Major Commercial) approximately 64 acres in area, to SP Category (Specific Plan); and to pre-designate approximately 30 acres located within the City, currently designated as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan designations, to SP so that upon approval of the detachments (30 acres) of the incorporated portions of the Project Site from the City, and annexations (3 acres) from the unincorporated portions of the Project Site from the County, a plan designation consistent with the remainder of the Project Site will be in place for the Project (27 net additional acres to the County); and

WHEREAS, the Regional Planning Commission of the County has conducted a public hearing in the matter of General Plan Amendment No. 200700001 on February 27, 2013; and

WHEREAS, the Regional Planning Commission ("Commission") finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to

the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. General Plan Amendment No. 200700001 is a request to change 296 acres from I (Major Industrial) and C (Major Commercial) Categories to SP Category (Specific Plan); and to pre-designate the approximately 30-acre portion of the Project Site that is located within the City as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan, to SP Category (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of the unincorporated portions of the Project Site from the County (3 acres) to the City, a community plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

4. Specific Plan No. 200700001 is a related request to guide the continued development of a mulit-use project in the proposed SP (Specific Plan) zone.

5. Zone Change No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within the County from M-1.5 (Restricted Heavy Manufacturing), to SP (Specific Plan); and to pre-zone as SP (Specific Plan) the approximately 30-acre portion of the Project Site that is located within the City currently zoned [Q]C2-1-SN under the City of Los Angeles Zoning Ordinance, so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of unincorporated portions of the Project Site from the County (3 acres) to the City, a zoning classification consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

6. Development Agreement No. 200700001 is a related request to authorize a development agreement between the County and Property Owner for 25 years.

7. Approval of the Specific Plan and Development Agreement and consideration of the EIR will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. The subject property is currently developed with studio and

office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east and Hollywood (U.S. 101) freeway and commercial and multifamily uses are located to the south. Land uses to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property are zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are zoned [Q]C2-1-SN pursuant to the City of Los Angeles Planning and Zoning Code. The Commission has recommended that the Board approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the city's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the property. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The Project is consistent with the proposed SP requirements of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 and Los Angeles County Code Section 22.46 which establish the authority and guidelines for preparation, adoption and implementation of specific plans. Government Code states the Specific Plans may be adopted by resolution or by ordinance. County Code specifies that Specific Plans be adopted by ordinance. The Universal Studios Specific Plan is proposed to be adopted by ordinance in compliance with County Code. The Universal Studios Specific Plan Guidelines are proposed to be adopted by resolution as an informational and explanatory guidance document associated with the Specific Plan.

14. The general plan amendment to SP Category (Specific Plan) is consistent with the goals and policies of the General Plan. The general plan amendment will allow compatible uses unique to the media and entertainment operations of Universal City and its proximity to other media and entertainment enterprises, and it will prohibit or restrict incompatible uses on the Project Site with its proximity to surrounding residential properties.

15. The requested plan amendment to SP is necessary to authorize the proposed uses on the subject property and to ensure consistency with the applicable goals and policies of the Countywide General Plan.

16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

17. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures, except as otherwise modified, as shown on the Specific Plan conceptual plan and other Specific Plan exhibits.

18. Compatibility with surrounding land uses will be ensured through the related Zone Change to Specific Plan, associated Mitigation Monitoring and Reporting Program, and Development Agreement.

19. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.

20. The recommended general plan amendment is needed in order to fulfill and implement general plan policies to provide intensified commercial uses in areas close to transit stations and employment centers.

21. The subject property is currently depicted within the Major Industrial and Major Commercial land use category of the Los Angeles Countywide General Plan Land Use Policy Map, and the County's Urban Form Policy Map depicts a Multipurpose Center Level 3 designation. The land use and urban form categories together are intended to encourage regional-scale industrial and moderate major commercial development. The Project Site currently has an existing baseline of 3,824,330 square feet of existing commercial and restricted industrial development.

22. The proposed general plan amendment would change the Major Industrial and Major Commercial land use of the site to Specific Plan which would encourage redevelopment and expansion of areas suitable for media and entertainment uses unique to the Project Site, and change the urban form policy from Multipurpose Center 3 (lesser scale) to Multipurpose Center 2 (greater scale), a designation for intensification of major commercial development. The intent of these classifications are to provide for focused site-specific development in appropriate locations, conveniently accessible to and within multipurpose employment centers. The requested plan amendment would accommodate the proposed uses of the property within the existing Universal City property.

23. The general plan amendment request also includes deletion from the County Highway Plan a proposed east/west Major Highway extension of Forest Lawn Drive and an extension of a Secondary Highway Forman Avenue to the north of the Project Site. These deletions are appropriate since construction of the east/west highway would physically eliminate significant existing development on the Project Site including studio and business uses, and has been analyzed and was determined by the Project's EIR to create worse traffic impacts than the proposed Project circulation plans. The northern extension of Forman Avenue would not be feasible as the City of Los Angeles City Council ordered vacation of Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles River Flood Control Channel pursuant to Order to Vacate No. 79-01619. Additionally, the extension of Forman Avenue would run directly through the approximate middle of the existing Lakeside Country Club golf course.

24. The recommended general plan amendment is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station and will support State and County efforts to provide increased employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as green building provisions, site-specific regulations, and inclusion of a mix of media, office and entertainment uses compliment existing uses on the site and continue to protect surrounding uses.

25. Modified conditions of the Project Site and surrounding community warrant a revision to the General Plan. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors, makes the Project Site ideal for redevelopment, intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to surrounding uses. The proposed Specific Plan designation is in contrast to the majority of the site designated Major Industrial (232 out of 296 acres) contemplated by the current General Plan to encourage primarily industrial development. The remaining 64 acres are designated Major Commercial. The existing Industrial designation of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to only film production with related support facilities and other industrial uses. Additional public uses such as CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the growth of various office uses have been established as permitted uses

subsequent to the original establishment of current plan designations for the Project site. Though generally located within the Major Commercial designation of the Project Site, these more recently established uses are generally not compatible with a vast number of heavy manufacturing uses which could be permitted by the existing Major Industrial designation and could surround these uses, and impose on the surrounding residential community, therefore, many of the Major Industrial uses are not suitable for development on the Project Site. The Specific Plan designation would establish additional land use controls for continuing a unique mix of compatible uses on the Universal City Project Site.

26. A need for the proposed Specific Plan designation exists within the area because the Countywide General Plan recognizes the importance of developing a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to established communities and also near other major media and entertainment uses and other regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this aging property ideal for redevelopment and suitable expansion with an increased mix of media and entertainment uses which were not originally contemplated by the current general plan designation. In addition, the proposed land use designation will allow for further development of a major employment center in proximity to other similar major employment centers such as the Burbank Media District and City of Glendale together which include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed zone can take full advantage of the existing vehicular and rail transportation network of the area.

27. Approval of the proposed plan amendment is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access, and protection from potential crime hazards. The development is in conformity with good planning practices, as the development is necessary in order to fulfill General Plan goals, policies and programs in that the development of employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property which will prevent the surrounding residential areas from new intrusions.

28. The applicant has satisfied the "Burden of Proof" for the requested plan amendment.

29. During the February 27, 2013 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The applicant's representatives, Corinne Verdery and George Mihlsten testified in favor of the Project.

30. Two (2) of the applicant's representatives and thirty-two (32) other persons testified in favor of the Project and five (5) persons testified with concerns regarding the project.

31. Twenty (20) phone calls were received from members of the public. Phone calls were primarily inquiries regarding posting of notices on the site and questions about the scope of the Project.

32. Staff has received 115 written comments during the noticing period. All but three written comments indicated support for the Project due to job creation and economic impact, media and entertainment industry synergy, growth, and investment, elimination of residential component, perceived consensus among stakeholders, promoting the region, expansion of amusement park, tourism and tax revenues, and provision of bicycle amenities. Of the three comments in opposition to the Project, one indicated concerns regarding remaining significant and unavoidable impacts and the request to downsize the Project so no significant and unavoidable impacts remain, the second requested additional light, sound, and visual mitigations for the neighborhood located across Lankershim Boulevard to the west, and a third had concerns about increased truck traffic and EIR adequacy.

33. A duly noticed public hearing was held on February 27, 2013 before the Regional Planning Commission. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The Commission adopted 10 proposed changes to the Specific Plan including two items in Section 6 Design Standards for Buildings and Other Structures, two items in Section 14.H Design Standards for Permanent Parking Facilities, one item in Section 15 Lighting Regulations, four items in Section 16 Sound Attenuation Regulations, and one item in Section 19 Administration; and one proposed change to the Development Agreement as itemized in the letter to the Commission dated February 21, 2013. The Commission expressed appreciation to staff and the applicant's team for addressing community concerns prior to the hearing and working out mitigation measures, Specific Plan provisions, and Development Agreement terms favorable to protecting neighborhoods surrounding the Project Site. The Commission unanimously voted to recommend consideration of the Final EIR to the Board of Supervisors, adopt the Mitigation Monitoring and Reporting Program, California Environmental Quality Act Findings of Fact, and Statement of Overriding Considerations, and adopt resolutions recommending approval of the subject Specific Plan as amended, Plan Amendment, Zone Change, and Development Agreement as amended.

34. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

35. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

36. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010 by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

37. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)
    - Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
    - Solid Waste (Operational: Landfill Capacity)

38. The City as Lead Agency determined that Alternative 10 is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

39. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air

quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

40. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

41. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

42. The Commission finds that designating the portion of the Project Site located within the City as SP is necessary in order to maintain consistency with the general plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, Development Agreement No. 200700001, and Final EIR SCH No. 2007071036;

2. Consider the certified Final EIR completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board of Supervisors;

3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed plan amendment;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended general plan amendment is consistent with the goals, policies and programs of the Los Angeles County General Plan; and therefore

7. Adopt the recommended General Plan Amendment No. 200700001 amending the Land Use Policy Map, Urban Form Policy Map, and Highway Plan Map of the Los Angeles Countywide General Plan as depicted on Exhibits attached hereto and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE: 5-0

Concurring: Helsley, Valadez, Modugno, Louie, Pedersen

Dissenting: None

Abstaining: None

Absent: None

Action Date: February 27, 2013

SZD:KKS
2/28/13

AMENDMENT TO COUNTYWIDE GENERAL PLAN

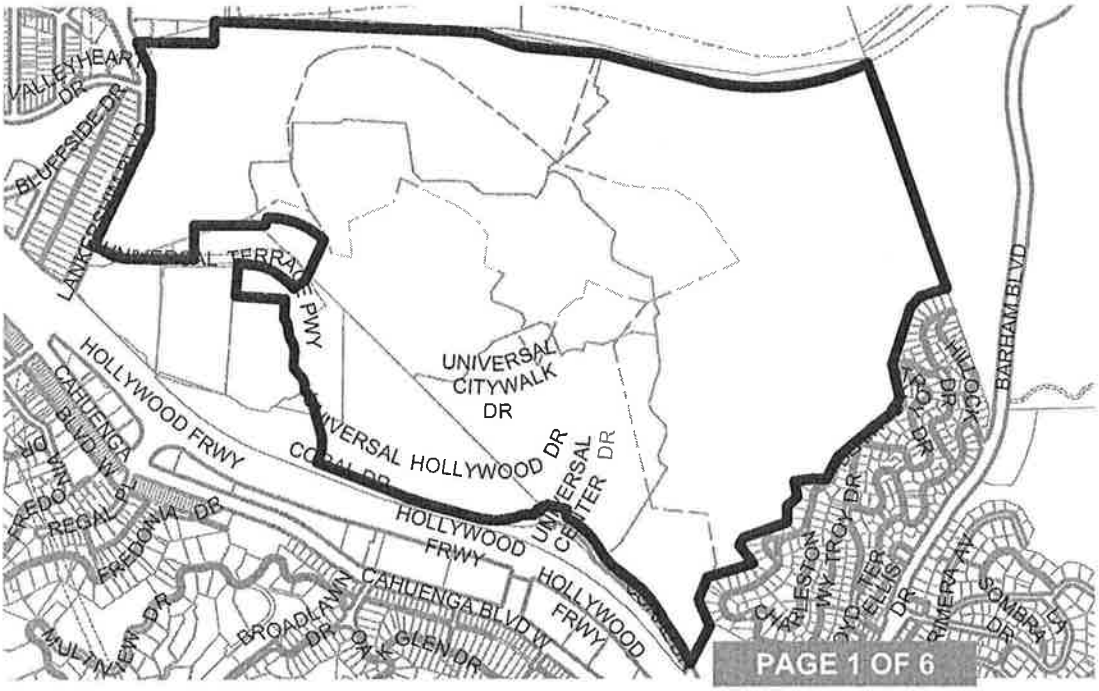
UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON:

CATEGORIES I AND C TO CATEGORY SP

(PROPOSED: SPECIAL PLAN)



LEGAL DESCRIPTION:

BEING LOTS "C" AND "E" TOGETHER WITH PORTIONS OF LOTS "B" AND "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND A PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITIONS BEING FILED IN CASE 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341, PAGES 75 THROUGH 89 OF DEEDS, RECORDS OF SAID COUNTY AND THAT PORTION OF THE PARCEL OF LAND SHOWN AS "LOS ANGELES RIVER" ON SAID MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT LAND BOUND TO THE NE., E., AND SE. BY THE W'LY BOUNDARY OF LOT "F" TOGETHER WITH THE W'LY BOUNDARY OF RANCHO PROVIDENCIA AS SHOWN ON SAID MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION;

SAID LAND BOUND TO THE W., SW., S., AND SE. BY THE N. AND NE. BOUNDARY OF THAT CERTAIN EASEMENT DEED RECORDED AS INSTRUMENT NUMBER 87-1240174 ON AUGUST 4, 1987 IN SAID COUNTY RECORDER'S OFFICE, TOGETHER WITH THE N'LY LINE OF THAT LAND DESCRIBED IN INSTRUMENT 87-381928 AS RECORDED IN SAID COUNTY RECORDER'S OFFICE; SAID LAND ALSO BOUND TO THE S. AND SE. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT A POINT ON THE S'LY BOUNDARY OF THAT LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY CONTINUE TO PAGE 2.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- PLAN AMENDMENT AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

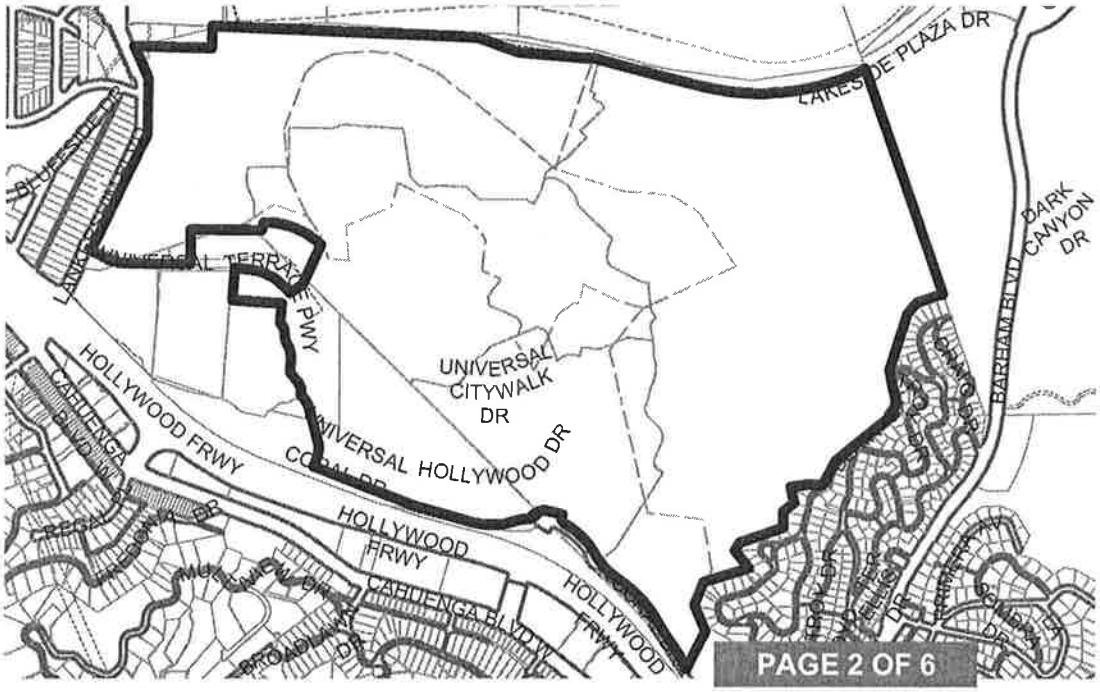
AMENDMENT TO COUNTYWIDE GENERAL PLAN

UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON:

CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: **CONTINUED FROM PAGE 1**

RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID POINT 0.82' NE'LY OF THE SW. TERMINUS OF THAT CERTAIN LINE SHOWN ON SAID RECORD OF SURVEY AS BEARING N.21-52-56E. 7.00', SAID POINT ALSO SHOWN AS THE N'LY TERMINUS OF THAT CERTAIN LINE SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS AS BEARING 21-52-26 6.18'
ALONG SAID S'LY BOUNDARY AS SHOWN IN SAID RECORD OF SURVEY S.32-47-36W. 29.75'
DEPARTING SAID S'LY BOUNDARY IN SAID RECORD OF SURVEY N.57-12-24W. 20.00'
S.32-47-36W. 36.62'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 415.57', CONCAVE TO THE SE., A RADIAL TO SAID POINT BEARS N.00-24-52W.CONTINUING SW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°43'01" AN ARC LENGTH OF 121.25'
TO THE BEGINNING OF A TANGENT CURVE, SAID BEGINNING BEING A POINT OF REVERSE CURVATURE, SAID TANGENT CURVE HAVING A RADIUS OF 499.00', CONCAVE TO THE N., A RADIAL TO SAID POINT OF REVERSE CURVATURE BEARS S.17-07-53E.
CONTINUING SW'LY, W'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32°33'57" AN ARC LENGTH OF 283.62'
N.74-33-55W. 350.90'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 1004.00', CONCAVE TO THE NE., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°58'42" AN ARC LENGTH OF 104.76'
N.68-35-13W. 662.20'
N.21-24-47E. 47.58'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 225.00',

CONTINUE TO PAGE 3.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

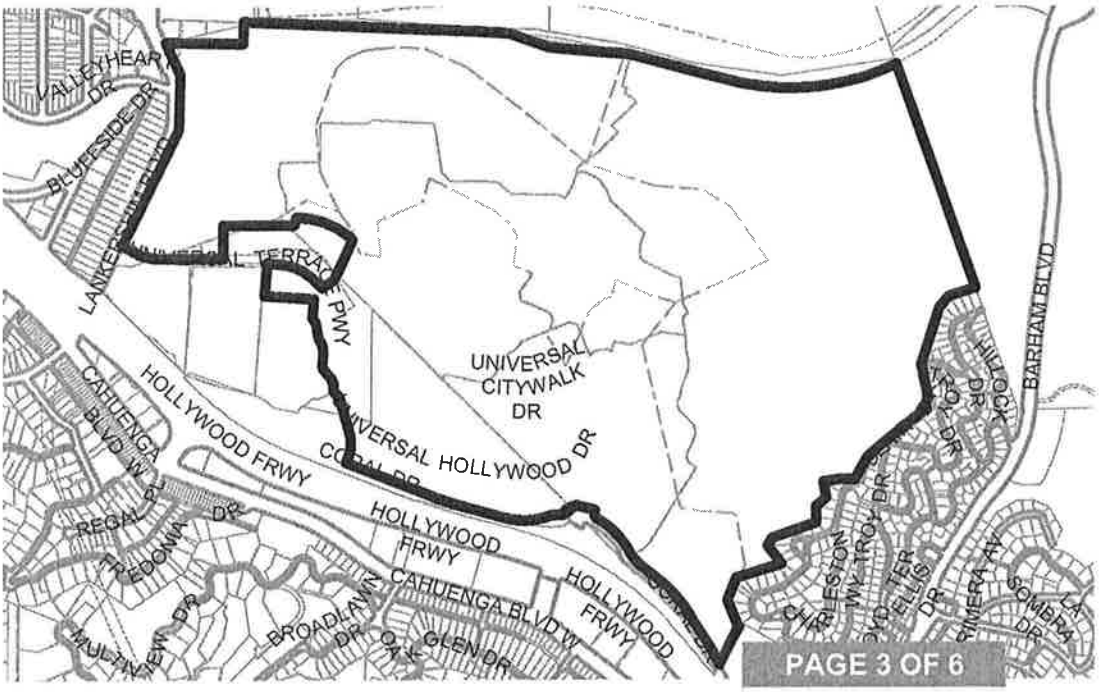
AMENDMENT TO COUNTYWIDE GENERAL PLAN

UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON:

CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: CONTINUED FROM PAGE 2

CONCAVE TO THE W., THENCE NE'LY, N'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 36°39'50" AN ARC LENGTH OF 143.98'
N.15-15-03W. 211.26'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 175.00', CONCAVE TO THE SW., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 33°24'19" AN ARC LENGTH OF 102.03' MORE OR LESS, TO A POINT ON THE W'LY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" PER THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY JULY 30, 2002, SAID POINT SHOWN AS THE S'LY TERMINUS OF THE LINE BEARING S.00-21-20W. 47.10' ON SAID CERTIFICATE OF COMPLIANCE, SAID POINT ALSO BEING THE NE'LY TERMINUS OF THE LINE BEARING S.63-45-05W. 111.14' ON SAID CERTIFICATE OF COMPLIANCE
ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.00-21-20E. 47.10'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.23-45-03W. 42.94'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.44-48-23W. 26.58'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.38-35-31W. 59.09'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.10-01-42W. 16.49'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 91.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.06-59-45W. 36.67'

CONTINUE TO PAGE 4.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
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RICHARD J. BRUCKNER, PLANNING DIRECTOR

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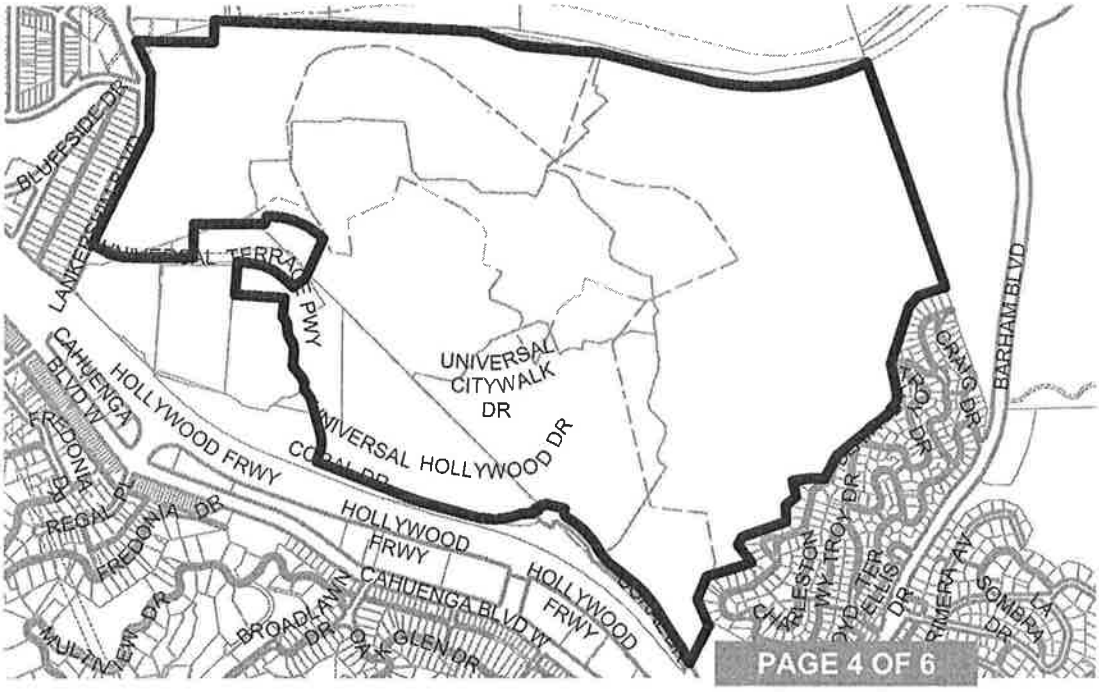

LEGAL DESCRIPTION: CONTINUED FROM PAGE 3

CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-09-31W. 29.16'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.31-07-35W. 33.01'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-36-44W. 26.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.07-08-06W. 67.27'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.17-47-37W. 21.54'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.37-24-57W. 31.74'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 129.43' TO THE NE. CORNER OF SAID "LOT 3 AFTER ADJUSTMENT"
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.85-59-32W. 326.70'
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 218.76'
DEPARTING SAID W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" S.83-17-35E. 112.11'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 354.95 CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.08-38-27E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 37-14-02 AN ARC LENGTH OF 230.67, MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 506.50', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.40-57-11E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08-12-43 AN ARC LENGTH OF 72.60' MORE OR LESS,

CONTINUE TO PAGE 5.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
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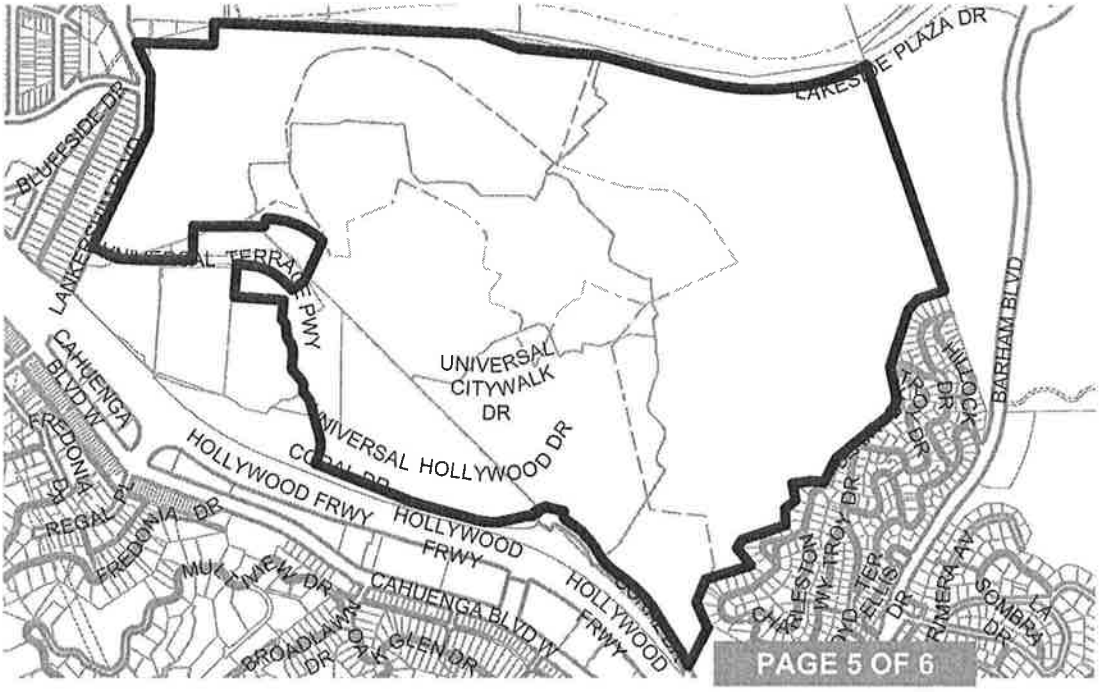

LEGAL DESCRIPTION: **CONTINUED FROM PAGE 4**

TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE N.54-08-42E. 99.58
N.24-01-22E. 291.20'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 533.57', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.43-50-08E. NW'LY AND W'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44-15-41 AN ARC LENGTH OF 412.19' MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE S.14-08-53W. 53.17'
N.89-59-50W. 470.09'
S.00-00-10W. A DISTANCE 225.37'
S.89-57-59W. 269.47'
N.89-01-24W. 180.89'
N.86-50-55W. 5.27'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63', CONCAVE TO THE NE., A RADIAL TO SAID POINT BEARS S.03-33-44W. W'LY AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24-28-32 AN ARC LENGTH OF 108.77', MORE OR LESS
TO THE BEGINNING OF A NON TANGENT LINE
ALONG SAID NON-TANGENT LINE N.64-22-28W. 122.99', MORE OR LESS
TO A POINT LYING ON THE E'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY BEING 80' WIDE, HAVING A HALF WIDTH OF 40.00' AS SHOWN IN TRACT 27621 RECORDED IN MAP BOOK 769, PAGES 14 THROUGH 15, SAID POINT LYING N.25-35-56E. 132.09' FROM A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES SHOWN AS THE NW'LY TERMINUS OF THAT LINE SHOWN AS BEARING N.82-41-39W. 116.52' ON SAID TRACT 27621.

SAID LAND ALSO BOUND TO THE W. BY THE E'LY RIGHT OF WAY LINE OF

CONTINUE TO PAGE 6.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
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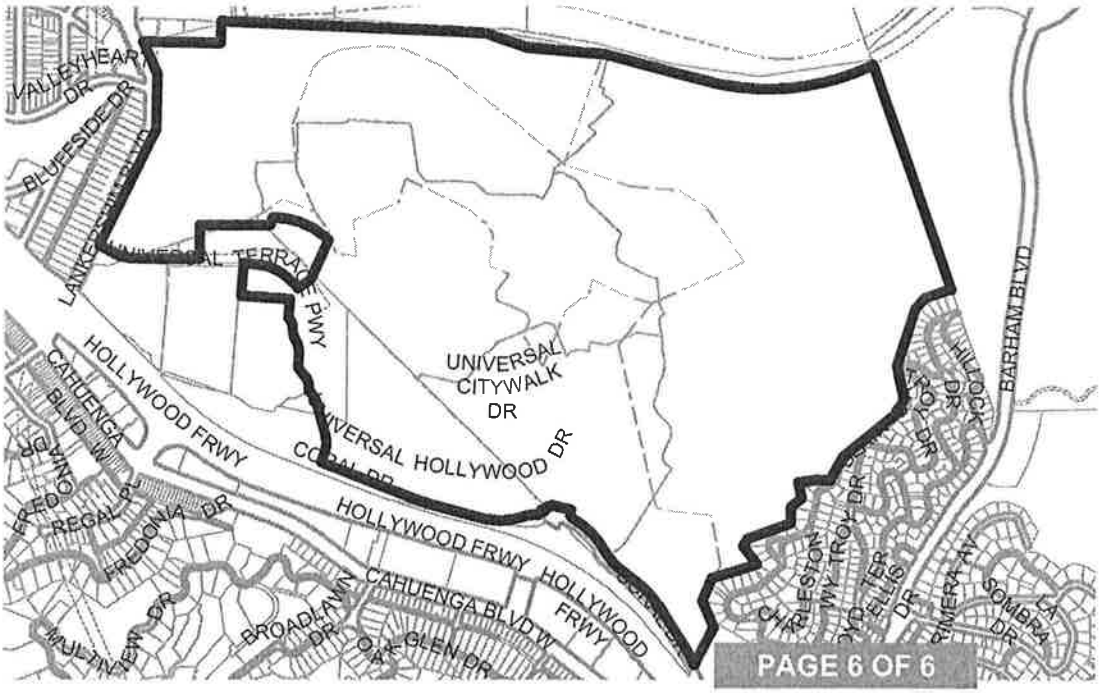

LEGAL DESCRIPTION: **CONTINUED FROM PAGE 5**

LANKERSHIM BOULEVARD, SAID RIGHT OF WAY LINE HAVING A HALF WIDTH OF 50.00', SAID RIGHT OF WAY HALF WIDTH PER THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY;

SAID LAND BOUND TO THE N. IN PART BY THE S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE, SAID LAND ALSO BOUND IN PART TO THE N. AND W. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT THE NW. CORNER OF LOT 1 AS PER THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY DECEMBER 30, 2004, SAID CORNER LYING IN THE NE'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY HAVING A HALF WIDTH OF 50.00' AS SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID CORNER ALSO BEING THE NW'LY TERMINUS OF THE LINE SHOWN AS BEARING N.24-17-17W. 228.33' ON SAID CERTIFICATE OF COMPLIANCE

N.24-17-17W. 9.69' ALONG SAID NE'LY RIGHT OF WAY LINE TO THE POINT OF BEGINNING
DEPARTING SAID NE'LY RIGHT OF WAY LINE S.88-53-29E. 515.72'
N.00-43-31E. 126.94', MORE OR LESS,
TO A POINT ON THE N'LY LINE OF SAID LOT 1
DEPARTING SAID N'LY LINE OF SAID LOT 1 N.00-43-31E. 19.23' MORE OR LESS TO SAID S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER SAID GRANT DEED.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

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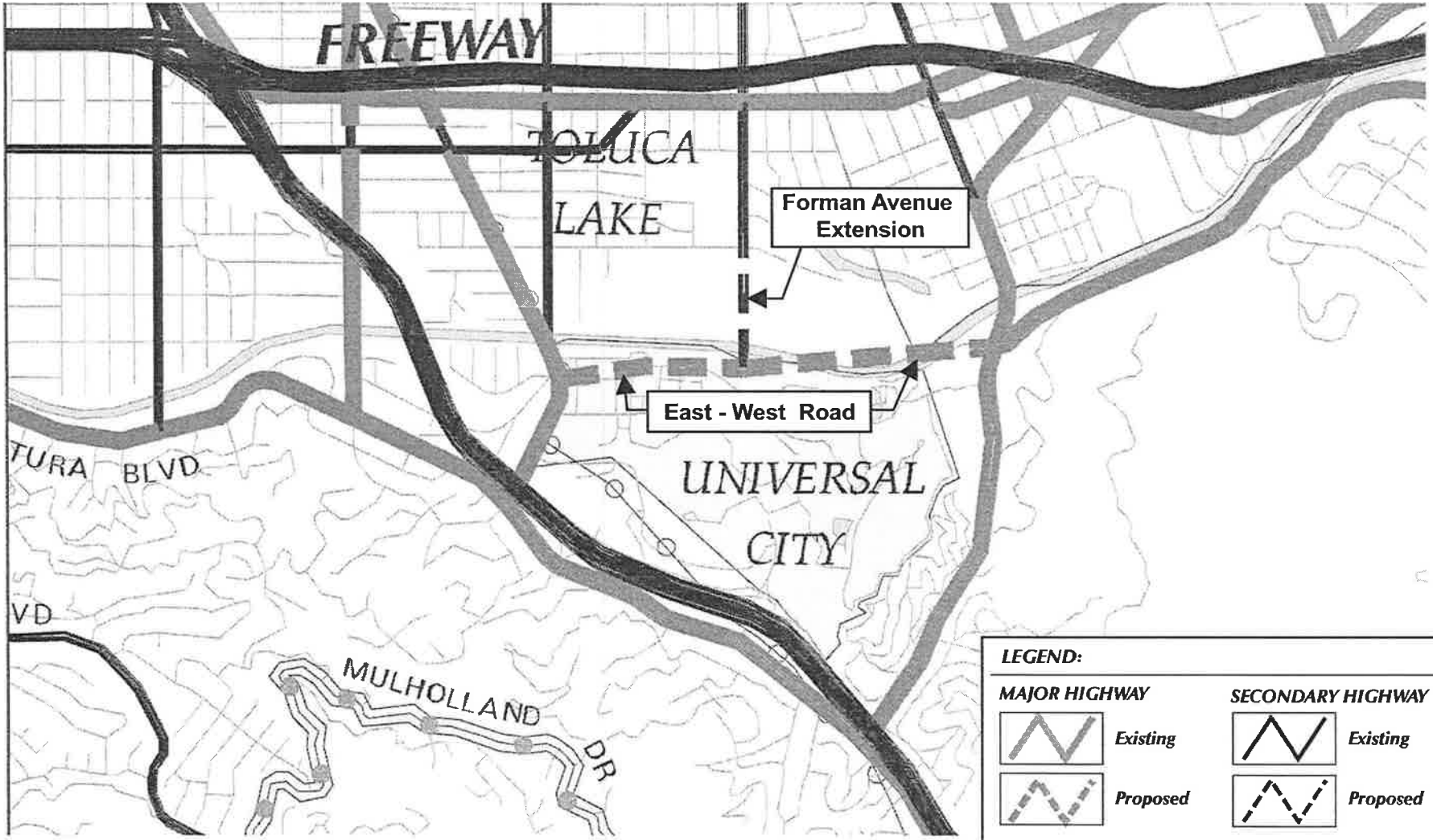
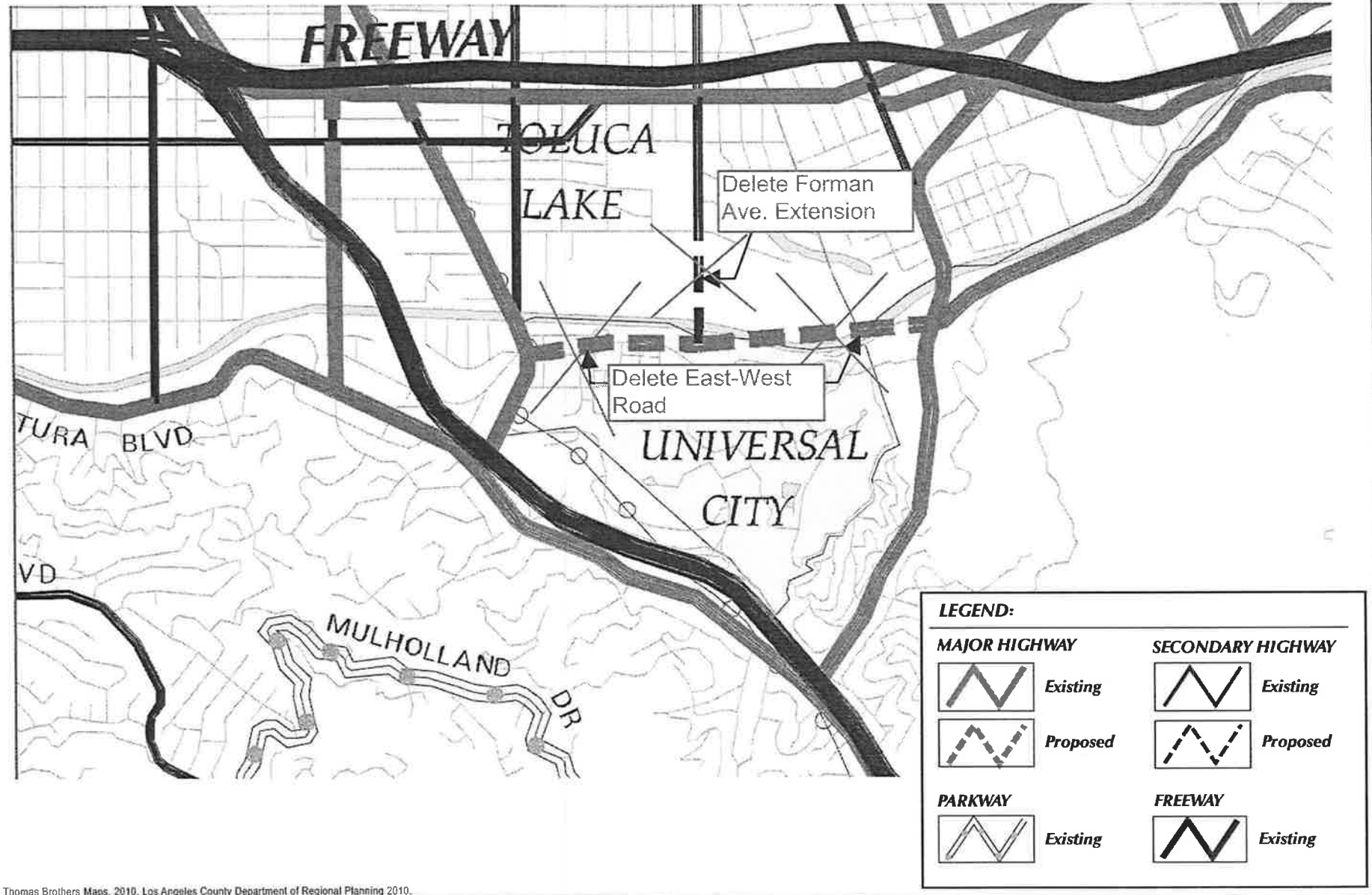


Thomas Brothers Maps, 2010, Los Angeles County Department of Regional Planning 2010.

Existing County Master Plan of Highways

Location of East-West Road and Forman Avenue Extension as shown on Los Angeles County Highway Plan



Thomas Brothers Maps, 2010, Los Angeles County Department of Regional Planning 2010.

Proposed County Master Plan of Highways

Location of East-West Road and Forman Avenue Extension as shown on Los Angeles County Highway Plan

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO ZONE CHANGE NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), and Chapter 22.16, part 2 of the County Code of the County of Los Angeles ("County") provides for the adoption of zone changes and amendments to the County zoning regulations;

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations from the County to the City of Los Angeles ("City") (3 acres), plus detachments from the City to the County (30 acres), for a net 27 acres to the County, for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet) is collectively referred to as "Project";

WHEREAS, the Applicant has requested approval of Zone Change No. 200700001 to rezone 296 acres in the unincorporated County from the M-1.5 (Restricted Heavy Manufacturing) zone to SP (Specific Plan) zone; and to zone approximately 30 acres located within the City, currently zoned as [Q]C2-1-SN pursuant to the City's zoning regulation, to SP so that upon approval of the detachments of the incorporated portions of the Project Site from the City to the County (30 acres), and annexations from the unincorporated portions of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the Project (27 net additional acres to the County);

WHEREAS, the Regional Planning Commission of the County of Los Angeles ("Commission") has conducted a public hearing in the matter of Zone Change No. 200700001 on February 27, 2013; and

WHEREAS, the Commission finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary

pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. Zone Change No. 200700001 is a request to change 296 acres from M-1.5 (Restricted Heavy Manufacturing) zone to SP (Specific Plan); and to zone the approximately 30-acre portion of the Project Site that is located within the City as [Q]C2-1-SN zoning pursuant to the City of Los Angeles Planning and Zoning Code to SP (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portions of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County). The SP designation will ensure that development occurring after rezoning will conform to the approved Specific Plan and be compatible with the surrounding area. As applied to this case, the Specific Plan will authorize the multi-use development program on the Project Site.

4. Plan Amendment No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan ("General Plan") Category I (Major Industrial) and Category C (Major Commercial) to Category SP (Specific Plan); and to designate as Category SP (Specific Plan) the portion of the Project Site that is located within the City so that upon approval of the detachment of the incorporated portions of the Project Site from the City to the County (30 acres), and annexation of unincorporated portions of the Project Site from the County to the City (3 acres), a plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County). The portion of the Project Site within City jurisdiction is currently designated as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space pursuant to the City's General Plan.

5. Specific Plan No. 200700001 is a related request to guide the continued development of a multi-use project in the proposed SP (Specific Plan) zone.

6. Development Agreement No. 200700001 is a related request between the County and the property owner to authorize a development agreement for 25 years

7. Approval of the Specific Plan and Development Agreement and consideration of an Environmental Impact Report ("EIR") will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. terrain. The subject property is currently developed with studio and office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east, and Hollywood (U.S. 101) freeway and commercial and multi-family residential uses are located to the south. Land uses to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property is zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are currently zoned [Q]C2-1-SN pursuant to the City of Los Angeles Zoning Ordinance. The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (net 27 additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the city's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the property. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The proposed Zone Change is consistent with the General Plan, as proposed to be amended, for the property. The proposed Zone Change to SP is consistent with

the amended land use designation of SP, because the intent of the zoning (to Zone SP) is to implement the land use (Category SP).

14. The Project is consistent with the proposed SP zoning classification. The subject Project includes proposed development regulated by proposed Specific Plan regulations that are in addition to Title 22 of the Zoning Code. Where the Specific Plan differs from Title 22 of the Zoning Code, the Specific Plan's policies, design guidelines, regulations, and development standards shall apply. Where the Specific Plan does not address a particular area of regulation, the regulations and development standards contained with the Zoning Code shall apply. The Project is consistent with the regulations and development standards proposed in the Specific Plan and with applicable Zoning Code.

15. The requested zone change to SP is necessary to authorize the proposed use on the subject property and to ensure consistency with the applicable goals and policies of the General Plan.

16. Modified conditions within the geographical location of the Project warrant a revision in the zoning of the subject property. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors, makes it ideal for redevelopment, intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to surrounding uses. The proposed designation is in contrast to the majority of the site designated Major Industrial contemplated by the current General Plan to encourage primarily industrial development. Similarly, existing Restricted Heavy Manufacturing zoning classification of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to film production and related support facilities with very little or no other public uses. Additional public uses such as CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the growth of various office uses have been established as permitted uses subsequent to the original-current zoning of the Project site. These newer uses are generally less compatible with a vast number of heavy manufacturing uses which could be permitted by the existing zoning classification but are not suitable for development on the Project Site. The Specific Plan zoning would establish additional controls for a unique mix of compatible uses on the Universal City Project Site.

17. A need for the proposed zone classification exists within the area because the Countywide General Plan recognizes the importance of developing a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The Project Site is located adjacent to established communities and surrounded by major commercial uses and other regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this aging property ideal for redevelopment and suitable expansion with an increased mix of the media and entertainment uses that are contemplated for the Project Site pursuant to the related Zone Change to re-zone the Project Site as SP (Specific Plan). In addition, the

proposed zone will allow for further development of a major employment center in proximity to other major employment centers such as the Burbank Media District and the City of Glendale, which together include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed zone can take full advantage of the existing vehicular and rail transportation network of the area.

18. The subject property is a proper location for the proposed Specific Plan zoning classification. Placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, in that the proposed zoning classification will allow implementation of development that protects the safety of current and future residents due to the presence of geologic, seismic, fire, flood, erosion, or potential crime hazards through appropriate design and location standards. The Project Site has access to all of the available services and facilities that are needed for the proposed development. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property, which will prevent the surrounding residential areas from new intrusions.

19. The proposed zone change from M-1.5 to SP is consistent with General Plan Amendment No. 200700001 as reflected therein, with the goals and objectives of the General Plan and provisions of the proposed Specific Plan.

20. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

21. Compatibility with surrounding land uses will be ensured through the related General Plan Amendment to Specific Plan, associated Mitigation Monitoring and Reporting Program, and Development Agreement.

22. The Development Agreement will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.]

23. The applicant has satisfied the "Burden of Proof" for the requested zone change.

24. During the February 27, 2013 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The applicant's representatives, Corinne Verdery and George Mihlsten testified in favor of the Project.

25. Two (2) of the applicant's representatives and thirty-two (32) other persons testified in favor of the Project and five (5) persons testified with concerns regarding the project.

26. Twenty (20) phone calls were received from members of the public. Phone calls were primarily inquiries regarding posting of notices on the site and questions about the scope of the Project.

27. Staff has received 115 written comments during the noticing period. All but three written comments indicated support for the Project due to job creation and economic impact, media and entertainment industry synergy, growth, and investment, elimination of residential component, perceived consensus among stakeholders, promoting the region, expansion of amusement park, tourism and tax revenues, and provision of bicycle amenities. Of the three comments in opposition to the Project, one indicated concerns regarding remaining significant and unavoidable impacts and the request to downsize the Project so no significant and unavoidable impacts remain, the second requested additional light, sound, and visual mitigations for the neighborhood located across Lankershim Boulevard to the west, and a third had concerns about increased truck traffic and EIR adequacy.

28. A duly noticed public hearing was held on February 27, 2013 before the Regional Planning Commission. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The Commission adopted 10 proposed changes to the Specific Plan including two items in Section 6 Design Standards for Buildings and Other Structures, two items in Section 14.H Design Standards for Permanent Parking Facilities, one item in Section 15 Lighting Regulations, four items in Section 16 Sound Attenuation Regulations, and one item in Section 19 Administration; and one proposed change to the Development Agreement as itemized in the letter to the Commission dated February 21, 2013. The Commission expressed appreciation to staff and the applicant's team for addressing community concerns prior to the hearing and working out mitigation measures, Specific Plan provisions, and Development Agreement terms favorable to protecting neighborhoods surrounding the Project Site. The Commission unanimously voted to recommend consideration of the Final EIR to the Board of Supervisors, adopt the Mitigation Monitoring and Reporting Program, California Environmental Quality Act Findings of Fact, and Statement of Overriding Considerations, and adopt resolutions recommending approval of the subject Specific Plan as amended, Plan Amendment, Zone Change, and Development Agreement as amended.

29. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

30. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment

period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

31. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010 by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

32. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable adverse impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)
    - Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
    - Solid Waste (Operational: Landfill Capacity)

33. A Statement of Overriding Considerations concluded that the benefits of the Project outweigh the remaining environmental impacts that cannot be reduced to a less than significant level.

34. The City as Lead Agency determined that Alternative 10 – No Residential Alternative is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

35. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have

been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

36. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

37. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

38. The Commission finds that designating the portion of the Project Site currently located within the City and proposed to be detached therefrom as SP is necessary in order to maintain consistency with the general plan and proposed Specific Plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, and Development Agreement No. 200700001, ;

2. Consider the certified Final EIR completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board;

3. Find that the Board has reviewed and considered the information contained in the Final EIR prior to approving the proposed zone change;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and

implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended change of zone is consistent with the goals, policies and programs of the General Plan with the adoption of General Plan Amendment No. 200700001 by the Board;

7. Find that the public convenience, the general welfare, and good zoning practice justify the recommended change of zone; and therefore

8. Adopt the recommended Zone Change No. 200700001 changing the zoning classification on the property as depicted on the attached Exhibit and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE: 5-0

Concurring: Helsley, Valadez, Modugno, Louie, Pedersen

Dissenting: None

Abstaining: None

Absent: None

Action Date: February 27, 2013

SZD:KKS
2/28/13

ORDINANCE NUMBER _____

An ordinance amending Section 22.16.230 of Title 22 of the County Code, changing regulations for the execution of the Countywide General Plan, relating to the Universal City Zoned District Number UC.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.16.230 of the County Code is amended by amending the map of the Universal City Zoned District Number UC as shown on the map attached hereto.

SECTION 2. The Board of Supervisors finds that this ordinance is consistent with the Countywide General Plan of the County of Los Angeles.

CHANGE OF PRECISE PLAN

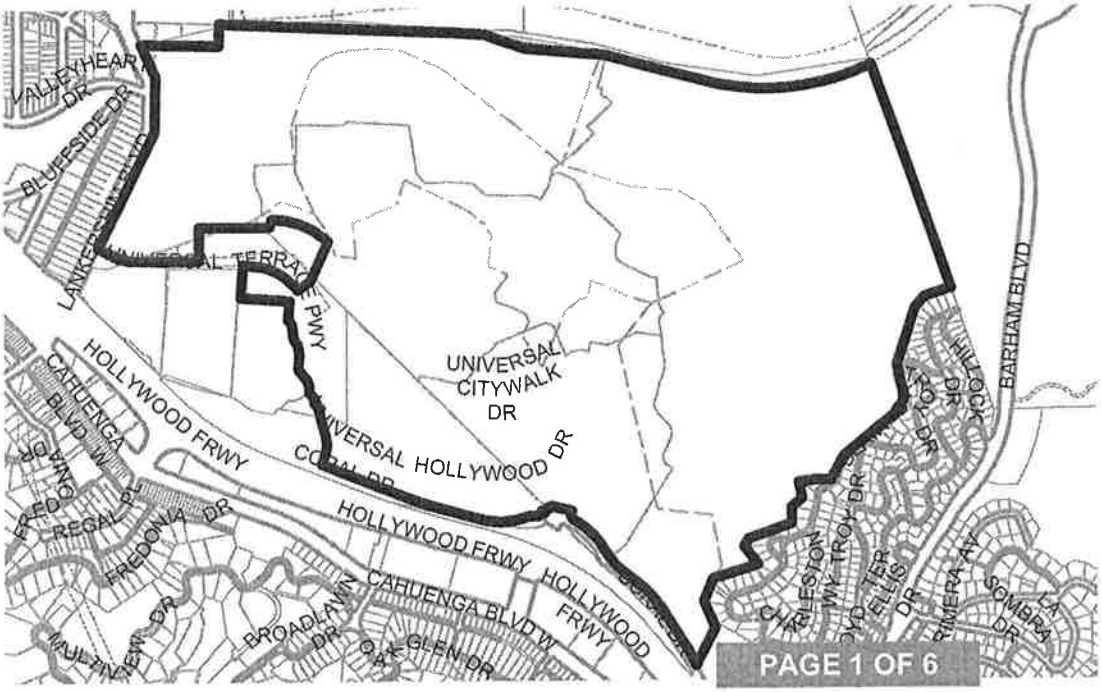
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

BEING LOTS "C" AND "E" TOGETHER WITH PORTIONS OF LOTS "B" AND "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND A PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITIONS BEING FILED IN CASE 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341, PAGES 75 THROUGH 89 OF DEEDS, RECORDS OF SAID COUNTY AND THAT PORTION OF THE PARCEL OF LAND SHOWN AS "LOS ANGELES RIVER" ON SAID MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT LAND BOUND TO THE NE., E., AND SE. BY THE W'LY BOUNDARY OF LOT "F" TOGETHER WITH THE W'LY BOUNDARY OF RANCHO PROVIDENCIA AS SHOWN ON SAID MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION;

SAID LAND BOUND TO THE W., SW., S., AND SE. BY THE N. AND NE. BOUNDARY OF THAT CERTAIN EASEMENT DEED RECORDED AS INSTRUMENT NUMBER 87-1240174 ON AUGUST 4, 1987 IN SAID COUNTY RECORDER'S OFFICE, TOGETHER WITH THE N'LY LINE OF THAT LAND DESCRIBED IN INSTRUMENT 87-381928 AS RECORDED IN SAID COUNTY RECORDER'S OFFICE; SAID LAND ALSO BOUND TO THE S. AND SE. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT A POINT ON THE S'LY BOUNDARY OF THAT LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY CONTINUE TO PAGE 2.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

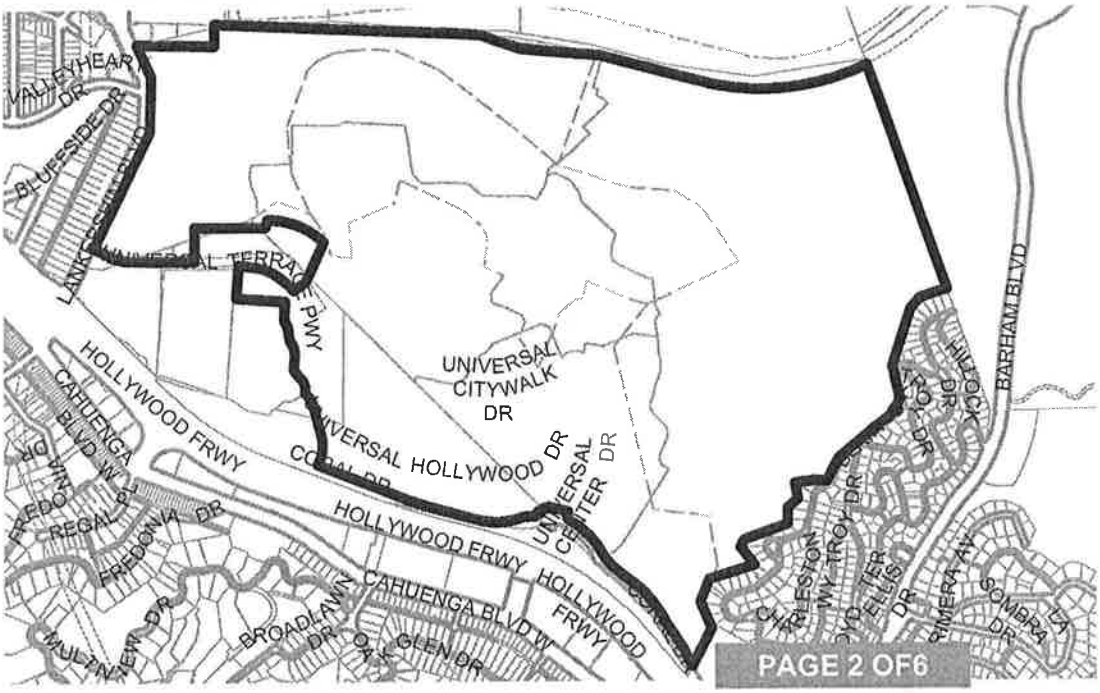
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: **CONTINUED FROM PAGE 1**

RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID POINT 0.82' NE'LY OF THE SW. TERMINUS OF THAT CERTAIN LINE SHOWN ON SAID RECORD OF SURVEY AS BEARING N.21-52-56E. 7.00', SAID POINT ALSO SHOWN AS THE N'LY TERMINUS OF THAT CERTAIN LINE SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS AS BEARING 21-52-26 6.18'
ALONG SAID S'LY BOUNDARY AS SHOWN IN SAID RECORD OF SURVEY S.32-47-36W. 29.75'
DEPARTING SAID S'LY BOUNDARY IN SAID RECORD OF SURVEY N.57-12-24W. 20.00'
S.32-47-36W. 36.62'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 415.57', CONCAVE TO THE SE., A RADIAL TO SAID POINT BEARS N.00-24-52W.CONTINUING SW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°43'01" AN ARC LENGTH OF 121.25'
TO THE BEGINNING OF A TANGENT CURVE, SAID BEGINNING BEING A POINT OF REVERSE CURVATURE, SAID TANGENT CURVE HAVING A RADIUS OF 499.00', CONCAVE TO THE N., A RADIAL TO SAID POINT OF REVERSE CURVATURE BEARS S.17-07-53E.
CONTINUING SW'LY, W'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32°33'57" AN ARC LENGTH OF 283.62'
N.74-33-55W. 350.90'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 1004.00', CONCAVE TO THE NE., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°58'42" AN ARC LENGTH OF 104.76'
N.68-35-13W. 662.20'
N.21-24-47E. 47.58'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 225.00',

CONTINUE TO PAGE 3.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

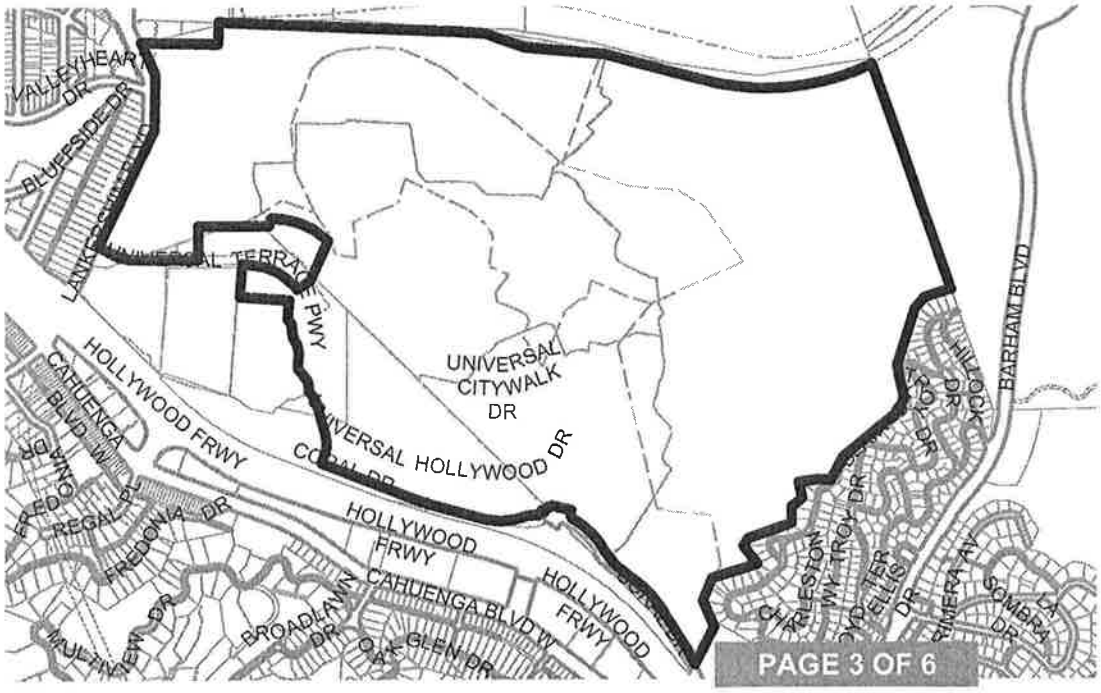
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: CONTINUED FROM PAGE 2

CONCAVE TO THE W., THENCE NE'LY, N'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 36°39'50" AN ARC LENGTH OF 143.98'
N.15-15-03W. 211.26'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 175.00', CONCAVE TO THE SW., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 33°24'19" AN ARC LENGTH OF 102.03' MORE OR LESS, TO A POINT ON THE W'LY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" PER THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY JULY 30, 2002, SAID POINT SHOWN AS THE S'LY TERMINUS OF THE LINE BEARING S.00-21-20W. 47.10' ON SAID CERTIFICATE OF COMPLIANCE, SAID POINT ALSO BEING THE NE'LY TERMINUS OF THE LINE BEARING S.63-45-05W. 111.14' ON SAID CERTIFICATE OF COMPLIANCE
ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.00-21-20E. 47.10'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.23-45-03W. 42.94'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.44-48-23W. 26.58'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.38-35-31W. 59.09'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.10-01-42W. 16.49'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 91.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.06-59-45W. 36.67'

CONTINUE TO PAGE 4.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

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UNIVERSAL CITY ZONED DISTRICT

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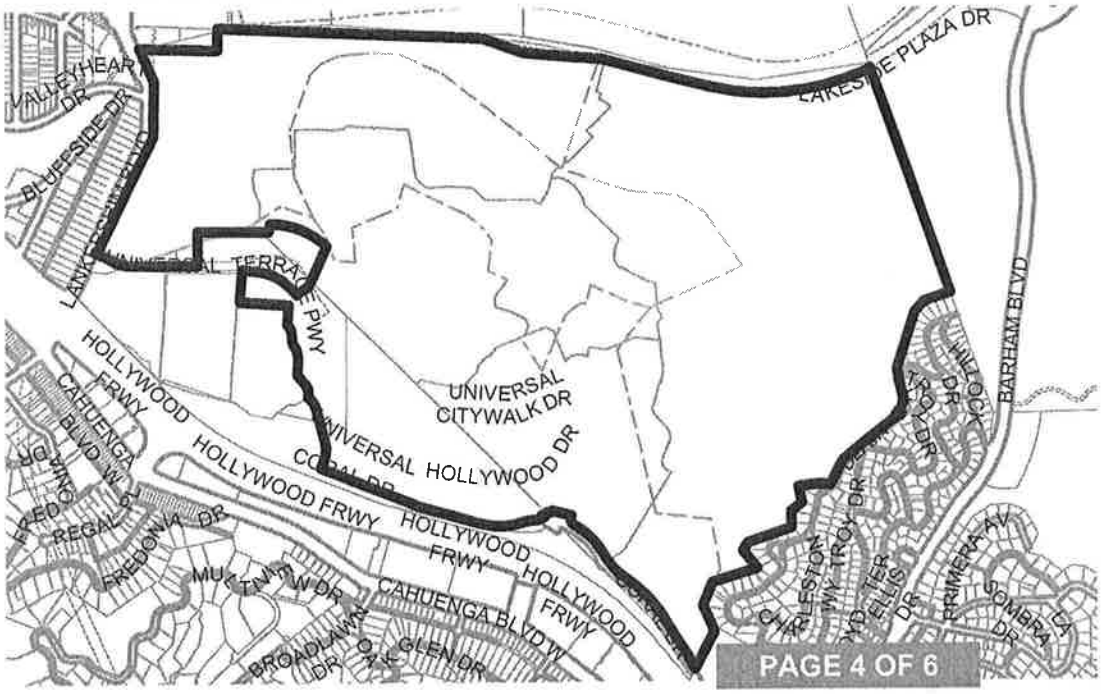

LEGAL DESCRIPTION: CONTINUED FROM PAGE 3

CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-09-31W. 29.16'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.31-07-35W. 33.01'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-36-44W. 26.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.07-08-06W. 67.27'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.17-47-37W. 21.54'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.37-24-57W. 31.74'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 129.43' TO THE NE. CORNER OF SAID "LOT 3 AFTER ADJUSTMENT"
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.85-59-32W. 326.70'
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 218.76'
DEPARTING SAID W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" S.83-17-35E. 112.11'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 354.95 CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.08-38-27E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 37-14-02 AN ARC LENGTH OF 230.67, MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 506.50', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.40-57-11E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08-12-43 AN ARC LENGTH OF 72.60' MORE OR LESS,

CONTINUE TO PAGE 5.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
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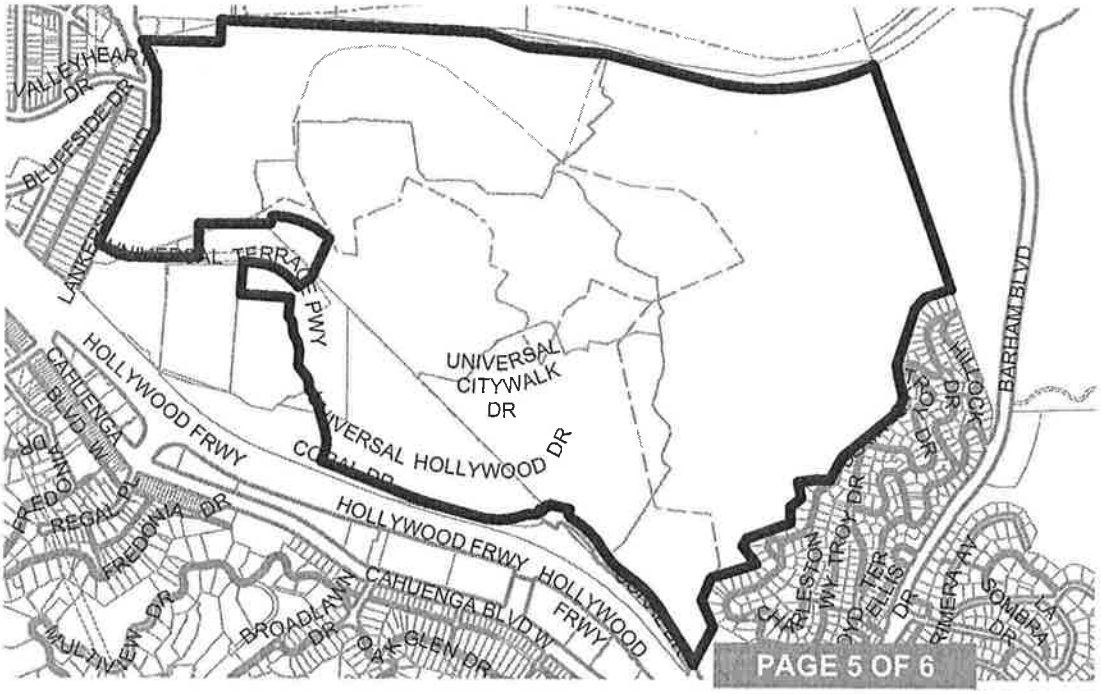

LEGAL DESCRIPTION: CONTINUED FROM PAGE 4

TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE N.54-08-42E. 99.58
N.24-01-22E. 291.20'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 533.57', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.43-50-08E. NW'LY AND W'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44-15-41 AN ARC LENGTH OF 412.19' MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE S.14-08-53W. 53.17'
N.89-59-50W. 470.09'
S.00-00-10W. A DISTANCE 225.37'
S.89-57-59W. 269.47'
N.89-01-24W. 180.89'
N.86-50-55W. 5.27'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63', CONCAVE TO THE NE., A RADIAL TO SAID POINT BEARS S.03-33-44W. W'LY AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24-28-32 AN ARC LENGTH OF 108.77', MORE OR LESS
TO THE BEGINNING OF A NON TANGENT LINE
ALONG SAID NON-TANGENT LINE N.64-22-28W. 122.99', MORE OR LESS
TO A POINT LYING ON THE E'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY BEING 80' WIDE, HAVING A HALF WIDTH OF 40.00' AS SHOWN IN TRACT 27621 RECORDED IN MAP BOOK 769, PAGES 14 THROUGH 15, SAID POINT LYING N.25-35-56E. 132.09' FROM A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES SHOWN AS THE NW'LY TERMINUS OF THAT LINE SHOWN AS BEARING N.82-41-39W. 116.52' ON SAID TRACT 27621.

SAID LAND ALSO BOUND TO THE W. BY THE E'LY RIGHT OF WAY LINE OF

CONTINUE TO PAGE 6.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
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N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
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DAVID W. LOUIE, CHAIR
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CHANGE OF PRECISE PLAN

UNIVERSAL CITY ZONED DISTRICT

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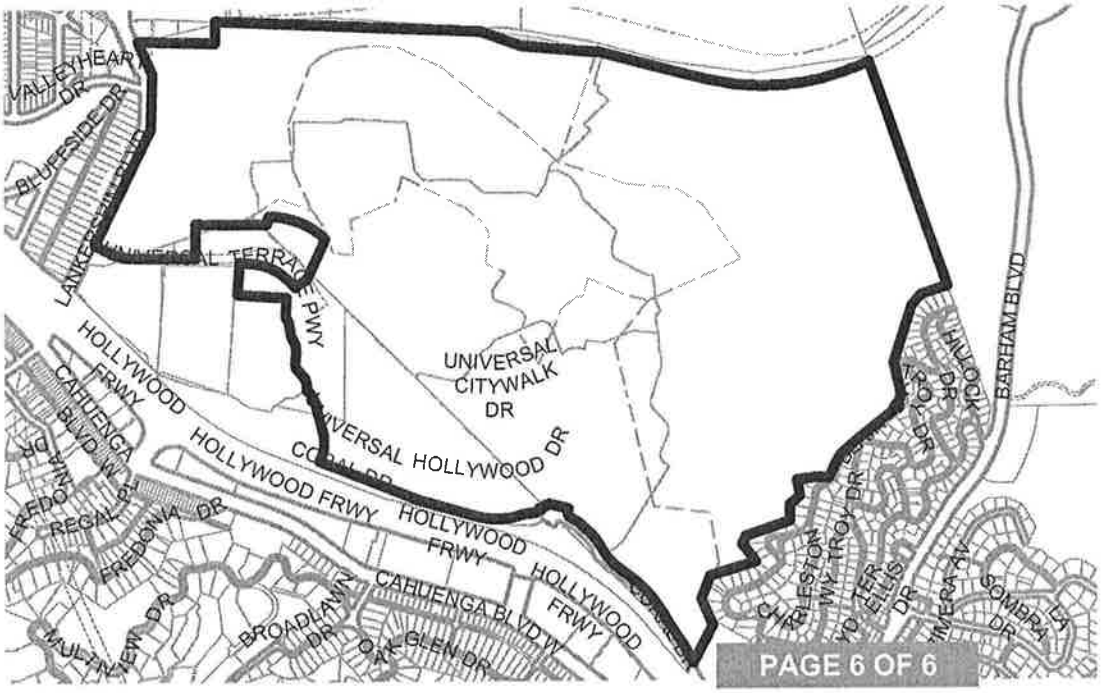

LEGAL DESCRIPTION: **CONTINUED FROM PAGE 5**

LANKERSHIM BOULEVARD, SAID RIGHT OF WAY LINE HAVING A HALF WIDTH OF 50.00', SAID RIGHT OF WAY HALF WIDTH PER THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY;

SAID LAND BOUND TO THE N. IN PART BY THE S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE, SAID LAND ALSO BOUND IN PART TO THE N. AND W. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT THE NW. CORNER OF LOT 1 AS PER THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY DECEMBER 30, 2004, SAID CORNER LYING IN THE NE'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY HAVING A HALF WIDTH OF 50.00' AS SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID CORNER ALSO BEING THE NW'LY TERMINUS OF THE LINE SHOWN AS BEARING N.24-17-17W. 228.33' ON SAID CERTIFICATE OF COMPLIANCE

N.24-17-17W. 9.69' ALONG SAID NE'LY RIGHT OF WAY LINE TO THE POINT OF BEGINNING
DEPARTING SAID NE'LY RIGHT OF WAY LINE S.88-53-29E. 515.72'
N.00-43-31E. 126.94', MORE OR LESS,
TO A POINT ON THE N'LY LINE OF SAID LOT 1
DEPARTING SAID N'LY LINE OF SAID LOT 1 N.00-43-31E. 19.23' MORE OR LESS TO SAID S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER SAID GRANT DEED.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO THE APPROVAL OF DEVELOPMENT AGREEMENT NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 2.5 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65864) authorizes the County of Los Angeles ("County") to enter into a development agreement with any person having a legal or equitable interest in real property for the development of that property; and

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations (3 acres) from the County to the City of Los Angeles ("City") plus detachments (30 acres) from the City to the County, for a net 27 acres from the City to the County for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet), is collectively referred to as the "Project"; and

WHEREAS, the Applicant has requested approval of Development Agreement No. 200700001, which sets forth public benefits to the County and the vested rights of the Applicant; and

WHEREAS, the Regional Planning Commission of the County has conducted a public hearing in the matter of Development Agreement No. 200700001 on February 27, 2013; and

WHEREAS, the Regional Planning Commission ("Commission") finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. Development Agreement No. 200700001 ("Development Agreement") is a request to authorize a development agreement between the County and Property Owner for 25 years.

4. General Plan Amendment No. 200700001 is a related request to change 296 acres from I (Major Industrial) and C (Major Commercial) Categories to SP Category (Specific Plan); and to pre-designate the approximately 30-acre portion of the Project Site that is located within the City as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan, to SP Category (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of the unincorporated portions of the Project Site from the County (3 acres) to the City, a community plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

5. Specific Plan No. 200700001 is a related request to guide the continued development of a multi-use project in the proposed SP (Specific Plan) zone.

6. Zone Change No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within the County from M-1.5 (Restricted Heavy Manufacturing), to SP (Specific Plan); and to pre-zone as SP (Specific Plan) the approximately 30-acre portion of the Project Site that is located within the City currently zoned [Q]C2-1-SN under the City of Los Angeles Zoning Ordinance, so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of unincorporated portions of the Project Site from the County (3 acres) to the City, a zoning classification consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

7. Approval of the Specific Plan and Development Agreement and consideration of the EIR will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. The subject property is currently developed with studio and office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east and Hollywood (U.S. 101) freeway and commercial and multifamily uses are located to the south. Land uses to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property are zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the

City of Los Angeles, are zoned [Q]C2-1-SN pursuant to the City of Los Angeles Planning and Zoning Code. The Commission has recommended that the Board approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the city's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the property. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The Project is consistent with the proposed Development Agreement requirements of California Government Code Title 7, Division 1, Chapter 4, Article 2.5, Sections 65864 through 65869.5 and Los Angeles County Zoning Ordinance Title 22 Chapter 22.16, Part 4, which establish the authority and guidelines for preparation, adoption, and implementation of development agreements. In accordance with the Government Code and County Zoning Ordinance provisions, the Development Agreement is proposed to be adopted by ordinance.

14. The Development Agreement is consistent with the goals and policies of the General Plan and consistent with the requirements of the Specific Plan. The Development Agreement will provide for public benefits such as, but not limited to funding bike plan planning and construction along the Los Angeles River adjacent to the Project Site and additional funding for regional bikeway planning located nearby along the Los Angeles River, other neighborhood and transportation

improvements beyond required mitigation measures, and set removals and landscaping that would not otherwise be required so as to further ensure the project's compatibility with adjacent residences. The Development Agreement will also ensure vested rights to the Applicant in developing the Project Site.

15. The Development Agreement complies with zoning and other applicable ordinances and regulations.

16. The Development Agreement is consistent with the public convenience, general welfare, and good land use practice, making it in the public interest to enter into the Development Agreement with the Applicant.

17. The requested Development Agreement is necessary to provide public benefits to the County and vested rights to the property owner, which rights are in addition to those required or provided by the subject entitlements described above.

18. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

19. Compatibility with surrounding land uses will be ensured through the related General Plan Amendment to Specific Plan, Zone Change to Specific Plan, and associated Specific Plan and Mitigation Monitoring and Reporting Program.

20. The Development Agreement will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

21. The recommended Development Agreement is needed in order to fulfill and implement public benefits to the County and provide vested rights to the Applicant which are in addition to any public benefits to the County and vested rights to the Applicant provided by the above described entitlements.

22. The Development Agreement is appropriate and proper because the location of certain provisions proposed efficiently utilize existing infrastructure and services, as the sites are compatible with surrounding uses, and will support State and County efforts to decrease air pollution and contribute to the conservation of energy.

23. Modified conditions of the Project Site and surrounding community warrant a Development Agreement. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors, makes the Project Site ideal for redevelopment, intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to community stakeholders. The public benefits described in the Development Agreement would support surrounding neighbors with tangible means to further limit any remaining impacts from the Project and improve public amenities located near the Project Site.

24. Approval of the proposed Development Agreement is in the best interest of the public health, safety and general welfare, as the area contains sufficient infrastructure and facilities to accommodate the additional Development Agreement provisions. The subject property is adjacent to certain public right-of-ways that are included in long term City and County bicycle plans.

25. The applicant has satisfied the "Burden of Proof" for the requested Development Agreement.

26. During the February 27, 2013 public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The applicant's representatives, Corinne Verdery and George Mihlsten testified in favor of the Project.

27. Two (2) of the applicant's representatives and thirty-two (32) other persons testified in favor of the Project and five (5) persons testified with concerns regarding the project.

28. Twenty (20) phone calls were received from members of the public. Phone calls were primarily inquiries regarding posting of notices on the site and questions about the scope of the Project.

29. Staff has received 115 written comments during the noticing period. All but three written comments indicated support for the Project due to job creation and economic impact, media and entertainment industry synergy, growth, and investment, elimination of residential component, perceived consensus among stakeholders, promoting the region, expansion of amusement park, tourism and tax revenues, and provision of bicycle amenities. Of the three comments in opposition to the Project, one indicated concerns regarding remaining significant and unavoidable impacts and the request to downsize the Project so no significant and unavoidable impacts remain, the second requested additional light, sound, and visual mitigations for the neighborhood located across Lankershim Boulevard to the west, and a third had concerns about increased truck traffic and EIR adequacy.

30. A duly noticed public hearing was held on February 27, 2013 before the Regional Planning Commission. Commissioners Helsley, Valadez, Modugno, Louie, and Pedersen were present. The Commission adopted 10 proposed changes to the Specific Plan including two items in Section 6 Design Standards for Buildings and Other Structures, two items in Section 14.H Design Standards for Permanent Parking Facilities, one item in Section 15 Lighting Regulations, four items in Section 16 Sound Attenuation Regulations, and one item in Section 19 Administration; and one proposed change to the Development Agreement as itemized in the letter to the Commission dated February 21, 2013. The Commission expressed appreciation to staff and the applicant's team for addressing community concerns prior to the hearing and working out mitigation measures, Specific Plan provisions, and Development Agreement terms favorable to protecting neighborhoods surrounding the Project Site. The Commission unanimously voted to recommend consideration of the Final EIR to the Board of Supervisors, adopt the Mitigation Monitoring and Reporting Program, California Environmental Quality

Act Findings of Fact, and Statement of Overriding Considerations, and adopt resolutions recommending approval of the subject Specific Plan as amended, Plan Amendment, Zone Change, and Development Agreement as amended.

31. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

32. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

33. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010, by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

34. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)
    - Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
    - Solid Waste (Operational: Landfill Capacity)

35. The City as Lead Agency determined that Alternative 10 is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining

alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

36. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

37. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

38. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

39. The Commission finds that designating the portion of the Project Site currently located within the City and proposed to be detached therefrom as SP is necessary in order to maintain consistency with the general plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, Development Agreement No. 200700001, and Final EIR SCH No. 2007071036;

2. Consider the certified Final EIR completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board of Supervisors;

3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed plan amendment;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended Development Agreement is consistent with the goals, policies and programs of the Los Angeles County General Plan and consistent with the requirements of the proposed Specific Plan; and therefore

7. Adopt the recommended Development Agreement No. 200700001 as depicted on exhibits attached hereto and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE: 5-0

Concurring: Helsley, Valadez, Modugno, Louie, Pedersen

Dissenting: None

Abstaining: None

Absent: None

Action Date: February 27, 2013

SZD:KKS
2/28/13

ORDINANCE NO. _____

An ordinance approving a Development Agreement pursuant to Section 65868 of the Government Code and Section 22.16.450 of Title 22 of the County Code.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. The Board of Supervisors hereby approves Development Agreement No. _____, a copy of which is attached.

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

DATE: February 27, 2013

TO: David W. Louie, Chair
Esther L. Valadez, Vice Chair
Harold V. Helsley, Commissioner
Curt Pedersen, Commissioner
Pat Modugno, Commissioner

FROM: Samuel Z. Dea
Section Head, Special Projects

SUBJECT: NBC UNIVERSAL EVOLUTION PLAN
PROJECT NO. TR 068565-(3)
SPECIFIC PLAN NO. 200700001
PLAN AMENDMENT NO. 200700001
ZONE CHANGE NO. 200700001
SPECIFIC PLAN NO. 200700001
DEVELOPMENT AGREEMENT NO. 200700001
ENVIRONMENTAL ASSESSMENT NO. 200700014 EIR SCH NO. 2007071036

Additional comment letters on the NBC Universal Evolution Plan Alternative 10 – No Residential Alternative Project have been received, including letters from the Toluca Lake Home Owners Association, Friends of Los Angeles River, Southwest Regional Council of Carpenters, Studio City Chamber of Commerce, the Islands Neighborhood and additional letters from members of the public.

If you have any further questions, please contact Mr. Kim Szalay at (213) 974-4876, or, by email at kszalay@planning.lacounty.gov.

SZD:KKS

Attachments: Additional Organizations Comment Letters
Additional Other Public Comment Letters

TOLUCA LAKE
HOMEOWNERS ASSOCIATION

February 22, 2013

Mr. Kim K. Szalay, AICP
Principal Planner, Senior Projects
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Dear Mr. Szalay:

RE: Agenda item No. 6 – Regional Planning Commission, date February 27, 2013 - NBC Universal Evolution Plan – FEIR and related Mitigation Monitoring and reporting Program (MMRP), Statement of Overriding Considerations and Findings of Fact.

The Toluca Lake Homeowners Association (TLHOA) is in support of the Universal Studios Specific Plan (USSP) as recommended by staff to include the February 13, 2013 Draft Specific Plan changes and February 21, 2013 additional changes to Sections 16 and 19. (See attachment 1 - "Summary of Sound Attenuation and Monitoring Provisions in the Draft Universal Studios Specific Plan" and attachment 2 – February 21 letter from staff to County Planning Commission).

In the event, however, that the Universal Studios Specific Plan is not adopted by the County (as was the case with the City and the Universal City Specific Plan), the TLHOA requests that any Development Agreement or similar document contain the aforementioned language. This would assure the TLHOA that current and future noise impacts will continue to be addressed.

Thank you for your help and consideration in this very important matter.

Regards,

Peter Hartz, President

Attachments:

1. Summary of sound Attenuation and Monitoring Provisions in the Draft Universal Studios Specific Plan, dated February 13, 2013.
2. February 21, 2013 staff letter to County Planning Commission

Cc: Tom LaBonge, LA City Councilmember, 4th District
Renee Weitzer, Officer of Councilmember, 4th District
Zev Yarolsavsky, LA County Supervisor, 3rd District
Ben Saltsman, LA County Planning and Land Use Deputy, 3rd District
Toluca Lake Noise Council
TLHOA Board of Directors
TLHOA Chamber of Commerce
Greater Toluca Lake Neighborhood Council

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

DATE: February 21, 2013

TO: David W. Louie, Chair
Esther L. Valadez, Vice Chair
Harold V. Helsley, Commissioner
Curt Pedersen, Commissioner
Pat Modugno, Commissioner

FROM: Samuel Z. Dea
Section Head, Special Projects

SUBJECT: **NBC UNIVERSAL EVOLUTION PLAN**
PROJECT NO. TR 068565-(3)
SPECIFIC PLAN NO. 200700001
PLAN AMENDMENT NO. 200700001
ZONE CHANGE NO. 200700001
SPECIFIC PLAN NO. 200700001
DEVELOPMENT AGREEMENT NO. 200700001
ENVIRONMENTAL ASSESSMENT NO. 200700014 EIR SCH NO. 2007071036

Twenty-seven (27) additional comments in favor of the NBC Universal Evolution Plan Alternative 10 – No Residential Alternative Project have been received, including letters of support from the City of Burbank, the greater Toluca Lake Neighborhood Council, Cahuenga Pass Property Owners Association and two other organizations, and 22 letters in favor from members of the public (**Attachment A**). No additional comment letters opposed have been received.

Staff and the Applicant have been in ongoing dialogue with neighbors of Universal City regarding concerns pertaining to noise, visual screening and building design. As a result of these talks, staff is recommending additional language (**Specific Plan references below**) and updated exhibits and figures (**Attachment B**) be added to the proposed Specific Plan Building Design, Lighting, Sound Attenuation, and Administration sections to address these refinements as follows:

Section 6.E - Design Standards for Buildings and Other Structures

1) Require proposed building within the 745-foot MSL Height Zone along Lankershim Boulevard to have a 20-foot setback from western façade above 721-foot MSL height as shown on new Figure 6-2.

2) Require retaining of southern landscape buffer along Buddy Holly Drive along the southern edge of the property as shown on new Exhibit 2-E.

Section 14.H – Design Standards for Permanent Parking Facilities

3) Revise regulation for parking structure in Area G to extend the six-foot parapet plus six-foot visual screen also along the south side of structure (add to Section 14.H.3.b).

4) Require new parking structures located adjacent to Universal Hollywood Drive west of Universal Studios Boulevard, as shown on new Exhibit 2-E, that have roof-top parking to include a six-foot parapet plus a six-foot visual screen along the south side of structures, and that the roof-tops have a non-reflective finish.

Section 15 Lighting Regulations

5) Temporary decorative lights along Lankershim Boulevard property boundary and the northerly property boundary of the Northern Edge Sign District shall be subject to lighting regulations of the Specific Plan (correction to Section 15.8.c).

Section 16 Sound Attenuation Regulations

6) Add that Director shall request third-party noise monitoring agent use the latest available technology for noise monitoring (add to Section 16.F.1).

7) Require that the property owner notify the Director prior to any outdoor special event with more than 250 attendees and amplified sound in the Studio or Back Lot District (add to Section 16.F.1).

8) Add one noise monitoring station to the Toluca Lake neighborhood and relocate one station in the Cahuenga Pass neighborhood as shown on revised Figure 16-1.

9) Require that the Applicant use best efforts to minimize the sound of backup bells during nighttime construction in the Back Lot District (add to Section 16.E).

Section 19 Administration – Community Outreach and Feedback

10) Require community hotline be answered by a live person (add to Section 19.F.2).

Proposed Additional Development Agreement Provision
The County will ensure that Los Angeles County Flood Control District will expedite the permitting and a maintenance agreement to permit landscaping by the homeowner's association in the area south of Toluca Estates Drive on the County Flood Control District property, and NBCUniversal will pay the related permitting fees (add to community benefits Exhibit G of Development Agreement).

Additionally, the Applicant has provided a letter with attachments (**Attachment C**).

If you have any further questions, please contact Mr. Kim Szalay at (213) 974-4876, or, by email at kszalay@planning.lacounty.gov.

SZD:KKS

Attachments: City of Burbank Letter (1)
Additional Organizations Comment Letters (4)
Additional Other Public Comment Letters (22)
Additional/Revised Exhibits
Applicant's letter and attachments

Figure 16-1

Designated Sound Monitoring Sites

Summary of Sound Attenuation and Monitoring Provisions
in the Draft Universal Studios Specific Plan
(as of February 13, 2013)

I. **Decibel Reductions**:
   A. Reduces allowable noise levels by 1-8 dBA compared to the current County noise ordinance.
   B. For impulsive noises (e.g. gun shots) the maximum dBA is being lowered to 62 dBA (the maximum contained in the existing County code is 70 dBA*).
   C. Data provided by Universal shows that neither Water World, nor key special events, including the special event on 8/4/12, would meet these standards.

II. **Monitoring and Enforcement**:
   A. In addition to Public Health Department monitoring, the Director of Regional Planning shall require quarterly monitoring by a qualified third party consultant.
   B. Universal shall not be given prior notice of the monitoring dates.
   C. Additional monitoring may be ordered by the Director to cover special events.
   D. The Director also has the authority to require additional monitoring for determining compliance and "enforcement of the Specific Plan."
   E. The third party monitoring data may be used to enforce the Specific plan noise provisions, which may be enforced through both civil and criminal remedies.

III. **Reporting and Ombudsperson**:
   A. Universal must keep a complaint log noting the date, time, and nature of all comments or complaint, and the response offered by Universal.
   B. The log must be posted on the web.
   C. Universal shall be required to maintain an ombudsperson and respond to each complaint within 24-hours (or the next business day).
   D. The County will create a Community Advisory Panel to foster ongoing communication with the community, and provide input to the County and Universal about ongoing operations.
   E. Monitoring and compliance reports shall be provided to the Community Advisory Panel for their review.

IV. **Water World**:
   A. Must be retrofitted so that it no longer relies on live pyrotechnics and explosions to create the sound the audience hears. Instead, it will be modified with a pre-recorded digital sound track.
   B. The existing speakers will be replaced with directional technology to focus the sound on the audience, and minimize spill-over to the surrounding community.
   C. This will allow the show to be adjusted to comply with noise standards—no matter the weather conditions.
   D. The work must commence within 60 days of approval of the Specific Plan and be finished within 120 days of the effective date of the Specific Plan.

V. **Grandfather Clause and Exemptions**:
   A. All other existing noise sources on the property will be given 18 months to come into compliance with the new decibel standards contained in the Specific Plan.
   B. All new sound sources must comply immediately.
   C. Motion picture / television production (not including construction of stages or television facilities), activities exempt from the current County noise ordinance (e.g., public safety activities, etc.), and special event fireworks shows are exempt from the new noise standards.

* The current County code contains several possible dBA adjustments based on duration, tonality, etc.
** The County maintains that this re-states existing law. Universal questions that assertion.

Public Comment by the Island Neighborhood, one block from NBCUniversal's West edge

Project Number TR68565-(3)
Specific Plan No. 200700001
Plan Amendment No. 20070001

The Island Neighborhood consists of single family dwellings bordered by South Weddington Park to the south and west and the LA River to the north. We are one block in from Lankershim Blvd, the western edge of NBCUniversal, and the only ingress/egress to the Island is at Lankershim and Valleyheart, directly across from Gate 2.

The Island Neighborhood has been working with NBCUniversal in an attempt at real problem solving to reduce the impacts to our lives by the proposed Evolution Plan.

We are pleased that the proposed 2900 condos are not in the preferred alternative and that the height of two proposed buildings between the Wasserman Building and Gate 3 have been lowered since our first discussions.

We are still talking with them about our needs and concerns. These include:

- The height of the buildings, which will be visible to many of the homes. We would not be opposed to seeing these buildings be shorter still.
- Proposed holiday lights
- Movie posters on the buildings. If we are to look at movie posters we need some assurances that they won't be very high on the buildings so we won't be seeing them from our homes and would like some assurance that they won't be scary or obscene as has already happened in a few past instances.
- Look of the buildings. We would like to be looking at something attractive, perhaps with some green on it, unlike the Wasserman Building, which is a black smokestack look and the 10 Universal Plaza building, which has a lot of glare. We would like the rooftops to be attractive to look at, with green roofs or more aesthetically pleasing roof structure.
- Intrusion into the privacy of our homes. Higher floors should have setbacks with landscaping to shield windows. Higher floors should have blackout shades to be drawn every night against lights that are kept on and shine out on surrounding neighborhoods.

Any traffic impacts to Lankershim Blvd directly affect our mobility. We are requesting the following be done, before Harry Potter is completed, in an attempt to mitigate these impacts:

- Southbound Lankershim right lane to be "Right turn only" into Valleyheart.
- A more pronounced bump out at the entrance to the Island with a monument sign identifying us as a residential community. This would help to turn around the constant flow of drivers looking for Universal parking.

The Island also has security concerns in anticipation of the extra volume of visitors to the theme park. We are requesting the following in an attempt to mitigate these impacts:

- Security cameras
- Extra street lights, the number of which will be determined as we study this carefully and very soon. We anticipate perhaps two.

We acknowledge with much appreciation that we have already been promised additional funds for the Island to use at its discretion to pay for such things as mature trees to block some of the buildings and make general improvements to the neighborhood and park in anticipation of extra visitors. These funds will be held and disbursed by CD2 in a special fund.

We also are hoping to get some sleep during this 20 year construction plan. Because of the way sound bounces off the buildings, the hills and the cement of the LA River, we are able to hear noises from everywhere on the lot. We are very happy to hear that the studio noise log will be made available online to the public. It should also be required for their noise hotline to be adequately manned so that if construction is started by a vendor outside of allowable hours we can stop it right away. We are opposed to the allowance of any construction outside of normal hours. Since the buildings have not yet been designed, there is time in advance for additional construction joints to be engineered into the designs so that you don't need to do continuous pours.

We request that any mitigations to be made be put in writing to the plan amendment and specific plan since the studio has changed owners many times. We want to make sure that promises are enforceable.

We are optimistic that we can reach an agreement before the end of hearings on the Evolution Plan and will continue our dialogue with the studio representatives. We thank the County in advance for their diligence in overseeing this plan.

Representing the Island Neighborhood:
Connie Elliot, biffconnie@earthlink.net 818-760-0926 4061 Cartwright Ave. 91604
Francesca Corra, fcorra@aol.com, 818-370-3200, 4030 Cartwright Ave. 91604

Friends of the Los Angeles River

February 21, 2013

David Louie, Chairman Los Angeles County Regional Planning Commission
320 West Temple Street Room 1350
Los Angeles 90012
Attn: kszalay@planning.lacounty.gov

Dear Mr Louie,

I am writing you in regard to the NBC Universal Evolution Plan; and in support of NBC Universal's unprecedented commitment to related community activities around the project, including construction of a bike path between the studio and the River.

For 27 years Friends of the Los Angeles River has been working for a swimmable, fishable, boatable, and bikeable L.A. River Greenway from the San Gabriel Mountains to the sea at Long Beach. Until now, though, we have been unable to attain our fundamental goal of a bikeway linking the San Fernando Valley to downtown Los Angeles' Union Station. If the development agreement between NBC Universal and Los Angeles County is approved by your commission and the Board of Supervisors, FoLAR and its allies stand a real chance of accomplishing major progress towards our goal.

When this project was in front of the City Planning Commission, FoLAR was deeply impressed with the level of cooperation between Universal and the neighborhood, environmental and bicycling communities, and the financial commitment the applicant was willing to make to mitigate the effects of their project. We urge the County Planning Commission to build on that example.

As President and Founder of Friends of the Los Angeles River, I write to urge your support for the draft development agreement between the County and Universal Studios in general and Exhibit G, "community benefits," in particular. If the Universal Evolution Plan is approved, Universal will, by no later than the end of January 2014, commit $10,000,000 towards the planning, design and engineering of a major stretch of regional bikeway along the Los Angeles River between Griffith Park and Studio City as called for in my L.A. Times op-ed piece of Nov. 14, 2012. This will leave only one more significant chunk of bikeway planning and design between the Valley and downtown.

This is an opportunity too important to let slip through our hands. We urge a yes vote on the development, and we congratulate the City, the County and Universal Studios for their win/win spirit. Friends of the Los Angeles River looks forward to working with all parties to bring this dream to fruition

Sincerely,

Lewis MacAdams
President

FoLAR
Los Angeles River Center
570 W. Ave 26 Suite 250 Los Angeles, CA 90065-1047
Tel: 323-223-0585
Fax: 323-223-2289
WWW.folar.org
E-Mail: mail@folar.org

SOUTHWEST REGIONAL COUNCIL OF CARPENTERS

Representing Carpenters in Southern California, Nevada, Arizona, Utah, New Mexico and Colorado

Mike McCarron, Executive Secretary-Treasurer

Hal Jensen, President

Randy Thornhill, Vice President

Representing Local Unions in Southern California, Nevada, Arizona, Utah, New Mexico and Colorado

55	Denver
150	Camarillo
184	Salt Lake City
209	Sylmar
244	Grand Junction
407	Albuquerque
408	Phoenix
409	Los Angeles
510	Denver
515	Colorado Springs
547	San Diego
630	Long Beach
721	Whittier
743	Bakersfield
803	Orange
897	Bullhead City
944	Ontario
971	Reno
1245	Las Cruces
1498	Provo
1505	Albuquerque
1506	Los Angeles
1507	Salt Lake City
1553	Hawthorne
1607	Ontario
1780	Las Vegas
1800	Arroyo Grande
1977	Las Vegas
2007	Orange
2361	Orange
2375	Wilmington

February 19, 2013

Mr. David W. Louie, Chairman
Los Angeles County Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012
Via email: Mr. Kim Szalay (kszalay@planning.lacounty.gov)

RE: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

On behalf of the Southwest Regional Council of Carpenters, I am writing to express our strong support for the **NBCUniversal Evolution Plan**, which is scheduled to be heard at the Regional Planning Commission Meeting on February 27, 2013.

This 20 year project will provide an investment of over $1.6 billion in Los Angeles that will create more than 30,000 jobs during construction and operations. In regards to the construction jobs, these good paying union jobs include health care and pension benefits, along with apprenticeship training opportunities that give the youth in our communities a chance at a rewarding and productive career in the trades.

The Carpenters have a long-standing and positive working relationship with NBCUniversal. We fully support the efforts of NBCUniversal and look forward to your approval of this important project.

Sincerely,

Mike McCarron
Executive Secretary-Treasurer

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

533 S. Fremont Ave., 10th Fl.
Los Angeles, CA 90071
(213) 385-1457
Fax: (213) 385-3759

501 N. Lamb Blvd.
Las Vegas, NV 89110
(702) 531-1800
Fax: (702) 531-1844

1150 Terminal Way
Reno, NV 89502
(775) 323-1409
Fax: (775) 323-6561

4547 W. McDowell Rd.
Phoenix, AZ 85035
(602) 272-2700
Fax: (602) 272-1928

8149 S. Welby Park Dr.
West Jordan, UT 84088
(801) 280-0292
Fax: (801) 280-0370

3900 Pan American Fwy. NE
Albuquerque, NM 87107
(505) 256-3396
Fax: (505) 268-9066

4290 Holly Street
Denver, CO 80216
(303) 355-8774
Fax: (303) 355-6130

February 22, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

On behalf of the Board of Directors of the Studio City Chamber of Commerce, I want to express our organization's strong support for the NBCUniversal Evolution Plan No Residential Alternative.

The Evolution Plan without the residential component allows NBCUniversal to focus its investment and development on its key industries of entertainment and tourism, both of which are important revenue and job engines in the San Fernando Valley.

Moreover, the Evolution Plan's investment of more than $100 million in transportation and transit improvements will improve drive times and circulation in surrounding Valley communities.

Projects like the Evolution Plan don't come along often. The project is a persuasive model for smart growth that the Chamber is proud to stand behind. The creation of new jobs, along with the tax revenues that will be generated for both the County and the City is the kind of growth we need to see more of in the region.

We hope that the Regional Planning Commission will move quickly to approve this important project.

Sincerely,

Adrianna Cruz Ocampo
President

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org
Ms. Corinne Verdery (corinne.verdery@nbcuni.com

4024 Radford Ave. Edit 2 Suite F, Studio City, CA 91604 / 818-655-5916 Fax: 818-655-8392 www.studiocitychamber.com

Kim Szalay

From: Benjamin Baker [benjamin.eugene.baker@gmail.com]
Sent: Tuesday, February 26, 2013 12:06 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan

Dear Los Angeles Regional Planning Commission,

I would like to express my support for the NBC Universal Evolution Plan. I would appreciate the transportation improvements and not adding too much more traffic from residential development.

Regards,
Ben Baker, Utilities Engineer
650 Priscilla Lane
Burbank, CA 91505

P.S. I would prefer to have a pedestrian tunnel at the Universal City Metro Station instead of the proposed pedestrian bridge. The quality of this grade separation is very important--there are ~750 pedestrians and bicyclists per hour during peak hours who cross the busy streets there and it is worth spending the money for the best solution possible. I cross Lankershim here with my bike every weekday. The original plan called for a pedestrian tunnel under Lankershim, but the bids were rejected due to high cost.

For more details, see:
http://northhollywood.patch.com/articles/metro-planning-pedestrian-bridge-over-lankershim-near-universal-red-line-stop
http://la.curbed.com/archives/2012/10/critics_say_universal_city_ped_bridge_is_not_pedestrianfriendly.php#reader_comments
http://www.metro.net/board/Items/2012/08_August/20120801OtherSectorSFVItem5.pdf

I have been aware of the proposed Universal development since my professor (Gibson) was working on some related traffic studies.

I have lived in Burbank all my life and our town seeks to preserve the small-town character of its community. We do not want more traffic or less parking (although personally I am not opposed to transit-oriented, pedestrian-friendly, compact, smart growth). We would be glad to support job creation and developing the tax base nearby. I used to run by the LA River every week as part of my former high school cross country team, and so the planned bike path along the river sounds fun! My high school prom was actually at Universal Studios, too. I am sad that Jay Leno is leaving Burbank as far as I know, but I'm looking forward to the new Harry Potter stuff since I haven't made it to the Universal Studios in Florida yet.

I understand the Commission is slated to review the expansion proposal February 27 based on the Burbank Leader article I read. Thank you for your time and consideration.

Kim Szalay

From: Kathy Coakley [kathycoakley@hotmail.com]
Sent: Monday, February 25, 2013 10:48 PM
To: Kim Szalay
Cc: zev yaroslavsky; tom labonge; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

February 25, 2013

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 W. Temple Street

Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I agree with the decision of NBCUniversal Evolution Plan to move away from residential development and concentrate instead on improvements to their existing studio and theme park. NBCUniversal was right to listen to input from community stakeholders and turn their attention to more important improvements movements to long-lasting improvements to traffic and transit. With our State's current budget crisis it's great to see a company willing to invest $100 million on addressing these issues, create jobs, improve roads, and much more.

I fully support NBCUniversal's Evolution Plan No Residential Alternative. Please consider what the community we will gain from this exciting project from job creation, to new revenues, to important transit improvements. I look forward to the fruition of this wonderful development.

Respectfully submitted,

Kathy Coakley

5257 Radford Avenue

Valley Village, CA 81607-4413

CC: Hon. Zev Yaroslavsky

Hon. Tom La Bonge

Ms. Corinne Verdery

John Burns
5003 Tilden Avenue, Unit 203
Sherman Oaks, CA91423-1747

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

One of the most critical issues facing us today is the depressed economy and the flight of critical industries to other states. Now we have the opportunity to approve a plan which will keep NBCUniversal flourishing here, and allow it to upgrade its facilities to remain competitive in the future. The Evolution Plan alternative sans housing will guarantee that good jobs in construction, entertainment, and tourism will stay here, contributing to our economy and generating business activity throughout the region, now and in the future.

I believe that the NBCUniversal project will be a huge asset to the County, demonstrating that we welcome sensible development and embrace creative planning for our key industries. It balances new construction with improvements to our transportation systems, which will benefit everyone who travels in the area, and which would never be funded any other way.

This project has been discussed and modified for long enough. It is needed now, and I hope you will allow it to go forward. Thank you.

Sincerely,

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

Kim Szalay

From: Freber7@cs.com
Sent: Friday, February 22, 2013 12:16 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan Project #TR068565(3)

February 22, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

To: kszalay@planning.lacounty.gov

Subject/NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

As a supporter of NBCUniversal, I've been following their expansion plans for years with great interest. The latest version of the plan is a compromise which suits the community and the company. NBCU will make an enormous investment in their entertainment and theme park businesses, providing jobs and staying competitive in markets which change at astonishing speed. They will also invest in improvements which are very important to the community: traffic and transportation, the LA River, bike paths, the Zoo and Travel Town, and Campo de Cahuenga, a little-known historical gem on their doorstep.

I sincerely hope the county will approve the plan so work on all of its elements can begin.

Yours truly,

Fred Berger
5516 Tyrone Avenue
Sherman Oaks, CA 91401-5126

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: Lana Kotlyar [lanakotlyar@yahoo.com]
Sent: Wednesday, February 13, 2013 9:11 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

February 13, 2013

Boris Barals
10828 Fruitland Dr.
Studio City CA 91604-3508

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Regarding: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission:

The numerous community benefits associated with the NBCUniversal Evolution Plan are the best part of the whole project. I understand the need to invest in keeping our entertainment and tourism industries current and competitive, and I support these efforts, but NBCU has demonstrated that economic health is even better when it's linked to investments in the community.

The plan includes significant funding for the LA River improvements which will make an enormous difference to this incredible project, for bike paths, for the Zoo and Travel Town, and for Campo de Cahuenga, which is an often overlooked historical site. These contributions will permit local residents to reap rewards from the project, even if they don't visit the studio, theme park or City Walk.

Our community will be better off when this plan is approved and the project goes forward. I hope you will approve it without delay.

Sincerely,

Boris Barals

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Kim Szalay

From: Cjaneke@aol.com
Sent: Tuesday, February 26, 2013 6:48 PM
To: Kim Szalay
Cc: tom.labonge@lacity.org
Subject: Universal (re) Development Project #TR068565-(3) [EIR]

Kim Szalay

Los Angeles County, Planning Dept

I'm a resident of the Knolls at 3478 N Floyd Terrace. I will not be able to attend the meeting 9am Wednesday Feb/27 2013. The EIR calls for **importing/exporting 530,000 cub-yards** dirt without routing OR means specifics. One cub yard becomes TWO cub-yards when expanded (excavated and trucked). One SEMI + TRAILER take 20 cub-yards. 530,000 cub-yards therefore = 530,000x2 / 20 = **53,000 SEMI truckloads**.

That is one coming and one going 20 yard SEMI truck ever 4 min 12h a day, six days a week for ONE year solid.

The issue however is the trucks will not disappear and reappear out of a time-warp. The trucks will also no pass through the Universal entertainment pad as a matter of commerce superiority (LA / CEQA entitlement). The trucks will obviously be routed through the narrow and crumbling (residential) streets of the KNOLLS behind the Universal lot and then cram into Barham and the 101 onramp.

I'm therefore objecting to the EIR as not only being vague but promoting a factual impossibility that will **unreasonably and recklessly** impact the health, safety, morals and welfare of the surrounding communities. I will encourage the community to seek injunctive relief in event Barham OR the surrounding communities will be relegated as dumper and construction routes.

Please inform the developers and relevant government agencies accordingly. The Los Angeles and Los Angeles County taxpayers will ultimately bear the cost of lawsuits, money damages and injunctive relief as the **City of Los Angeles will be warranting legal enforcement** and will also be saddled with invariable contractual and tortuous consequences.

Sincerely, Charl E Janeke

3478 N Floyd Terrace

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

DATE: February 21, 2013

TO: David W. Louie, Chair
Esther L. Valadez, Vice Chair
Harold V. Helsley, Commissioner
Curt Pedersen, Commissioner
Pat Modugno, Commissioner

FROM: Samuel Z. Dea
Section Head, Special Projects

SUBJECT: NBC UNIVERSAL EVOLUTION PLAN
PROJECT NO. TR 068565-(3)
SPECIFIC PLAN NO. 200700001
PLAN AMENDMENT NO. 200700001
ZONE CHANGE NO. 200700001
SPECIFIC PLAN NO. 200700001
DEVELOPMENT AGREEMENT NO. 200700001
ENVIRONMENTAL ASSESSMENT NO. 200700014 EIR SCH NO. 2007071036

Twenty-seven (27) additional comments in favor of the NBC Universal Evolution Plan Alternative 10 – No Residential Alternative Project have been received, including letters of support from the City of Burbank, the greater Toluca Lake Neighborhood Council, Cahuenga Pass Property Owners Association and two other organizations, and 22 letters in favor from members of the public (**Attachment A**). No additional comment letters opposed have been received.

Staff and the Applicant have been in ongoing dialogue with neighbors of Universal City regarding concerns pertaining to noise, visual screening and building design. As a result of these talks, staff is recommending additional language (**Specific Plan references below**) and updated exhibits and figures (**Attachment B**) be added to the proposed Specific Plan Building Design, Lighting, Sound Attenuation, and Administration sections to address these refinements as follows:

<u>Section 6.E - Design Standards for Buildings and Other Structures</u>

1) Require proposed building within the 745-foot MSL Height Zone along Lankershim Boulevard to have a 20-foot setback from western façade above 721-foot MSL height as shown on new Figure 6-2.

2) Require retaining of southern landscape buffer along Buddy Holly Drive along the southern edge of the property as shown on new Exhibit 2-E.

<u>Section 14.H – Design Standards for Permanent Parking Facilities</u>

3) Revise regulation for parking structure in Area G to extend the six-foot parapet plus six-foot visual screen also along the south side of structure (add to Section 14.H.3.b).

4) Require new parking structures located adjacent to Universal Hollywood Drive west of Universal Studios Boulevard, as shown on new Exhibit 2-E, that have roof-top parking to include a six-foot parapet plus a six-foot visual screen along the south side of structures, and that the roof-tops have a non-reflective finish.

Section 15 Lighting Regulations

5) Temporary decorative lights along Lankershim Boulevard property boundary and the northerly property boundary of the Northern Edge Sign District shall be subject to lighting regulations of the Specific Plan (correction to Section 15.8.c).

Section 16 Sound Attenuation Regulations

6) Add that Director shall request third-party noise monitoring agent use the latest available technology for noise monitoring (add to Section 16.F.1).

7) Require that the property owner notify the Director prior to any outdoor special event with more than 250 attendees and amplified sound in the Studio or Back Lot District (add to Section 16.F.1).

8) Add one noise monitoring station to the Toluca Lake neighborhood and relocate one station in the Cahuenga Pass neighborhood as shown on revised Figure 16-1.

9) Require that the Applicant use best efforts to minimize the sound of backup bells during nighttime construction in the Back Lot District (add to Section 16.E).

Section 19 Administration – Community Outreach and Feedback

10) Require community hotline be answered by a live person (add to Section 19.F.2).

Proposed Additional Development Agreement Provision
The County will ensure that Los Angeles County Flood Control District will expedite the permitting and a maintenance agreement to permit landscaping by the homeowner's association in the area south of Toluca Estates Drive on the County Flood Control District property, and NBCUniversal will pay the related permitting fees (add to community benefits Exhibit G of Development Agreement).

Additionally, the Applicant has provided a letter with attachments (**Attachment C**).

If you have any further questions, please contact Mr. Kim Szalay at (213) 974-4876, or, by email at kszalay@planning.lacounty.gov.

SZD:KKS

Attachments:
City of Burbank Letter (1)
Additional Organizations Comment Letters (4)
Additional Other Public Comment Letters (22)
Additional/Revised Exhibits
Applicant's letter and attachments

ATTACHMENT A

(COMMENT LETTERS)

CITY OF BURBANK

OFFICE OF THE CITY COUNCIL

February 19, 2013

Richard J. Bruckner
Director
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: NBC UNIVERSAL EVOLUTION PLAN

Dear Mr. Bruckner:

Thank you for your letter of January 3, 2013 responding to the Burbank City Council's remaining concerns about impacts from the NBC Universal Evolution Plan. City of Burbank staff has reviewed your response and has the following comments.

- Project Alternative 10.

This project is the environmentally preferred alternative and was approved by the City of Los Angeles. The City of Burbank (City) understands that County Planning staff recommends that this be the project approved by the County Planning Commission. The City is satisfied that this addresses its previously stated preference for this alternative, which excludes a residential component.

- Mitigation Measures identified in Project Alternative 10.

County Planning has confirmed that Mitigation Measures B-28, B-33, B-39, B-40, and B-41 have been included in the Environmental Impact Report (EIR) and the associated Mitigation Monitoring and Reporting Program. County Planning also reiterated additional mitigation measures on Burbank streets for which the applicant would be responsible. This satisfies the City's concerns provided the Los Angeles County Planning Commission approves Alternative 10 and associated mitigation measures as recommended by County Planning staff.

- Burbank Police Department's concern regarding response time and public safety.

The City acknowledges that Alternative 10 will reduce the size of the originally proposed project and will therefore reduce the trips projected to use Burbank streets, especially through elimination of the residential portion of the project. This reduction in project size, while at the same time maintaining all the mitigation measures proposed under the original, larger project, will reduce traffic impacts on Burbank streets to less than significant. By extension, impacts to

275 E. Olive Avenue · P.O. Box 6459 · Burbank, California 91510-6459 · (818) 238-5751 · FAX (818) 238-5757

police response time are also reduced to a less than significant level because the traffic that could cause these increased response times has been mitigated.

- Quality of life protection fund for Burbank neighborhoods.

County Planning reiterated that the impacts to Burbank neighborhoods, for which a fund would be required, have been mitigated to a less than significant impact. In particular, the Final Environmental Impact Report traffic analysis indicates that under Alternative 10, there are no significant neighborhood intrusion impacts in Burbank. The analysis for Alternative 10 concluded that there are no locations in Burbank where a significant number of project trips are expected to travel along congested arterial streets and therefore be likely to seek shortcuts through nearby local residential streets, particularly once mitigations are implemented to mitigate significant traffic impacts. Nonetheless, while the City understands there are no identified neighborhood intrusion impacts, the City respectfully requests the project applicant consider additional neighborhood protection not specifically called for in the EIR, but which the City believes would benefit its neighborhoods.

- Los Angeles River bike path extension from Barham Boulevard to Lankershim Boulevard.

County Planning has indicated that the project applicant will fund planning and construction of the Los Angeles River bike path extension and that this will be a requirement of the proposed Development Agreement. The City believes this adequately addresses its interest in seeing the bike path extended.

- Additional shuttle connection to Bob Hope Airport and the Metrolink/Amtrak Ventura Line.

The City acknowledges the 20-year commitment to fund a comprehensive, all-day transit service connecting Downtown Burbank, the Burbank Media District and the Universal City Red Line Station to the project, and to integrate this new service with the existing Metro or BurbankBus services in the corridor. If this proposed service were to be branded as a BurbankBus service, it would functionally duplicate a portion of the City's existing Metrolink-Media District route. This duplication would allow the City to consider eliminating its existing service in favor of the proposed new service provided by the project, and redirect transit resources to other parts of Burbank such as along the Hollywood Way corridor to the Bob Hope Airport and Airport Metrolink Station. Thus, while the project is not proposing a service to the Bob Hope Airport directly, its proposal to add service in other areas could allow the City to provide expanded service to this corridor on its own.

- Conversion of hotel rooms to residential units.

County Planning has indicated that the regulations of the NBC Universal Evolution Plan will prohibit residential uses as well as the conversion of hotel rooms for residential use. This satisfactorily addresses the City's concerns that the inclusion of residential uses would have detrimental effects on Burbank streets and public services.

- The need to secure and track funding for the traffic improvement proposed as mitigations through mechanisms such as the Mitigation Monitoring and Reporting Program and the Development Agreement with the applicant.

The City understands that County Planning agrees that the identified mitigation measures need to be tracked and have stated that the County intends to adopt an enforceable Mitigation Monitoring and Reporting program. This addresses the City's interest in ensuring compliance with proposed mitigation measures provided that Alternative 10 is approved with the related mitigations and Mitigation Monitoring and Reporting Program recommended by County Planning staff.

The City of Burbank appreciates County Planning's response to its concerns and looks forward to collaborating with the Los Angeles County Department of Regional Planning in the future.

Sincerely,

Mayor Dave Golonski

Vice Mayor Emily Gabel-Luddy

Council Member Gary Bric

Council Member Dr. David Gordon

Council Member Jess Talamantes

Copy to:
Los Angeles City Council

Council Member Ed Reyes, District 1
Council Member Paul Krekorian, District 2
Council Member Dennis P. Zine, District 3
Council Member Tom LaBonge, District 4
Council Member Paul Koretz, District 5
Council Member Tony Cardenas, District 6
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Council Member Jose Huizar, District 14

Council Member Joe Buscaino, District 15

Los Angeles County Board of Supervisors
Supervisor Gloria Molina, First District
Supervisor Mark Ridley-Thomas, Second District
Supervisor Zev Yaroslavsky, Third District
Supervisor Don Kanbe, Fourth District
Supervisor Michael D. Antonovich, Fifth District

Corinne Verdery, NBCUniversal

Jon Foreman, Senior City Planner
Kim Szalay, Principal Regional Planning Assistant

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

January 3, 2013

Mayor Dave Golonski
City Council Members
City of Burbank
275 E. Olive Ave.
P.O. Box 6459
Burbank, CA 91510-6459

Dear Mayor Golonski and Members of the City Council:

NBC UNIVERSAL EVOLUTION PLAN

Supervisors Antonovich and Yaroslavsky received letters from the Mayor and City Council members regarding the NBC Universal Evolution Plan ("Project") and requested that I respond to your letters. Thank you for sharing your concerns regarding the Project and planning efforts between the County of Los Angeles ("County") and the City of Los Angeles regarding Alternative 10 and the associated environmental document. We share your interest in the development of a Project that protects neighborhood quality and makes significant contributions to the region's economy. We are working with the NBC Universal team to achieve these goals.

The County established a Memorandum of Understanding with the City of Los Angeles to jointly prepare the Environmental Impact Report ("EIR") for this Project. Extensive efforts have been put forth throughout the environmental review process to ensure that the EIR identified and addressed the Project's impacts, including traffic/access to surrounding communities including the City of Burbank ("Burbank"). Pat Gibson, the traffic consultant, spent considerable time working with your staff.

As you may know, the City of Los Angeles is the Lead Agency for the Project's EIR, and the Final EIR was certified by the City of Los Angeles on November 14, 2012. As part of the Project's entitlement process, the County's Regional Planning Commission and the Board of Supervisors will conduct public hearings regarding the Project and will consider the draft Universal Studios Specific Plan ("Specific Plan") which will reflect Alternative 10.

Mitigation Measures B-28, B-33, B-39, B-40, and B-41 cited in your letter have been included in the EIR and associated Mitigation Monitoring and Reporting Program. Please note that Mitigation Measure B-39 as reflected in the EIR applies to Verdugo Avenue between Hollywood Way (rather than Pass Avenue as stated in the City of Burbank letter) and Buena Vista Street.

Mitigation Measures B-27, B29, B30, B-31, B34, B-35, B-36, and B-37 are also included in the Mitigation Monitoring and Reporting Program and address the applicant's responsibility for the required improvements to Burbank streets impacted by the Project.

The following responds to the additional items listed on Pages 2 through 6 of your letter:

Alternative 10.
Alternative 10 is the environmentally superior alternative. It completely eliminates the residential component of the proposed Project and reduces impacts as compared to the proposed Project. County staff intends to recommend that the Regional Planning Commission recommend approval of this alternative to the Board of Supervisors. In addition, Alternative 10 retains essentially all of the traffic improvements originally proposed, including the mitigation measures in the City of Burbank.

Burbank Police Department's concern regarding response time and public safety.
Comments regarding potential public safety impacts from increased traffic and increases in visitors to Burbank for the Project were raised during the circulation of the Draft EIR and responses were included in the Final EIR. Coupled with applicable mitigation measures, Alternative 10 would result in substantially fewer traffic trips compared to the proposed project (19,139 daily trips vs. 28,108 daily trips respectively from Table 2 of Alternative 10 Transportation Analysis, Appendix FEIR 14, Volume 13, Page 19), resulting in fewer vehicles using the streets within Burbank and fewer impacts on Burbank streets. In particular, traffic on Burbank streets would be reduced under Alternative 10 because there are far fewer trips generated on the east side of the project site under Alternative 10. We concur with the Final EIR analysis that the quality of Burbank's public safety services will not be compromised. A traffic study was prepared in consultation with Burbank staff to identify and prevent significant Project impacts to traffic conditions in Burbank, and in consultation with the Burbank staff, specific Burbank traffic mitigation measures were added. All of these mitigation measures remain under Alternative 10.

Quality of life protection fund for Burbank neighborhoods.
Although the Draft EIR indicates that a few neighborhoods may experience "cut through" traffic from the Project, as explained in the Final EIR in the response to Burbank's comment letter on the Draft EIR, with respect to the area bounded by Olive Avenue, Lakeside Drive, the western city limits, and Riverside Drive, the Project's impact to this neighborhood is mitigated to a less than significant level under the Future with Project with Funded Improvements scenario. With respect to the area bounded by Olive Avenue, Pass Avenue, Riverside Drive, and Hollywood Way, the Project's impact at this neighborhood is mitigated to a less than significant level under the Future with Project with TDM Program and Future with Project with Funded Improvements scenarios. Therefore, the Project is not required to implement a neighborhood protection program for these identified neighborhoods. With respect to the area bounded by Verdugo Avenue, Clybourn Avenue, Clark

Avenue, and Hollywood Way, the Project adds fewer than 1,200 daily trips to the Pass Avenue corridor between Olive Avenue and Verdugo Avenue. Therefore, the Project does not meet the threshold of a significant neighborhood intrusion impact as described in the Draft EIR. As explained in the Final EIR, a review of Pass Avenue north of Verdugo Avenue was also conducted per Burbank policy, and the level of increase due to Project trips does not meet the City of Burbank's threshold of significance. Therefore, the Project is not expected to result in a significant impact on the identified neighborhood. As noted above, the traffic consultant worked with Burbank transportation staff during the environmental review process, and specific traffic mitigation measures were included in the Draft EIR and expanded in the Final EIR to address potential traffic impacts in Burbank.

Los Angeles River bike path extension from Barham Boulevard to Lankershim Boulevard.
The County agrees that the extension of the of the Los Angeles River bike path from Barham Boulevard to Lankershim Boulevard is consistent with the Los Angeles River Master Plan ("Master Plan") and that such improvements will provide substantial regional benefits as a critical step to the implementation of the Master Plan. The applicant has agreed to provide planning and construction funding for a future potential bike path in the amount of $3.75 million as indicated in the applicable components of the proposed Development Agreement presented at the City of Los Angeles Planning and Land Use Management Committee public hearing on the Project.

Additional shuttle connection to Bob Hope Airport and the Metrolink/Amtrak Ventura Line.
A comprehensive shuttle system and enhanced bus service that connects the project site to nearby service areas will provide important linkages to the region's transit system. Mitigation Measures B-1 and B-2 included in the EIR address the impacts of Alternative 10 to public transit. As noted in the EIR, the shuttle system under Mitigation Measure B-2 would include connections to the downtown Burbank Metrolink Station and the Burbank Media District. As explained in the EIR, the proposed local shuttle system routes included in the Project's transit mitigation program were developed based on the locations of intersections impacted by the Project. Future transit studies of the Bob Hope Airport are beyond the scope of the Project.

Conversion of hotel rooms to residential units.
Residential development is not a permitted or contemplated use in the proposed Specific Plan and there are regulations in this document that prevent the conversion of hotel rooms into fulltime residences or extended stay facilities.

The need to secure and track funding for the traffic improvements proposed as mitigations through mechanism such as the mitigation monitoring program and the Development Agreement with the applicant.

The County agrees that all of the mitigation measures pertaining to County jurisdiction identified in the EIR need to be tracked, and the County intends to adopt an enforceable mitigation monitoring and reporting program for Alternative 10 through the entitlement process. I look forward to working closely with both Cities of Los Angeles and Burbank to ensure that mitigation measures, particularly those relating to traffic improvements, are implemented accordingly.

The County appreciates Burbank Water and Power's willingness to work with the City of Los Angeles Department of Water and Power to allocate surplus recycled water to meet the project's demand. With regard to utility construction, any necessary construction within Burbank and City of Los Angeles jurisdiction shall be developed to the satisfaction of the respective agency. The 16kV electrical line under the No Annexation Scenario referenced in your letter was to serve the residential component of the Project in the County in the event the proposed annexation did not occur. Since Alternative 10 does not include a residential component, the 16kV line would not be required.

Thank you again for bringing to the County's attention your concerns for the community. Please contact me if you have further questions or comments.

Sincerely,

Richard J. Bruckner
Director

RJB:SZD:KKS:ems

c: Supervisor Zev Yaroslavsky, Third District
Supervisor Michael D. Antonovich, Fifth District

CITY OF BURBANK

OFFICE OF THE CITY MANAGER

November 20, 2012

Supervisor Michael D. Antonovich
Fifth District
Los Angeles County
500 W. Temple Street
Suite 383
Los Angeles, CA 90012

Dear Supervisor Antonovich:

The Burbank City Council appreciates the thoughtful work that has gone into the preparation of the Final Environmental Impact Report for the proposed NBC Universal Evolution Plan. On behalf of the City of Burbank, comments have been provided by our staff to Jon Foreman, Senior City Planner. Many of the issues raised by our staff have been addressed between the release of the Draft Environmental Impact Report and the Final.

We share the same goal as do you and the other Los Angeles County Board of Supervisors: a project that will contribute to the economic vitality of the region while protecting the quality of life for existing residents. You have the opportunity to take specific actions that will help achieve the goal for both the County of Los Angeles and the City of Burbank.

The project is located at the southwest corner of Burbank although it is located on the 391-acre Universal City property that is partially in the City of Los Angeles and partially within an unincorporated area of the County of Los Angeles. As a result, the City of Burbank will experience significant impact from the project.

The City would like to confirm that the following additional mitigation measures identified in the FEIR Alternative 10, "Corrections and Additions, IV.B.1, Traffic-Access, Traffic-Circulation," will be included in any project approved by the Los Angeles County Board of Supervisors:

- Mitigation Measure B-28: Pass Avenue & Oak Street, provide additional traffic signal equipment to connect the signal to the City's Citywide Signal Control System (CSCS).
- Mitigation Measure B-33: Pass Avenue & Olive Avenue, provide additional traffic signal equipment to connect the signal to the City's Citywide Signal Control System (CSCS).
- Mitigation Measure B-39: Verdugo Avenue between Pass Avenue and Buena Vista Street, provide additional traffic signal equipment at four intersections to connect this corridor to the City's Citywide Signal Control System (CSCS).

275 E. Olive Avenue · P.O. Box 6459 · Burbank, California 91510-6459 · (818) 238-5800 · FAX (818) 238-5804

- Mitigation Measure B-40: Provide funding in the amount of a total of $950,000 to provide signal timing plans and adaptive signal control hardware and software.

- Mitigation Measure B-41: Provide funding in the amount of a total of $500,000 to provide signal interconnect between the cities of Burbank and Los Angeles along the Barham Boulevard and Olive Avenue corridors.

These mitigations are in addition to the mitigation measures previously identified in the DEIR that include signal and physical improvements to several other Burbank intersections (Mitigation Measures B-27 through B-37). It is our understanding that these improvements would be funded at an approximate cost of $2.15 million in addition to the costs listed above, for a total of $3.6 million.

This letter also outlines our continuing concerns in some detail. On behalf of the City Council and the residents and businesses of Burbank, I wish to emphasize the following:

- Selecting Alternative 10, the environmentally preferred alternative;
- Concerns expressed by the Burbank Police Department regarding response times;
- Funding for protection of the quality of life in Burbank neighborhoods which will be impacted by traffic from the project;
- Providing for the extension of the Los Angeles River bike path from Barham Boulevard to Lankershim Boulevard through the project site;
- Improving service to and from the Regional Intermodal Transportation Center to service Bob Hope Airport;
- The possibility of future hotel rooms being constructed as, or converted to, residential units; and
- The need to secure and track funding for the traffic improvements proposed as mitigations through mechanisms such as the mitigation monitoring program and the Development Agreement with the applicant.

Selecting Alternative 10, the environmentally preferred alternative, for construction. After the public comment period on the DEIR closed, an additional project alternative was added. This project is called Alternative 10 and it has been identified by the lead agency as the environmentally superior alternative. The key differences between the original project proposal and the new preferred alternative are the elimination of the almost three thousand residential units and doubling the number of hotel rooms.

On September 27, 2012, the Los Angeles City Planning Commission voted to recommend Los Angeles City Council approval of the Alternative 10 project which includes certification of the EIR and adoption of a Statement of Overriding Consideration.

We urge the County to approve Alternative 10 which would include 2.68 million square feet of net new commercial development including two 500 room hotels and related uses.

Concerns expressed by the Burbank Police Department regarding response times. In reviewing the response to our earlier correspondence, it is clear that the FEIR response fails to adequately address the concerns of the Burbank Police Department (BPD). The BPD initially raised concerns of 'substantial increases of people coming into Burbank for shopping and recreation as well as vehicles using Burbank streets. The additional traffic and people will lead to increased demand for police services in Burbank as a result of increased traffic infractions, accidents, and criminal activity.' The FEIR response to these concerns is that traffic conditions are mitigated to less than significant levels and that emergency vehicles can navigate traffic by use of their siren or traversing on the wrong side of the road during emergencies. The FEIR response further indicates that emergency response times would not be significantly affected given the traffic mitigation efforts. The response fails to indicate what the impact on emergency response times would be and further fails to define what a "significant affect" would be upon emergency responses. BPD's definition of a significant effect upon emergency response times appears to differ from the author of the FEIR. Emergency and non-emergency response times are critical to the high-level of professional service provided by the BPD. The EIR response that the use of sirens and driving on the wrong side of the road disregards the importance that non-emergency response times play in maintaining the quality of life enjoyed in Burbank and importance that the Burbank community places upon non-emergency response times.

We urge that the Final Environmental Impact Report not be certified until there is a more thoughtful response and specific mitigation measures proposed which address the concerns of the Burbank Police Department.

Funding for protection of the quality of life in Burbank neighborhoods which will be impacted by traffic from the project. The study identifies certain neighborhoods in the Burbank Media District as potentially being significantly impacted by project "cut-through" traffic. This includes neighborhoods west of Olive Avenue (impacted under Future, 2030 with Project with TDM conditions, before Mitigations), and neighborhoods adjacent to the Olive Avenue / Hollywood Way intersection (impacted under Future, 2030 with Project, before TDM conditions).

In addition, the study identifies significant project traffic travelling through the Pass Avenue corridor between Olive Avenue and Verdugo Avenue, which implies that significant project traffic is being directed into residential neighborhoods north of Verdugo Avenue. Therefore, the project may significantly impact local residential neighborhoods north of Verdugo Avenue between Hollywood Way and Clybourn Avenue. Given the unpredictability of forecasting neighborhood traffic impacts prior to implementation of the project (per DEIR Appendix E – Transportation Study, page 368) and the City of Burbank's concern that the aggressive TDM reductions will be realized, the City of Burbank continues to request with the greatest possible emphasis that the project provide a mechanism to fund a neighborhood protection program in the following neighborhoods:

A. The area bounded by Olive Avenue, Lakeside Drive, the Western City Limit, and Riverside Drive
B. The area bounded by Olive Avenue, Pass Avenue, Riverside Drive, and Hollywood Way

C. The area bounded by Verdugo Avenue, Clybourn Avenue, Clark Avenue, and Hollywood Way

The planning and implementation of neighborhood protections are certainly feasible from a design perspective. The decision to ignore this significant impact may be rooted in a desire to minimize the cost to the applicant. But the costs remain real; they are simply shifted to residents of Burbank.

We urge that the Final Environmental Impact Report not be certified until funding in the amount of $250,000 for each Burbank neighborhood is reserved to implement neighborhood protection measures should there be a measurable increase in cut-through traffic in these neighborhoods.

Providing for the extension of the Los Angeles River bike path from Barham Boulevard to Lankershim Boulevard through the project site. The Burbank City Council believes that the project should participate in completion of the Los Angeles River bicycle path between Barham Boulevard and Lankershim Boulevard along the Los Angeles River. Identified in the Los Angeles River Master Plan, this is a critical link in a regionally significant Class I bicycle path and will integrate the proposed project in the region's bicycle facilities. The City of Burbank is pursing infrastructure to connect its Media District to the proposed LA River path, and integration of the path with the proposed project will help to provide infrastructure that supports the Environmental Impact Report's claimed Transportation Demand Management (TDM) and non-motorized transportation credits.

We urge that the Final Environmental Impact Report not be certified until a mitigation measure is added to establish a right-of-way for a future extension of the Los Angeles River bicycle path between Barham Boulevard and Lankershim Boulevard.

Improving service to and from the Regional Intermodal Transportation Center to serve Bob Hope Airport. The City of Burbank acknowledges and welcomes the important new transit connection that will be provided by the project (Mitigation Measure B-2) to connect Downtown Burbank, the Media District, and the Universal City Red Line Station to the project site, including 15 minute (peak) and 30 minute (off-peak) service. This will establish an important link to the region's transit system and will provide a greater possibility for the project to realize its TDM goals. The City acknowledges that this shuttle will be funded for a period of 20 years as described in the Additional FEIR Alternative 10 Traffic Analysis.

The City of Burbank believes that the justification of the aggressive TDM credits must include provisions for connecting the project site to the Bob Hope Airport, the Metrolink/Amtrak Ventura Line, and the large media employment center in the Golden State Area. The transit mitigation package should include enhanced transit connectivity to the Bob Hope Airport area through expanded service on the existing Metro Local 222 route along Hollywood Way similar in scope to the transit connections proposed in the study or new service (such as a contribution of a new connection between the North Hollywood Red Line / Orange Line Station and the Golden State and Airport Area).

In addition, the transit mitigations should include a requirement for the project to participate in any future transit studies of the Bob Hope Airport area and should include provisions for connecting to the proposed California High Speed Rail station at its San Fernando Valley station.

We urge that the Final Environmental Impact Report not be certified until the mitigation measures are expanded to include enhanced transit connective to Bob Hope Airport and participation in future transit studies of the Bob Hope Airport area. Provisions should also be made for connecting the project to the proposed High Speed Rail station.

The possibility of future hotel rooms being constructed as, or converted to, residential units. In some instances, Los Angeles hotels are including a residential component in the overall hotel design. We would urge you to ensure that the entitlements are specific around the development of hotel rooms rather than long term residential stay facilities. The two uses have different impacts on the community and the hotel is the strongly preferred alternative.

We urge that the Final Environmental Impact Report clarify that Alternative 10, the preferred environmental alternative, is for the development of standard hotels, not long-term residences as a component of the hotel.

The need to secure and track funding for the traffic improvements proposed as mitigations through mechanisms such as the mitigation monitoring program and the Development Agreement with the applicant. We understand that mitigations will be tracked through the mitigation monitoring program. However, given the highly critical nature of these mitigations to the City of Burbank we are looking for a higher level of assurance such as including the requirements for the mitigations in the Development Agreement with the applicant. At a minimum, this should include adoption of the "Alternate Proposal for Accelerated Implementation" outlined in Alternative 10 of the FEIR.

We urge that the Final Environmental Impact Report not be certified until the mitigation measures are expanded and the cost of the mitigation measures and the requirements for implementation of the measures is addressed in the Development Agreement or a similarly binding mechanism.

We have also included in this letter information which appears below about coordination of construction with Burbank Water and Power. I trust you and your staff will find this information to be of use.

Burbank Water and Power – Water

After reviewing the FEIR, Burbank Water and Power (BWP)-Water Division notes there will be no impact on the City of Burbank's potable and recycled water systems. The project is already conditioned to use high efficiency plumbing fixtures and recycled water for irrigation, cooling towers, and toilet flushing. If necessary, BWP is prepared to negotiate and coordinate with the City of Los Angeles Department of Water and Power (LADWP), through a groundwater exchange, to augment delivery of recycled water to the project area with any available recycled water resources.

Burbank Water and Power – Electric

The subject project is outside of the City jurisdiction and does not have a direct impact on BWP. The new 34.5 kV LADWP transmission lines are outside of the City boundaries and should not have an impact on Burbank. However, the project will also be served by the Southern California Edison MacNeil Substation located in Burbank on Chandler Boulevard east of Hollywood Way. Under the No Annexation Scenario, installation of both 66 kV and 16 kV power lines would be required. The new lines will run underground in the same corridor (but not necessarily together or concurrently) from the MacNeil Substation on Chandler Boulevard to Clybourn Avenue, and then on Clybourn Avenue to Forman Avenue, and on Forman Avenue to Riverside Drive. At Riverside Drive, the 66 kV line would travel west, the 16 kV line would run east and continue along Riverside Drive, Pass Avenue, and Olive Avenue until it crosses the Los Angeles River Flood Control Channel (possibly an overhead crossing). These lines, if installed, would be primarily located with the public right-of-way of the existing streets and subject to the conditions and approval of Burbank Public Works Department. Construction of underground lines would require potholing, trenching, installation of new facilities, and resurfacing of roadways, and will have a temporary impact on traffic, emergency services, parking, and access to residences and businesses.

I look forward to your response to these concerns prior to the certification by the County Board of Supervisors of the Final Environmental Impact Report for the NBC Universal Evolution Plan.

Sincerely,

Mayor Dave Golonski

Vice Mayor Emily Gabel-Luddy

Council Member Gary Bric

Council Member Dr. David Gordon

Council Member Jess Talamantes

Copy to:
Fire Chief Ray Krakowski, Acting Burbank City Manager
Greg Herrmann, Burbank Community Development Director

Cahuenga
Pass
Property
Owners
Association

Representing the Cahuenga Pass Since 1952

February 20, 2013

Mr. David Louie, Chair
Members of the County of Los Angeles Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan

Dear Chairman Louie and Commissioners:

NBCUniversal's outreach to our community and their positive response to our concerns regarding the Evolution Plan have resulted in the elimination of objections to the approval of both the City and the County portions of the Plan. Of particular concern in regard to the County portion had been the height of the proposed digital sign on Universal Center Drive, which has now been lowered; camouflage of rooftop parking on parking structures, which NBCUniversal has agreed to mitigate by creating a total of twelve feet of screening and parapet; and the retaining of two existing tree and landscape buffer zones near the 101 Freeway to help buffer noise and protect the views of hillside residents.

Additionally, NBCUniversal has agreed to designate a sound monitoring location on Woodrow Wilson Drive between Passmore Drive and 7245 Woodrow Wilson Drive as one of the five locations noted in Section 16 Figure 16-1 of the proposed Universal Studios Specific Plan.

With NBCUniversal's assurances that these items of concern will be included in the County plan, the Board of the Cahuenga Pass Property Owners Association supports the County portion of the Evolution Plan.

Sincerely,

Judith Marlin
President, Cahuenga Pass Property Owners Association
Membership@CPPOA.org

cc: The Honorable Zev Yaroslavsky
The Honorable Tom LaBonge
Ms. Corinne Verdery, NBCUniversal

P.O. Box 1655, Hollywood, CA 90078
www.cppoa.org

GREATER TOLUCA LAKE NEIGHBORHOOD COUNCIL

10116 Riverside Drive,
Suite 200
Toluca Lake, CA 91602
Tel: 818-755-7674
Fax: 818-755-7649
info@gtlnc.org
www.gtlnc.org

February 19, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: RECOMMENDATION FOR APPROVAL WITH CONDITIONS: #TR068565(3): NBC UNIVERSAL EVOLUTION PLAN PROJECT

Dear Chair Louie:

After consideration at a publicly noticed meeting of its Board on Tuesday, October 16, 2012, the Greater Toluca Lake Neighborhood Council (GTLNC) on a 12-1 vote agreed to recommend approval of the above referenced application commonly referred to as the Universal Evolution project located at 100 Universal City Plaza. Furthermore, the Board requested that the following change be incorporated into any approval:

1. REQUIRE APPROVAL BY THE GREATER TOLUCA LAKE NEIGHBORHOOD COUNCIL (GTLNC) ON THE FINAL ALIGNMENT OF ANY NEW BUS ROUTES PROPOSED IN THE TRAFFIC MITIGATION PLAN THAT WILL AFFECT CAHUENGA BOULEVARD OR LANKERSHIM BOULEVARD WITHIN THE GTLNC BOUNDARIES

In our discussion with the applicant, the applicant's representative stated that the applicant would be supportive of working with the GTLNC on the proposed bus routes as outlined in the traffic mitigations of the FEIR. While we are in full support of the Universal Evolution project and its other requests under the application, it is our intention that the applicant continue to work with the community on this important issue with respect to traffic along Cahuenga Boulevard between Lankershim Boulevard on the south and Magnolia Boulevard on the north.

Furthermore, our Board understands that there continues to be concerns by the community related to a number of issues, and we request that the applicant continue to work with the GTLNC and other neighborhood groups to resolve these, and other future, conflicts.

Thank you for your consideration of our community's support.

Sincerely,

RYAN ALTOON
President

Cc: The Honorable Tom LaBonge, City Councilmember, 4th District
The Honorable Zev Yaroslavsky, County Supervisor, 3rd District
Toluca Lake Chamber of Commerce
Toluca Lake Homeowner's Association

February 19, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

SUBJECT: NBCUniversal Evolution Plan (TR068565-(3)) – SUPPORT

Dear Chairman Louie and Commissioners:

The Valley Industry & Commerce Association (VICA) supports the NBCUniversal Evolution Plan.

The plan includes 1.45 million sq. ft. of studio facilities, 327,000 sq. ft. of entertainment attractions and two 500-room hotels. It will bring significant benefits to the local and regional economy. The expansion of NBCUniversal represents a $1.6 billion investment in the City and County of Los Angeles that will create more than 30,000 good-paying jobs during construction and operations.

In order to mitigate traffic concerns created by their smart growth model, NBCUniversal has committed to $100 million in transportation and transit improvements to enhance accessibility for tourists and employees. These improvements include major 101 Freeway infrastructure improvements and access ramps to and from the project. More than 120 surface street intersections will be made, including upgrades and widenings to Lankershim Blvd., Barham Blvd. and Forest Lawn Drive. Transit access through the Metro Red Line station at Universal City will also be improved, including a new Metro bus, shuttles and a transportation demand management program.

The project will not only transform the current property, but will contribute to the overall appeal of Universal City and Los Angeles County. Upon completion, this project will be a worldwide model for transit-oriented development and innovative green development.

VICA encourages long-term planning that will significantly create and preserve jobs and tourism in the San Fernando Valley. The 20-year Evolution Plan is exactly this type of regional investment.

NBCUniversal has been and continues to be a dedicated, proactive member of the San Fernando Valley community. We encourage the County of Los Angeles to support the revised Evolution Plan.

Sincerely,

David Adelman
Chair

Stuart Waldman
President

cc: The Honorable Zev Yaroslavsky, Los Angeles County Board of Supervisors
The Honorable Tom LaBonge, Los Angeles City Council
Ms. Corinne Verdery, NBCUniversal

5121 Van Nuys Blvd., Suite 203, Sherman Oaks, CA 91403
Tel. 818.817-0545 Fax. 818.907-7934 http://www.vica.com

Kim Szalay

From: Guymccreary@aol.com
Sent: Saturday, February 16, 2013 1:05 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: SUPPORT LETTER NBCUniversalGUY WEDDINGTON & DIANE McCREARY 4167 BAKMAN AVENUE NO

GUY WEDDINGTON & DIANE McCREARY
4167 BAKMAN AVENUE
NORTH HOLLYWOD, CA 91602

Mr. David W. Louie, Chairman
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: Mr. Kim Szalay (kszalay@planning.lacounty.gov)

Chairman Louie and Commissioners:

As a Past President of the Campo de Cahuenga Historical Memorial Association and the current Chairman of the Board, Past President of the Universal City North Hollywood Chamber of Commerce and a current Director, I am writing in support of NBC Universal Evolution Plan -- Project Number TR068565-(3). I believe this project is vital to our community. It is great to know our entire community will benefit because of NBCUniversal's commitment to provide funding to support a trailhead park and the construction of a regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. I hope the County will recognize the great investment that NBCUniversal is making with the trailhead park, bike access and paths in the Evolution Plan.

I fully support the efforts of NBCUniveral as they seek your approval for their project. I am in total agreement with their plan and urge you to quickly approve this project.

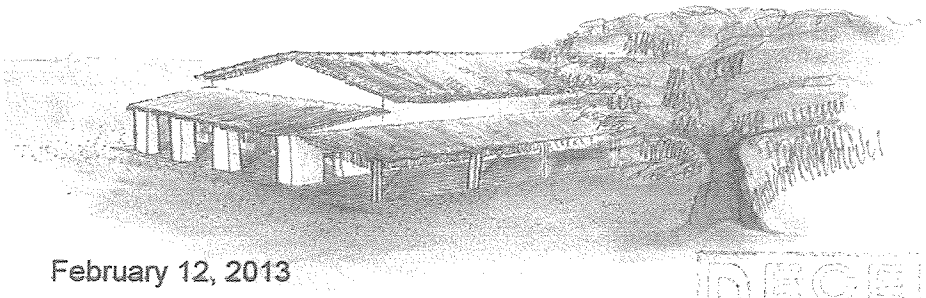
Sincerely,

Guy Weddington McCreary
Chairman of the Board
Campo de Cahuenga Historical Memorial Association
Director
Universal City North Hollywood Chamber of Commerce

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)

Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Campo de Cahuenga Historical Memorial Association



February 12, 2013

RECEIVED
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Chairman of the Board
Guy Weddington McCreary

President
Deuk Perrin

Vice President
Miles Knudsen

Secretary
Beth Perrin

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Studio City Residents Assoc.
Gerald Fecht
Museum of the San Fernando Valley
Joseph Feeney, Jr.
Phyllis Hansen
Thomas Robert Link, Esq
Bob Lisenby
Alice Magner
Mary Merritt
S.F. Valley Garden Clubs
Michael C. Murphy, Esq
Herbert Pencille
No. Hollywood Chamber of Comm.
Jeff Pirtle
Archivist, NBC Universal
Jessica Taylor
NBC Universal
Alfred Tutungi
L.A. Recreation & Parks Dept.
Darnell Tyler
NBC Universal
John Watkins
Huntington Westerners

Honorary Member
Midge Sherwood, Historian

P.O. Box 956
North Hollywood CA 91601
(818) 762-3998
www.campodecahuenga.com

Regional Planning Commission
Attention: Mr. Kim Szalay
320 West Temple Street
Los Angeles CA 90012

Dear Commissioners:

The Campo de Cahuenga Historical Memorial Association is in support of the NBCUniversal Evolution Plan. We greatly appreciate the recent concessions made to lower the height of two new proposed buildings on Lankershim Blvd. and the decision to eliminate the signage on Lankershim Boulevard across from the Campo. We also appreciate that NBCUniversal has made the decision to develop their production facilities on their lot rather than on the west side of Lankershim Blvd. We were also in favor of the elimination of the housing element originally proposed as part of this development.

While we are in support of this project, we do have some concerns. This expansion will impact traffic in the area, and we trust that NBCUniversal will fulfill their commitment to mitigate these problems before construction begins. We also hope that NBCUniversal will continue their open communication with the community as the various phases of the project come on line. The Campo de Cahuenga Historical Memorial Association is a member of CUSG (Communities United for Smart Growth), and we encourage NBCUniversal to continue to work with this organization as the Evolution plan is implemented.

We do have one specific area of concern with regard to impact on our neighbors living in the "island". We hope that NBCUniversal will be sensitive to the impact signage on the buildings on Lankershim Blvd. facing the island, will have on young families living there. We understand that a studio has the need to advertise their product, but we hope this need will not create a negative impact on this residential community . As an example, there is currently a billboard around town advertising the

movie "Hansel & Gretel" which depicts a fearsome woman with a big gun. We would not want that type of sign hovering over a backyard where a four-year old little girl may be playing on her swing. We can imagine her asking her mommy if that bad woman was going to come into their house and shoot them with that big gun. If signage on these buildings is approved, we hope NBCUniversal will use discretion as to content.

This plan has many conditions that have been agreed upon by the developer with the Community. The problems mitigated by these conditions will only be resolved if the conditions are enforced. The County of Los Angeles will reap a huge benefit by this development, but they also have a huge responsibility to maintain a quality of life for the community.

Thank you for your consideration of these issues.

Sincerely,

Deuk Perrin

Deuk Perrin, President
Campo de Cahuenga Historical Memorial Association

February 20, 2013

Mr. David Louie, Chair
Members of the
Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Via email: kszalay@planning.lacounty.gov

RE: NBC UNIVERSAL EVOLUTION PLAN - NO RESIDENTIAL
Project Number TR068565(3)

Dear Chairman Louie and Commissioners:

I am Miriam Palacio, NBC Universal's closest residential neighbor. My property abuts Universal's, and I am approximately 100 ft from Universal's backlot operations.

Over 35 years ago my husband and I bought a beautiful piece of land surrounded by the Santa Monica Mountains to build our dream home. Unfortunately not long after we finished construction, Universal requested and was granted permission from the Planning Commission to grade the beautiful Santa Monica Mountains that separated and protected our home, and the Hollywood Manor residential neighborhood from the day to day operations of Universal Studios.

I am delighted that the residential component is no longer part of the Evolution Plan and that NBC Universal is now committed to what they do best and are known for around the world; Film, Television Production, and Entertainment.

While Universal's representatives are now more responsive to the communities' concerns, I am hoping that in the future they will continue to work diligently to solve our issues, and that it does not take another EIR to address our concerns. For example it's been about 20+ years for Universal to finally respond to my request to conceal the two open, exposed sets located within 100 feet from my property and reinstate the buffer zone of 300 feet that was originally agreed to many years ago. These sets are now included in the Evolution Plan to be removed and the 300 foot buffer zone is being reinstated.

I am concern though that all of these mitigations are conditional to the Evolution Plan being approved. If so, does this mean that if the Evolution Plan is not approved, that Universal will continue to be insensitive to the issues surrounding their backlot?

I would like to take this opportunity to request that in the Proposed Exhibit 2-C green space area, limit Production Activities be limited from 7:00 AM to 8:00 PM, Mondays through Fridays, Saturdays until 6:00 PM and no Production on Sundays, it is just too close to our homes.

I am therefore in support of the Evolution Plan - No Residential Alternative, if we can come to a favorable resolution, and I hope that the Commission can address and resolve our remaining concern.

Sincerely,

Miriam Palacio
3375 Blair Drive
Los Angeles, CA 90068

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com

Kim Szalay

From: Michael Lopez [rai8ers@sbcglobal.net]
Sent: Wednesday, February 20, 2013 6:16 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.berdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I am writing to you to express how excited I am about this project and the prospect of bringing new business and employment to our community. I believe that this type of project is just what we need to continue to grow our economy.

That's why I am writing to express support for approval of the NBCUniversal Evolution Plan. This project will

provide a big economic boost to the region by creating tens of thousands of construction jobs, and eventually, thousands of permanent jobs.

It will also help the area maintain its position as the leading producer of film, tv and multi-media content in the nation, so I encourage you, no I implore you to approve this project.

Respectfully,

Michael Lopez, Sr.
1415 N. Columbus Avenue
Glendale, CA 91202

Kim Szalay

From: Salle Johnson [sallejohnson@sbcglobal.net]
Sent: Wednesday, February 20, 2013 4:13 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: UNIVERSAL EVOLUTION PLAN

February 20, 2013

Mr. Kim Szalay I am requesting you forward the following letter to Mr. David Louie, Of the Los Angeles County Regional Planning Commission.

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Regarding -- NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

It's only taken seven years, but the NBCUniversal Evolution Plan is finally ready to go. During those years, the company worked very hard to modify their plans to reflect discussions with neighbors and the changing marketplace. As a result, the plan before you represents a good deal for NBCU and a good deal for the community.

More than a billion dollars will be invested in creating jobs and transforming both the entertainment and tourism industries which support so many local residents. Traffic and transit improvements will be welcomed by residents and commuters alike. Construction jobs will also put people back to work, and our local small businesses will have new customers.

It seems to me that the plan will help jump start our regional economy at a time when such major investments are few and far between. I hope you will permit the plan to move forward – it's the right plan at the right time.

I am President of a Homeowners Association in the Toluca Lake community. People are very excited with the positive economic impact this plan will have on our local neighborhood. Please see that this plan continues on the path for approval.

Thank you.

Sincerely,

Salle Johnson
4445 Cartwright Avenue, Unit 110

Toluca Lake, California 91602
818 752-4535

Kim Szalay

From: Lillian Figueroa [lfigueroa66@yahoo.com]
Sent: Wednesday, February 20, 2013 4:14 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

February 20, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

SUBJECT: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Members of the Commission:

This letter is in favor of the NBCUniversal Evolution Plan Project #TR068565(3). I hope you have noted that the NBCUniversal Evolution Plan includes $100 million in transit and traffic improvements for our community. Traffic mitigation may be the single most important issue to local residents who will directly benefit from these upgrades regardless of all of the other economic investments contained in the plan.

This project is probably our only chance to get long-overdue improvements to 120 intersections and freeway access ramps. If we have to wait for government to do it, it will likely never be completed in our lifetime. As you weigh all of the elements of the plan, please remember that more transportation choices, improved streets, and better freeway ramps will make a huge difference to neighbors and commuters, and will actually improve our quality of life.

Thank you in advance for your speedy approval of the plan.

Sincerely,

Lillian Figueroa
5760 Fulcher Ave.
North Hollywood, CA 91601
818-640-9139

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

John P. Pearson
4243 Kraft Ave.
Studio City, CA 91604-2941

FEB 20 2013

February 15, 2013 (818) 769-3509

Mr. David W. Louie, Chair
Members of the L.A. County Regional Planning Commission
320 W. Temple St, Room 150
Los Angeles, CA 90012

Dear Members:

I am writing this letter to express my support for the NBCUniversal Evolution Plan that will be discussed at a hearing before your esteemed Commission scheduled for Wednesday, February 27.

First I would like to briefly introduce myself to the Commission Members. I was born and raised in Burbank, graduated from UCLA, was then drafted into the US Army during the Vietnam War, and upon release from the military I went to work for the City of Los Angeles. I retired from the City after completing a 30 year career that included time working for the LA Police Department, the LA Department of Water and Power, the City Administrative Officer (CAO) and finally the LA City Controller's Office. One of my more famous assignments while with the CAO was to work with then City Councilman Zev Yaroslavsky to investigate possible bid rigging in the placement of City funds with the Far East National Bank, a case that ultimately became known for the "Whiteout" used on the official City Treasurer Bid sheets. I am certain Supervisor Yaroslavsky can still remember that case. Finally, I still live in the same Studio City home that I purchased in 1976, so I live in an adjoining neighborhood that would be affected by the Universal expansion project.

Having spent a career within the bureaucracy of the City of Los Angeles, I know first hand the delays and frustrations that can occur in the process of getting approval to construct a major development project. But that having been said, what NBCUniversal has endured to get approval for their expansion project has exceeded anything that I have ever seen in the past. For now close to 10 years and tens of millions of dollars spent, they are still trying to get approval for their project. Enough is enough. Please do the right thing and let this project proceed. After all, our region desperately needs jobs, and this project will create tens of thousands of new and permanent jobs. It will also generate significant new tax revenues for the community, something else that we need at this point in time. This project is more than any large community could hope for during this time of economic downturn - NBCUniversal is trying to invest over $1.5 Billion in Los Angeles! This project is a win-win for everyone involved, and it is far past the time to move the project into the actual development stage.

One final comment. When I was young Walt Disney wanted to build Disneyland in Burbank, but they said no. We all know how that turned out! So please, give NBCUniversal approval to proceed.

Sincerely yours,

John P. Pearson

CC: Greer Dailey

Kim Szalay

From: Dorene Martin [dorenem@msn.com]
Sent: Tuesday, February 19, 2013 4:39 PM
To: Kim Szalay; zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: I support the NBCUniversal Evolution Plan

February 19, 2013

Mr. David W. Louie, Chair, and
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan; Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I am writing in regard to your review of the NBCUniversal Evolution Plan which I know has been under study for several years now.

I understand the Final EIR reflects a great deal of effort that you've expended to respond to the comments received on 15 different topic areas ranging from transportation and traffic to noise. Most notably, the plan underwent a major transformation when a No Residential Alternative was included and studied and which NBCUniversal supports.

With the elimination of the residential component, the plan became a more straightforward long- term investment in infrastructure for production, be it film, video or pure digital, and in enhancing theme park and CityWalk entertainment attractions.

As a Realtor, I am completely in support of these investments which I believe will be a major boost to our local economy and thus will contribute positively to a healthy, strong real estate market, helping us to maintain and increase the value of our existing homes. I am pleased, of course, that $100 million in transportation and transit improvements are still part of the plan – another plus for we homeowners.

I wholeheartedly support the plan and urge you to green-light this project as soon as possible.

Respectfully,

Dorene Martin
13410 McCormick Street
Sherman Oaks, CA 91401

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Dorene Lauer Martin

COLDWELL BANKER
DRE# 01260809
12930 Ventura Blvd
Studio City CA 91604
Cell: 818/974-9421

Kim Szalay

From: David Petzold [davidpetzold@rocketmail.com]
Sent: Tuesday, February 19, 2013 2:09 PM
To: Kim Szalay
Cc: zev@lacity.org; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Letter from NBCUniversal supporter David Petzold

----- Forwarded Message -----
From: Carolyn West <mjpcomacho@yahoo.com>
To: David Petzold <davidpetzold@rocketmail.com>
Sent: Thursday, February 14, 2013 2:53 PM
Subject: Fw: Letter from NBCUniversal supporter Carolyn West

Feb. 19, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission:

I wholeheartedly support the NBCUniversal Evolution Plan. The plan is exciting. The prospect of thousands of jobs and the revitalization
of our area are absolutely terrific things to have coming to us. Local interest and community spirit play a big role in the success of this project. I am delighted to be supporting a project that will help solidify Los Angeles' position as the leader in the entertainment industry with investments in new production facilities and technologies. We can't wait on the sidelines any
longer while production and jobs go elsewhere.

I am excited about this project and know many others who feel the same. Our entire community will benefit from the NBCUniversal Evolution Plan. I hope the county quickly approves this project.

Thank you.

David Petzold
1621 Rancho Ave
Glendale, CA 91201-2905

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Kim Szalay

From: Fred Medel [medelfred@yahoo.com]
Sent: Monday, February 18, 2013 4:26 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: "NBCUniversal Evolution Plan"

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Regional Planning Commissioners:

I am writing to express support for the NBC Universal Evolution Plan that should deliver a major boost to the economy while also tackling traffic congestion.
For someone who travels that stretch of the 101 FWY on a daily basis. NBC Universal's commitment to invest $100 million in street, highway and intersection improvements in the area around Universal City will help get traffic moving. The work ranges from improving a 5-mile stretch of the 101 FWY to the addition of new transit buses and a new shuttle system around Universal.

I urge the County to approve the plan to get work going on the transit improvements.

Sincerely,

Fred Medel
14050 Magnolia Blvd. # 309
Sherman Oaks, CA 91423

Kim Szalay

From: Tom Scarillo [tomscarillo@hotmail.com]
Sent: Monday, February 18, 2013 11:39 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: In support of The NBCUniversal Evolution Plan

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 West Temple Street

Los Angeles, CA 90012

RE: The NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To the Members of the L.A. County Regional Planning Commission:

I am writing this letter, as a resident of Studio City, to lend my voice in full support of the NBCUniversal Evolution Plan.

I have been following the development and rollout of the Plan over the last couple of years and now it has reached another significant milestone. Last week I had the opportunity to attend an impressive presentation on it at NBCUniversal. After hearing a bit more detail of the plans, and having a chance to meet Ron Meyer and some of the NBCU development staff, it has my full support.

As a seven-year resident of Studio City, as well as being among those employed in the entertainment industry here in L.A., I am very encouraged to see the Plan will make a significant long-term commitment to and investment in many aspects of the Studios' infrastructure as well as creating thousands of jobs in the area, which will also have a tremendous positive economic impact on the surrounding communities. I wholeheartedly support the Plan, and am hopeful that the Planning Commission will likewise embrace the Plan so that the region will enjoy the long-term economic benefits.

Thank you for your consideration,

Tom Scarillo

4214 Troost Ave. - Unit 8

Studio City, CA 91604

818-506-2502

Kim Szalay

From: Rane [ranejameson@gmail.com]
Sent: Wednesday, February 13, 2013 12:39 PM
To: Kim Szalay
Subject: NBC Universal

To Members of the LA County Regional Planning Commission

It's good that NBCUniversal is emphasizing new soundstages, post-production facilities, and additional studio-related office space in their decision to support the Evolution Plan's no residential alternative.

This renewed focus on film and television production will create jobs while reinforcing Los Angeles' position as the movie/film/video capital of the world. In the past, the city has seen entertainment jobs and production move out of state and it's time to bring them back.

The Evolution Plan will go a long way to keep production and jobs here. I encourage you to move the project forward.

Sincerely,

Rane Kocan
3940 Laurel Canyon Blvd # 433
Studio City, CA 91604-3709

Kim Szalay

From: David Kotlerewsky [webnetwiz@hotmail.com]
Sent: Wednesday, February 13, 2013 9:38 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

I continue to like the NBC Universal Evolution Plan, despite the fact that the preferred alternative is an Evolution Plan with no residential option. The fact is the project will still provide much needed jobs and revenues for the region, while enhancing film and TV production capabilities and Universal's entertainment attractions.

I'm ten minutes away from Universal and do go to movies there, I have customers at NBC Universal and elsewhere in the industry, and believe this project will benefit the community. My mother-in-law has worked for over a decade at a dry cleaners' located inside the lot of NBCUniversal, and as such directly impacted our family in a positive way.

Overall, it represents a huge investment in Los Angeles and it will create an estimated 30,000 construction and operations jobs. It will give the entire region a needed shot in the arm.

Please do whatever you can to ensure the project becomes a reality.

Thank you for your time.

Regards,

David Kotlerewsky

12747 Emelita St.

Valley Village, CA 91607

Tree Lockie
3311 Charleston Way
Los Angeles, CA 90068

February 13, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Via email: kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan – Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I am a life-long resident of the Blair Drive community that directly abuts Universal Studios' backlot. I've lived on the same street nearly my entire life and grew up playing in the "boot" area of what is now Universal City. From my home, I have a direct view of CityWalk. I witnessed its construction, as well as that of the Theme Park, and have seen major changes on the property during my lifetime.

Living next to an active working studio and a Theme Park naturally brings some challenges. Over the years, I have worked closely with several Universal executives and staff on ways in which to address such issues as security, production activities and special events. Time and time again, Universal worked diligently to resolve issues and help maintain and improve the quality of life in the Blair Drive community. My relationship with the current ownership has been and remains positive and I am hopeful that strong relationship will continue as the Evolution Plan is brought to life.

I fully support the NBCUniversal Evolution Plan. The company's current proactive, long term planning for implementation of the Evolution Plan hopefully ensures future day-to-day operations will have minimal impact on neighbors and that the ongoing collaborative relationship will continue to serve us in the most facilitative manner.

Sincerely,

Tree Lockie

Cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: martin, martin mercer, mercer [mmercer888@yahoo.com]
Sent: Sunday, February 17, 2013 10:11 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To the Members of the Regional Planning Commission:

As an Englishman who resides here and works on both sides of the 'pond' I have seen the immense positive effects of investment in the British film industry. I can only say "full steam ahead" for NBC Universal's plans for expanding its studio and production facilities. This will certainly help keep production based here and both preserve and create industry jobs.

I fear the recession is not over yet ,and as someone who owns property in North Hollywood it can only strengthen the neighborhoods and surrounding community.The economic activity this project creates, from the tens of thousands of short-term construction jobs, to the thousands of new permanent jobs associated with the expansion, will help the entire region and enable Los Angeles to maintain its position as the leading producer of entertainment content in the world, as well as a major tourist attraction.

I encourage you to approve the project.

Best Regards,

Martin Mercer
11238 Tiara Street
North Hollywood, CA 91601

Kim Szalay

From: Alfred Russo [alfredrusso@att.net]
Sent: Monday, February 18, 2013 12:53 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tm.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan/Project Number TR068565-(3)

Dear Mr. Louie and Commissioners:

I want to voice my support for the NBC Universal project; it's great to see a company willing to make these type of major investments in the region.

With NBCUniversal doubling down on investment in production and theme park areas, the company will be making a major improvement to the economy not only in terms of new jobs, but also by adding to Los Angeles' allure as a tourist destination.

Tourism is one of our biggest industries. By placing its attention on space devoted to entertainment, theme park attractions, retail and dining, NBC Universal will surely burnish LA's appeal as a tourist destination-- especially when the build the Harry Potter theme park addition.

I think it is time to approve this project and move forward!

Sincerely,

Alfred Russo
P.O.Box 10157
Burbank, A 91510

Kim Szalay

From: Liz Radley [eradley@aol.com]
Sent: Thursday, February 14, 2013 7:05 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan - EXPANDING PRODUCTION JOBS IN LOS ANGELES

Feb. 14, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission,

I SUPPORT the NBCUniversal Evolution Plan because it will attract tourists with money to spend to this area, and most especially, it will result in INCREASED FILM & TELEVISION PRODUCTION in Los Angeles. This is of such importance to those of us who work in the entertainment industry.

Our professional crews and studios are known throughout the world for MAKING movies, not just distributing them. I am one of those people, and I drive past Universal daily. I have worked on the lot many times in past years, but less so recently. I am more often sent to Detroit or Atlanta to work on set nowadays. So it's great to see a major studio reinvesting so heavily in production, our core business. Let's spend our production budgets here, where the trickle-down effect benefits our local small businesses.

Film and television production are key to Los Angeles and our local economy. The NBCUniversal Evolution Plan is a huge investment in production in Los Angeles.

Please APPROVE this important project.

Thank you for your time.

Sincerely,

Liz Radley
Camera Operator
1615 Rancho Ave
Glendale CA 91201

cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Kim Szalay

From: KGHearn@aol.com
Sent: Friday, February 15, 2013 11:41 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com; vicki@greerdailey.com
Subject: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

February 15, 2013

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 West Temple Street

Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Members of the Commission:

Now that the City of Los Angeles has completed their review of the NBCUniversal project, and approved it, I hope that the County can quickly act in a similar fashion.

I was particularly pleased to hear that, with the City's approval, NBC Universal agreed to additional measures that will open up recreational opportunities for biking and hiking along the Los Angeles River. The company's pledge of $3 million to assist with planning and construction of the bikeway along the river from Griffith Park to Studio City will be very generous and welcome. And, their commitment to creating a trailhead park on their property along the river will open that area to the public, something the residents of Los Angeles greatly need.

As a local resident who looks forward to taking advantage of these new outdoor resources, I encourage you to support and approve the project.

Sincerely,

Karen Hearn-Abbott

11604 Morrison St

Valley Village, CA 91601-4345

cc: Hon. Zev Yaroslavsky

Hon. Tom LaBonge

Ms. Corinne Verdery

Kim Szalay

From: PhilESTATE@aol.com
Sent: Friday, February 15, 2013 1:44 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Phillip Lamond

4336 Vantage Ave.

Studio City, CA 91604

Feb. 15, 2013

Mr. David W. Louie, Chair

Members of the Los Angeles County Regional Planning Commission

Hall of Records

320 West Temple Street

Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission,

I fully endorse the NBCUniversal Evolution Plan and hope you will approve it. The project is a win-win on many levels. It will result in a huge boost to our local economy by creating 30,000-

plus construction and operations jobs; this will be tremendous in helping the region's economy recovery.

The plan also represents a significant investment in Los Angeles during a time when such investments have greatly decreased. I also believe the project will boost tourism by enhancing entertainment options in the Los Angeles area.

I, for one, am excited about the project and look forward to it becoming a reality.

Best regards,

Phillip E. Lamond
Estate Director
KELLER WILLIAMS **Studio City**
Direct Line: **(818) 355-2373**
FAX: (818) 762-1174
DRE: 01204682 Life Lic.# 0I15788
www.philliplamond.com

Phillip Lamond's Mission Statement:
To change the way people feel about their real estate experience
To treat every Client with dignity and respect
To provide true information in an honest manner
To provide transparent services and all pertinent information
Not to sell the most expensive Property, but rather to make the right Match
To be efficient in my work, to expedite this process
To make a small, but reasonable profit for my company
To provide a level of Professionalism unparalleled by my competition!

Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.

Cc: Supervisor Zev Yaroslavsky

Councilmember Tom LaBonge

Corinne Verdery, NBCUniversal

February 13, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

My husband and I are looking forward to the approval and completion of the NBC Universal Evolution Plan. It will bring jobs and entertainment to the community. It will also provide a boost for tourism in Los Angeles County.

We love City Walk and enjoy the fact that an entertainment park is so close to home. We welcomed in the new year of 2013 at City Walk and our out-of-town guests think that Universal Studios Hollywood Theme Park is great!

We hope that you will approve the plan so that we can begin enjoying the benefits and revenue that this project is sure to bring.

Yours truly,

Valere Diamond-Cohen and Steven Cohen

Kim Szalay

From: Lauren Wong [lauren.wong@pacific-protection.com]
Sent: Friday, February 15, 2013 2:49 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: FW: NBCUniversal supporter letter - Lauren Wong

Dear Mr. Szalay:

I appreciate any time you can provide in reviewing my below letter about the significance of the NBC Universal Evolution Plan and what it means for our local community in terms of new employment opportunities as well as bringing added location value to surrounding homes/businesses.

Thank you very much for your attention in this regard.

Sincerely,

Lauren Wong

Feb. 14, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission,

I have been following the progress of the NBCUniversal Evolution Plan and I'm excited that the county hearing process is getting underway.

This project is important to the community. Most significantly, it will create thousands of new jobs. We need more jobs desperately, not to mention the project's entertainment appeal and area enhancements will increase the desirability of the neighborhood for those of us who own homes here.

Many of us who live in the area cannot wait for this project to become a reality. I hope you will approve it.

Sincerely,
Lauren Wong
13150 Morrison St.
Sherman Oaks, CA 91423
(My house is a few blocks away from the Studio City borderline)

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Kim Szalay

From: William Lowe [caseydoglowe@hotmail.com]
Sent: Friday, February 15, 2013 4:35 PM
To: Kim Szalay; zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan Project #TR068565(3)

Importance: High

February 15, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

By email to: Kim Szalay -- kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Members of the Commission:

Tourism is an important business sector in Los Angeles County and tourism venues need to evolve to fill changing entertainment demand. The Evolution Plan Final EIR shows that NBCUniversal hopes to make significant changes at their theme park, including creating the Wizarding World of Harry Potter at Universal City. What a boon for the tourism industry region-wide! Not only will Universal reap the benefits of increased tourism, so will hotels, motels, and restaurants throughout L.A. County. All this will also bring in more tax revenues to the county of Los Angeles.

I am delighted and proud to lend my support to the Evolution Plan which will help re-energize tourism in our City and County.

Sincerely,

Bill Lowe
223 S. Beachwood Drive
Burbank, CA 91506-2419

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: Ginger Freibrun [gingerfreibrun@yahoo.com]
Sent: Saturday, February 16, 2013 9:24 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Feb. 16, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I'm pleased to see that the county will be holding its first hearing for the NBCUniversal Evolution Plan and that the project is moving closer to reality. Many of us are looking forward to this development as it promises to create much needed jobs, traffic improvements, community investments, and an overall boost to our economy.

I urge you to approve this important project.

Thank you.

Ginger Freibrun
5633 Colfax Ave. #221
North Hollywood, CA 91601

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: Carolyn West [mjpcomacho@yahoo.com]
Sent: Thursday, February 14, 2013 2:45 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Letter from NBCUniversal supporter Carolyn West

Feb. 14, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission:

I wholeheartedly support the NBCUniversal Evolution Plan. I am excited about what this project that will bring in the way of thousands of jobs and revitalization of the area, which, in turn, will create local interest and elevate community spirit. I'm also pleased that the project will help solidify Los Angeles' position as the leader in the entertainment industry with investments in new production facilities and technologies.

I am excited about this project and know many others who feel the same. Our entire community will benefit from the NBCUniversal Evolution Plan. I hope the county quickly approves this project.

Thank you.

Carolyn West
1621 Rancho Ave
Glendale, CA 91201-2905

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

ATTACHMENT B

(EXHIBITS AND FIGURES)

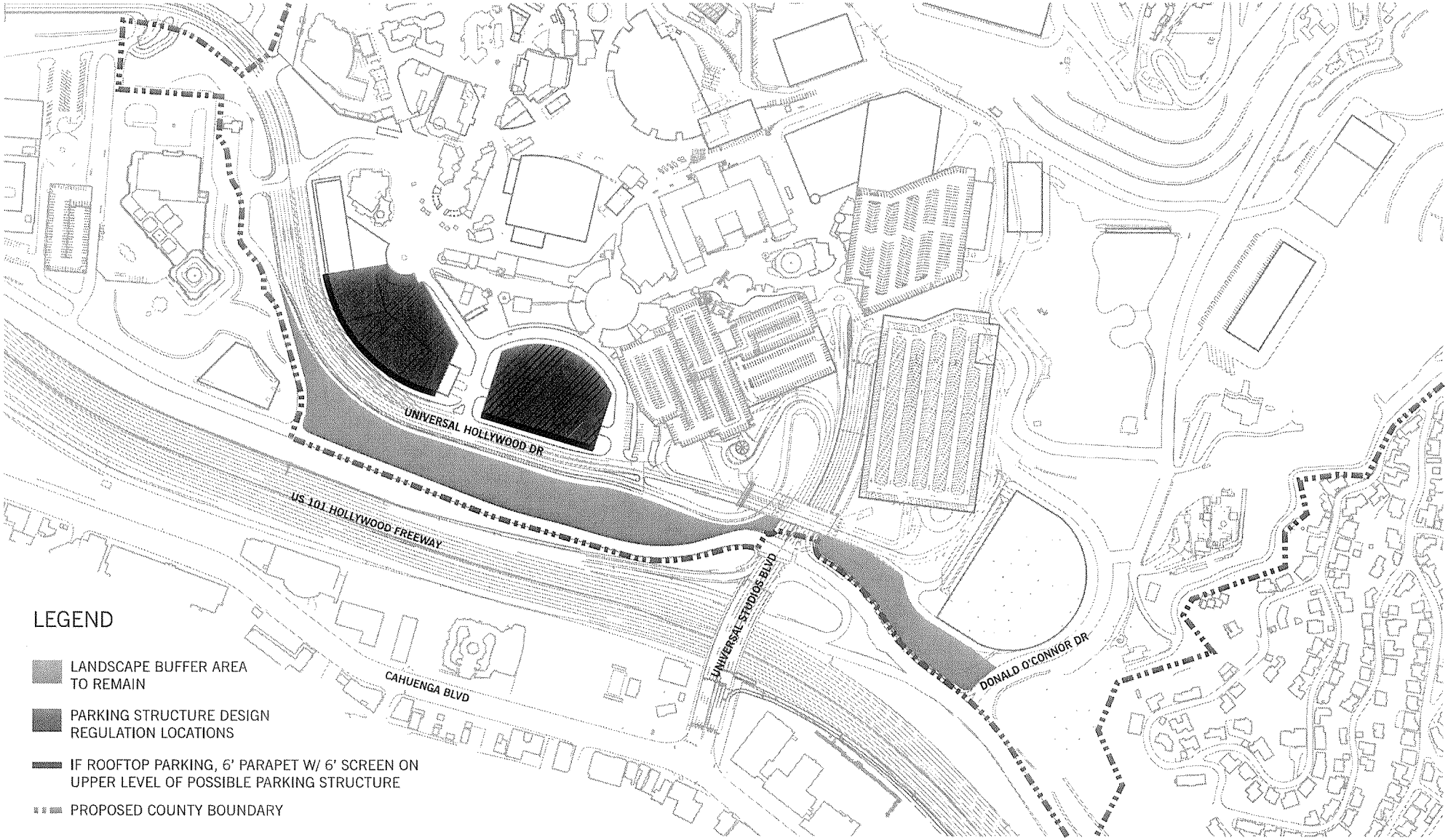


EXHIBIT 2E - UNIVERSAL STUDIOS SPECIFIC PLAN SOUTHERN LANDSCAPE BUFFER

FEBRUARY 20, 2013

Figure 6-2

745' MSL Height Zone Building Design

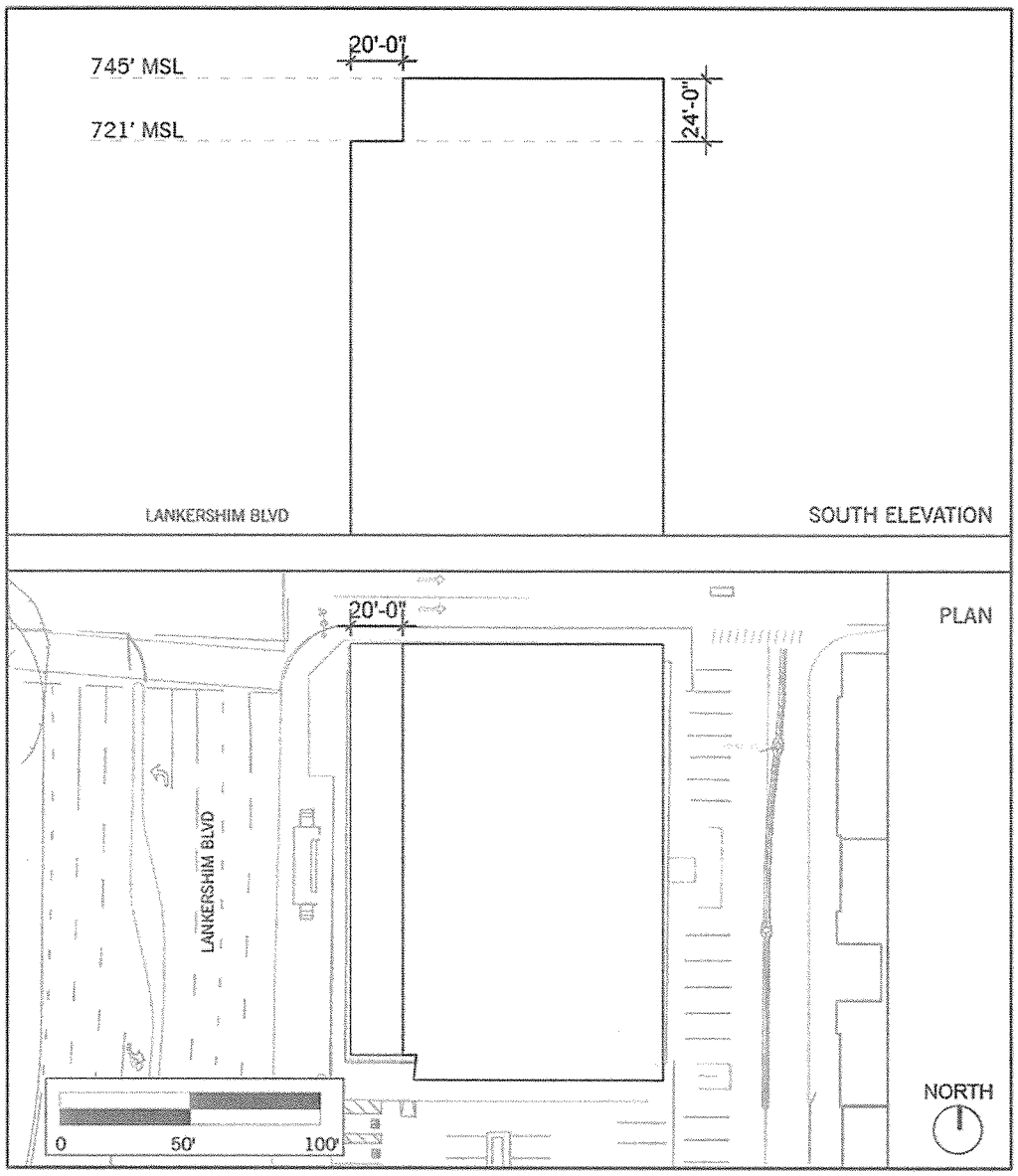
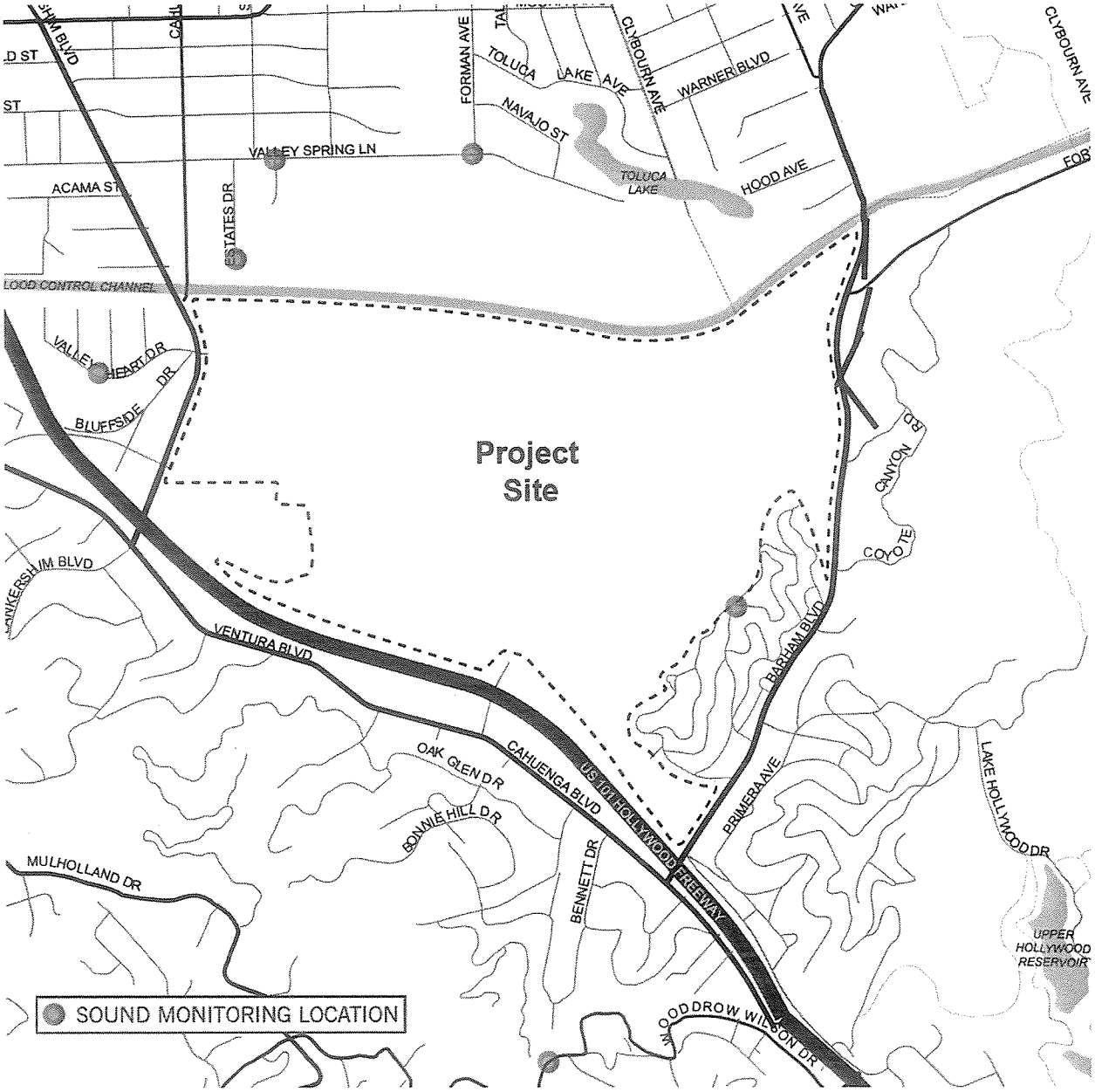


Figure 16-1

Designated Sound Monitoring Sites



ATTACHMENT C

(APPLICANT'S LETTER)

355 South Grand Avenue
Los Angeles, California 90071-1560
Tel: +1.213.485.1234 Fax: +1.213.891.8763
www.lw.com

LATHAM & WATKINS LLP

FIRM / AFFILIATE OFFICES
Abu Dhabi, Barcelona, Beijing, Boston, Brussels, Chicago, Doha, Dubai, Frankfurt, Hamburg, Hong Kong, Houston, London, Los Angeles, Madrid, Milan, Moscow, Munich, New Jersey, New York, Orange County, Paris, Riyadh, Rome, San Diego, San Francisco, Shanghai, Silicon Valley, Singapore, Tokyo, Washington, D.C.

February 20, 2013

Regional Planning Commission
County of Los Angeles
320 West Temple Street, Room 1350
Los Angeles, CA 90012

Re: February 27, 2013 Agenda – NBCUniversal Evolution Plan (Project No. TR068565)

Dear Honorable Commissioners:

On behalf of NBCUniversal, we support the Planning staff analysis and its recommendation to approve the Evolution Plan and respectfully request that the Regional Planning Commission recommend approval of the proposed General Plan Amendment, zone change, Specific Plan, and Development Agreement, as well as adoption of the County's MMRP and CEQA Findings and Statement of Overriding Considerations for the previously certified EIR.

The EIR for the Evolution Plan was prepared and reviewed by the City and County together pursuant to an MOU, with the City serving as Lead Agency and the County serving as Responsible Agency. The City certified the EIR on November 14, 2012, and no litigation challenges were filed during the CEQA statute of limitations period. In addition, the City has approved the necessary entitlements for the Evolution Plan within the City's jurisdiction, following a public hearing process in the City.

The Evolution Plan is strongly supported by the community. NBCUniversal has received support from over 7,000 residents and small business owners, and we are very pleased to have the support of the project site's neighborhood council – the Hollywood Hills West Neighborhood Council, and the adjacent Studio City Neighborhood Council and Greater Toluca Lake Neighborhood Council. In addition, the project has received support letters from well over 100 other organizations and individuals, including a coalition of Los Angeles River organizations, the Los Angeles County Business Federation, and the Los Angeles Economic Development Corporation, among others. A sampling of support letters is attached.

The Evolution Plan represents a $1.6 billion investment in the region, and in addition to generating thousands of construction and permanent jobs, the Evolution Plan will provide significant community benefits, including substantial funding for a River bikeway from Griffith Park to Studio City and more than $100 million in transportation and transit improvements. This is a great project for the County, and we respectfully request your favorable recommendation to the Board of Supervisors.

Very truly yours,

George J. Mihlsten
of LATHAM & WATKINS LLP

cc: Hon. Zev Yaroslavsky, Board of Supervisors
Richard Bruckner, Director of Planning
Corinne Verdery, NBCUniversal

Enclosures

Los Angeles County Business Federation

Strengthening the Voice of Business

Chambers of Commerce
Agoura-Oak Park-Conejo Valley
Alhambra
Armenian American
Beverly Hills
Burbank
Canoga Park / West Hills
Century City
Claremont
Culver City
El Monte
Filipino American
Glendale
Greater Lakewood
Greater Los Angeles African American
Harbor City / Harbor Gateway
Hollywood
Irwindale
Korean American
Los Angeles Area
LAX Coastal Area
La Canada Flintridge
Long Beach Area
Los Angeles Metropolitan Hispanic
Malibu
Manhattan Beach
Montebello
Pacific Palisades
Pasadena
Pomona
Redondo Beach
Regional Black
Regional Hispanic
Regional San Gabriel Valley
Rosemead
San Pedro Peninsula
Santa Clarita Valley
Santa Monica
South Bay Association
Temple City
Tujunga Lake
Torrance Area
United Chambers San Fernando Valley
Universal City North Hollywood
Vernon
West Hollywood
West Los Angeles
Westside Council
Wilmington
Woodland Hills–Tarzana

AIA Los Angeles
Apartment Association, CA Southern Cities
Apartment Association of Greater Los Angeles
Asian American Business Women Association
Asian Business Association
Associated Builders and Contractors
Beverly Hills / Greater LA Association of Realtors
British American Business Council
Building Industry Association, LA / Ventura
Building Owners & Managers Association, LA
California Apartment Association, LA
California Contract Cities Association
California Independent Bankers
California Restaurant Association, LA
Central City Association
Center for International Trade Development
Citrus Valley Association of Realtors
Employers Group
Entrepreneurs' Organization LA
Finding Angelenos Stuck In Traffic (FAST)
FuturePorts
Gateway to LA
Glendale Association of Realtors
Greater Asian Business Federation
Harbor Association of Industry & Commerce
Harbor Trucking Association
Hospital Association of Southern CA
Hotel Association of Los Angeles
Industry Manufacturers Council
LA SHARES
League of California Cities
Los Angeles County Economic Development Corp.
Los Angeles County Waste Management Association
Motion Picture Association of America
National Association of Realtors
National Association of Women Business Owners, LA
National Latina Business Women Association
New Car Dealers Association, LA
New Majority Los Angeles
Pasadena-Foothills Association of Realtors
Recording Industry Association of America
San Gabriel Valley Economic Partnership
So Cal Minority Business Development Council
South Asian Business Alliance Network
South Bay Association of Realtors
South Park Stakeholders Group
Southland Regional Association of Realtors
Tri-Counties Association of Realtors
Valley Economic Alliance
Valley Economic Development Center
Valley Industry Association of Santa Clarita
Valley Industry & Commerce Association
Valley International Trade Association
Western States Petroleum Association

Feb. 11, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

On behalf of the Los Angeles County Business Federation (BizFed), representing over 100 top business organizations with more than 250,000 business owners across our region, we are writing to express our strong and long-held support for NBCUniversal's proposed development at Universal City.

NBCUniversal's Evolution Plan reflects responsible economic and environmental stewardship facilitated with a committed investment of $1.6 billion that will create more than 30,000 good-paying jobs during construction and operations.

Significantly, this project – and its expansion of studio and theme park elements - elevates our region's status as a dynamic entertainment center while maximizing opportunities to accommodate anticipated regional needs for new jobs, transportation improvements, and economic growth.

BizFed is strongly supportive of NBCUniversal's commitment to invest $100 million in transportation and transit improvements and voluntarily implement key changes to enhance overall transportation operations. These improvements – including more than 100 intersection improvements - represent significant advances for our region's increasingly clogged transit system.

BizFed also applauds NBCUniversal's commitment to the community in a variety of areas including providing funding to the County Flood Control District River Construction Trust Fund for the planning and design of a regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City.

BizFed urges your approval of this project, as it continues to be precisely the kind of well thought-out, regionally responsible development that Southern California vitally needs and that holds invaluable potential for elevating our economy and quality of life.

We look forward to working with all stakeholders to help bring this project to fruition to benefit all of our region's residents.

Sincerely,

LaDonna DiCamillo	David Fleming	Tracy Rafter
BizFed Chair	BizFed Founding Chair	BizFed CEO
Long Beach Area Chamber	Latham & Watkins LLP	IMPOWER, Inc.

Cc: Honorable Zev Yaroslavsky, LA County Supervisors
Honorable Tom LaBonge, LA City Council
Ms. Corinne Verdery, NBCUniversal

1000 N. Alameda St. #240 Los Angeles, California 90012 T: 213.346.3282 F: 213.652.1802 www.bizfed.org

LAEDC LOS ANGELES COUNTY
ECONOMIC DEVELOPMENT CORPORATION

February 11, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan: Project Number TR068565-(3) – SUPPORT

Dear Chair Louie and Planning Commissioners:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion and preserving the overall global competitiveness of Los Angeles County, I am writing to express our strong support for the NBCUniversal Evolution Plan (the "Evolution Plan"). We believe that the Evolution Plan creates new and innovative private sector solutions for transportation and transit improvements as well as environmental stewardship, while also supporting tens of thousands of much-needed construction jobs and promoting two of Los Angeles County's most important industry clusters: hospitality and tourism, which supports more than 360,000 jobs in L.A. County; and entertainment, which supports more than 160,000 high-value jobs in the County.

The Evolution Plan sets out a 20-year blueprint for NBCUniversal's 391-acre Universal City property. The project will include a number of new attractions at the Universal Studios Hollywood theme park, tens of thousands of new square feet of retail and dining options, and two 500-room hotels. The plan also includes about $100 million in mobility, congestion-relief and environmental improvements achieved through enhanced connectivity to a number of intermodal transit options along with other transportation demand management and environmental impact mitigation measures.

In addition to the improved transportation, transit and environmentally-beneficial aspects of this project, the economic and job creation potential benefits for Los Angeles County are also considerable. NBCUniversal estimates that the proposed Evolution Plan would create more than 30,000 high-wage jobs during construction and operations. Additionally, the project's new attractions, destination spots and recreational options will not only enhance the economic impacts around the Universal City facility, but they will significantly stimulate our entire region's hospitality and tourism industry as substantially more visitors from around the United States and the world visit the Los Angeles region to take in these exciting new additions.

The Evolution Plan will also add much-needed production capacity and studio spaces, demonstrating NBCUniversal's commitment to investing in the entertainment business here in

Southern California at a time when our world-leading film and television production sector faces an existential threat from other states and nations actively pursuing, enticing, and poaching these productions out of our own backyard – and with them, many billions of dollars in lost economic activity, wages, local spending and tax revenue as well. Right now, there is great demand and need for additional production, studio and soundstage spaces, which during peak production periods can have vacancies near one percent.

As a result, we must encourage long-term investments in studio infrastructure by building and/or upgrading production facilities to support and strengthen Los Angeles County's overall entertainment industry. It is our view that only by approving and accelerating the development and delivery of critical entertainment infrastructure projects such as the NBCUniversal Evolution Plan – along with other film-friendly initiatives – can we effectively combat, slow, and hopefully reverse the flight of film and television productions out of Los Angeles County and California.

We hope that you will adequately consider all of the above when assessing the bona fides of the Evolution Plan as well as other similarly critical development projects that can help position and prepare L.A. County for economic recovery, growth, and long-term success. We look forward to working with you to ensure that this project is approved, built, and fully operational as quickly as possible to create much-need construction and entertainment-related jobs, grow our local, county and regional economies, and strengthen our region's leading employment clusters and thus the overall quality of life for all our residents.

For all of these reasons, the LAEDC strongly supports the NBCUniversal Evolution Plan.

Sincerely,

William C. Allen
President & CEO
LAEDC

cc: Hon. Zev Yaroslavsky, Los Angeles County Board of Supervisors, Chairman
Hon. Antonio R. Villaraigosa, Los Angeles City Mayor
Hon. Tom LaBonge, Los Angeles City Councilman, Fourth District
Mr. Richard Bruckner, Planning Director, Los Angeles County
Ms. Corinne Verdery, NBCUniversal

February 13, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

Our coalition has been participating in the planning process for the NBCUniversal Evolution Plan for many years because of the project's importance to the region and because of the project's critical relationship to the Los Angeles River. We were greatly encouraged by the announcement at the September 27, 2012 City Planning Commission meeting of NBCUniversal's major commitment to river revitalization as part of its project.

NBCUniversal has represented to our coalition that as a community benefit of the project:

- NBCUniversal will provide funding in the amount of $500,000 to the Los Angeles County Flood Control District River Construction Trust Fund for planning and design of the regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. The funding will be provided within ninety (90) days of the effective date of the Development Agreement(s). We would very much like to be an active participant in the design and planning process.

- NBCUniversal also will provide funding in the amount of $3,000,000 to the Los Angeles County Flood Control District River Construction Trust Fund to be used for construction of the regional river bikeway on the County property adjacent to the NBCUniversal property. The amount will be contributed by NBCUniversal following the completion of the design and approval by the City and County of Los Angeles of a regional river bikeway plan between the existing bikeway at Griffith Park and at Whitsett Avenue/Studio City, including compliance with CEQA and NEPA, understanding that in no event will the contribution be paid prior to June 30, 2016.

- NBCUniversal will also provide $375,000 to the City of Los Angeles Bicycle Plan Trust Fund toward study and implementation of on-street bicycle facilities in the vicinity of NBCUniversal, including Lankershim Boulevard, Cahuenga Boulevard and Barham Boulevard. The funding will be provided within ninety (90) days of the effective date of the Development Agreement.

These commitments will create a significant regional benefit and will safeguard and support the public interest by incorporating the LA River greenway as part of the Evolution Plan. Based on these commitments, which are requesting be made conditions of the project Development Agreements with both the City and County of Los Angeles, we are writing to strongly support the Regional Planning Commission's approval of the NBCUniversal Evolution Plan.

Thank you for your consideration.

Sincerely,

Lewis MacAdams, President
Friends of the Los Angeles River

Bruce Saito, Executive Director
Los Angeles Conservation Corps

Jennifer Klausner, Executive Director
Los Angeles County Bicycle Coalition

Omar Brownson, Executive Director
LA River Revitalization Corp.

Irma Munoz, Executive Director
Mujeres de la Tierra

Mark Kenyon, Executive Director
North East Trees

Tori Kjer, Program Manager
The Trust for Public Land

Meredith McKenzie, President
Urban Rivers Institute

Miguel Luna, Executive Director
Urban Semillas

CC: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)
Col. R. Mark Toy, Los Angeles District Commander, U.S. Army Corps of Engineers
Gail Farber, Director, Department of Public Works, Los Angeles County
Gary Lee Moore, City Engineer, City of Los Angeles

Universal City North Hollywood
Chamber of Commerce
6369 Bellingham Avenue
North Hollywood, CA 91606
(818) 508-5155 Fax (818) 508-5156
www.noho.org info@noho.org

Monday, February 11, 2013

Mr. David W Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

By e-mail to: Mr. Kim Szalay kszalay@plannig.lacounty.gov

Subject: **NBCUniversal Evolution Plan – Project Number TRO68565-(3)**

Dear Chairman Louie and Commissioners:

The Universal City/North Hollywood Chamber of Commerce supports the NBCUniversal Evolution Plan – No Residential Alternative because it represents a compelling model for economic growth in Los Angeles.

The Evolution Plan follows current City policy that calls for the creation of new jobs in existing employment centers with close proximity to transit centers. The Plan will also provide for the future growth of Los Angeles' leading studio and entertainment venue.

The 20-year Evolution Plan is crucial to the economic welfare of Los Angeles. This $1.6 billion investment on the part of NBCUniversal will generate 30,000 direct new jobs, with many more jobs resulting from the multiplier effect. Our Executive Director's daughter, Cynthia, worked at Universal Studios for 4 years as an STA, Studio Tour Assisant, and was named the STA of the Year one of those years.

Finally, after a comprehensive transportation/traffic analysis that looked at one of the largest areas ever studied in Los Angeles, NBCUniversal has committed to spending more than $100 million in roadway and transit improvements that will improve traffic across the Valley.

The Chamber is pleased to endorse the Evolution Plan and urges both City and County decision-makers to lend their support as well.

Very truly yours,

Victor "Vic" Viereck
President
Universal City North Hollywood Chamber of Commerce

cc: Hon. Tom LaBonge (tom.labonge@lacity.org)
Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Ms. Corinne Verdery (Corinne.verdery@nbcuni.com)

Tree Lockie
3311 Charleston Way
Los Angeles, CA 90068

February 13, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Via email: kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan – Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I am a life-long resident of the Blair Drive community that directly abuts Universal Studios' backlot. I've lived on the same street nearly my entire life and grew up playing in the "boot" area of what is now Universal City. From my home, I have a direct view of CityWalk. I witnessed its construction, as well as that of the Theme Park, and have seen major changes on the property during my lifetime.

Living next to an active working studio and a Theme Park naturally brings some challenges. Over the years, I have worked closely with several Universal executives and staff on ways in which to address such issues as security, production activities and special events. Time and time again, Universal worked diligently to resolve issues and help maintain and improve the quality of life in the Blair Drive community. My relationship with the current ownership has been and remains positive and I am hopeful that strong relationship will continue as the Evolution Plan is brought to life.

I fully support the NBCUniversal Evolution Plan. The company's current proactive, long term planning for implementation of the Evolution Plan hopefully ensures future day-to-day operations will have minimal impact on neighbors and that the ongoing collaborative relationship will continue to serve us in the most facilitative manner.

Sincerely,

Tree Lockie

Cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

From: Guymccreary@aol.com [mailto:Guymccreary@aol.com]
Sent: Saturday, February 16, 2013 01:05 PM
To: kszalay@planning.lacounty.gov <kszalay@planning.lacounty.gov>
Cc: zev@bos.lacounty.gov <zev@bos.lacounty.gov>; tom.labonge@lacity.org <tom.labonge@lacity.org>; Verdery, Corinne (NBCUniversal)
Subject: SUPPORT LETTER NBCUniversalGUY WEDDINGTON & DIANE McCREARY 4167 BAKMAN AVENUE NO

GUY WEDDINGTON & DIANE McCREARY
4167 BAKMAN AVENUE
NORTH HOLLYWOD, CA 91602

Mr. David W. Louie, Chairman
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: Mr. Kim Szalay (kszalay@planning.lacounty.gov)

Chairman Louie and Commissioners:

As a Past President of the Campo de Cahuenga Historical Memorial Association and the current Chairman of the Board, Past President of the Universal City North Hollywood Chamber of Commerce and a current Director, I am writing in support of NBC Universal Evolution Plan -- Project Number TR068565-(3). I believe this project is vital to our community. It is great to know our entire community will benefit because of NBCUniversal's commitment to provide funding to support a trailhead park and the construction of a regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. I hope the County will recognize the great investment that NBCUniversal is making with the trailhead park, bike access and paths in the Evolution Plan.

I fully support the efforts of NBCUniveral as they seek your approval for their project. I am in total agreement with their plan and urge you to quickly approve this project.

Sincerely,

Guy Weddington McCreary
Chairman of the Board
Campo de Cahuenga Historical Memorial Association
Director
Universal City North Hollywood Chamber of Commerce

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Bruce Bloom
North Hollywood Hardware
11847 Ventura Boulevard
Studio City CA 91604

February 9, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012
c/o: kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Members of the Commission:

As the owner of North Hollywood Hardware, which is located in Studio City. I'd like to go on record as a business owner who strongly supports approval of the NBCUniversal Evolution Plan.

I believe that Universal's Evolution Plan will result in more business opportunities for local, small businesses such as mine. Part of the plan will introduce much needed transportation enhancements to the Hollywood and Ventura freeway system, which is lacking in funding from Sacramento. As employees are added at the studio, theme park and CityWalk, many of them will patronize the retailers and restaurants in the local communities of Studio City, Toluca Lake and others, which adds to our local business economy.

As production and tourism-related vendors begin to experience Universal's infusion of spending, their business needs will grow, resulting in additional purchases of goods and services from surrounding area businesses.

The economic and employment benefits of the Evolution Plan will trickle down into adjoining communities, generating revenue growth and new job hires. We need to stop states like Texas, New York and New Mexico, from trying to take our entertainment industry business. This industry has thrived for more than 100 years in San Fernando Valley. NBCUniversal's proposed project is a once in a lifetime opportunity for the Valley and deserves to be approved.

Sincerely,

Bruce Bloom

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

From: Barry@BarryBurnett.net
To: kszalay@planning.lacounty.gov
CC: zev@bos.lacounty.gov, tom.labonge@lacity.org, corinne.verdery@nbcuni.com
Sent: 2/12/2013 7:38:19 P.M. Pacific Standard Time
Subj: NBCUniversal Evolution Plan

Barry Burnett
2106 W. Magnolia Boulevard
Burbank, CA 91506-1732

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Finally, the NBCUniversal Evolution Plan is ready to go forward. The Evolution Plan, which now has an alternative without housing, has been under discussion for quite some time. It now represents the best possible outcome for the entire community and for the region: a big boost for jobs and economic development, and a comprehensive approach to traffic relief.

There's no doubt that more than a billion dollars invested in critical entertainment and tourism industries will help to relieve our economic slump, but equally important to area residents is the $100 million dedicated to transit and traffic improvements. These transportation projects will help to address mobility challenges which would otherwise have no funding, and will be welcomed by area residents and travelers, as well as all surrounding communities.

Huge economic benefits to the County. $100 million in traffic improvements. 30,000 new jobs in entertainment and tourism. It's exactly what Los Angeles needs. Please approve the plan.

Thank you.

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

-----Original Message-----
From: Benny [mailto:bighandbenny@aol.com]
Sent: Wednesday, February 13, 2013 10:21 AM
To: vicki@greerdailey.com
Subject: (No subject)

February 8, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Subj: NBCUniversal Evolution Plan TR068565-(3)

Dear Mr. Louie and Members of the Commission:

I am writing in support of the NBCUniversal Evolution Plan because of the tremendous community benefits it will provide in our area. Every project supports the economy and increases jobs, which are certainly important things right now, but this project will make an extraordinary contribution to the improvement of the Los Angeles River and will also help ensure that the regional river bikeway is actually built.

I believe that these contributions to the bikeway and river will make a huge difference in our quality of life. Instead of hoping that the LA River will someday realize its potential for recreation and tourism, there will be real improvements which will enable all of us to actually use and enjoy it. Without the NBCUniversal Plan, who knows if the bikeway and river plans will ever be completed.

Please approve the plan, and let the biking begin! Thank you for your consideration.

Sincerely,

Ben Forat
11514 Ventura Blvd.
Studio City, CA 91604

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Rudolfo Rivera
11240 Blix St
Toluca Lake, CA 91602

February 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I'm writing in support of the NBCUniversal Evolution Plan with a no residential option, which now reflects the highest and best use of the property – reinvesting in the entertainment industry without adding new residential burdens to the community. This plan will bring desperately needed new jobs to the region and will enhance the theme park's attraction to tourists.

Over the years since NBCUniversal first proposed its plans, substantial changes have been made because of nearly continuous dialogue with surrounding neighborhoods. Those changes were exhaustively analyzed as part of the alternatives contained in the final environmental document. The revisions have resulted in a plan, which accomplishes very important goals for everyone who lives and works in the region, and it deserves approval as soon as possible.

Sincerely,

Rudolfo Rivera

cc: Hon. Councilman Tom LaBonge
Hon. Supervisor Zev Yaroslavsky
Ms. Corinne Verdery

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan --Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

The NBCUniversal Evolution Plan has been discussed for many years, and now, with the no residential alternative, it is truly ready for approval. NBCUniversal, the city and the county listened to the concerns of neighbors and they Final environmental impact report reflects an alternative that is responsive to those concerns.

Now, the entire region will benefit from the investment in improved production facilities and upgraded theme park attractions. There is no other project on the horizon which will bring 30,000 jobs to the area, and no other way for long overdue traffic and transit improvements to be funded. We need the jobs, the tourists, and the traffic relief which this project will generate, and we need them without any further delay.

I hope you will recognize the benefits of this plan, the extraordinary commitment which NBCUniversal is making to the economic health of our area, and the need to approve this project now.

Thank you for your consideration.

Sincerely,

Leo Bandini

Leo Bandini
4220 W. Toluca Lake Lane. Burbank, CA 91505-4033

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

From: mtl3030@gmail.com
To: kszalay@planning.lacounty.gov
CC: zev@bos.lacounty.gov, tom.labonge@lacity.org, corinne.verdery@nbcuni.com
Sent: 2/11/2013 1:44:46 P.M. Pacific Standard Time
Subj: NBCUniversal Evolution Plan

Matthew Lange
10621 Valley Spring Lane. Apt. 20
Toluca Lake, CA 91602-3208
Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012
Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:
The Evolution Plan Alternative 10 (No residential option) seems like a great plan for the NBCUniversal project. It's taking the best of the best and focusing on the two main industries in southern California – Tourism and Entertainment!
The idea of putting housing in the midst of the back lot never seemed like the best option. The Evolution Plan Alternative that NBCUniversal proposes the County focus on going forward proves that they were doing more than paying lip service to the neighbors and community leaders. They really are sensitive to the concerns that so many local people have expressed.
And the truly amazing fact is that they are still willing to invest $100 million in transit and traffic improvements. Way to go Universal!
I've always liked this project and now it makes perfect sense for Los Angeles and our current economy.
With best regards,
Matthew Lange
CC: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

MATTHEW THOMAS LANGE
323.382.5602 / SAG-AFTRA
WWW.MATTHEWLANGE.COM
DEMO REELS•RESUME•PHOTOS
IMDB•BREAKDOWN EXPRESS•LA CASTING
WWW.FACEBOOK.COM/MATTHEWTHOMASLANGE
BEVERLY HECHT AGENCY : 818.559.5600
ACCESS LA TALENT MANAGEMENT: 818.804.6353

Cahuenga
Pass
Property
Owners
Association

Representing the Cahuenga Pass Since 1952

February 20, 2013

Mr. David Louie, Chair
Members of the County of Los Angeles Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan

Dear Chairman Louie and Commissioners:

NBCUniversal's outreach to our community and their positive response to our concerns regarding the Evolution Plan have resulted in the elimination of objections to the approval of both the City and the County portions of the Plan. Of particular concern in regard to the County portion had been the height of the proposed digital sign on Universal Center Drive, which has now been lowered; camouflage of rooftop parking on parking structures, which NBCUniversal has agreed to mitigate by creating a total of twelve feet of screening and parapet; and the retaining of two existing tree and landscape buffer zones near the 101 Freeway to help buffer noise and protect the views of hillside residents.

Additionally, NBCUniversal has agreed to designate a sound monitoring location on Woodrow Wilson Drive between Passmore Drive and 7245 Woodrow Wilson Drive as one of the five locations noted in Section 16 Figure 16-1 of the proposed Universal Studios Specific Plan.

With NBCUniversal's assurances that these items of concern will be included in the County plan, the Board of the Cahuenga Pass Property Owners Association supports the County portion of the Evolution Plan.

Sincerely,

Judith Marlin
President, Cahuenga Pass Property Owners Association
Membership@CPPOA.org

cc: The Honorable Zev Yaroslavsky
The Honorable Tom LaBonge
Ms. Corinne Verdery, NBCUniversal

P.O. Box 1655, Hollywood, CA 90078
www.cppoa.org

100 Universal City Plaza
Universal City, CA 91608

February 19, 2013

NBCUniversal

Regional Planning Commission
County of Los Angeles
320 West Temple Street, Room 1350
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan (Project No. TR068565) – February 27, 2013

Dear Honorable Commissioners:

Universal Studios recently celebrated its 100-year anniversary in Los Angeles, and the Evolution Plan, which will be before your Commission on February 27th, will guide Universal Studios through the next several decades. The Plan will enhance the future economic vitality of NBCUniversal and the County by providing for our long term investment in two key strategic industries: movie, television and entertainment, and tourism.

The Evolution Plan will create thousands of construction and permanent jobs. NBCUniversal is ready to invest $1.6 billion in construction, with an estimated $2.8 billion in economic output to the County economy from that construction. In addition, full operation of the Project will generate millions of dollars of recurring tax revenues for the County, as well as one-time tax revenues. The Evolution Plan will also provide significant community benefits, including more than $100 million in transportation and transit improvements and significant funding for a new River Bikeway from Griffith Park to Studio City.

We are very proud of the strong support that the Evolution Plan has received from the community. Our supporters include over 7,000 area residents, in addition to local businesses, business and community organizations, and labor groups. The Project is supported by our local neighborhood council, Hollywood Hills West Neighborhood Council, as well as two adjoining neighborhood councils: Studio City Neighborhood Council and Greater Toluca Lake Neighborhood Council. We also appreciate Regional Planning staff's hard work on the Plan and their recommendation for approval.

Enclosed is a copy of the presentation NBCUniversal will make at the February 27, 2013, Regional Planning Commission hearing. We ask that you recommend approval of the NBC Universal Evolution Plan. Thank you for your consideration.

Sincerely,

Corinne Verdery
Chief Real Estate Development and Planning Officer
Global Real Estate

100
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7,000 REGISTERED SUPPORTERS

Universal City - North Hollywood Chamber of Commerce
UCNH

HOLLYWOOD HILLS WEST NEIGHBORHOOD COUNCIL

STUDIO CITY NEIGHBORHOOD COUNCIL

Biz Fed

Los Angeles Area Chamber of Commerce

LABC Los Angeles Business Council

LAHQ Los Angeles Headquarters Association

CCA

LA INC.

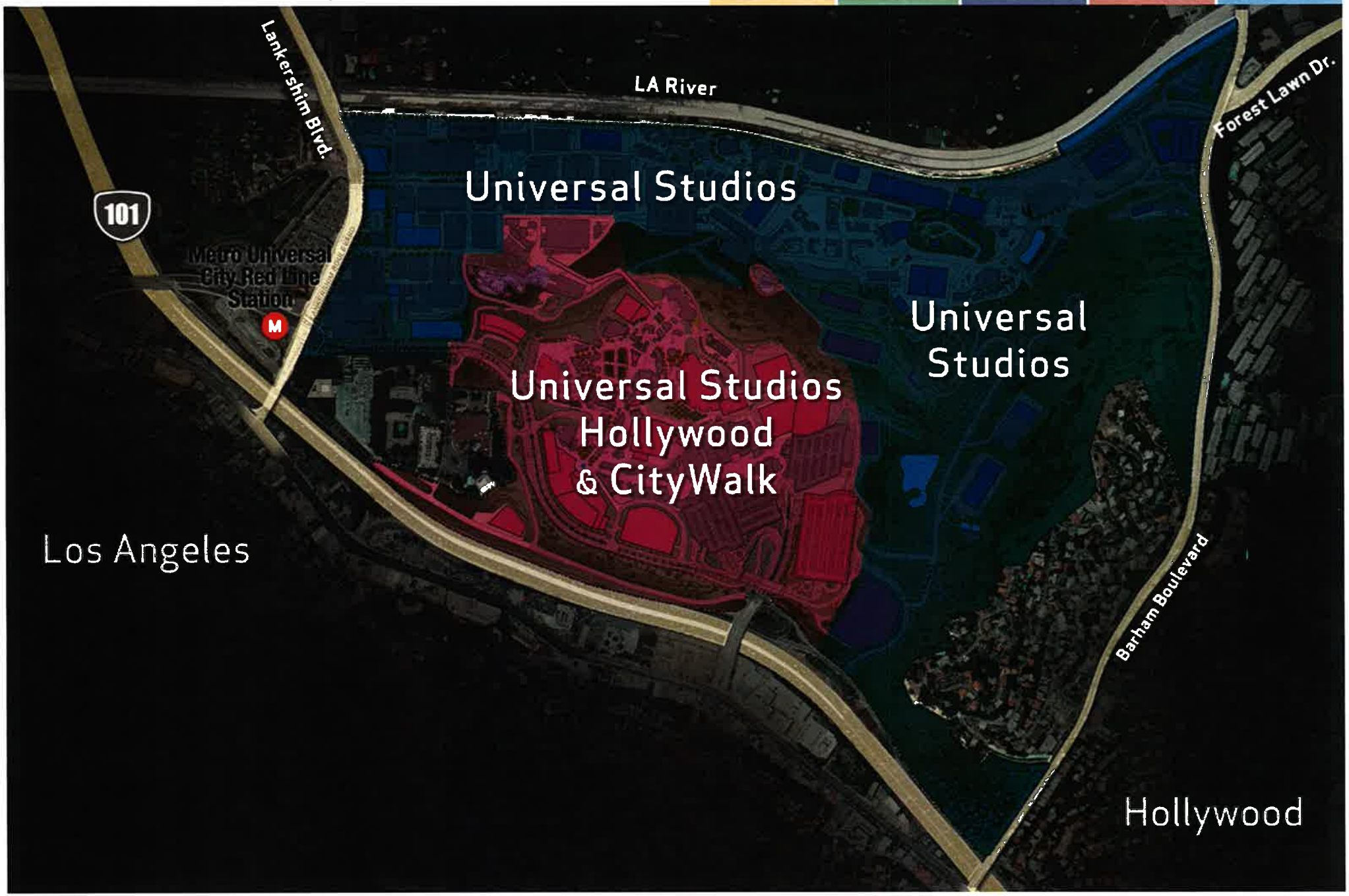
VICA VALLEY INDUSTRY & COMMERCE ASSOCIATION SINCE 1949

greater toluca lake neighborhood council

Greater Los Angeles African American Chamber of Commerce

NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

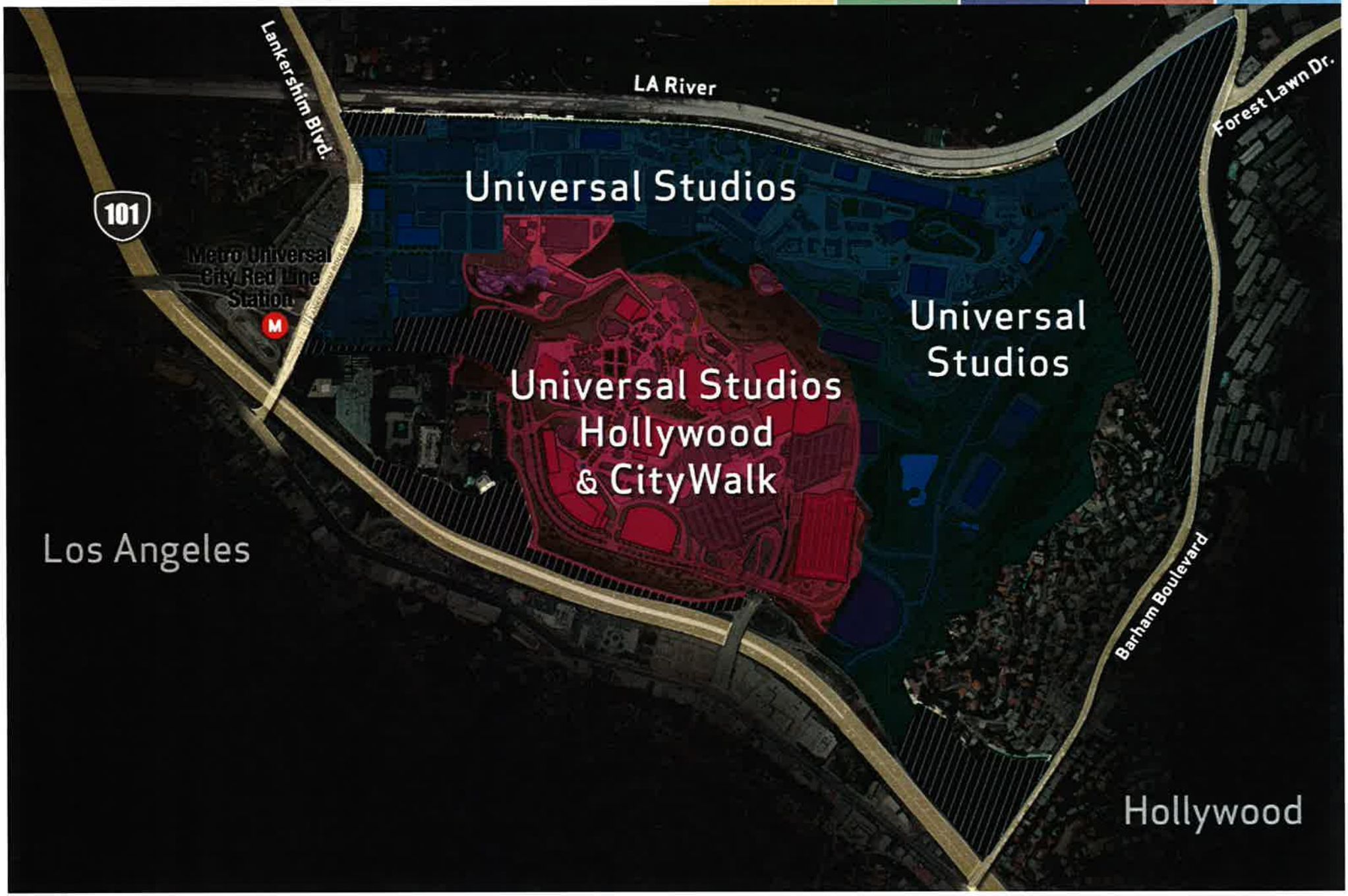


NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

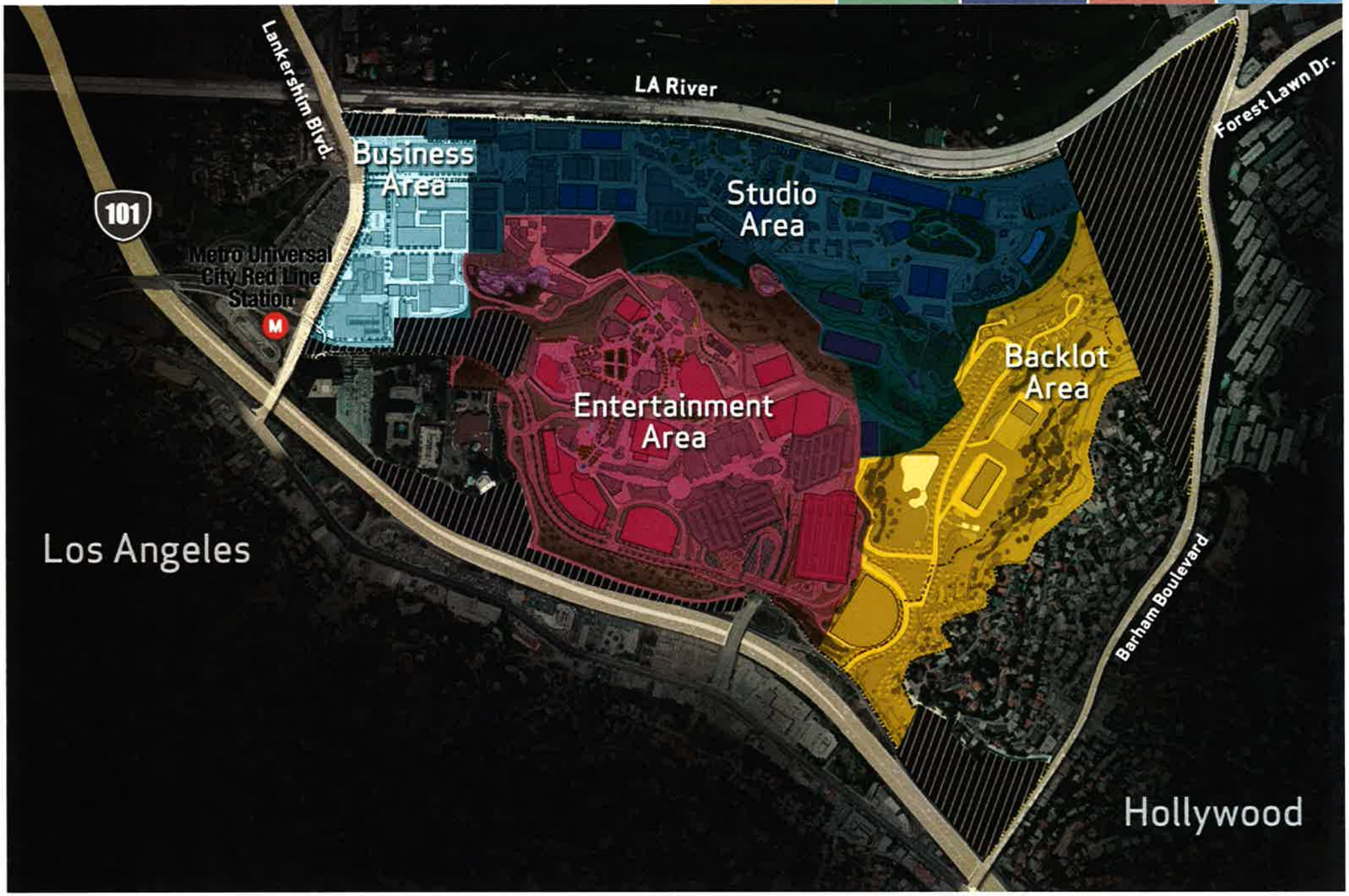
NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL



NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

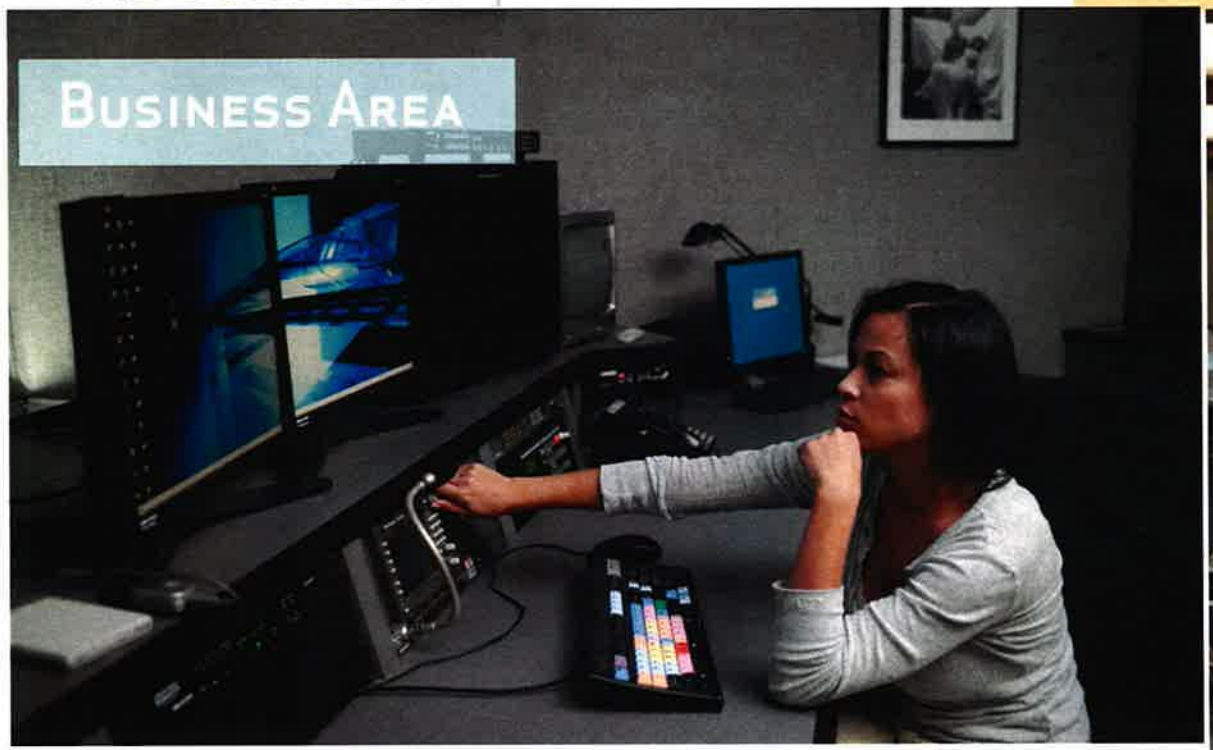


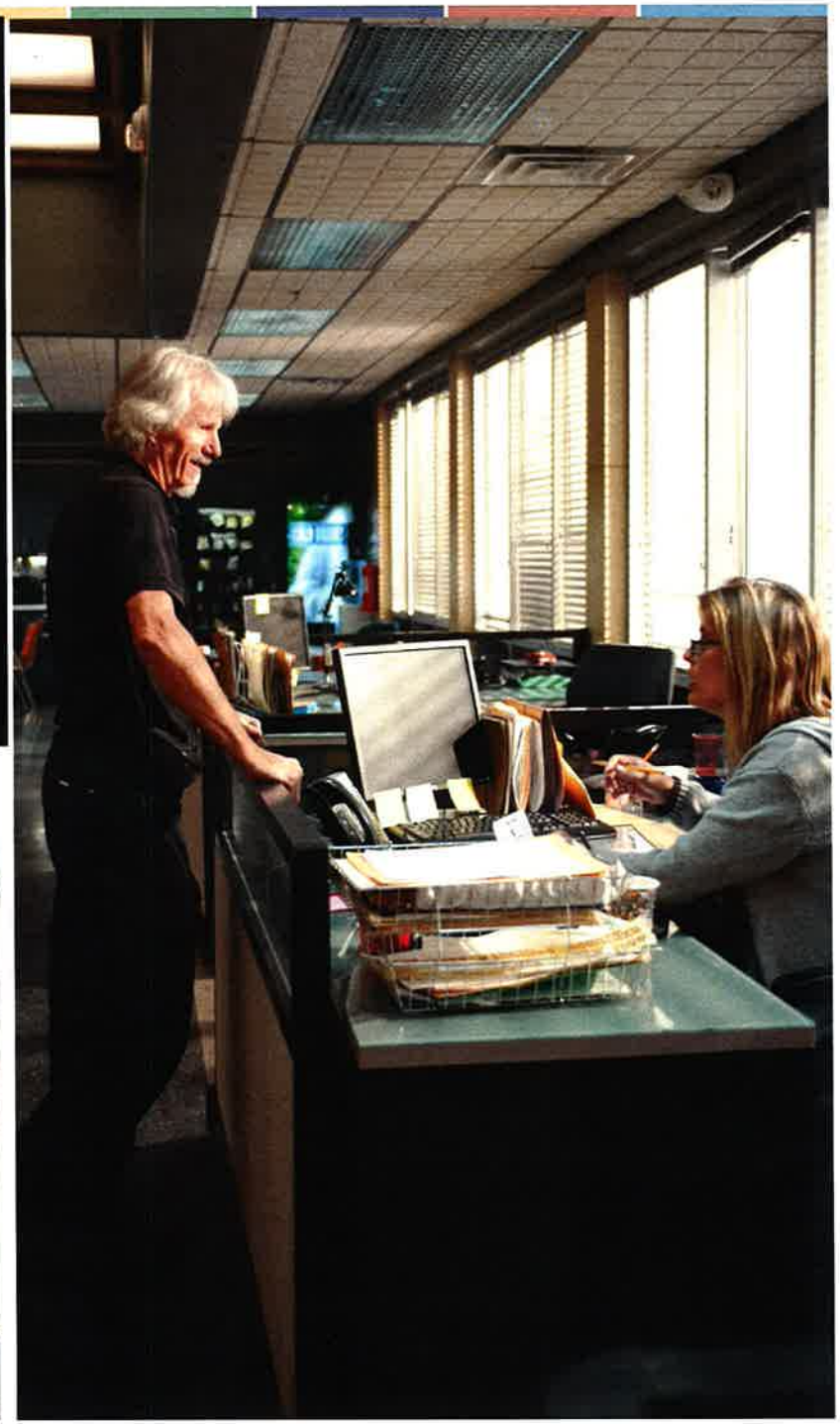
NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL





NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

EVOLUTION PLAN NO RESIDENTIAL

Studio Area

NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

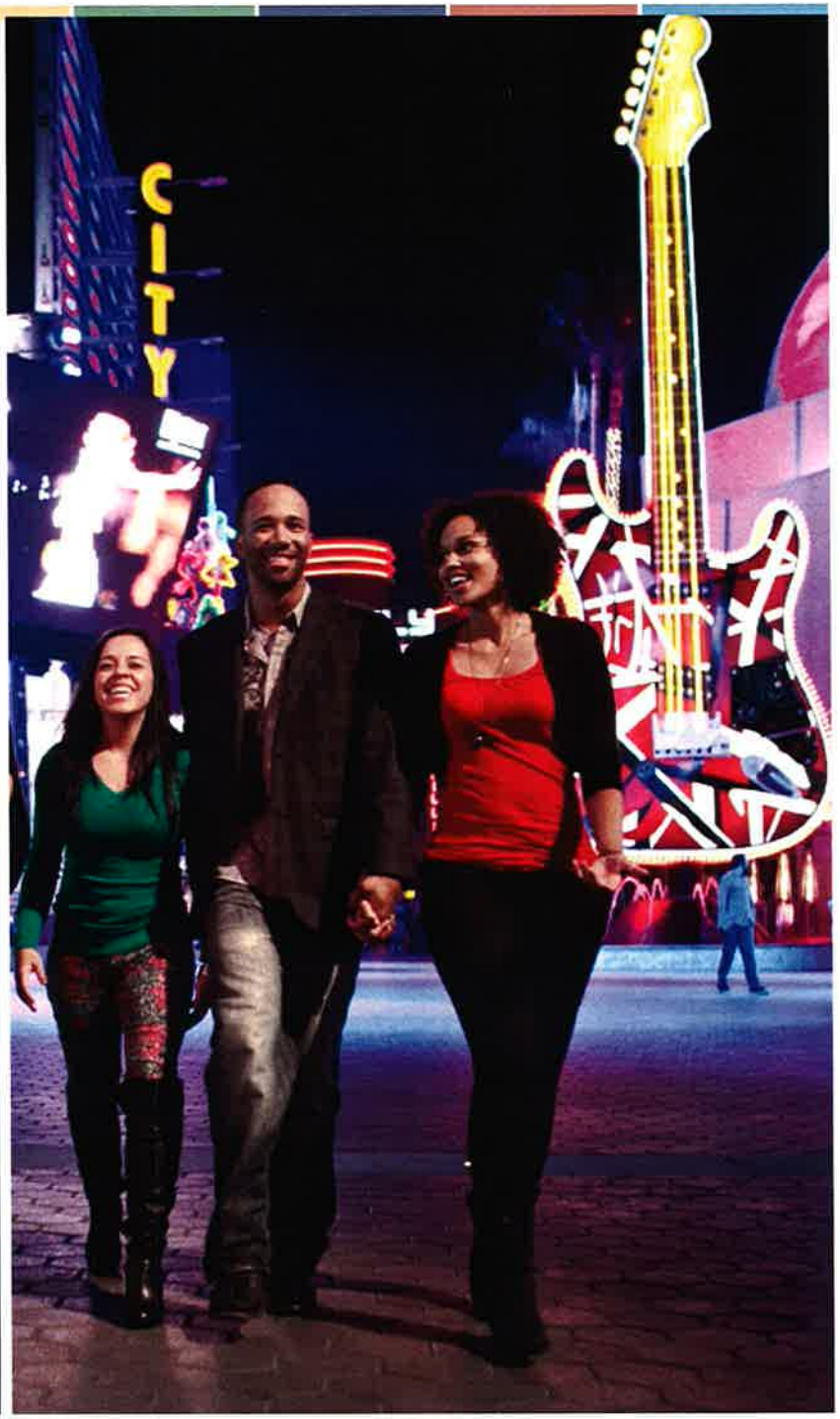
NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

NBCUniversal | EVOLUTION

EVOLUTION PLAN NO RESIDENTIAL

ENTERTAINMENT AREA



ENVIRONMENTAL REVIEW & CITY APPROVALS

- MEMORANDUM OF UNDERSTANDING BETWEEN CITY AND COUNTY TO PREPARE AND EVALUATE THE EIR WITH CITY SERVING AS LEAD AGENCY
- CITY CERTIFIED THE EIR IN NOVEMBER 2012 AND APPROVED ENTITLEMENTS FOR THE CITY PORTIONS OF THE PROPERTY (ZONE CHANGE, GENERAL PLAN AMENDMENT, SIGN DISTRICT, DEVELOPMENT AGREEMENT)
  - NO LITIGATION CHALLENGES TO EIR FILED DURING CEQA STATUTE OF LIMITATIONS PERIOD
- COUNTY SERVES AS RESPONSIBLE AGENCY
  - PURSUANT TO CEQA, EIR IS PRESUMED ACCURATE
  - COUNTY TO CONSIDER THE ENVIRONMENTAL IMPACTS ADDRESSED IN EIR AND REACH ITS OWN CONCLUSIONS ON APPROVING THOSE PORTIONS OF THE PROJECT IN ITS JURISDICTION
- EIR IDENTIFIED SIGNIFICANT UNAVOIDABLE PROJECT IMPACTS IN FOUR STUDY AREAS:
  - TRAFFIC (DURING OPERATIONS)
  - NOISE (DURING CONSTRUCTION)
  - SOLID WASTE (DURING OPERATIONS)
  - AIR QUALITY (DURING CONSTRUCTION AND OPERATIONS)

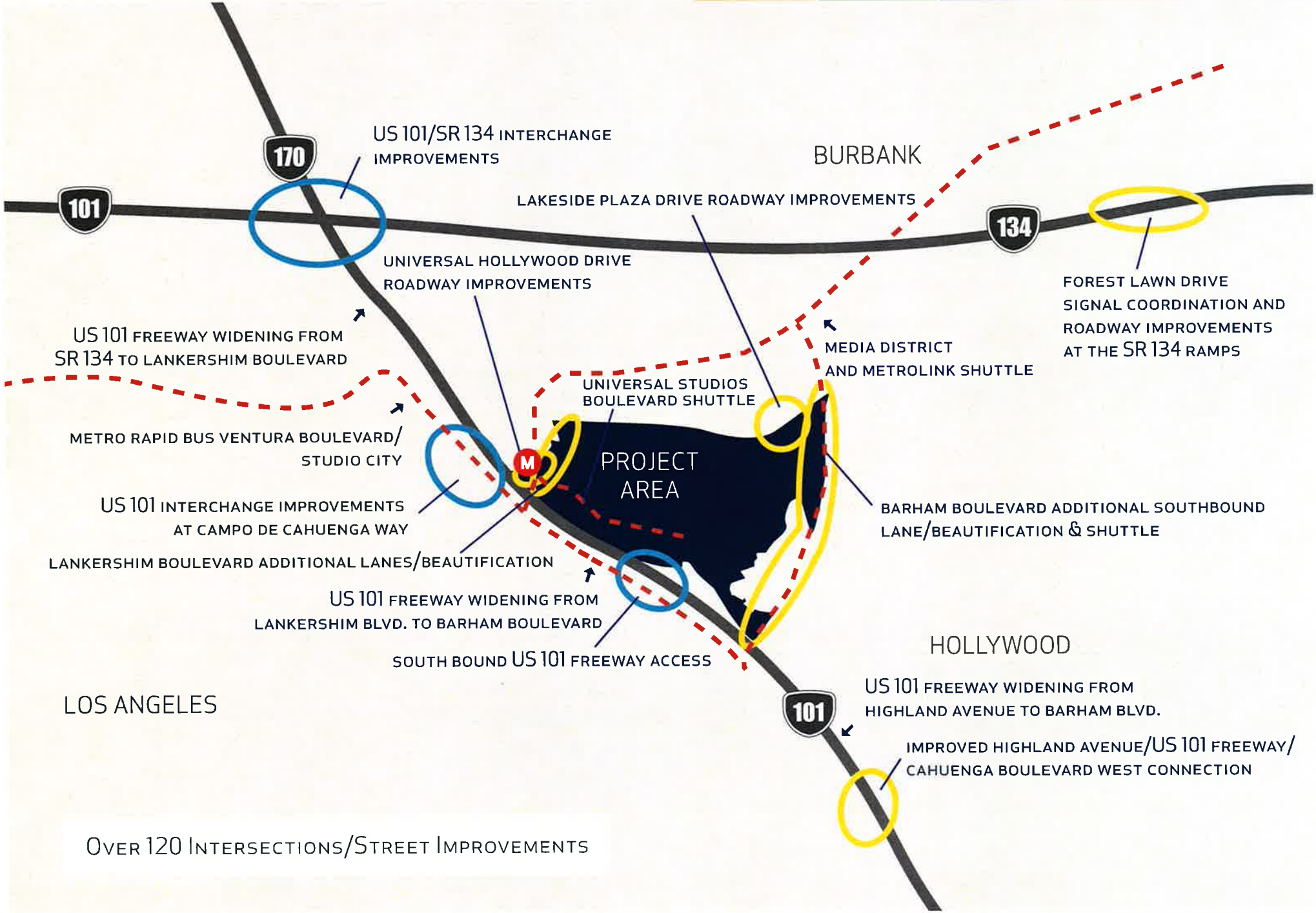
TRANSPORTATION & TRAFFIC IMPROVEMENTS

A More Than $100 Million Investment in Transportation and Transit Improvements

Over 120 Intersections/Street Improvements

NBCUniversal | EVOLUTION

TRANSPORTATION & TRAFFIC IMPROVEMENTS

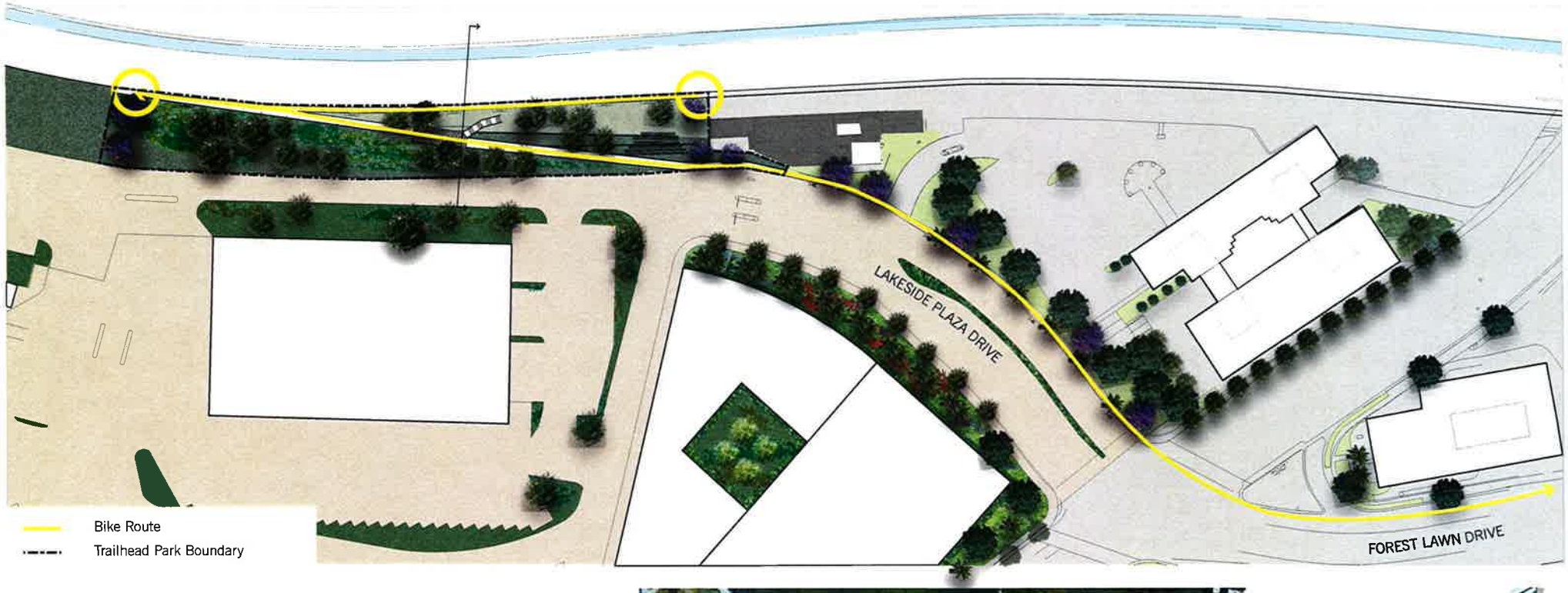


Over 120 Intersections/Street Improvements

NBCUniversal | EVOLUTION

COUNTY PROPERTY BIKEPATH

Trailhead Park



OVER $13.5 MILLION INVESTMENT IN RIVER AND BIKEWAY IMPROVEMENTS

- $10 MILLION TO COUNTY BIKEWAY FUND PURSUANT TO COUNTY DEVELOPMENT AGREEMENT FOR PLANNING/DESIGN AND CONSTRUCTION OF BIKE PATH ALONG COUNTY PORTION OF THE RIVER EDGE
- $3.5 MILLION TO COUNTY BIKEWAY FUND PURSUANT TO CITY DEVELOPMENT AGREEMENT FOR PLANNING/DESIGN AND CONSTRUCTION OF BIKE PATH ALONG COUNTY PORTION OF THE RIVER EDGE
- DESIGN AND CONSTRUCT AN APPROXIMATELY ONE-ACRE TRAILHEAD PARK

LABOR UNIONS ON THE PROPERTY

SAG-AFTRA
ONE UNION

NBCUniversal | EVOLUTION

PROJECT LABOR AGREEMENT UNIONS

International Brotherhood of Boilermakers, Iron Shipbuilders, Forgers & Helpers — Organized 1889 — Unity Progress Protection

Heat and Frost Insulators, Local #5 — Los Angeles, California

Laborers' International Union of North America — Justice Honor Strength — L.U. 300 — Organized April 13, 1903

U.A. Local 709 — Los Angeles — Sprinkler Fitters

Southern California District Council of Laborers

Union

International Brotherhood of Teamsters

IATSE Local 16

Building Los Angeles — 78 — 100 Years

Laborers' International Union of North America

We Union Where Is Strength — International Union of Elevator Constructors

Sheet Metal Workers — Organized — International Association

International Brotherhood of Electrical Workers

Local Union 840

Local 675 Pipe Trades

Welders

Painters and Allied Trades — One Union — District Council 36 — AFL-CIO CLC

Bricklayers and Allied Craftworkers — Local 4 — Southern California

International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers

United Union of Roofers, Waterproofers & Allied Workers

International Union of Operating Engineers

NBCUniversal | EVOLUTION

COMMUNITY BENEFITS

MORE THAN $100 MILLION IN TRANSPORTATION & TRANSIT IMPROVEMENTS

OVER $1.6 MILLION IN FUNDING FOR COMMUNITY DESIGN AND LOCAL COMMUNITY ORGANIZATIONS

PROJECT LABOR AGREEMENT FOR CONSTRUCTION

ANCHOR ENTERTAINMENT AND TOURISM INDUSTRIES IN LA COUNTY, SAVING & CREATING JOBS

NBCUniversal | EVOLUTION

ECONOMIC & EMPLOYMENT EVOLUTION

$2 BILLION OF ECONOMIC ACTIVITY DURING OPERATIONS

$1.6 BILLION INVESTED IN LOS ANGELES

CREATE MORE THAN 30,000 JOBS DURING CONSTRUCTION & OPERATIONS

$2.7 BILLION OF ECONOMIC ACTIVITY DURING CONSTRUCTION

ENTITLEMENTS REQUESTED FROM COUNTY

- ESTABLISHMENT OF UNIVERSAL STUDIOS SPECIFIC PLAN
- GENERAL PLAN AMENDMENT
- ZONE CHANGE TO SPECIFIC PLAN (SP) ZONE
- DEVELOPMENT AGREEMENT
- ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM, CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS

100
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Regional Planning Commission Transmittal Checklist

Hearing Date
February 27, 2013
Agenda Item No.
6

Project Number: Project No. TR068565-(3)

Case(s):
Specific Plan No. 200700001
Plan Amendment No. 200700001
Zone Change No. 200700001
Development Agreement No. 200700001
Environmental Assessment No. 200700014 EIR SCH No. 2007071036

Planner: Mr. Kim Szalay

- ☒ Project Summary
- ☒ Property Location/Vicinity Map
- ☒ Aerial Image
- ☒ Existing and Proposed Land Use/Zoning Map
- ☒ Existing and Proposed Master Plan of Highways
- ☒ Conceptual Site Plan
- ☒ Staff Analysis and Consistency Detail
- ☒ Draft Specific Plan with Appendices and Universal Studios Specific Plan Guidelines (Hard copies and disc)
- ☒ Burden of Proof Statement(s)
- ☒ Draft Plan Amendment Resolution/Map
- ☒ Draft Zone Change Resolution/Draft Ordinance/Map
- ☒ Draft Specific Plan Resolution/Draft Ordinance
- ☒ Draft Development Agreement and Resolution/Draft Ordinance
- ☒ Environmental Documentation (Certified EIR - discs previously provided)
- ☒ Draft CEQA Findings, Statement of Overriding Considerations
- ☒ MMRP
- ☒ Correspondence

Reviewed By: _____

Department *of* Regional Planning
320 West Temple Street
Los Angeles, California 90012

PROJECT SUMMARY

PROJECT NUMBER
TR068565-(3)

HEARING DATE
February 27, 2013

REQUESTED ENTITLEMENTS
Specific Plan No. 200700001
Plan Amendment No. 200700001
Zone Change No. 200700001
Development Agreement No. 200700001
Environmental Assessment No. 200700014 SCH No. 2007071036

OWNER / APPLICANT
Owner: Universal Studios LLC (Corrine Verdery)
Applicant: Universal City Studios LLC (Corinne Verdery, NBCU; George Mihlsten and Maria Hoye, Latham and Watkins)

CONCEPTUAL SITE PLAN DATE
January 07, 2013

PROJECT OVERVIEW
The Project is named the NBC Universal Evolution Plan Alternative 10 – No Residential Alternative. The Project proposes a County specific plan called the Universal Studios Specific Plan to regulate the portion of the Project site located within the County unincorporated area. Approximately 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development is proposed for seven land uses including Studio (257,949 s.f), Studio Office (334,774 s.f.), Office (495,406 s.f.), Hotel (500 rooms / 450,000 s.f.), Entertainment (337,895 s.f.), Entertainment Retail (63,116 s.f.), and Amphitheater (-50,600 s.f.). Of the 391 acres of the total Project site, 296 acres are currently within the County's jurisdiction. The Project proposes a net gain of 27 acres from the City of Los Angeles to the County resulting in a total of 323 total acres located within County jurisdiction and 68 acres in City jurisdiction. An Environmental Impact Report was prepared by the City of Los Angeles as Lead Agency and by the County as Responsible Agency. Through a memorandum of understanding with the City, the County fully participated in joint preparation of the EIR to evaluate the potential environmental impacts of Project development proposed in both jurisdictions. The City Certified the EIR on November 14, 2012. The Project includes use of a land use equivalency analysis procedure allowing for transfers of development square feet between the different land uses above to allow for flexibility within environmental constraints over the life of the development program and an associated Development Agreement.

LOCATION
100 Universal City Plaza, Universal City, CA 91608

ACCESS
South entrance: U.S. 101 and Universal Center Drive / Universal Studios Blvd.

West entrance: Lankershim Blvd. / Universal City Plaza / Universal Hollywood Drive

ASSESSORS PARCEL NUMBERS
Existing: 2424043009, 019, 020, 021, 022
Proposed (part or whole parcel): 2424043019, 019, 020, 021, 022, 024; 2424044009, 023; 2424045009

SITE AREA
Total Site: 391 Acres / County Existing: 296 Acres
County Proposed: 323 Acres

GENERAL PLAN
County of Los Angeles General Plan adopted in1980 as subsequently amended

ZONED DISTRICT
Universal City

LAND USE DESIGNATION
Major Industrial and Major Commercial
Proposed: Specific Plan

ZONE
M-1 ½ (Restricted Heavy Manufacturing)
Proposed: Specific Plan

PROPOSED UNITS
None

MAX DENSITY/UNITS
N/A

COMMUNITY STANDARDS DISTRICT
None

ENVIRONMENTAL DETERMINATION (CEQA)
Certified EIR by City of Los Angeles as Lead Agency; County of Los Angeles Responsible Agency and by MOU joint preparer of EIR

KEY ISSUES
- Consistency with the Los Angeles County General Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
  - 22.46.010-030 (Specific Plans)
  - 22.16.170 (Plan Amendment Findings)
  - 22.16.110 (Zone Change Burden of Proof Requirements)
  - 22.16.280 (Development Agreement Burden of Proof Requirements)

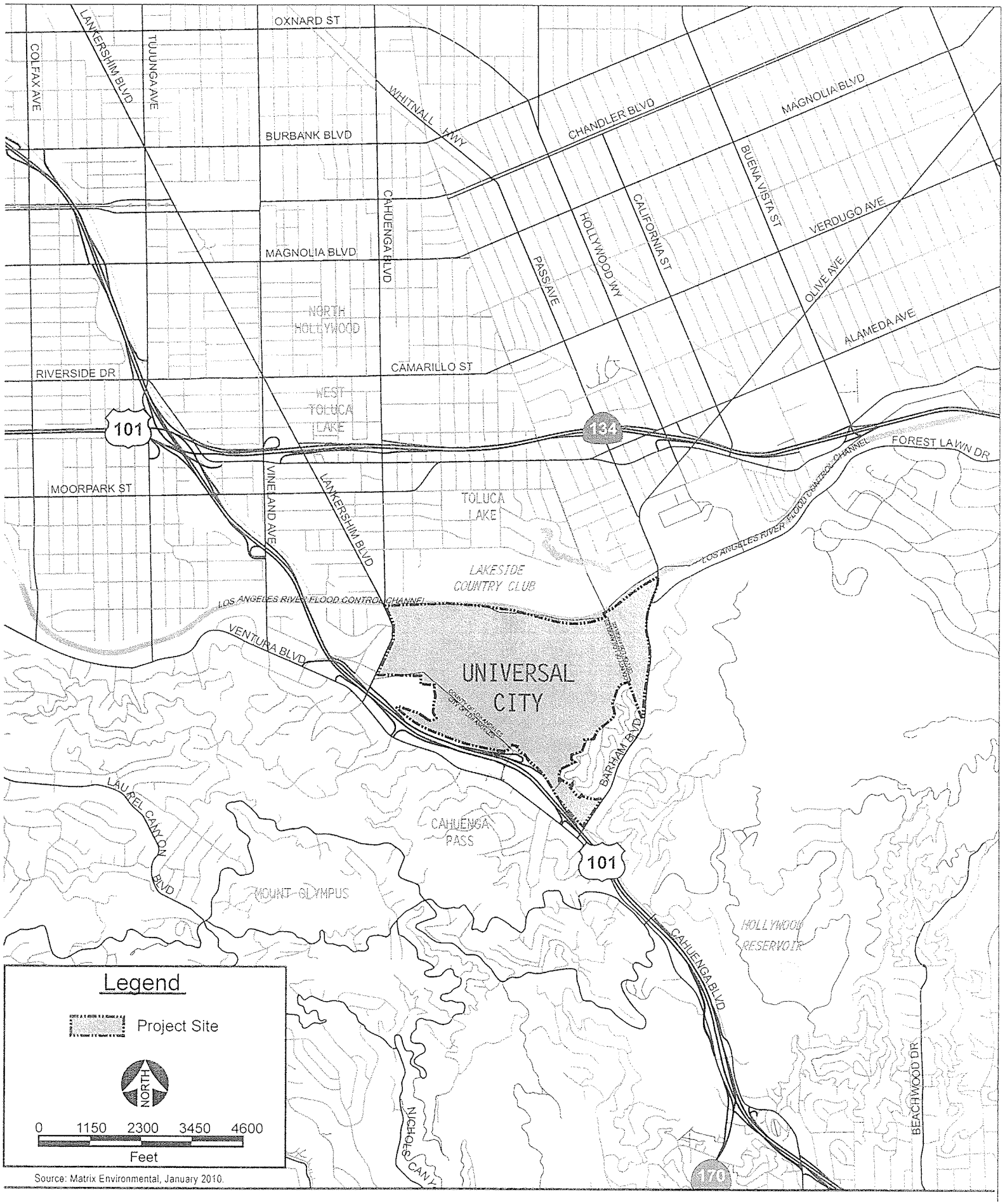
STAFF RECOMMENDATION
Approval of Project as Modified

CASE PLANNER:
Mr. Kim K. Szalay

PHONE NUMBER:
(213) 974 - 4876

E-MAIL ADDRESS:
kszalay@planning.lacounty.gov

Created/Revised: 1/28/13



Source: Matrix Environmental, January 2010.

INTRODUCTION

The applicant, Universal City Studios, LLC, ("Applicant") is proposing what is called the NBC Universal Evolution Plan Alternative 10 – No Residential Alternative ("Alternative 10"). This environmentally superior alternative eliminates the 2,937 units of residential housing initially proposed by the applicant. Alternative 10 analyzes a wide array of media and entertainment uses, subject to new regulations governing the future studio, theme park, hotel, and entertainment operations of Universal City within both City of Los Angeles ("City") and County of Los Angeles ("County") jurisdiction. Alternative 10 provides for significant investment and expansion of employment at Universal City Studios in the media, tourism and hospitality sectors of the regional economy. The subject property is generally bounded by the L. A. River to the north, Hollywood Manor residences and portions of Universal City in City jurisdiction to the east, the Hollywood Freeway (U.S. 101) to the south, and Lankershim Boulevard to the west. This report describes and analyzes the portion of Alternative 10 that is located within the unincorporated County area. The proposed Specific Plan is a comprehensive planning and regulatory document to guide the unique development opportunities available to a multi-use employment center that includes motion picture studios, theme park and tram tour entertainment, retail, office, and hotel uses in an area surrounded by suburban and hillside residential and commercial properties. A development agreement is also proposed to provide additional public benefits beyond those provided by Alternative 10 and to ensure the vested rights of the applicant for efficient development over the 25-year life of the development agreement. In connection with the proposed specific plan, the applicant also requests a general plan amendment and a zone change in order to implement the proposed development. The general plan amendment would, among other things, change the General Plan Land Use Policy Map designation from Major Industrial and Major Commercial to Specific Plan, and it would eliminate a proposed extension of Forman Avenue north of the project site. The zone change would rezone the project site to SP (Specific Plan) to allow for the detailed and site-specific regulations contained in the Specific Plan to be implemented on the project site. The requested entitlements and the project are described and analyzed more fully below.

ENTITLEMENTS REQUESTED

Specific Plan: To authorize the Universal Studios Specific Plan to establish site-specific land uses, additional regulations, a development program, and procedures for construction of 2,433,000 gross square feet of new development and 544,460 square feet of demolition, for a total of 1,888,540 square feet of net new development on 323 acres of property located within existing and proposed unincorporated County area including the following: establish Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater, and Hotel uses; regulate parking and shared parking within the Project Site; regulate 20 existing establishments for on-site and/or off-

site sales of alcoholic beverages, and impose a maximum limit of 15 on the number of new establishments that may be applied for within the Specific Plan area (all of which will be subject to future discretionary applications and public hearings); establish and regulate an on-site signage program; authorize and impose conditions on the removal and/or encroachment into the protected zone of Oak trees subject to County Ordinance (up to 250 trees) and the California State Oak Woodlands Act (up to 130 trees); establish and regulate the potential Universal Studios Historic District through the Universal Studios Historic Preservation Plan; regulate a maximum of 530,000 total cubic yards of import and/or export grading and on-site grading exceeding 100,000 cubic yards; regulate new Communication Facilities including cellular facilities for wireless telecommunications; and authorize various other appurtenant regulations and procedures for development of the site in the proposed SP (Specific Plan) zone.

Plan Amendment and Designation of Detachment Area: To authorize a change in the General Plan Land Use Policy designation from Category I (Major Industrial) and Category C (Major Commercial) to SP (Specific Plan); to delete from the Plan of Highways a proposed east/west Major Highway extension of Forest Lawn Drive and an extension of a Secondary Highway, Forman Avenue, to the north; to change the Urban Form Policy Map designation from Multipurpose Center Level 3 (lesser scale development) to Multipurpose Center Level 2 (greater scale development).

As a related matter, the applicant is requesting a detachment of approximately 30 acres ("Detachment Area") from the City of Los Angeles ("City") to the County of Los Angeles ("County") and annexations of approximately three (3) acres ("Annexation Area") from the County to the City, for a net gain of 27 acres of unincorporated County area. The applicant is requesting that the Detachment Area be designated as Specific Plan (SP), so that upon approval of the detachment by the Local Agency Formation Commission for Los Angeles County ("LAFCO"), a General Plan designation consistent with the remainder of the Project Site will be in place for the subject property. In its action on November 16, 2012, the City designated the Annexation Area as Regional Commercial, so that upon approval of the annexation by LAFCO, a City General Plan designation consistent with the remainder of the subject property in the City would be in place for the Annexation Area.

Zone Change and Zoning of Detachment Area: To authorize a change in zoning from M-1.5 (Restricted Heavy Manufacturing) to SP (Specific Plan).

As a related matter, the applicant is requesting that the Detachment Area be zoned as SP (Specific Plan), so that upon approval of the detachment by LAFCO, a zoning designation consistent with the remainder of the Project Site will be in place for the subject property. In its action on November 16, 2012, the City designated the Annexation Area as [Q]C2-1-SN, so that upon approval of the annexation by LAFCO, a

City designation consistent with the remainder of the subject property in the City would be in place for the Annexation Area.

Development Agreement: To authorize a Development Agreement between the property owner, Universal Studios LLC, and the County of Los Angeles regarding development of 323 acres located within existing and proposed unincorporated County area over a 25-year period.

In addition to the requested entitlements, the Project also involves the following:

Annexations and Detachments: A modification to the County and City boundaries will be requested, involving the annexation of the 3-acre Annexation Area from the County to the City and the detachment of the 30-acre Detachment Area from the City to the County pursuant to the LAFCO process, to allow for consolidation of certain uses within City or County boundaries and to provide for long-term comprehensive development of the Project site. The annexation and detachment actions, if approved, would result in a net total increase of 27 acres of County unincorporated area.

Consideration as Responsible Agency of a Certified EIR: As a responsible agency, pursuant to the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, et seq.) ("CEQA"), the County through the Regional Planning Commission, will consider the effects of the Project as shown in the NBC Universal Evolution Plan Environmental Impact Report ("EIR"), which includes the Final EIR and the Draft EIR (EIR SCH No. 2007071036), which was certified by the City as Lead Agency on November 14, 2012; and will consider adoption of the County Mitigation Monitoring and Reporting Program ("MMRP"); and adoption of the County's CEQA Findings of Fact and Statement of Overriding Considerations.

PROJECT DESCRIPTION

The applicant, Universal City Studios, LLC, proposes a multi-use development on the existing Universal Studios property located in the unincorporated community of Universal City on a site bounded by Lankershim Boulevard to the west, the Hollywood Freeway (U.S. 101) to the south, Hollywood Manor residences and portions of Universal City in City jurisdiction to the east, and the Los Angeles River Flood Control Channel and Road to the north. The proposed project is more fully described below.

Overview

Original NBC Universal Evolution Plan

The NBC Universal Evolution Plan that was originally proposed and analyzed in the Draft EIR included a total of approximately two (2) million square feet of new

development, including one 500-room hotel and 2,937 units of residential housing. Annexations and detachments were proposed to enable most of the commercial entertainment and retail to be located within the unincorporated County area and all of the housing as well as some neighborhood-serving commercial to be located within the City's jurisdiction on vacant and less used portions of the existing back lot area. In response to community concerns and changing market conditions, the applicant decided to accept an alternative that eliminated all of the housing from the project and reconfigure the project to better meet the goals of NBC Universal's core media and entertainment enterprises while creating less impact on the surrounding neighbors.

NBC Universal Evolution Plan Alternative 10 – No Residential Alternative

In response to comments, the Final EIR included proposed Alternative 10 – No Residential Alternative ("Alternative 10"). Under Alternative 10, all 2,937 residential units were eliminated, and a second hotel as well as additional media and entertainment development were added. The additional media and entertainment development is proposed to be located primarily in the County unincorporated area and the second hotel is proposed to be located within the City.

The previously proposed annexations and detachments were reconfigured to accommodate the revised plan. Of the 391 acres within both the City and County jurisdiction, 296 acres are currently within the County's jurisdiction and 95 acres are within City jurisdiction. The Project proposes detachment of 30 acres from the City's incorporated area to the County's unincorporated area and annexation of 3 acres from the County unincorporated area to the City incorporated area resulting in the net addition of 27 acres to the County's jurisdiction. Upon approval of the annexations and detachments by LAFCO, approximately 323 total acres would be located within unincorporated County area and 68 acres would be located in the City.

Alternative 10, as described and analyzed in the overall project's Final Environmental Impact Report, comprises the whole of the project including development within both County and City jurisdiction. The portion of the project proposed within County unincorporated area ("Project Site") is proposed to be regulated by the Universal Studios Specific Plan ("Specific Plan"). Approximately 2,433,000 square feet of gross new development and 544,460 square feet of demolition, for a total of 1,888,540 square feet of net new development, is proposed to be developed within seven specified land use categories on the Project Site as follows: (1) Studio (257,949 square feet), (2) Studio Office (334,774 square feet), (3) Office (495,406 square feet), (4) Hotel (500 rooms / 450,000 square feet), (5) Entertainment (337,895 square feet), (6) Entertainment Retail (63,116 square feet), and (7) Amphitheater (-50,600 square feet) (collectively, "Project").

The Project development phasing is proposed for a duration of 25 years and includes a proposal for a land use equivalency procedure allowing for transfers of development square feet between the different land uses above to allow for flexibility within environmental constraints over the 25-year life of the development program through the associated Development Agreement. The Plan Amendment and Zone Change to SP (Specific Plan) would facilitate efficient and controlled development of the Project Site.

Universal Studios Specific Plan and Universal Studios Specific Plan Guidelines
Project development would be regulated by the Universal Studios Specific Plan and further guided by the Universal Studios Specific Plan Guidelines.

Universal Studios Specific Plan
The Specific Plan establishes the authority and scope of the Specific Plan in relationship to the Countywide General Plan ("General Plan") and Title 22 County Zoning Ordinance ("Zoning Code"), and the Specific Plan provides definitions and regulations specific to development of Universal City-Studios within unincorporated County jurisdiction. The Specific Plan must be consistent with the General Plan. The Specific Plan provides regulations that are in addition to the existing Zoning Code, and where the Specific Plan differs from Zoning Code, the Specific Plan applies, and where the Specific Plan is silent, Zoning Code applies. The Specific Plan would be adopted by ordinance as a zoning ordinance document.

Universal Studios Specific Plan Guidelines
The Universal Studios Specific Plan Guidelines is a planning document to clearly establish the purpose, goals, and setting of the Specific Plan; articulate background, guiding development principles, and organization of the Specific Plan; and provide design priorities and principles, infrastructure needed, and implementation guidance for use of the Specific Plan. The Specific Plan Guidelines would be adopted by resolution as a planning and guidance document.

Conceptual Site Plan and Development Proposed
The Project Site is characterized on the Conceptual Site Plan by seven existing and proposed categories of use, which are shown on the attached Conceptual Site Plan. These seven use categories and the development and redevelopment proposed to take place within them are described below:

Office Use. Two new office towers (approximately 14-stories and 12-stories in height) are conceptually proposed within the Office use category. Business offices proposed on Lankershim Boulevard are located on flat terrain to the east side of Lankershim Boulevard across the street from the Campo de Cahuenga Historic site, the existing MTA Red Line Subway Station, and the City View Lofts residential complex located across Lankershim Boulevard to the west of the Project Site.

Studio Use and Studio Office Use. Approximately 20 structures are conceptually proposed in the area shown on the Conceptual Site Plan for Studio uses and Studio Offices uses, including a 500-seat theater, two studio offices, post production facilities, redeveloped stages, mill, service garages, tech support structures, and other studio support facilities. Studio sound stages and studio office and production facilities proposed are primarily located at the northerly portion of the Project Site on flat terrain south of the river from the Toluca Lake residential community and the Lakeside Country Club and golf course located on the north side of the river.

Entertainment Use and Amphitheater Use. Approximately 10 new or refurbished Theme Park attractions are conceptually proposed over the life of the Project in these use categories. Theme Park attractions and Amphitheater are located primarily toward the center of the site on a flattened hilltop area (except Tram Tour traverses throughout the Project Site). Demolition of the existing amphitheater and several other structures within the theme park would create necessary space for new development. The Specific Plan requires any new major-scaled theme park attractions to remain within the Specific Plan area limited to locations away from residential neighborhoods with the exception of tram tour operations that traverse most of the property.

Entertainment Retail Use. New and redeveloped retail, addition of new tour plaza retail, and a future destination venue are conceptually proposed for the existing CityWalk location, and additional Theme Park retail would also be developed. The majority of retail facilities are located on the south side of the same flattened hilltop as most of the Theme Park.

Hotel Use. A new 500-room hotel, up to 19 stories in height, is conceptually proposed to the southwest of the site's center near the existing hotels located within the City of Los Angeles with an optional alternate location south of center on the Project Site as depicted on Exhibits 7A and 7B in the Specific Plan.

In addition, the Conceptual Site Plan provides for additional parking as well as additional development within the Backlot area coupled with additional greenspace to buffer neighboring uses. The proposed parking, backlot, and greenspace development is described below:

Parking. Up to 12 additional parking, transportation, and transportation hub related structures are identified on the Conceptual Site Plan. Parking structures and lots adjacent to CityWalk retail to the south and east, parking for proposed new hotel to the southwest, and additional parking for office and studio areas to the west and to the north are proposed.

Backlot and Greenspace. A number of aging outdoor sets, located near the Hollywood Manor community to the east of the Project Site, would be permanently removed from the greenspace area according to the Project's Development Agreement, one set would not be available for change-out to a new set, and the greenspace and other provisions would further buffer the backlot outdoor sets area from the closest neighbors as depicted on Specific Plan Exhibits 2C and 2D. Outdoor sets are not permanent structures and would be subject to change-out on a periodic basis in locations generally west of the greenspace buffer area and as depicted on various Project exhibits.

EXISTING ZONING

The subject property is zoned M-1.5 (Restricted Heavy Manufacturing) in the UC (Universal City) Zoned District. Surrounding properties are zoned as follows:

North: City of Los Angeles: A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial)
South: City of Los Angeles: C2-1VL (Commercial) and [Q]C2-1-SN
East: City of Los Angeles: R-1-1 (One-Family) and [Q]C2-1-SN (Commercial)
West: City of Los Angeles: R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial)

EXISTING LAND USES

The subject property is developed with Studio, Studio Office, Office, Entertainment (including Theme Park and Tram Tour), Entertainment Retail, and Amphitheater. Existing hotels adjacent to the Project Site are located within City jurisdiction. Surrounding properties are developed as follows:

North: Los Angeles County Flood Control Channel, Golf Course, and Residential
South: U.S. 101, Residential, and Commercial
East: Residential, Office, and Parking
West: Historic Campo de Cahuenga, Metro Red Line, Parking, and Residential

The center of Hollywood is slightly more than two miles to the south, the City of Burbank is located just northeast of the Project Site and the Burbank Media District and the media and entertainment enterprises within the City of Glendale are located approximately from 0.25 to four miles to the east of the Project Site. The nearest boundary of Griffith Park and Forest Lawn Memorial Park are approximately one mile to the east.

PREVIOUS CASES/ZONING HISTORY

The Universal City site started giving public tours as early as 1915. However, the earliest entitlement was issued in 1952 by the City of Los Angeles - a Conditional Use Permit ("CUP") that allowed the site to be used as a motion picture studio. The County issued its first entitlement in 1957 (Urgency Ordinance 7094) changing M-3-1 (Unclassified Industrial) zoning to A-2-1 (Heavy Agricultural), which was further changed in 1959 (Urgency Ordinance 7517) to M-1.5 zoning, which remains in the County portions of the site to this day. In 1980, the County approved CUP 1495 for 1.88 million cubic yards of grading on 72 acres on the east side of the property for backlot production activities. In 1990 Plot Plan No. 31838-88 was approved for development of most of CityWalk entertainment retail and office space located within the County (495,000 square feet). In 1992 CUP 1495 was superseded by CUP 90074 to amend the development entitlements for the backlot portion of the property and is currently in effect. In 1992, ten alcohol uses established prior to adoption of Ordinance No. 92-0097 were "grandfathered in" on the Project Site. In 1995, CUP 95047 was approved for alcohol uses. In 1997, a Draft EIR and a Specific Plan were considered during 14 meetings before the Regional Planning Commission. The Project was put on hold and was never approved, and subsequently was withdrawn by the applicant. In 1998 Plot Plan No. 31838-138 was approved for completion of CityWalk (92,000 square feet). In 1999 seven alcohol use permits were approved by the Regional Planning Commission to allow the on-site consumption of alcoholic beverages in restaurants and retail uses in CityWalk (CUPs 99158 through 99164).

ENVIRONMENTAL DETERMINATION

An EIR was prepared and certified by the City of Los Angeles as Lead Agency with the County acting as Responsible Agency. Through a memorandum of understanding ("MOU") with the City, the County fully participated in joint preparation of the EIR to evaluate the potential environmental impacts of project development proposed in both jurisdictions. The City of Los Angeles Department of City Planning in consultation with the County of Los Angeles Department of Regional Planning, determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies, that an EIR was necessary for the project.

The following areas required no further environmental review as described in the Initial Study.

- Agricultural Resources
- Mineral Resources

The areas of potential significant environmental impact addressed in the Draft EIR include the following:

- Land Use Plans and Physical Land Use
- Traffic/Access and Parking
- Noise
- Visual Qualities
- Light and Glare including Natural Light, Artificial Light, and Glare
- Geology and Soils
- Water Resources including Surface Water Drainage, Surface Water Quality, and Groundwater
- Air Quality
- Biota
- Cultural Resources including Historic, Archaeological, and Paleontological
- Public Services including Fire Protection, Police/Sheriff Protection, Schools, Parks and Recreation, and Libraries
- Utilities including Sewer, Water, Solid Waste, Electricity, and Natural Gas
- Environmental Safety
- Employment, Housing, and Population
- Climate Change

As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the project would result in the following significant and unavoidable impacts to the environment:

- Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
- Noise (Construction and Demolition)
- Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
- Solid Waste (Operational: Landfill Capacity)

Joint-Jurisdiction Public Meeting

A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010, by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project

applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR.

Alternative 10 – No Residential Alternative

The original project included 2,937 residential units and associated neighborhood-serving commercial uses proposed to be located within City jurisdiction. In response to comments on the Draft EIR, an additional alternative to the Project, Alternative 10 was included in the Final EIR. All of the proposed 2,937 residential units were withdrawn from the project along with the associated neighborhood commercial development, and a second 450,000 square-foot hotel (500-room) and 222,000 square feet of additional commercial development were included in the project. The City, as Lead Agency, determined that Alternative 10 was the environmentally superior alternative and was determined to be the project per CEQA. Alternative 10 eliminated the residential portion of the project presented in the Draft EIR and added to other uses such as, but not limited to, Studio, Office, Hotel, and Entertainment. The Final EIR incorporated Alternative 10, and the City certified the Final EIR, and adopted the MMRP, CEQA Findings of Fact, and Statement of Overriding Considerations for the project. The Statement of Overriding Considerations indicated that the benefits of the project outweigh the remaining significant impacts after all Project Design Features and Mitigation Measures had been incorporated.

County MMRP, CEQA Findings of Fact and Statement of Overriding Considerations

CEQA allows Responsible Agencies to consider a Certified EIR and to prepare an MMRP, CEQA Findings of Fact, and Statement of Overriding Considerations for the portion of the project located within the Responsible Agency's jurisdiction.

STAFF EVALUATION

General Plan Consistency

The Project is consistent with the County of Los Angeles Countywide General Plan ("General Plan") as amended with the proposed SP (Specific Plan) land use category. The Project Site is currently designated within the existing I (Major Industrial) (232 acres) and C (Major Commercial) (64 acres) land use categories of the General Plan. No Area or Community Plan exists for the location of the Project Site. The Major Industrial land use designation is generally intended for manufacturing of all types, mineral extraction, refineries, warehousing and storage, and product research and development, and the Major Commercial land use designation is generally intended for major regional employment centers such as regional office complexes, major shopping malls and centers, major commercial recreation facilities and a range of mixed commercial retail and service activities (General Plan, Page LU-14). The proposed Project includes industrial uses such as motion picture studios and indoor/outdoor sets with mill, warehouse, and other supporting uses, and commercial uses such as retail

and entertainment uses. The SP designation for the Project Site contemplates the continuation of existing uses, as well as the expansion of such uses within the Specific Plan boundaries. Such uses are a unique combination of the types of uses allowed in industrial and commercial areas, and therefore the SP designation is intended to authorize this mix of industrial and commercial uses in a manner that is tailored to the Project Site while being consistent with and complimentary to the surrounding area. The existing and proposed uses are consistent with the SP designation, as that designation implements the combination of industrial and commercial uses contemplated for the site. Therefore, the Project is consistent with the goals the policies of the General Plan.

Summary of Project Consistency with Applicable General Plan Goals and Policies and Provisions of the proposed Specific Plan

The Project is consistent with each of the applicable General Plan Elements described below, which also apply to the analysis of the Project's consistency with the proposed Category SP. An extensive detailed analysis of General Plan policies applicable to the proposed Project, are included as Appendix B to the Universal Studios Specific Plan Guidelines. Below is a brief summary of the applicable goals and policies and analysis of the Project's consistency with the General Plan as amended with the proposed Category SP.

Land Use Element. Goals and policies to maintain viable commercial and industrial clusters of activities that accommodate projected increases in the labor force while also maintaining and enhancing the quality of existing residential neighborhoods are addressed by the Project. The Project proposes a long-range development program increasing employment in the construction, media, entertainment and retail sectors while providing traffic improvements and community benefits not previously available. Additionally, certain industrial uses previously allowed by right, would no longer be permitted uses on the Project Site. Other land use goals and policies include requirements for high quality design of development sensitive to and compatible with the natural and manmade environment. The Specific Plan establishes development and operational regulations specific to the subject property and includes requirements which are more strict than existing Zoning Code such as square footage limitations, height limitations, limitations on permitted uses, lighting and noise limitations, buffer area requirements for neighboring residential uses, and parking regulations. Goals and policies regarding reduced energy consumption are facilitated through conservation and green building requirements through project design features, mitigation measures, and Specific Plan requirements. Ongoing citizen participation goals and policies are met by quarterly community meetings and periodic publications required by the Project.

Circulation Element (Transportation). Transportation goals and policies to provide access for employment and recreational opportunities are facilitated by the Project.

Required and offered traffic improvements for the Project are extensive. A Traffic Demand Management program is proposed for reducing motor vehicles on the road and for providing incentives to use the adjacent Metro Red Line station, available bus services for public transit, and a proposed shuttle service to and from the Metro Red Line station and to other local entertainment uses and nearby media and entertainment areas. Future use of the Los Angeles County Flood Control District River Road located adjacent to the Project Site is not precluded by the Project from future use as a bike path consistent with the County Bicycle Master Plan.

Conservation and Open Space Element. The Project facilitates energy and water conservation goals and policies through project design features, mitigation measures, and Specific Plan requirements implementing Green Building practices, partial treatment of stormwater runoff, and use of reclaimed water for landscape irrigation. A potential historic district is identified by the Specific Plan and the proposed Historic Preservation Plan requires careful preservation of potential historic resources. Archaeological and paleontological resources are protected by the Project. Recreational experiences and opportunities are facilitated by the Project through revitalization of its entertainment uses by creating new entertainment attractions, using extensive landscaping design, and preserving or mitigating oak tree resources. Bicycle racks and lockers, and re-alignment of Universal Hollywood Drive are proposed to facilitate greater access and amenities for use of bicycles onsite. Sign regulations limiting signage not internal to the Project Site prevent visual clutter and regulate light intensities.

Noise Element. The Project is subject to all requirements of the County Noise Ordinance for implementing goals and policies of the Noise Element. Additional sound attenuation measures are included in project design features and mitigation measures to further reduce construction and operational noises. The Specific Plan also includes additional regulatory provisions to further reduce noises. Additional monitoring, compliance inspections and enforcement, and community outreach are included in the Specific Plan Section 16, Sound Attenuation Regulations.

Safety Element. Protections from natural disasters such as earthquake, flooding, wildfires, and landslides, and from manmade hazardous wastes, are incorporated in the Project through project design features and mitigation measures consistent with the goals and policies of the Safety Element. Additional drainage facilities to handle a minimum 50-year storm event are required. Additional funding for a permanent onsite fire inspector and expanded firefighting facilities on-site are required by the Project. Emergency response and evacuation plans are required. Site-specific geotechnical reports and investigations are required to insure each component of development complies with County geotechnical requirements and provides safety to the public to the greatest extent feasible should earthquake events take place. Emergency access to the site must be in compliance with County requirements.

Public Facilities Element – Water and Waste Management Plan. Consistency with the goals and policies for healthy potable water supply for consumptive use, and recycled water supply for landscape irrigation and other suitable uses is maintained by the Project's arrangements for both potable and recycled water supplied by the Los Angeles Department of Water and Power (LADWP). Wastewater is treated by the Hyperion Treatment Plant owned and operated by the City of Los Angeles. On-site sewer systems are required to conform to the applicable standards of the County Department of Public Works. A minimum of 65 percent of non-hazardous construction solid waste and operational solid waste must be recycled and/or diverted. All new buildings must be designed to exceed Title 24 (2005) energy standards by at least 15 percent or Title 24 then in effect, whichever is greater.

Economic Development Element. Goals and policies to increase employment opportunities, cluster commercial/industrial development, increase tourism, and provide equality of opportunity for the underserved are facilitated by the Project. Increased job opportunities at various employment levels and revitalized tourist attractions, new production activities, and enhanced entertainment retail complement existing uses on the site. All proposed development is concentrated within the existing footprint of Universal City, and improvements to transportation and other infrastructure would enable future development while limiting impacts to surrounding neighbors.

Housing Element. No housing is proposed by the Project, therefore no housing goals and policies are applicable to the subject Project. Nevertheless, proposed job growth in an area with existing housing and near public transit is a design element of the Project consistent with housing goals of the County.

Zoning Code and Development Standards Compliance

The Project complies with the proposed Specific Plan and the Zoning Code (Title 22). Sections 1 and 2 of the Specific Plan establish the Specific Plan and purposes of the Specific Plan pursuant to Chapter 22.46 of the Zoning Code. Projects in the Specific Plan Zone are subject to development standards of the Specific Plan and applicable existing Zoning Code. Where Specific Plan standards differ from existing Zoning Code, the Specific Plan standards apply. Where the Specific Plan is silent on a matter, existing Zoning Code applies. The following discussion summarizes key Specific Plan components in relationship to development of the Project on the Project Site.

<u>Regulatory Authority, Scope, and Definitions (Sections 3 and 4)</u>

The Project includes certain development proposals regulated by the Specific Plan that would otherwise be subject to specialized permits authorized in existing Zoning Code. The Specific Plan regulations would modify the following permit requirements: alcoholic beverage conditional use permit, oak tree permit, grading conditional use permit, parking permit, temporary use permit, and certain wireless telecommunication facility

conditional use permits. Additionally, other procedures and regulations in the existing Zoning Code would be modified by the Specific Plan such as the Director's Review procedure and regulations for reviewing signage, live entertainment, lighting, yard modifications, temporary uses, and green building, drought tolerant, and low impact development implementation. The intent of the Specific Plan is to consolidate permitting procedures and regulations specifically applicable to the Specific Plan area in order to implement the development more efficiently. Specific Plan definitions add to or supersede existing definitions in the Zoning Code.

Specialized Districts, Zones, and Exception Areas (Specific Plan Exhibits)
The Specific Plan includes districts, zones, and exception areas described in the Specific Plan and depicted in Specific Plan Exhibits as follows: Universal Studios Specific Plan area (Exhibit 1A or 1B), four geographical areas defining the Project Site (Exhibit 2A or 2B), one greenspace buffer area (Exhibit 2C), nine height zones with two height exception areas (Exhibit 3A or 3B), a low impact development exception area limited to CityWalk and Theme Park boundaries (Exhibit 4), one potential historic district (Exhibit 5), two designated hotel areas (Exhibit 7A or 7B), and five sign districts (Exhibit 9A or 9B). These districts, zones, and areas serve specialized purposes as described in the Specific Plan Guidelines and defined and depicted in the Specific Plan.

Development Limitations (Section 5)
The Specific Plan also includes a table of permitted floor area and total permitted floor area (Table 5-1 and 5-2) by the seven land uses (Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater, and Hotel) and states exemptions and treatment of existing uses and facilities.

Land Use and Design Regulations (Section 6)
The Land Use and Design section of the Specific Plan delineates permitted uses, designated height zones and exceptions, and design standards for buildings and other structures including the following: screening of certain sensitive areas; yard, building materials, and façade limitations; greenspace buffer area regulations; certain fencing specifications; sustainable development measures and exceptions; landscaping standards; and low impact development requirements and exceptions.

Land Use Equivalency (Section 7)
Project proposals may be subject to a land use equivalency procedure which enables a transfer of permitted square feet of one type of use to another permitted use according to a land use equivalency conversion table in the Specific Plan (Table 7-1). The table is based on changes in traffic trips by use types. Due to the long-term time frames of Project build out (25 years), uncertainty in a changing economy and changing demand for media and entertainment products and services over time, the land use equivalency

procedure is proposed to provide necessary flexibility while insuring the Project remains within permitted square feet of development.

Historic Resources and Hotel (Sections 8 and 9)
The Project includes potential historic resources and the Specific Plan includes a Historic Preservation Plan to insure that historically significant structures have protections in place when Project development proceeds. Hotel requirements include specific conditions for development and operation of the hotel, and limitations on the location options for the hotel.

Alcohol Use Approvals (Section 10)
The Project includes a total of 20 existing facilities that would be subject to Specific Plan regulations as existing facilities serving and/or selling alcoholic beverages including eight existing County conditional use permits, two permits currently in the City which would become part of County jurisdiction, and 10 legally existing facilities including theme park, amphitheater and eight restaurants established prior to adoption of conditional use permit requirements in September, 1992. The Specific Plan would authorize two new alcoholic beverage uses: a Hotel and a Cinema on CityWalk. Up to an additional 13 new alcohol use establishments would be allowed subject to obtaining a conditional use permit for each use according to requirements of the Zoning Code as modified by the Specific Plan. The Specific Plan regulations would require the alcoholic beverage conditional use permit to be initially presided over by the Hearing Officer and be appealable only to the Board of Supervisors.

Oak Tree Removals and Encroachments (Section 11)
The Project includes potential removal or encroachment into the protected zone of 250 oak trees subject to the County's oak tree ordinance, and potential removal or encroachment into the protected zone of 130 oak trees subject to the State Oak Woodlands Act. The Specific Plan would regulate only the oak trees which would otherwise be subject to the County's oak tree ordinance. Attached to the Specific Plan is the Project's Mitigation Monitoring and Reporting Program which includes Oak tree mitigation measures which are conditions for removal of or encroachment upon oak trees located within the Project areas governed by the State Oak Woodlands Act.

Grading (Section 12)
The Project includes up to a total of 530,000 cubic yards of off-site import or export of earth, of which any project of 10,000 cubic yards or more of earth movement would require a Substantial Conformance Review established by the Specific Plan. Movement of earth on the Universal City property between City and County jurisdictions would not be counted toward the offsite transport total, but would be included in the cumulative on-site grading total. On-site grading could include up to 4.6 million cubic yards of cut and

3.7 million cubic yards of fill. On-site grading projects in excess of 100,000 cubic yards of cut and/or fill would require a Substantial Conformance Review.

Transportation Demand Management and Parking (Sections 13 and 14)
A transportation demand management program is outlined in the Specific Plan to promote a reduction in commuting traffic to and from the Project Site. Specific Plan parking regulations would require each individual project subject to Substantial Conformance Review to submit updated parking supply and shared parking arrangements. Minimum parking requirements are established by use similar to Zoning Code and may be modified through the Substantial Conformance Review procedure. Tandem parking and shared parking requirements are included in this section of the Specific Plan.

Lighting and Noise Control (Sections 15 and 16)
Due to the intensity of existing and proposed media and entertainment uses, and the proximity of sensitive residential uses, the Specific Plan proposes regulations in addition to Title 22 of the Zoning Code for Project lighting and certain lit signage, and sound attenuation regulations in addition to Title 12, Chapter 12.08 Noise Control of the County's code of regulations. Proposed lighting regulations limit light spillover and lighting intensities in relationship to neighbors outside the combined boundaries of the Specific Plan and City jurisdiction within Universal City. Lighting pertaining to signage is regulated in the signage section of the Specific Plan to control night lighting of one replacement and one new electronic message sign, building identification, and three large-scale wall signs centrally located in the site. Noises generated by the Project would be subject to the County Noise Control ordinance, and additional regulations of the Specific Plan are proposed to further restrict Project operational noises beyond the requirements of the County's Noise Control ordinance. Third-party experts in lighting and sound attenuation worked with the County to ensure Specific Plan regulations controlled Project lighting and noise adequately.

Signage (Section 17)
The Project proposes signage and sign regulations detailed in each of five sign districts covering the entire Project Site using the Sign Conformance Review procedure where applicable. Due to the existing and proposed uses, signage regulations different than Title 22 are needed to address the unique nature of the Universal City-Studios operation. Signs not internal to the Project Site which are generally visible outside the boundaries of the Specific Plan area are regulated more strictly than signs internal to the Project Site which generally are not visible outside the boundaries of the Specific Plan area. One Electronic Message Sign of approximately the same size and scale is proposed to replace the existing electronic sign located at the entrance from Lankershim Boulevard at Universal Hollywood Drive on the west side of the Project Site. The existing sign is 840 square feet in face area. A second Electronic Message Sign is

proposed for viewing by customers entering the parking garages accessed from Universal Studios Boulevard on the south side of the Project Site. The location proposed for the sign would limit the line of sight toward residences to the south and would not be visible to drivers on the Hollywood Freeway located nearby. Regulations limit electronic message sign brightness, hours of operation, size, positioning, and location as specified in the Specific Plan. Signage not internal to the Project Site would be subject to Sign Conformance Review.

Wireless Telecommunications Facilities (Section 18)
The Project includes proposals to limit up to eight wireless telecommunication facilities per subject building rooftop. Wireless facilities internal to sound stage operations and co-located building-mounted communication facilities would not be regulated by the Specific Plan. New third-party, freestanding, outdoor wireless telecommunications facilities would be subject to standard conditional use permit requirements of the Zoning Code.

Administration and Substantial Conformance Review (Sections 19 and 20)
The Specific Plan itself would be adopted through discretionary processes requiring Planning Commission recommendations to the Board of Supervisors and Board of Supervisors adoption. Specific Plan implementation, monitoring, enforcement, and annual reporting are discussed in the Administration section of the Specific Plan. Substantial Conformance Review is a ministerial process for reviewing individual projects. This procedure is for review and approval of qualifying individual projects to ensure compliance with the Specific Plan sections discussed above and applicable Zoning Code. Other ministerial procedures are also summarized in the Substantial Conformance Review section. Individual projects not meeting Specific Plan requirements for these specialized review procedures or not meeting other Specific Plan requirements would not be permitted without a specific plan amendment or other applicable permitting procedure.

Coordination with the City of Los Angeles
Many components of individual projects which are located in the County unincorporated area require coordination with projects located within City jurisdiction. The City of Los Angeles completely surrounds Universal City, and approximately 68 acres (after proposed annexation), or 17 percent of the 391-acre Universal City property is located within proposed City jurisdiction. The Specific Plan articulates procedures for coordination that are required for those areas where both City and County jurisdiction apply such as certain movements of soil between City and County jurisdiction, shared parking arrangements, and certain common utilities such as water and sewage.

Neighborhood Impact/Land Use Compatibility

The Project's design and Specific Plan regulations ensure that the Project is compatible with the surrounding community minimizing Project impacts to the community to the greatest extent feasible. A greenspace buffer area varying from a minimum of 190 to a maximum of over 400 feet in width, sound walls, dense landscaping, limitations on outdoor sets, and screening fences on the easterly portion of the Project Site provide additional protections to residents on the easterly boundary. These additional measures complement the site-wide operational noise regulations contained in the Specific Plan, which are more stringent than the existing County Noise Ordinance (Title 12 Chapter 12.08), as well as provide additional buffering from lighting and lit signage to minimize noise, lighting, and signage impacts. Additional noise, lighting, and signage limitations are proposed in the Specific Plan to protect residential and recreational users of properties north of the Project Site as well. Limits to the size, quantity, and lighting specifications for signs located to the west of Lankershim Boulevard, and required Lankershim Edge landscaping and design plans are included in the Specific Plan. Uses located to the South of the Project Site are further protected by south-facing no-signage zones, lighting restrictions, and other screening provisions. With the elimination of formerly proposed residential housing, traffic impacts have been further mitigated to the greatest extent feasible and many traffic Project Design Features provide additional traffic mitigation beyond that which is required.

Additional Neighborhood Noise and Lighting Analysis

To further address specific community concerns regarding noise, lighting, and lit signage, the County worked with third-party experts in lighting and sound attenuation to assist the County in the design of lighting, lit signage, and noise regulations in the Specific Plan. Lighting, lit signage, and noise regulations were increased to ensure lighting and noise spillover into the community would be limited to the greatest extent feasible while continuing existing operations of a media and entertainment center.

Findings and Burden of Proof

The Project is required to meet the findings for a General Plan Amendment, the Burden of Proof requirements for a Zone Change pursuant to Title 22, Section 22.16.110, and the Burden of Proof for a Development Agreement pursuant to Title 22, Section 22.16.280. Staff is of the opinion that the applicant has met the required findings and burdens of proof as indicated below.

General Plan Amendment Required Findings

In order to justify the General Plan amendment and plan pre-designation, as well as to justify the adoption of the Specific Plan, which, pursuant to Title 22, Section 22.46.020 is processed and adopted in accordance with the provisions governing general plans, the Applicant must demonstrate the following:

That a need for the proposed Plan Amendment exists;

The Project Site has evolved over the past 100 years from a simple fledgling motion picture studio to a major multi-purpose center of employment within multi-use enterprises including theme park, retail mall, office towers, and amphitheater in addition to core uses of studio, studio office, and outdoor motion picture sets. The proposed Specific Plan land use category would provide for better integration of individual land uses within a site-specific master plan, require greater limitations on incompatible land uses, and more efficiently foster job-creating development than has been attained under the existing land use categories.

That the particular amendment proposed is appropriate and proper;

Incompatible uses which could technically be allowed by the existing Major Industrial land use categories such as oil refineries, slaughterhouses, and almost any other environmentally impacting industrial use, would not be allowed by the proposed Specific Plan land use category. The proposed Specific Plan would encourage redevelopment and expansion of areas suitable for media and entertainment uses unique to the Project Site, and change the urban form policy to Multipurpose Center 2, a designation for intensification of major commercial development. The intent of these classifications is to provide for focused site-specific development in appropriate locations, conveniently accessible to and within multipurpose employment centers.

That modified conditions warrant a revision to the Countywide General Plan as it pertains to the area or district under consideration;

The Project's location within an urbanizing area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors including the Red Line subway, makes the Project Site ideal for redevelopment, intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to existing surrounding uses. The existing Major Industrial designation of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to only film production with related support facilities and potentially other industrial uses. Additional public uses such as the CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the construction of various office uses were established subsequent to the original plan designations for the Project site. These more recently established uses are generally not compatible with a vast number of heavy manufacturing uses which could surround these uses and impose on the surrounding residential community. Therefore, many of the Major Industrial uses are not suitable for development on the Project Site. The Specific Plan designation would establish additional land use controls for continuing a unique mix of compatible uses on the Universal City Project Site.

That approval of the proposed Plan Amendment will be in the interest of the public health, safety and general welfare and in conformity with good planning practices.

Approval of the proposed plan amendment is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access, and protection from potential crime hazards and limiting the impacts of natural disasters. The development is in conformity with good planning practices as the development is necessary in order to fulfill General Plan goals, policies and programs providing development of employment opportunities near major employment centers and transit stations, increased use of public transportation, and contribution to the conservation of energy. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property which will prevent the surrounding residential areas from new intrusions.

Section 22.16.110 Zone Change Burden of Proof
In addition to the information required by Section 22.16.100 of the Zoning Code, the applicant shall substantiate to the satisfaction of the commission the following facts:

That modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration;

Similar to the modified conditions mentioned in the General Plan category amendments discussed above, the Project Site has evolved from a simple individual use to a complex mix of uses in a multi-purpose employment center. The existing M-1.5 (Restricted Heavy Manufacturing) would allow virtually any use, with a few exceptions, including highly incompatible major industrial uses. However, surrounding land uses and existing infrastructure make this aging property ideal for redevelopment with an increased mix of media and entertainment uses that were not originally contemplated by the current general plan designation.

That a need for the proposed zone classification exists within such area or district;

A need for the proposed zone classification exists within the area because the Countywide General Plan recognizes the importance of developing a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The Project Site is located adjacent

to established communities that require greater controls be established over land use and development. The proposed zone change would facilitate greater controls and sensitivity to these neighbors.

That the particular property under consideration is a proper location for said zone classification within such area or district;

The proposed zone will allow for further development of a major employment center in proximity to other major employment centers specifically in the media and entertainment industry, such as the Burbank Media District and the City of Glendale together which include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed zone can take full advantage of the existing and expanding vehicular and rail transportation network of the area.

That placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

Placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, in that the proposed zoning classification will allow implementation of development that protects the safety of current and future residents due to the presence of geologic, seismic, fire, flood, erosion, or potential crime hazards through appropriate design and location standards. The Project Site has access to all of the available services and facilities that are needed for the proposed development. The design and scale of the Project is limited to the existing Universal City property which will prevent the surrounding residential areas from new intrusions.

Section 22.16.280 Development Agreement Burden of Proof
In addition to the information required in the application by Section 22.16.270, the applicant for a development agreement shall substantiate to the satisfaction of the commission the following facts:

That the proposed development agreement is consistent with the general plan and any applicable community, area or specific plan;

The proposed Development Agreement includes provisions that are in addition to General Plan and proposed Specific Plan requirements, do not conflict with the General Plan and Specific Plan, and therefore are consistent with said Plans.

That the proposed development agreement complies with zoning, subdivision and other applicable ordinances and regulations;

The proposed Development Agreement includes provisions that are in addition to Zoning Code and proposed Specific Plan regulations, do not conflict with the Zoning Code or proposed Specific Plan regulations, and therefore are consistent with Zoning Code and the proposed Specific Plan.

That the proposed development agreement is consistent with the public convenience, general welfare and good land-use practice, making it in the public interest to enter into the development agreement with the applicant;

The proposed Development Agreement provides for public benefits that are in addition to planning and zoning requirements, and the Development Agreement ensures orderly development of the Project Site by providing the applicant vested rights to develop the Project over a 25-year term. The public benefits agreed to by the applicant are in the public interest of the local community and regional users near the Project Site.

That the proposed development agreement will not:

- *Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area; or*
- *Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site; or*
- *Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.*

The proposed Development Agreement provides public benefits such as, but not limited to, traffic and neighborhood intrusion improvements exceeding required mitigation measures, and future Los Angeles River bike path planning and construction contributions not otherwise required by other Project entitlements. The proposed Development Agreement provides assurances of orderly development that would have the potential to improve the quality of life of the surrounding community and would not hinder enjoyment of nearby properties owned or used by residents and other users in the local neighborhood. No provisions in the Development Agreement would put the public at risk of hazardous conditions. The proposed development agreement provides certainty by ensuring that the Property Owner has the vested right to develop the Project under the regulations provided in the Universal Studios Specific Plan.

The Burdens of Proof with applicant's responses are attached. Staff is of the opinion that the applicant has met the required findings and burdens of proof for the entitlements requested.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

Staff has not received any comments from County Departments at the time of this report.

OTHER AGENCY COMMENTS AND RECOMMENDATIONS

Staff has not received any comments from other agencies at the time of this report.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the Zoning Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting as verified by staff on or prior to January 28, 2013.

PUBLIC COMMENTS

Staff has received 68 written or e-mailed comments and 14 phone calls during the noticing period pertaining to the Project at the time of this report. Those commenting in writing in favor of the Project (67) indicated support due to proposed traffic improvements, job creation and economic impact, media and entertainment industry synergy, growth, and investment, elimination of residential component, perceived consensus among stakeholders, promoting the region, expansion of amusement park, tourism and tax revenues, and bicycle amenities. Of those commenting in favor, two Neighborhood Councils expressed support (Studio City and Hollywood Hills West), and nine organizations sent letters supporting the Project. Those commenting in writing in opposition to the Project (1) indicated concerns regarding remaining significant and unavoidable impacts and the need to downsize the Project so no significant and unavoidable impacts remain. Phone calls were primarily inquiries regarding posting of notices on the site and questions about the scope of the Project.

FEES/DEPOSITS

If approved, fees identified in the Specific Plan and Development Agreement will apply unless modified by the Regional Planning Commission.

STAFF RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing: Staff recommends the Commission consider Environmental Assessment No. 200700014 Certified EIR SCH No. 2007071036 and **RECOMMEND APPROVAL** to the Board of Supervisors Project Number TR068565-(3) including Specific Plan No. 200700001, Plan Amendment No. 200700001, Zone Change No. 200700001, and Development Agreement No. 200700001, subject to all requirements and provisions of the Mitigation Monitoring and Reporting Program.

SUGGESTED MOTION:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING, AND, ACTING ON BEHALF OF THE COUNTY AS RESPONSIBLE AGENCY PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND HAVING REVIEWED AND CONSIDERED THE EIR (SCH NO. 2007071036) PREPARED FOR THE PROJECT AND CERTIFIED BY THE LEAD AGENCY, CITY OF LOS ANGELES, ADOPT THE CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS AND THE MITIGATION MONITORING AND REPORTING PROGRAM.

I MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE RESOLUTIONS RECOMMENDING APPROVAL TO THE BOARD OF SUPERVISORS OF SPECIFIC PLAN NO. 200700001, PLAN AMENDMENT NO. 200700001, ZONE CHANGE NO. 200700001, AND DEVELOPMENT AGREEMENT NO. 200700001.

Prepared by Mr. Kim K. Szalay, AICP, Principal Planner, Special Projects
Reviewed by Samuel Z. Dea, Supervising Regional Planner, Special Projects

Attachments:
Draft Specific Plan and Universal Studios Specific Plan Guidelines with Appendices
Applicant's Burden of Proof statements
Draft Plan Amendment Resolution
Draft Zone Change Resolution and Ordinance
Draft Specific Plan Resolution and Ordinance
Draft Development Agreement, Resolution, and Ordinance
EIR Discs previously provided
CEQA Findings and Statement of Overriding Considerations
MMRP
Correspondence

SZD:KKS
2/14/13

APPENDIX B

CONSISTENCY ANALYSIS OF UNIVERSAL STUDIOS SPECIFIC PLAN WITH COUNTY GENERAL PLAN

This appendix analyzes the consistency of the Universal Studios Specific Plan (the "Specific Plan") with the Los Angeles County General Plan (the "General Plan"). The current Los Angeles County General Plan was approved by the Los Angeles County Board of Supervisors in November 1980. The Elements of the General Plan, several of which have been updated or amended between 1987 and 1993, guide the County's land use policies. Current Elements of the General Plan applicable to the Universal Studios Specific Plan area and analyzed herein are: Land Use; Circulation (Transportation); Conservation and Open Space; Noise; Safety; Water and Waste Management; and Economic Development. For each Element, the goals and policies which are applicable to the Universal Studios Specific Plan are discussed. Where goals or policies are only partly applicable, the relevant portions are analyzed.

The Introduction to the General Plan states the following: "The General Plan serves as an advisory document to provide decision-makers with a policy framework to guide specific, incremental decisions so as to move toward achievement of the Plan's stated goals and objectives. At the time specific decisions are made – whether on land use, the construction of a new highway or an urban renewal project, etc. – the appropriate decision-making authority must interpret and weigh various Plan policies based on the best information available at the time. Thus, the General Plan neither promises nor guarantees the achievement of any goal or objective nor strict adherence to any single policy statement."

Land Use Element

Goal: To provide for land use arrangements that take full advantage of existing public service and facility capabilities.

Analysis

The Universal Studios Specific Plan area is located in central Los Angeles County, approximately two miles north of Hollywood and 10 miles northwest of downtown Los Angeles. The Specific Plan area is approximately 1.5 miles south and east of the junction of the U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway) in the east San Fernando Valley near the north end of the Cahuenga Pass. The City of Burbank is located generally to the northeast. The Specific Plan area is generally bounded by the Los Angeles River Flood Control Channel, the Hollywood Manor residential area, the Hollywood Freeway, hotel and office towers, the portions of the NBCUniversal Evolution Plan project area in the City of Los Angeles, and Lankershim Boulevard. The proposed development under the Universal Studios Specific Plan would concentrate development within a highly urbanized area currently served by public services, and as such, would take full advantage of existing services and infrastructure. In addition, the concentration of development within an existing urbanized area would increase efficiency of service. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Specific Plan area is presently developed with studio production (motion picture, television and commercial), studio office and office uses, and entertainment and entertainment retail uses, with existing public services and infrastructure provided by a variety of City, County, and private sector entities.

Goal: To maintain and enhance the quality of existing residential neighborhoods.

Analysis

The Universal Studios Specific Plan would not result in the removal or re-use of any existing residential neighborhoods. The Universal Studios Specific Plan recognizes and protects the neighboring off-site residential developments through implementation of specific zoning regulations that govern the development of the Specific Plan area. The Specific Plan establishes development and operational regulations for the subject property which are more extensive than the existing County regulations now governing the site, and which better address the needs of and concerns raised by the mix of uses on the property. For example, such requirements as square footage limitations, height limitations, lighting regulations, limitations on permitted uses, and transportation and parking regulations provide additional protections to the surrounding properties, including existing residential neighborhoods. In addition, the Specific Plan requires a greenspace area to be maintained along the portion of the Specific Plan area contiguous with the existing off-site residential uses to the east. Other than use of existing roadways and security and/or maintenance access, and utilities, no new activities or new permanent buildings or structures will occur within the greenspace

area, except that the existing roadways and utilities including recycled water facilities may be modified. No new sets/facades will be developed in the greenspace area; however, existing sets/facades may remain and continue to be utilized for production activities. The Specific Plan also includes screening requirements for certain kinds of development, such as roof-top equipment and outdoor storage areas, and prohibits the use of mirrored glass or other highly reflective building materials.

Goal: To coordinate land use with existing and proposed transportation networks.

Analysis

The Universal Studios Specific Plan supports policies to coordinate land use with existing and proposed transportation networks, by providing for in-fill development adjacent to the Universal City Metro Red Line Station, several regional and local bus lines, and two freeway systems, and including implementation of a Transportation Demand Management program and shuttles that would enhance connections to transit. The Specific Plan area is directly accessible from the Hollywood Freeway at Universal Studios Boulevard, as well as from the adjacent major arterials, Lankershim and Barham Boulevards. To the south, the Hollywood Freeway provides connections to the regional freeway network that connects the Specific Plan area to all major areas of the Los Angeles basin. Directly north of the Specific Plan area, the Ventura Freeway is accessible from Forest Lawn Drive, and from Lankershim and Barham Boulevards. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would generally help reduce employee and patron trips on the street and freeway system. In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally.

Goal: To situate commercial activities in viable clusters that conveniently serve their market areas.

Policy 3: Place major emphasis on channeling new intensive commercial development into multipurpose centers.

Analysis

The Universal Studios Specific Plan concentrates new development within an existing regional commercial center, thereby increasing opportunities and convenience for the regional market while building upon the existing clustering of commercial uses. The Specific Plan allows for the expansion of existing facilities as well as the addition of new entertainment, studio, entertainment retail, hotel, studio office, and office uses. The

range of commercial uses permitted and proposed to be developed pursuant to the Universal Studios Specific Plan serves to enhance the function of this important regional multipurpose center, which provides jobs, entertainment, and services immediately adjacent to mass transit and near existing housing in the vicinity of the Specific Plan area. The Specific Plan area is also immediately adjacent to portions of Universal City in the City of Los Angeles, where additional complementary uses, including studio, studio office, and hotel uses are existing and proposed.

Goal: To provide commercial and industrial lands sufficient to accommodate the projected labor force.

Policy 4: Protect prime industrial lands from encroachment of incompatible uses.

Policy 5: Where appropriate, promote more intensive use of industrial sites, especially in areas requiring revitalization.

Analysis

The Specific Plan area has been used for studio production and entertainment uses since its development approximately 100 years ago. Prior to the effective date of the Specific Plan, the Specific Plan area was classified in the Industrial and Commercial categories on the General Plan Land Use Policy Map; however, aAs the Specific Plan area is not suitable for the full range of industrial uses permitted under the County's Major Industrial designation and corresponding zoning due to its geographic location, off-site uses, and access constraints, the site is not considered prime industrial land and is not located contiguous to or near any current or proposed prime industrial land. As such, no encroachment to prime industrial land would occur. The studio production and studio-related uses permitted pursuant to the Universal Studios Specific Plan represent an enhancement of the type encouraged by this policy. The development permitted pursuant to the Specific Plan will generate additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of studio-related and entertainment uses within the area.

Goal: To encourage high quality design in all development projects, compatible with and sensitive to the natural and manmade environment.

Policy 7: Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.

Policy 8: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.

Policy 11: **Promote planned industrial development in order to avoid land use conflicts with neighboring activities.**

Policy 13: **Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards, and in areas where essential services and facilities do not exist and are not planned.**

Analysis

The Universal Studios Specific Plan functionally and aesthetically integrates the various existing and proposed land uses and provides comprehensive design standards that will enhance the compatibility of the proposed development with the natural and manmade environment. The regulations in the Universal Studios Specific Plan will ensure that new development is compatible with the surrounding environment and implement appropriate controls and high quality design standards for the Universal Studios Specific Plan area. The Specific Plan establishes development and operational regulations for the subject property which are more extensive than the existing County regulations now governing the site, and which better address the needs of and concerns raised by the mix of uses on the property. For example, such requirements as square footage limitations, height limitations, limitations on permitted uses, lighting regulations, and transportation and parking regulations provide additional protections to the surrounding properties and represent good planning practices.

The Universal Studios Specific Plan will protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation. The Universal Studios Specific Plan provides for specific uses and facilities that are permitted within each of the Districts within the Specific Plan area. The Specific Plan also includes special conditions and standards for some uses and expressly prohibits certain uses and facilities. The Specific Plan also establishes a procedure called Substantial Conformance Review for Projects within the Specific Plan boundaries to be reviewed by the County Department of Regional Planning to verify compliance with the regulations of the Specific Plan. As part of the Substantial Conformance Review process, the applicant must demonstrate that the proposed Project complies with all requirements of the Specific Plan, including, but not necessarily limited to: maximum development restrictions, visual buffers, noise regulations, and building height limitations. The categorization of uses in this manner and the Substantial Conformance Review process reduce the potential for intrusion of incompatible uses which would create environmental degradation.

For approximately 100 years Universal Studios has been a motion picture and television studio, entertainment attraction, and business center. The uses permitted under the Universal Studios Specific Plan are primarily those related to motion picture and television production, music production, offices, entertainment, and tourism. Because of the nature of production activities, as well as the location of Universal Studios within an urban setting, the amount of development intensity in the Specific Plan area is an

important planning consideration. The availability and further coordinated development of infrastructure is a consideration in the future development potential of the Specific Plan area. Therefore, the Specific Plan establishes a maximum intensity of land uses, which will help assure that development of Universal Studios will be compatible with proposed infrastructure improvements, as well as with the surrounding business and residential community.

Goal: To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality.

Policy 24: Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.

Policy 25: Promote land use arrangements that will maximize energy conservation.

Analysis

The Specific Plan implements a number of County land use and transportation policies by locating the Specific Plan's growth at a regional transportation hub and in proximity to a jobs-rich area. The location of new employment opportunities within an established commercial regional center served by mass transit, as well as the provision of pedestrian, tram/shuttle, and bicycle accessibility, would result in the reduction of automobile commuting miles, and as such, would reduce energy consumption and contribute to the improvement of air quality. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would generally help reduce employee and patron trips on the street and freeway system.

In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. The new development includes the realignment of Universal Hollywood Drive to improve overall circulation both on-site and off-site and provides opportunities for improved sidewalks and bike routes. Connections from the Universal City Metro Red Line Station at Lankershim Boulevard and Universal Hollywood Drive will encourage the use of transit for employees and visitors. Pedestrian access to the Specific Plan area will be maintained via sidewalks located along Universal Hollywood Drive, Universal Studios Boulevard, and Lakeside Plaza Drive. A tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the

center of the Specific Plan area. In addition, a shuttle would provide connection between the Universal City Metro Red Line Station, the Entertainment District, and offsite uses.

The Universal Studios Specific Plan recognizes the importance of environmental stewardship, and includes sustainable development measures implementing the County's Green Building regulations, drought-tolerant landscaping design regulations, and low impact development regulations as applicable. In addition, the Specific Plan requires development pursuant to the Specific Plan to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with the Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes standards regarding outdoor and indoor water conservation, including the use of reclaimed water for landscape irrigation, and resource conservation, thus promoting land use arrangements that will maximize energy conservation.

Goal: To provide a land use decision-making process supported by adequate information and ongoing citizen participation.

Policy 27: Provide a land use mix at the countywide, areawide, and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.

Policy 28: Ensure continuing opportunity for citizen involvement in the land use decision-making process.

Policy 29: Improve the land use decision-making process by closely monitoring and evaluating the cumulative impacts of individual projects and by modernizing development regulations.

Policy 30: Promote improved interjurisdictional coordination of land use policy matters between the County, cities, adjacent counties, special districts, and regional and subregional agencies.

Policy 31: Ensure that cities have a voice in land use decisions within their adopted spheres of influence.

Analysis

The Universal Studios Specific Plan includes a development strategy which expands and contributes to the existing on-site motion picture, television production and entertainment facilities while introducing new complementary uses. As the entertainment industry transitions to incorporate new technologies and operations, implementation of the Specific Plan will continue the Specific Plan area's important role in the entertainment industry by providing for studio, post-production, studio office and office uses to meet the growing and changing needs of the industry. The Specific Plan

seeks to maintain and embrace the existing studio and entertainment-related facilities within the Specific Plan area in order to continue its historic role in the ever evolving entertainment industry. The Specific Plan area is centrally located in the County's entertainment industry, which is a major component of the regional economy. Despite significant competition from other states and areas, the largest segment of the television, motion picture production and supporting industries is still located in Los Angeles County. The County seeks to maintain a competitive edge because of the high concentration of film, television, and commercial production studios and their allied creative and technical businesses in the region.

The EIR for the NBCUniversal Evolution Plan, including the Universal Studios Specific Plan, as well as proposed development within the City of Los Angeles adjacent to the Specific Plan area, was prepared pursuant to a Memorandum of Understanding between the County of Los Angeles and the City of Los Angeles, with the City serving as the Lead Agency for purposes of CEQA and the County serving as a Responsible Agency. The County worked jointly with the City in the preparation and evaluation of the EIR, which presented a comprehensive analysis and serves as an informational document to inform public agency decision-makers and the public. The EIR was thoroughly reviewed by staff of the County of Los Angeles Regional Planning Department and the Los Angeles City Planning Department. Portions of the EIR were also reviewed by other County and City departments, such as Libraries, Parks & Recreation, Public Works, Environmental Health, etc.

Public participation occurred throughout the EIR preparation process in support of the General Plan policy of citizen involvement. In July 2007, a Notice of Preparation for the Draft EIR was circulated for public review to receive public input on the scope of the Draft EIR. In addition, a public scoping meeting was held on August 1, 2007. The public comment period for the Draft EIR was extended beyond the initial comment period, resulting in a 93-day public comment period, which substantially exceeds the 45-day minimum public review period requirements set forth by the CEQA Guidelines (Section 15087(c)). In addition, a public comment meeting was held on December 13, 2010. The Draft EIR included a draft of the Universal Studios Specific Plan as an appendix.

The City of Los Angeles held public hearings and conducted its own decision-making process with regard to land use decisions related to the portions of the NBCUniversal Evolution Plan within the City. In addition to public participation in the City entitlement process, County Department of Regional Planning staff attended the City hearings and continued to coordinate with their City Planning staff counterparts, consistent with the General Plan policy promoting interjurisdictional coordination. The citizen participation process for the Universal Studios Specific Plan will continue through the entitlement process for the Evolution Plan in the County.

Goal: To encourage more efficient use of land, compatible with and sensitive to natural ecological, scenic, cultural and open space resources.

Analysis

Development pursuant to the Universal Studios Specific Plan builds upon the existing uses in the Specific Plan area and in so doing takes advantage of existing infrastructure thereby resulting in an efficient use of land. In addition, the development standards set forth in the Universal Studios Specific Plan regulate on-site development in a manner consistent with this objective. By expanding existing uses while creating new studio and entertainment facilities, the Universal Studios Specific Plan allows for the creation of an integrated development where entertainment is both produced and experienced. The Specific Plan capitalizes on the relationships between the on-site studio production facilities, the entertainment and retail uses, and business office uses, in order to create a coherent connection between these uses and to further advance sustainable development within the Specific Plan area.

Because the Specific Plan area is a uniquely large property located in the middle of Los Angeles County and nearby transportation systems, it is uniquely situated to maximize opportunities to accommodate anticipated regional needs for new jobs and economic growth. Further development of Universal Studios pursuant to the Universal Studios Specific Plan will enhance one of Los Angeles' valuable entertainment resources and significant Southern California entertainment centers. The regulations in the Universal Studios Specific Plan will ensure that new development is compatible with the surrounding environment and implement appropriate controls and high quality design standards for the Universal Studios Specific Plan area. The Universal Studios Specific Plan establishes development and operational regulations for the subject property which are generally more extensive than the existing County regulations now governing the site, and which better address the specific mix of uses on the property.

Circulation (Transportation) Element

Goal: To achieve a transportation system that is consistent with the comprehensive objectives of the General Plan and the needs of the residents.

Policy 1: **Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.**

Policy 2: **Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.**

Analysis

The Universal Studios Specific Plan area is approximately 1.5 miles south and east of the junction of the U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway) in the east San Fernando Valley. The proposed development under the Universal Studios Specific Plan would concentrate development within a highly urbanized area currently served by regional transportation infrastructure. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would enhance connections to transit and generally help reduce employee and patron trips on the street and freeway system. In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. Development under the Specific Plan will be designed to integrate modes of travel, accommodate anticipated traffic demands generated by the Specific Plan uses and surrounding development, and provide transportation improvements.

Goal: To achieve a transportation system that is responsive to economic, environmental, energy conservation and social needs at the local community, area and countywide levels.

Policy 3: **Plan and develop bicycle routes and pedestrian walkways.**

Policy 4: **Provide opportunity for timely citizen input and guidance in the transportation decision-making process.**

Policy 8: **Encourage communities to participate with existing transit operators in the improvement or development of community level transit, where financially feasible to the community.**

Policy 10: **Encourage provision of transit service at a reasonable cost to the users and the community.**

Policy 18: **Support use of non-vehicle improvements to reduce peak-hour congestion.**

Policy 20: **Encourage greater use of public transit to special-purpose centers and recreational facilities.**

Policy 21: **Stress environmental compatibility (including air quality, noise, ecology and aesthetics, health and safety), in developing transportation systems.**

Policy 22: **Avoid or minimize the adverse impacts upon people, businesses and communities caused by development of transportation facilities.**

Policy 26: **Encourage the efficient use and conservation of energy used in transportation.**

Policy 30: **Provide transportation facilities that will improve the safety, security and dependability of all transportation modes; provide for seismic safety and be effective in emergency situations.**

Policy 31: **Provide for the safe movement of hazardous materials.**

Analysis

The Universal Studios Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would enhance connections to transit and generally help reduce employee and patron trips on the street and freeway system.

In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. The new development includes the realignment of Universal Hollywood Drive to improve overall circulation both on-site and off-site and provides opportunities for improved sidewalks and bike routes. Connections from the Universal City Metro Red Line Station at Lankershim Boulevard and Universal Hollywood Drive will encourage the use of transit for employees and visitors. Pedestrian access to the

Specific Plan area will be maintained via sidewalks located along Universal Hollywood Drive, Universal Studios Boulevard, and Lakeside Plaza Drive. A tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the center of the Specific Plan area. In addition, a shuttle would provide connection between the Universal City Metro Red Line Station, the Entertainment District, and offsite uses. As the development under the Specific Plan would be located adjacent to transit and other existing transportation systems and incorporate shuttle connections, it would encourage alternative transportation modes and, thereby, conserve energy and enhance environmental compatibility.

With regard to the safe movement of hazardous materials, uses in the Specific Plan area would be subject to compliance with all applicable laws, rules and regulations associated with hazardous materials management. In addition, NBCUniversal's current comprehensive policies and programs specifically related to hazardous materials and waste management would continue to be implemented. As is currently the practice, all hazardous materials in the Specific Plan area would be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Monitoring of hazardous materials management would be conducted by the County Fire Department and other applicable regulatory authorities, as appropriate. Likewise, the disposal of on-site generated hazardous waste would occur in accordance with all applicable regulations.

Goal: To achieve an efficient, balanced, integrated, multimodal transportation system that will satisfy short- and long-term travel needs for the movement of people and goods.

Policy 5: **Coordinate land use and transportation policies.**

Policy 7: **Support continued improvement and expansion of the present bus system as a public service.**

Policy 9: **Support a public transit system that provides accessible service, particularly to the transit dependent.**

Policy 15: **Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.**

Policy 19: **Support traffic-operation improvements for improved flow of vehicles.**

Policy 25: **Develop alternative transportation systems and procedures which will effectively reduce vehicle miles traveled (VMT) by automobiles.**

Analysis

The Universal Studios Specific Plan area is served by existing rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would enhance connections to transit and generally help reduce employee and patron trips on the street and freeway system. The Transportation Demand Management program will include implementation of several strategies satisfactory to the Director of Regional Planning, in consultation with the Department of Public Works, which may include, but are not limited to the following:

1. Flexible work schedules and telecommuting programs
2. Alternative work schedules
3. Pedestrian friendly environment
4. Bicycle amenities (bicycle racks, lockers, etc.)
5. Rideshare/carpool/vanpool promotion and support
6. Mixed-use development
7. Education and information on alternative transportation modes
8. Transportation Information Center
9. Guaranteed Ride Home program
10. Join an existing or form a new Transportation Management Association
11. Participation in a flex car program in the vicinity of the Universal Studios Specific Plan area
12. Discounted employee transit passes
13. Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program.

In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. Further, a tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the center of the Specific Plan area. In addition, a shuttle would provide connection between the Universal City Metro Red Line Station, the Entertainment District, and offsite uses.

Conservation and Open Space Element

Goal: To support local efforts to improve air quality.

Policy 1: Actively support strict air quality regulations for mobile and stationary sources, and continued research to improve air quality. Promote vanpooling, car pooling and improved public transportation.

Analysis

The Universal Studios Specific Plan locates the Specific Plan's growth at a regional transportation hub and in proximity to a jobs-rich area. The location of new employment opportunities within an established commercial regional center served by mass transit, as well as the provision of pedestrian, tram/shuttle, and bicycle accessibility, would result in the reduction of automobile commuting miles, and as such, would reduce energy consumption and contribute to the improvement of air quality. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies, including the promotion and support of rideshare/carpool/vanpool and the use of public transportation, and a shuttle system, among other strategies, that would generally help reduce employee and patron trips on the street and freeway system.

Goal: To conserve energy resources and develop alternative energy sources.

Policy 2: Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources.

Analysis

The Universal Studios Specific Plan recognizes the importance of environmental stewardship, and includes sustainable development measures implementing the County's Green Building regulations, drought-tolerant landscaping design regulations, and low impact development regulations as applicable. In addition, the Specific Plan requires development pursuant to the Specific Plan to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes standards regarding outdoor and indoor water conservation, including the use of reclaimed water

for landscape irrigation, and resource conservation, thus promoting land use arrangements that will maximize energy conservation.

The Specific Plan supports conservation and open space policies to improve air quality by providing tram and shuttle service, bicycle routes and convenient pedestrian routes within the Specific Plan area and to the Universal City Metro Red Line Station. The expanded entertainment, hotel, studio, and office uses and local and regional transit systems would support accessibility between uses. Implementation of these alternative transportation modes would further support General Plan objectives to reduce energy consumption.

Goal: To conserve water and protect water quality.

Policy 4: Protect ground water recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.

Policy 5: Encourage the maintenance, management and improvement of the quality of imported domestic water, ground water supplies, natural runoff and ocean water.

Analysis

In addition to the applicable requirements of Title 22 of the Los Angeles County Code, Projects within the Universal Studios Specific Plan area must also comply with additional sustainable standards as set forth in the Specific Plan. The Specific Plan standards include the requirement that all new buildings be designed to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes outdoor water conservation standards that require Project landscaping to use reclaimed water for landscape irrigation, install the infrastructure to deliver the reclaimed water, if necessary, and the use of high efficiency irrigation systems. In addition, the Specific Plan includes indoor water conservation standards that require water fixtures in new buildings to meet or exceed the water conservation standards set forth in the Specific Plan. Further, the Universal Studios Specific Plan requires education on water conservation to employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

Development pursuant to the Specific Plan would support improved water quality by upgrading surface water drainage facilities and control of surface and groundwater quality through Stormwater Pollution Prevention Plans implemented during construction and Standard Urban Stormwater Management Plans during operation, including implementation of appropriate Best Management Practices. These measures are consistent with the General Plan objective to protect water quality.

Goal: To preserve and protect sites of historical, archaeological, scenic and scientific value.

Policy 16: Protect the visual quality of scenic areas including ridge-lines and scenic views from public roads, trails and key vantage points.

Policy 17: Protect cultural heritage resources, including historical, archaeological, paleontological and geological sites, and significant architectural structures.

Policy 20: Encourage private owners to protect cultural heritage resources.

Analysis

A potential historic district, referred to as the potential Universal Studios Historic District, has been identified within a portion of the Universal Studios Specific Plan area. The Historic Resources section of the Universal Studios Specific Plan regulates the alteration, preservation, relocation, or demolition of Contributing Buildings (as defined in the Specific Plan), and the construction of new structures within the potential Universal Studios Historic District, with respect to their effect within and upon the potential Universal Studios Historic District. As required by the Specific Plan, prior to the issuance of a building permit or demolition permit for any structure within the potential Universal Studios Historic District, the Applicant shall submit to the Director of Regional Planning written verification from a Historic Preservation Expert of compliance with the Historic Preservation Plan, which is incorporated as part of the Specific Plan. With the requirements set forth in the Specific Plan, development pursuant to the Specific Plan would not reduce the integrity of the potential historic district.

With regard to the protection of paleontological and archaeological resources, mitigation measures are included in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan to address the protection of any paleontological and archaeological resources that may be encountered during Project construction. With incorporation of the historic preservation requirements in the Specific Plan and the mitigation measures contained in the Mitigation Monitoring and Reporting Program, development pursuant to the Specific Plan will further the objectives of the General Plan.

Goal: To reduce the risk to life and property from seismic occurrences, flooding, erosion, wildland fires and landslides.

Policy 21: Restrict urban development in areas subject to seismic and geologic hazards.

Policy 24: Manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslides, erosion and landslides.

Analysis

Projects developed pursuant to the Universal Studios Specific Plan will be required to comply with the applicable project design features and/or mitigation measures set forth in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan. Such measures include provisions related to seismic safety; erosion and sedimentation control measures during grading; the preparation of site-specific geotechnical reports and investigations as Projects are implemented pursuant to the Specific Plan; and the implementation of additional measures as applicable to address slope stability in hillside areas and site-specific conditions for each Project.

In addition, with regard to fire, the Mitigation Monitoring and Reporting Program requires consultation with the County Fire Department in conjunction with the building permit process, and incorporation of fire prevention and suppression features appropriate to the design of each Project pursuant to the Specific Plan. Project development pursuant to the Specific Plan will comply with all applicable County Code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. A number of other measures are required in the Mitigation Monitoring and Reporting Program that are consistent with the General Plan objective to reduce risks associated with fire. For example, additional measures include the requirement to fund a permanent fire inspector at County Fire Station 51 within the Specific Plan area to serve the needs of implementation of development pursuant to the Specific Plan and ongoing expanded operations within the Specific Plan area, as well as the provision of expanded County fire fighting facilities to serve the development in the Specific Plan area.

Goal: To improve opportunities for a variety of outdoor recreational experiences.

Policy 30: Develop a system of bikeways, scenic highways, and riding and hiking trails; link recreational facilities where possible.

Policy 34: Encourage the maintenance of landscaped areas and pollution-tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial and industrial developments especially in urban revitalization areas. Use drought-resistant vegetation.

Policy 35: Support preservation of heritage trees. Encourage tree planting programs to enhance the beauty of urban landscaping.

Analysis

One of the goals of the Universal Studios Specific Plan is to continue the Specific Plan area's tradition of outdoor uses. The Specific Plan continues the tradition of film and television production facilities uniquely integrated with the Universal Studios Hollywood (Theme Park), CityWalk and business uses, which utilize the Southern California environment in conjunction with their businesses. Many of the entertainment uses take advantage of the pleasant weather found in the region. Outdoor facilities play an important role for the on-site television and movie production activities, as well as the Theme Park, Universal Studio Tour, and other commercial attractions. This tradition of outdoor uses will continue as the Specific Plan Area is developed.

The Specific Plan includes implementation of a Transportation Demand Management program that includes various strategies including bicycle amenities. Bicycle transportation features including bicycle racks and lockers to secure personal property are currently provided within the Specific Plan Area. These features will be expanded with additional bike racks and lockers provided at various locations. New bike routes will be introduced in the realigned Universal Hollywood Drive passing south of CityWalk, connecting to the portions of Universal City within the City of Los Angeles. Long term County bikeway plans include the potential for a future Class I bike path along the existing Los Angeles River north of the Specific Plan area.

The Universal Studios Specific Plan includes landscape standards that require, with certain exceptions, compliance with the County's Drought-Tolerant Landscaping design regulations, as applicable.

As explained in the Environmental Impact Report for the NBCUniversal Evolution Plan, including the Universal Studios Specific Plan, there are no heritage trees within the Specific Plan area. The Specific Plan includes oak tree regulations that address the removal and replacement of oak trees within the Specific Plan area. The Mitigation Monitoring and Reporting Program also provides for the replacement of Southern California black walnut trees within the Specific Plan area.

Noise Element

Goal: Reduce transportation noise to a level that does not jeopardize health and welfare.

Goal: Minimize noise levels of future transportation facilities.

Goal: Establish compatible land use adjacent to transportation facilities.

Policy 4: Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures.

Goal: Allocate noise mitigation costs among those who produce the noise.

Goal: Alert the public regarding the potential impact of transportation noise.

Goal: Protect areas that are presently quiet from future noise impact.

Policy 3: Establish acceptable noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as building code, noise, sub-division, and zoning ordinances.

Analysis

The Universal Studios Specific Plan supports the Noise Element's policies to establish compatible land uses adjacent to transportation facilities since the Specific Plan area is adjacent to Lankershim Boulevard (a major arterial) and the Universal City Metro Red Line Station. The range of proposed office, studio, studio office, entertainment, entertainment retail, and hotel uses would be developed within an already developed studio and entertainment site near major arterials, including two freeways, and the Universal City Metro Red Line Station. Development adjacent to existing transit facilities supports the goal to establish compatible uses in high activity areas.

Projects developed pursuant to the Universal Studios Specific Plan shall comply with Title 12 of the Los Angeles County Code. In addition, the Specific Plan requires additional measures to address operational and construction noise including preparation of a Construction Noise Mitigation Plan which shall include a noise hotline to enable the public to call and address specific issues or activities that may be causing problems at offsite locations. The Construction Noise Mitigation Plan shall also include measures to mitigate construction noise which may include, for example, use of the most current methods of equipment noise control, use of highly efficient mufflers, and the use of air inlet silencers on motors, among other measures. Additional standards have been included in the Specific Plan for evening and nighttime operational noises.

The Specific Plan also includes design standards for permanent parking facilities within the Specific Plan area, including a requirement that the paving surfaces within parking structures shall be treated to reduce tire squeal. Additional regulations for certain parking facilities that may be located within the eastern portion of the Specific Plan area are set forth in the Specific Plan to address potential noise related to such facilities.

In addition, the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan includes project design features and mitigation measures to address potential noise impacts associated with implementation of the Specific Plan. For example, when construction staging for a Project pursuant to the Specific Plan occurs within 500 feet of an occupied residential structure, Mitigation Measure C-1 requires the contractor to locate stationary construction equipment away from occupied residential structures or install temporary acoustic barriers around stationary construction noise sources and shut off construction equipment that is not in use.

Safety Element

Goal: Minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake hazards.

Policy 2: **Review projects proposing expansion of existing development and construction of new development, especially critical facilities, and encourage them to avoid localities exposed to high earthquake hazards through such techniques as cluster development and transfer of development rights.**

Policy 3: **Continue enforcement of stringent site investigations (such as seismic, geologic, hydrologic, and soils investigations) and implementation of adequate hazard mitigation measures for development projects in areas of high earthquake hazard, especially those involving critical facilities. Do not approve proposals and projects which cannot mitigate safety hazards to the satisfaction of responsible agencies.**

Goal: Protect public safety and minimize the social and economic impacts from geologic hazards.

Policy 8: **Review proposals and projects proposing new development and expansion of existing development in areas susceptible to landsliding, debris flow, and rockfalls, and in areas where collapsible or expansive soils are a significant problem; and disapprove projects which cannot mitigate these hazards to the satisfaction of responsible agencies.**

Policy 9: **Continue to improve and enforce stringent slope investigation and design standards, and to apply innovative hazard mitigation and maintenance plans for development in hillside areas.**

Analysis

Potential geologic hazards were evaluated in the EIR, and project design features and mitigation measures are provided to reduce potential impacts. Projects developed pursuant to the Universal Studios Specific Plan will be required to comply with the applicable project design features and/or mitigation measures set forth in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan. Such measures include provisions related to seismic safety; erosion and sedimentation control measures during grading; the preparation of site-specific geotechnical reports and investigations as Projects are implemented pursuant to the Specific Plan; and the implementation of additional measures as applicable to address slope stability in hillside areas and site-specific conditions for each Project. The Specific Plan thus supports the

General Plan goals to minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake and geologic hazards since it would comply with applicable building regulations with respect to earthquake and geologic hazards. Adequate geologic hazard mitigation measures would be implemented as recommended by a geologist or geotechnical engineer and approved by the appropriate County departments pursuant to the Mitigation Monitoring and Reporting Program.

Goal: Minimize injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards.

Policy 11: **Continue to review proposals and projects for expansion of existing development and construction of new facilities, especially critical facilities, within areas subject to floods and other high-risk inundation areas, and disapprove projects which cannot mitigate the hazards to the satisfaction of responsible agencies.**

Policy 12: **Promote the use of flood plain management measures in high-risk inundation areas, and require expansion of existing and proposed new developments to be flood-proofed and secured to minimize future flood losses.**

Policy 13: **Encourage improvement of the existing flood control system capacity to ensure that it is capable of protecting existing development from rising amounts of runoff produced by increased urbanization.**

Policy 14: **Upgrade protection of the public from inundation hazards caused by structural failure and/or breaching of water storage tanks, debris basins, or dam and reservoir facilities.**

Analysis

Potential flood and inundation hazards were analyzed in the EIR and project design features and mitigation measures are provided to reduce potential impacts. Projects developed pursuant to the Universal Studios Specific Plan will be required to comply with the applicable project design features and/or mitigation measures set forth in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan. Such measures include a requirement that the Applicant construct new storm drains as needed that shall be designed and sized using the Los Angeles County Hydrology Manual method for a minimum 50-year frequency storm event capacity. In addition, for each Project pursuant to the Specific Plan, the Applicant shall prepare detailed drainage plans for review and approval by the Department of Public Works at the time that grading or building permit applications are submitted. These drainage plans shall include detailed hydrologic/hydraulic calculations, as necessary, and drainage

improvement plans, and show quantitatively how projected stormwater runoff in each drainage area of the Project site would be conveyed to off-site stormwater conveyance facilities. With implementation of these measures, development pursuant to the Specific Plan supports the General Plan objectives related to minimizing risks associated with flood and inundation hazards.

Goal: Reduce threats to public safety and protect property from wildland and urban fire hazards.

Policy 15: Maintain and strengthen the review of projects and development proposals; and upgrade County fire prevention standards and mitigation measures in areas of high wildland (mainly Fire Zone 4) and urban fire hazard.

Policy 17: Continue efforts to reduce all fire hazards, with special emphasis on reducing hazards associated with older buildings, multistory structures, and fire-prone industrial facilities; and maintain an adequate fire prevention capability in all areas.

Policy 18: Expand and improve vegetation management efforts in wildland fire hazard areas.

Policy 19: Promote improved watershed management practices to reduce the risk of damaging runoff and debris movement into urban areas.

Analysis

The Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan requires consultation with the County Fire Department in conjunction with the building permit process, and incorporation of fire prevention and suppression features appropriate to the design of each Project pursuant to the Specific Plan. Project development pursuant to the Specific Plan will comply with all applicable County Code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. A number of other required measures are incorporated in the Mitigation Monitoring and Reporting Program that are consistent with the General Plan objective to reduce risks associated with fire. For example, additional measures include the requirement to fund a permanent fire inspector at County Fire Station 51 within the Specific Plan area to serve the needs of implementation of development pursuant to the Specific Plan and ongoing expanded operations within the Specific Plan area, as well as the provision of expanded County fire fighting facilities to serve the development in the Specific Plan area.

Goal: Reduce threats to the public health and safety from hazardous materials, especially threats induced by earthquakes.

Policy 20: **Review proposed development projects involving the use or storage of hazardous materials, and disapprove proposals which cannot properly mitigate unacceptable threats to public health and safety to the satisfaction of responsible agencies.**

Policy 21: **Promote the safe transportation of hazardous materials.**

Policy 22: **Encourage businesses and organizations which store and use hazardous materials to improve management and transportation of such materials.**

Policy 24: **Encourage improved, timely communications between businesses and emergency response agencies regarding hazardous materials/waste incidents.**

Analysis

Hazardous materials stored and used within the Universal Studios Specific Plan area are under the jurisdiction of the Los Angeles County Fire Department. NBCUniversal's existing hazardous materials management system (Hazardous Materials Business Plan, hazardous materials inventory, and hazard communication program), which includes on-site tenants, and third-party vendors, must be maintained and updated annually by NBCUniversal, as necessary, to include any additional hazardous materials requiring use, handling, storage or disposal, and must be submitted to the Fire Department for review. As is currently the practice, all hazardous materials in the Specific Plan area will be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Monitoring of the hazardous materials management in the Specific Plan area will be conducted by the Fire Department and other applicable regulatory authorities, as appropriate.

In addition, NBCUniversal has in-house staff trained and designated to respond to accidental releases of hazardous materials associated with the acquisition, use, storage and handling of hazardous materials. Also, NBCUniversal has professional hazardous materials response companies on-call should a release occur at a time when appropriate staff are not available or the magnitude of the release is such that it cannot be handled internally. Therefore, compliance with all applicable existing regulations and plans within the Specific Plan area would prevent exposure of people to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. With continued implementation of hazardous materials management in the Specific Plan area (by NBCUniversal and its tenants and third-party vendors), in accordance with all applicable local, state and federal laws and regulations relating to environmental protection and the management of hazardous materials, development pursuant to the Specific Plan would be consistent with the goals, policies, and objectives of the Safety Element.

Goal: Strengthen County short-term emergency response and long-term recovery capability.

Policy 27: Strengthen the capability of County agencies to effective respond to earthquake and non-earthquake induced emergencies.

Analysis

As required by the Mitigation Monitoring and Reporting Program incorporated into the Universal Studios Specific Plan, the Project Applicant shall submit to the County Fire Department and Los Angeles County Department of Public Works, as applicable, an updated emergency response and/or evacuation plan, as appropriate, to include operation of development pursuant to the Specific Plan. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments. In addition, the Mitigation Monitoring and Reporting Program includes a project design feature requiring on-site streets, street lighting, and street signage for public streets within the Specific Plan area to be designed in accordance with the emergency access requirements of the County. The Project Applicant shall submit the design plans for on-site street widths, street lighting, and street signage to the County for review.

Water and Waste Management Element

Goal: To mitigate hazards and avoid adverse impacts in providing water and waste services and to protect the health and safety of all residents.

Policy 14: Continue to recover off-site costs for capital improvements necessitated by development, including required additional plant capacity, as well as other water and waste management facilities.

Goal: To provide efficient water and waste management services.

Analysis

Water service to the Specific Plan area is provided by the Los Angeles Department of Water and Power (LADWP). LADWP provides water for both domestic and fire service. Fire protection is maintained and operated on-site with domestic water system pipelines. Implementation of the Universal Studios Specific Plan includes expansion of and improvements to the existing on-site water systems as needed to serve new buildings, and the design and installation of new water lines will meet applicable County standards. Recycled water also is provided to the Specific Plan area by LADWP. A recycled water distribution system is used for landscape irrigation. New recycled water mains and underground storage tanks to accommodate the increase in recycled water demand will be constructed within the Specific Plan area. In addition, the applicant will enter into an agreement with LADWP to augment the water supply available to LADWP by acquiring for the LADWP water rights from reliable supply sources as agreed to by LADWP.

With regard to wastewater, a sewer collection system is maintained and operated on-site within the Universal Studios Specific Plan area. All collected wastewater flows to a central point located adjacent to the Los Angeles River Flood Control Channel where the wastewater discharges into the relief sewer operated by the City of Los Angeles. This wastewater is treated at the Hyperion Treatment Plant also owned and operated by the City of Los Angeles. Development within the Specific Plan area will provide new on-site sanitary sewer system improvements as needed to accommodate any additional development. Any additional on-site sanitary sewers will conform to the applicable standards of the County Department of Public Works.

Solid waste collection, reuse, recycling and disposal are regulated by the County of Los Angeles Sanitation District and the Department of Public Works. Currently both public and private refuse collection services and disposal facilities are used. The Specific Plan facilitates the recycling of wastes during construction, as the Specific Plan requires a minimum of 65 percent of the non-hazardous construction and demolition debris by weight from construction of new Project buildings to be recycled and/or salvaged for reuse. To facilitate resource conservation during occupancy and operations, the

Specific Plan establishes a solid waste diversion target of 65 percent of the non-hazardous waste.

Goal: To develop improved systems of resource use, recovery, and reuse.

Policy 8: Promote solid waste technology, including source reduction, to reduce dependence on sanitary landfills.

Policy 9: Promote the advancement of technology to reduce the volume of liquid waste.

Policy 23: Facilitate the recycling of wastes such as metal, glass, paper, and textiles.

Policy 25: Encourage development and application of water conservation, including recovery and reuse of storm and waste water.

In addition to the applicable requirements of Title 22 of the Los Angeles County Code, Projects within the Universal Studios Specific Plan area must also comply with additional sustainable standards as set forth in the Specific Plan. The Specific Plan standards include the requirement that all new buildings shall be designed to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes outdoor water conservation standards that require Project landscaping to use reclaimed water for landscape irrigation, install the infrastructure to deliver the reclaimed water, if necessary, and the use of high efficiency irrigation systems. In addition, the Specific Plan includes indoor water conservation standards that require water fixtures in new buildings to meet or exceed the water conservation standards set forth in the Specific Plan. Further, the Universal Studios Specific Plan requires education on water conservation to employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

The Specific Plan also facilitates the recycling of wastes during construction, as the Specific Plan requires a minimum of 65 percent of the non-hazardous construction and demolition debris by weight from construction of new Project buildings to be recycled and/or salvaged for reuse. To facilitate resource conservation during occupancy and operations, the Specific Plan establishes a solid waste diversion target of 65 percent of the non-hazardous waste.

Goal: To maintain the high quality of our coastal, surface, and ground waters.

Policy 17: Protect public health and prevent pollution of ground water through the use of whatever alternative is necessary.

Policy 19: **Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and ground water reserves.**

Policy 20: **Design flood control facilities to minimize alteration of natural stream channels.**

Development pursuant to the Specific Plan would support improved water quality by upgrading surface water drainage facilities and control of surface and groundwater quality through Stormwater Pollution Prevention Plans implemented during construction and Standard Urban Stormwater Management Plans during operation, including implementation of appropriate Best Management Practices. These measures are consistent with the General Plan objective to protect water quality.

With regard to flood control facilities, the on-site proposed improvements within the Specific Plan area will include specific on-site flood control infrastructure as needed for new development.

Economic Development Element

Goal: To create jobs and rising standards of living for the County's residents through a strong and diversified economy.

Policy 7: **Identify the kinds of firms that are most likely to provide stable employment and rising incomes for County residents and that will also conserve land and protect environmental resources. Give special consideration to retaining and attracting industries that show the most favorable combination of such characteristics.**

Policy 19: **Support efforts to promote Los Angeles County and all its cities nationally and internationally as an area with an improved business climate and exceptional advantages for commerce and industry. Particular emphasis should be placed on promoting tourism and international trade and on attracting new firms and private investment to the County.**

Policy 21: **Work closely with existing commercial and industrial firms to maintain a high level of satisfaction with their location in the County.**

Goal: To distribute the costs and benefits of economic development equitably so that all County residents, particularly the poor and the disadvantaged, have the opportunity to improve their well-being.

Goal: To use economic resources efficiently in order to conserve limited supplies.

Goal: To promote jobs compatible with the protection of public health, safety and significant environmental resources.

Analysis

The Universal Studios Specific Plan aims to create a wide range of jobs and provide additional resources for the development of Universal Studios, Universal Studios Hollywood (Theme Park), CityWalk, retail and entertainment uses and assist in the implementation of a development program that will contribute to the regional economy. The Specific Plan area currently provides a variety of entertainment and tourism jobs, and implementation of the Specific Plan will create additional jobs in these important segments of the regional economy in close proximity to existing transit and housing opportunities. Because the Specific Plan area is a uniquely large property located in the middle of Los Angeles County and nearby transportation systems, it is uniquely situated to maximize opportunities to accommodate anticipated regional needs for new jobs and economic growth.

The Universal Studios Specific Plan proposes to enhance Universal Studios as one of Los Angeles' valuable entertainment resources and significant Southern California entertainment centers. As proposed, the Universal Studios Specific Plan will help meet Southern California's employment needs by directly creating more than an estimated 6,300 new jobs within the entertainment and tourism industries, as well as providing for thousands of construction jobs and indirectly, thousands of other jobs. Importantly, further development of Universal Studios will provide an entertainment center for the local community, Southern California residents, and visitors from around the world. Entertainment and tourism are two of Southern California's most important growth industries, and continue to be vital to the economic health of the region.

An important goal of the Specific Plan is to respond to the importance of film, video, television, music and family recreation businesses including Universal Studios Hollywood (Theme Park) and CityWalk as economic drivers for Los Angeles County. To achieve this, the Specific Plan provides a positive link between the entertainment and tourism industries and the Southern California economy. In addition, the Specific Plan provides a higher level of certainty about anticipated development while retaining flexibility. Finally, the Specific Plan recognizes the important relationship between Universal Studios and its neighbors and the value of creating a desirable urban community. The Specific Plan provides regulatory mechanisms for the implementation of the Evolution Plan, Alternative 10 – No Residential Alternative, within the Specific Plan area, as well as providing the particular planning controls needed to ensure that compatible future development will proceed with the necessary infrastructure being provided.

ATTACHMENT C

BURDEN OF PROOF

GENERAL PLAN AMENDMENT FINDINGS

The Applicant proposes to amend the County of Los Angeles General Plan to (i) replace the current Major Commercial and Major Industrial designation of the Project Site with the Universal Studios Specific Plan designation on the Land Use Policy Map; (ii) delete the East-West roadway noted on the County's Highway Plan and the related extension of Forman Avenue to the north of the Project Site; (iii) amend the Urban Form Policy Map to change the Project Site's designation from "Multi Purpose Center Level 3" to "Multi Purpose Center Level 2"; and (iv) add those areas of land which are proposed to be detached from the City of Los Angeles to the unincorporated County of Los Angeles.

1. <u>A need for the proposed General Plan Amendment/Designation exists.</u>

The current designation of the subject property does not reflect the unique configuration and arrangement of uses which exist on the property. Adoption of the General Plan Amendment and the Universal Studios Specific Plan would permit the proposed development of approximately 1.89 million net square feet of new entertainment, entertainment retail, hotel, studio, studio office, office, and related space that support the various on-site production and entertainment activities (i.e., technical support, etc.) within the current and proposed County portions of the property as part of ongoing business activities and consistent with the studio and entertainment-related uses which exist today. The Universal Studios Specific Plan is needed to provide zoning and development regulations better suited for the broad range of uses which exist and are anticipated on the property, as well as to provide operational standards for future use of the property and to address potential effects upon surrounding properties.

The deletion of the East-West Road, noted along the northern edge of the property on the County's Highway Plan, and the related extension of Forman Avenue to the north of the property is necessary because construction of such a roadway would physically eliminate a significant portion of the existing studio production facilities on the property and would negatively impact the operations of remaining and planned studio production facilities in that area of the property. The proposed alignment for the on-site portion of this planned, unbuilt roadway would be through the existing on-site Studio and Business Areas, thus requiring demolition of existing on-site structures, parking lots, utilities infrastructure (including electrical substations) as well as the relocation of the existing private access gates at Lakeside Plaza Drive and Muddy Waters Drive. It should be noted that, although the Forman Avenue Extension is shown on the County's Highway Plan, the City of Los Angeles City Council ordered the vacation of Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles River Flood Control Channel pursuant to Order to Vacate No. 79-01619. Further, the Draft County Highway Plan proposed as part of the County's General Plan Update in process no longer shows the East-West Road with the Forman Avenue Extension. However, as the 1980 County Highway Plan is still in effect, the deletion of the East-West Road with Forman Avenue Extension is necessary.

The amendment of the Urban Form Policy Map to change the subject property's designation from "Multi Purpose Center Level 3" to "Multi Purpose Center Level 2" will more accurately reflect the existing and anticipated development and location of the property. The Multi Purpose Center Level 3 designation is generally applied to an area which provides two or more regional-level functions to a substantial part of the metropolitan area, but does not necessarily contain a significant amount of floor space in high-rise structures and need not be located on the regional transportation network or be a regionally significant employment center. In contrast, a Multi Purpose Center Level 2 area is one which provides two or more major functions to a substantial part of the metropolitan area, contains a significant amount of floor space in medium and/or high-rise buildings, and is a major regional employment center located on, or near, the regional transportation network. Given the property's existing studio, studio office, office, entertainment, and entertainment retail uses, the level of employment at the property, and its proximity to the Universal City Metro Red Line Station, the change to Multi Purpose Center Level 2 designation is needed.

2. <u>The particular amendment/designation proposed is appropriate and proper.</u>

The General Plan Amendment is appropriate and proper because it more accurately reflects existing and anticipated uses and better provides for the maintenance and enhancement of this important regional multipurpose center, which provides jobs, entertainment and services immediately adjacent to mass transit and near existing housing in the vicinity of the property.

The General Plan sets forth a goal of situating commercial activities in viable clusters that conveniently serve their market areas. The General Plan encourages the development of regional multipurpose centers that provide a diversity of public and private services to the communities they serve. The General Plan also encourages a more concentrated urban pattern with the development of multipurpose urban centers, including infill of underutilized lands, near existing housing and jobs, and public transportation. The General Plan Amendment is consistent with and, in fact, will further these goals and policies, as it will preserve and enhance commercial and industrial activities in close proximity to existing housing, jobs, and public transportation. The expanded commercial, entertainment, hotel, studio production, studio office, and office uses in the County that will occur with the General Plan Amendment will also support accessibility between uses via walking, bicycle, and the planned on-site shuttle, as well as continued operation of the existing tram system. These alternative transportation modes also support General Plan objectives to reduce energy consumption, improve air quality, and reduce overall vehicle miles traveled.

The General Plan also encourages a strong diversified economy that will provide business opportunities, an adequate number of jobs and an improved standard of living. The General Plan Amendment will allow new development on the property that will be an economic benefit to the community and to the region, as the development will generate additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of commercial, studio-related, and entertainment uses within the area.

The General Plan also seeks to assure that new development is compatible with the natural and man-made environment by implementing appropriate locational controls and high quality design standards. The Universal Studios Specific Plan is consistent with this policy, as it

will ensure that new development is compatible with the surrounding environment and will implement appropriate controls and high quality design standards for the Universal Studios Specific Plan area.

3. Modified conditions warrant a revision to the County of Los Angeles General Plan.

The General Plan Amendment will allow the development of additional studio, studio office, office, hotel, entertainment retail, and entertainment uses, which will update and enhance the existing development on the property. The subject property is presently developed with studio production (motion picture, television and commercial), studio office and office uses, entertainment and entertainment retail uses, including the theme park and CityWalk. In order to maintain viability, the General Plan Amendment will allow the studio, studio office, office, entertainment and entertainment retail facilities to be updated and enhanced.

The existing studio production use of the subject property was established more than 100 years ago, and the theme park and retail uses were established over 50 years ago. Since that time, the uses on the property have expanded and the technology and operational characteristics of the on-site studio production, entertainment and tourism industries have advanced. As a result, the General Plan Amendment responds to these modified conditions, providing more appropriate building and operational regulations through the Universal Studios Specific Plan. Furthermore, the General Plan Amendment will address the changing needs of the existing and anticipated on-site businesses. The General Plan Amendment will enable development of the NBCUniversal Evolution Plan project in the County, which will further the aforementioned goals.

Current conditions warrant the deletion of the East-West Road, noted along the northern edge of the property on the County's Highway Plan, and the related extension of Forman Avenue to the north of the property. Construction of such a roadway would physically eliminate a significant portion of the existing studio production facilities on the property and would negatively impact the operations of remaining and planned studio production facilities in that area of the property. The proposed alignment for the on-site portion of this planned, unbuilt roadway would be through the existing on-site Studio and Business Areas, thus requiring demolition of existing on-site structures, parking lots, utilities infrastructure (including electrical substations) as well as the relocation of the existing private access gates at Lakeside Plaza Drive and Muddy Waters Drive. Further, although the Forman Avenue Extension is shown on the County's Highway Plan, the City of Los Angeles City Council ordered the vacation of Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles River Flood Control Channel pursuant to Order to Vacate No. 79-01619. These conditions warrant a revision to the General Plan.

4. Approval of the proposed General Plan Amendment/Designation will be in the interest of public health, safety and general welfare and in conformity with good planning practices.

The subject property is surrounded by a mix of commercial and residential uses, most of which are physically separated from the property by the Los Angeles River Flood Control Channel, arterial roadways and intervening facilities. The property is generally bounded by the Los Angeles River Flood Control Channel to the north, Applicant-owned property in the City of

Los Angeles to the northeast and southeast, an existing residential neighborhood in the City of Los Angeles to the east, Applicant-owned property and existing off-site hotels in the City of Los Angeles and the US 101 Hollywood Freeway to the south, and Lankershim Boulevard and the Universal City Metro Red Line Station to the west.

The General Plan Amendment allows for the expansion of existing uses, which have evolved on the property over the past 100 years. These uses – primarily including studio production, studio office, office, entertainment, and entertainment retail (CityWalk) – are located immediately adjacent to the Universal City Metro Red Line Station, providing mass transit access to this regional center. The development that the General Plan Amendment would permit also represents an economic benefit to the community and to the region, providing additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of commercial, studio-related, and entertainment uses within the area. Accordingly, the General Plan Amendment is in the interest of public health, safety and general welfare.

The Universal Studios Specific Plan establishes development and operational regulations for the subject property which are more extensive than the existing County regulations now governing the property, and which better address the needs of and concerns raised by the mix of uses on the property. For example, such requirements as square footage limitations, height limitations, lighting regulations, and traffic improvements provide additional protections to the surrounding properties and represent good planning practices.

The deletion of the East-West Road, noted along the northern edge of the property on the County's Highway Plan, and the related extension of Forman Avenue to the north of the property is necessary because construction of such a roadway would physically eliminate a significant portion of the existing studio production facilities on the property and would negatively impact the operations of remaining and planned studio production facilities in that area of the property. The proposed alignment for the on-site portion of this planned, unbuilt roadway would be through the existing on-site Studio and Business Areas, thus requiring demolition of existing on-site structures, parking lots, utilities infrastructure (including electrical substations) as well as the relocation of the existing private access gates at Lakeside Plaza Drive and Muddy Waters Drive. It should be noted that, although the Forman Avenue Extension is shown on the County's Highway Plan, the City of Los Angeles City Council ordered the vacation of Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles River Flood Control Channel pursuant to Order to Vacate No. 79-01619. Further, the Draft County Highway Plan proposed as part of the County's General Plan Update in process no longer shows the East-West Road with the Forman Avenue Extension. However, as the 1980 County Highway Plan is still in effect, the deletion of the East-West Road with Forman Avenue Extension is necessary. Accordingly, approval of the proposed General Plan Amendment will be in the interest of public health, safety and general welfare and in conformity with good planning practices.

Amendment of the Urban Form Policy Map to change the property's designation from "Multi Purpose Center Level 3" to "Multi Purpose Center Level 2" more accurately reflects the existing and anticipated development and location of the property near the regional transportation network, and is in conformity with good planning practice. The subject property is better suited to the Multi Purpose Center Level 2 designation because it provides several major functions to a substantial part of the metropolitan area, contains a significant amount of floor

space in medium and/or high-rise buildings, and is a major regional employment center located on, or near, the regional transportation network. Given the subject property's existing studio, studio office, office, entertainment, and entertainment retail uses, the level of employment at the property, and its proximity to the Universal City Metro Red Line Station, the change to Multi Purpose Center Level 2 designation is in conformity with good planning practice.

ZONE CHANGE/DESIGNATION BURDEN OF PROOF

1. The proposed zone change/designation is warranted.

The zone change/designation to establish the Universal Studios Specific Plan zone is warranted in order to provide zoning appropriate to the subject property that responds to the unique mix of uses currently existing and anticipated for the property, as well as to provide operational standards and development regulations through the Universal Studios Specific Plan that will address potential effects upon surrounding properties.

The current designation of the property does not reflect the unique configuration and arrangement of uses which exist on the property and are planned for the future. The Universal Studios Specific Plan would permit the proposed development of approximately 1.89 million net square feet of new entertainment, entertainment retail, hotel, studio, studio office, office, and related space that supports the various on-site production and entertainment activities (i.e., technical support, etc.) consistent with the studio and entertainment-related uses which exist today. The Universal Studios Specific Plan and corresponding zone are needed to provide zoning and development regulations for the broad range of uses which exist on the property, as well as to provide standards for future use of the property and to address potential effects upon surrounding properties.

2. The proposed zone change/designation will permit uses prohibited by the existing zoning, but such change of zone will not result in a need for greater water supply for adequate fire protection, or there are sources proposed for adequate additional water supply.

The Universal Studios Specific Plan and corresponding zone will allow for the same range of uses that currently exist and are currently permitted on the property, and will also permit development of hotel uses. In addition, the Universal Studios Specific Plan and corresponding zone establish additional development and operational restrictions which are not currently imposed by the existing zoning, and restrict a range of uses that would otherwise be permitted under existing zoning. Although the Universal Studios Specific Plan and corresponding zone will allow some uses not currently allowed by the existing zoning, such as a hotel use, this change will not result in an insufficient water supply for fire protection purposes, as set forth in the Final Environmental Impact Report. In addition, given the amount of development that is planned, the NBCUniversal Evolution Plan project required the preparation of a Water Supply Assessment pursuant to the California Water Code. The Water Supply Assessment was prepared by the City of Los Angeles Department of Water and Power since all water to the property is supplied by the City's Department of Water and Power. The approved Water Supply Assessment determined that an adequate water supply exists and will continue to exist for the planned development. In addition, to facilitate the City Department of Water and Power's long-term supply of potable water to the property, the Applicant will enter into an agreement with the City's Department of Water and Power to augment the available water supply.

3. Modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration.

The existing zoning of the subject property was established more than 50 years ago. Since that time, the uses on the property have expanded and the technology and operational characteristics of the on-site studio production, entertainment and tourism industries have advanced. As a result, the current zoning does not adequately address the needs of the existing and planned on-site businesses, including the proposed hotel. The Universal Studios Specific Plan and corresponding zone will respond to these modified conditions, providing appropriate building and operational regulations.

4. A need for the proposed zone classification exists within such area or district.

The Universal Studios Specific Plan and corresponding zone are necessary in order to provide a comprehensive set of development regulations and to respond to the unique mix of land uses that exist and are planned on the subject property. The Universal Studios Specific Plan and corresponding zone establish development regulations that address potential effects upon surrounding properties, including such standards as height limitations, lighting regulations, and transportation and parking regulations. In addition, the Universal Studios Specific Plan and corresponding zone establish additional development and operational restrictions which are not currently imposed by the existing zoning, and restrict a range of uses that would otherwise be permitted under existing zoning.

5. The particular property under consideration is a proper location for said zone classification within such area or district.

The subject property is generally bounded by the Los Angeles River Flood Control Channel to the north, Applicant-owned property in the City of Los Angeles to the northeast and southeast, an existing residential neighborhood in the City of Los Angeles to the east, Applicant-owned property and existing off-site hotels in the City of Los Angeles and the US 101 Hollywood Freeway to the south, and Lankershim Boulevard and the Universal City Metro Red Line Station to the west. The Universal Studios Specific Plan and corresponding zone establish a set of development regulations which are unique to the property and its mix of uses, and will appropriately govern development of the subject property.

6. The placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

The Universal Studios Specific Plan and corresponding zone will allow for the enhancement and expansion of existing uses, which have evolved on the property over the past 100 years. Existing and proposed land uses primarily include studio production, studio office, office, entertainment, entertainment retail (CityWalk), and hotel uses. In addition, new development will be required to provide adequate public facilities, infrastructure and traffic improvements. The development that will occur pursuant to the Universal Studios Specific Plan and corresponding zone represents an economic benefit to the community and to the region, providing additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of commercial, studio-related, and entertainment uses within the area. Accordingly, the Universal Studios Specific Plan and corresponding zone change are in the interest of public health, safety and general welfare.

The Universal Studios Specific Plan and corresponding zone establish unique development and operational regulations for the subject property which are more extensive than the zoning code regulations now governing the property and which better address the needs of and concerns raised by the mix of uses existing and planned on the property. Such requirements as square footage limitations, height limitations, lighting regulations, and transportation and parking requirements provide additional protections to the surrounding properties and are in conformity with good zoning practice.

7. The proposed zone change/designation is consistent with the adopted general plan for the area.

The Universal Studios Specific Plan and corresponding zone are consistent with the adopted General Plan and allow many of the same types of commercial and studio-related uses allowed under the subject property's current General Plan designation. The General Plan sets forth a goal of situating commercial activities in viable clusters that conveniently serve their market areas. The General Plan also encourages the development of regional multipurpose centers that provide a diversity of public and private services to the communities they serve. The Universal Studios Specific Plan and corresponding zone are consistent with and, in fact, will further the goals and policies of the General Plan, as they will allow the continued operation, enhancement, and expansion of commercial and studio-related uses within an existing multipurpose center, adjacent to regional mass-transit, and in close proximity to existing residential areas. The proximity of the commercial, entertainment, hotel, studio production, studio office, and office uses that will occur with the Universal Studios Specific Plan and corresponding zone change would also support accessibility between uses via walking, bicycle, and the on-site shuttle as well as continued operation of the existing tram system. These alternative transportation modes also support General Plan objectives to reduce energy consumption, improve air quality, and reduce overall vehicle miles traveled.

The Universal Studios Specific Plan and corresponding zone support the Conservation and Open Space Element's policies to improve air quality by providing a comprehensive transportation demand management program, including shuttle service, bicycle facilities, and convenient pedestrian routes within the property and to the Universal City Metro Red Line Station. In addition, the Conservation and Open Space Element's goals of protecting potential paleontological and archaeological resources will be achieved on the property through mitigation measures that will reduce impacts to potential paleontological and archaeological resources. Furthermore, the County's historical heritage will be preserved by implementing measures to ensure protection of the integrity of the potential historic district within the Studio Area of the subject property. Lastly, improved water quality will be achieved by upgrading surface water drainage facilities and controlling surface and groundwater quality through Stormwater Pollution Prevention Plans and Urban Stormwater Management Plans.

The General Plan encourages a strong diversified economy that will provide business opportunities, an adequate number of jobs and an improved standard of living. The Universal Studios Specific Plan and corresponding zone allow development that will create economic benefits for the community and the region, provide additional permanent jobs, increase tourism, and generate significant fiscal benefits to the local economy, as well as revitalize and expand commercial, entertainment, and studio-related uses within the area.

The General Plan also seeks to assure that new development is compatible with the natural and man-made environment by implementing appropriate locational controls and high quality design standards. The Universal Studios Specific Plan and corresponding zone are consistent with this policy, as the regulations in the Universal Studios Specific Plan will ensure that new development is compatible with the surrounding environment and implement appropriate controls and high quality design standards for the Universal Studios Specific Plan area.

The zone change to Universal Studios Specific Plan and corresponding zone represents no conflict with General Plan policies.

DEVELOPMENT AGREEMENT BURDEN OF PROOF

A. The proposed development agreement is consistent with the general plan and any applicable community, area or specific plan.

The proposed development agreement is consistent with the adopted General Plan and would provide the Property Owner with vested rights to develop the Project over a 25-year term. Implementation of the Project would allow many of the same types of commercial and studio-related uses allowed under the subject property's current General Plan designation pursuant to development and operational regulations for the subject property established in the Universal Studios Specific Plan. The General Plan sets forth a goal of situating commercial activities in viable clusters that conveniently serve their market areas. The General Plan also encourages the development of regional multipurpose centers that provide a diversity of public and private services to the communities they serve. The proposed development agreement is consistent with and, in fact, will further the goals and policies of the General Plan, as it will allow the continued operation, enhancement, and expansion of commercial and studio-related uses within an existing multipurpose center, adjacent to regional mass-transit, and in close proximity to existing residential areas. The proximity of the entertainment, hotel, entertainment retail, studio production, studio office, and office uses that will occur under the Project, per the proposed development agreement, would also support accessibility between uses via walking, bicycle, and the on-site shuttle as well as continued operation of the existing tram system. These alternative transportation modes also support General Plan objectives to reduce energy consumption, improve air quality, and reduce overall vehicle miles traveled.

The proposed development agreement supports the Conservation and Open Space Element's policies to improve air quality by allowing development that provides a comprehensive transportation demand management program, including shuttle service, bicycle facilities, and convenient pedestrian routes within the property and to the Universal City Metro Red Line Station. In addition, the Conservation and Open Space Element's goals of protecting potential paleontological and archaeological resources will be achieved on the property through mitigation measures that will reduce impacts to potential paleontological and archaeological resources. Furthermore, the County's historical heritage will be preserved by implementing measures to ensure protection of the integrity of the potential historic district within the Studio Area of the subject property. Lastly, improved water quality will be achieved by upgrading surface water drainage facilities and controlling surface and groundwater quality through Stormwater Pollution Prevention Plans and Urban Stormwater Management Plans.

The General Plan encourages a strong diversified economy that will provide business opportunities, an adequate number of jobs and an improved standard of living. The proposed development agreement allows development that will create economic benefits for the community and the region, provide additional permanent jobs, increase tourism, and generate significant fiscal benefits to the local economy, as well as revitalize and expand commercial, entertainment, and studio-related uses within the area.

The General Plan also seeks to assure that new development is compatible with the natural and man-made environment by implementing appropriate locational controls and high quality design standards. The proposed development agreement is consistent with this policy, as

it will allow for the implementation of the Project over a 25-year term pursuant to the appropriate controls and high quality design standards of the Universal Studios Specific Plan, which will ensure that new development is compatible with the surrounding environment.

The proposed development agreement represents no conflict with General Plan policies.

The proposed development agreement is also consistent with the Universal Studios Specific Plan, which is being adopted in conjunction with the development agreement. The proposed development agreement will enable the implementation of the Universal Studios Specific Plan, which will allow for the enhancement and expansion of existing uses, which have evolved on the property over the past 100 years. The Universal Studios Specific Plan and corresponding zone establish unique development and operational regulations for the subject property which are more extensive than the zoning code regulations now governing the property and which better address the needs of and concerns raised by the mix of uses existing and planned on the property. Such requirements as square footage limitations, height limitations, lighting regulations, limitations on permitted uses, and transportation and parking requirements provide additional protections to the surrounding properties. The proposed development agreement provides certainty by ensuring that the Property Owner has the vested right to develop the Project under the regulations provided in the Universal Studios Specific Plan.

No other community, area or specific plan applies to the Project.

B. <u>The proposed development agreement complies with zoning, subdivision and other applicable ordinances and regulations.</u>

The proposed development agreement provides the Property Owner with the vested right to develop the Project subject to the terms and conditions of the agreement, the Project Approvals, and the Applicable Rules, which are defined in relevant part in the development agreement as the rules, regulations, and official policies of the County in force as of the Effective Date of the agreement.

Those vested rights are subject to the rights and authority excepted from the development agreement's restrictions and which are instead reserved to the County. The County's reserved powers include the powers to apply future rules after the Effective Date of the development agreement that: (1) are necessary to protect the public health and safety, and are generally applicable on a County-wide basis (except in the event of natural disasters as found by the Board of Supervisors such as floods, earthquakes and similar acts of God); (2) are changes, amendments, or modifications to Uniform Codes adopted by the County and in effect on a Countywide basis; or (3) are specifically mandated by changes in state or federal laws or regulations.

As implementation of the Project will comply with the Project Approvals and Applicable Rules, subject to the County's reserved powers, as set forth in the proposed development agreement, the agreement complies with zoning, subdivision and other applicable ordinances and regulations.

C. The proposed development agreement is consistent with the public convenience, general welfare and good land-use practice, making it in the public interest to enter into the development agreement with the applicant.

The proposed development agreement would be consistent with the public convenience, general welfare and good land-use practice because it will ensure the orderly development of the subject property. Not only is the proposed development agreement consistent with the policies and provisions of the General Plan, but it vests the Property Owner's rights to develop the Project subject to the terms and conditions of the agreement, Project Approvals, Applicable Rules, and the County's reserved powers. Accordingly, the proposed development agreement provides reasonable assurance of a comprehensive development plan that is consistent with the General Plan as well as all applicable zoning and related provisions set forth in the Los Angeles County Code.

In addition, the proposed land use actions that will be vested by the proposed development agreement will allow and facilitate the revitalization and expansion of existing commercial and studio uses, which have evolved on the property over the past 100 years. These uses – primarily including studio production, studio office, office, entertainment, and entertainment retail (CityWalk) – are located immediately adjacent to the Universal City Metro Red Line Station, providing mass transit access to this regional center. The new development will also be required to provide adequate public facilities, infrastructure and traffic improvements. The development that will occur pursuant to the proposed development agreement represents an economic benefit to the community and to the region, providing additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of commercial, studio-related, and entertainment uses within the area.

D. The proposed development agreement will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area; or

2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site; or

3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The subject property is surrounded by a mix of commercial and residential uses, most of which are physically separated from the property by the Los Angeles River Flood Control Channel, arterial roadways and intervening facilities. The property is generally bounded by the Los Angeles River Flood Control Channel to the north, Applicant-owned property in the City of Los Angeles to the northeast and southeast, an existing residential neighborhood in the City of Los Angeles to the east, Applicant-owned property and existing off-site hotels in the City of Los Angeles and the US 101 Hollywood Freeway to the south, and Lankershim Boulevard and the Universal City Metro Red Line Station to the west.

The proposed development agreement allows for the expansion of existing uses, which have evolved on the property over the past 100 years. These uses – primarily including studio production, studio office, office, entertainment, and entertainment retail (CityWalk) – are located immediately adjacent to the Universal City Metro Red Line Station, providing mass transit access to this regional center. Development under the proposed development agreement, which would be implemented through the Project Approvals including the Universal Studios Specific Plan, would proceed under regulations for the subject property which are more extensive than the existing County regulations now governing the property, and which better address the needs of and concerns raised by the mix of uses on the property. For example, such requirements as square footage limitations, height limitations, lighting regulations, limitations on permitted uses and transportation and parking requirements provide additional protections to the surrounding properties. In addition, new development will be required to provide adequate public facilities, infrastructure and traffic improvements. Accordingly, the proposed development agreement will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.

Similarly, development that the proposed development agreement would permit also represents an economic benefit to the community and to the region, providing additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of commercial, studio-related, and entertainment uses within the area. Development under the proposed development agreement will preserve and enhance commercial and industrial activities in close proximity to existing housing, jobs, and public transportation. The expanded entertainment, hotel, entertainment retail, studio production, studio office, and office uses in the County that will occur with the proposed development agreement will also support accessibility between uses via walking, bicycle, and the planned on-site shuttle, as well as continued operation of the existing tram system. As such, the proposed development agreement will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.

Further, the vested rights provided in the proposed development agreement are subject to the County's reserved powers, which include the powers to enact regulations or take future actions after the Effective Date of the proposed development agreement that are necessary to protect the public health and safety, and are generally applicable on a County-wide basis (except in the event of natural disasters as found by the Board of Supervisors such as floods, earthquakes and similar acts of God). Such reserved powers will ensure that the proposed development agreement will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO THE ADOPTION OF GENERAL PLAN AMENDMENT NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350) provides for the adoption of an amendment to a jurisdiction's general plan; and

WHEREAS, the County of Los Angeles ("County") adopted a Countywide General Plan ("General Plan") in November 1980, which General Plan has been periodically updated and amended since that time; and

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations (3 acres) from the County to the City of Los Angeles ("City") plus detachments (30 acres) from the City to the County, for a net 27 acres from the City to the County for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet), is collectively referred to as the "Project"; and

WHEREAS, the Applicant has requested approval of General Plan Amendment No. 200700001 to amend plan designations on the existing 296 acres in the unincorporated County from the Countywide General Plan ("General Plan") Category I (Major Industrial) approximately 232 acres in area, and Category C (Major Commercial) approximately 64 acres in area, to SP Category (Specific Plan); and to pre-designate approximately 30 acres located within the City, currently designated as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan designations, to SP so that upon approval of the detachments (30 acres) of the incorporated portions of the Project Site from the City, and annexations (3 acres) from the unincorporated portions of the Project Site from the County, a plan designation consistent with the remainder of the Project Site will be in place for the Project (27 net additional acres to the County); and

WHEREAS, the Regional Planning Commission of the County has conducted a public hearing in the matter of General Plan Amendment No. 200700001 on February 27, 2013; and

WHEREAS, the Regional Planning Commission ("Commission") finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to

the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. General Plan Amendment No. 200700001 is a request to change 296 acres from I (Major Industrial) and C (Major Commercial) Categories to SP Category (Specific Plan); and to pre-designate the approximately 30-acre portion of the Project Site that is located within the City as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan, to SP Category (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of the unincorporated portions of the Project Site from the County (3 acres) to the City, a community plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

4. Specific Plan No. 200700001 is a related request to guide the continued development of a mulit-use project in the proposed SP (Specific Plan) zone.

5. Zone Change No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within the County from M-1.5 (Restricted Heavy Manufacturing), to SP (Specific Plan); and to pre-zone as SP (Specific Plan) the approximately 30-acre portion of the Project Site that is located within the City currently zoned [Q]C2-1-SN under the City of Los Angeles Zoning Ordinance, so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of unincorporated portions of the Project Site from the County (3 acres) to the City, a zoning classification consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

6. Development Agreement No. 200700001 is a related request to authorize a development agreement between the County and Property Owner for 25 years.

7. Approval of the Specific Plan and Development Agreement and consideration of the EIR will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. The subject property is currently developed with studio and

office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east and Hollywood (U.S. 101) freeway and commercial and multifamily uses are located to the south. Land uses to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property are zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are zoned [Q]C2-1-SN pursuant to the City of Los Angeles Planning and Zoning Code. The Commission has recommended that the Board approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the city's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the property. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The Project is consistent with the proposed SP requirements of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 and Los Angeles County Code Section 22.46 which establish the authority and guidelines for preparation, adoption and implementation of specific plans. Government Code states the Specific Plans may be adopted by resolution or by ordinance. County Code specifies that Specific Plans be adopted by ordinance. The Universal Studios Specific Plan is proposed to be adopted by ordinance in compliance with County Code. The Universal Studios Specific Plan Guidelines are proposed to be adopted by resolution as an informational and explanatory guidance document associated with the Specific Plan.

14. The general plan amendment to SP Category (Specific Plan) is consistent with the goals and policies of the General Plan. The general plan amendment will allow compatible uses unique to the media and entertainment operations of Universal City and its proximity to other media and entertainment enterprises, and it will prohibit or restrict incompatible uses on the Project Site with its proximity to surrounding residential properties.

15. The requested plan amendment to SP is necessary to authorize the proposed uses on the subject property and to ensure consistency with the applicable goals and policies of the Countywide General Plan.

16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

17. The subject property is of adequate size and shape to accommodate the yards, walls, fences, parking, landscaping and other accessory structures, except as otherwise modified, as shown on the Specific Plan conceptual plan and other Specific Plan exhibits.

18. Compatibility with surrounding land uses will be ensured through the related Zone Change to Specific Plan, associated Mitigation Monitoring and Reporting Program, and Development Agreement.

19. There is no evidence that the Project will be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site.

20. The recommended general plan amendment is needed in order to fulfill and implement general plan policies to provide intensified commercial uses in areas close to transit stations and employment centers.

21. The subject property is currently depicted within the Major Industrial and Major Commercial land use category of the Los Angeles Countywide General Plan Land Use Policy Map, and the County's Urban Form Policy Map depicts a Multipurpose Center Level 3 designation. The land use and urban form categories together are intended to encourage regional-scale industrial and moderate major commercial development. The Project Site currently has an existing baseline of 3,824,330 square feet of existing commercial and restricted industrial development.

22. The proposed general plan amendment would change the Major Industrial and Major Commercial land use of the site to Specific Plan which would encourage redevelopment and expansion of areas suitable for media and entertainment uses unique to the Project Site, and change the urban form policy to Multipurpose Center 2, a designation for intensification of major commercial development. The intent of these classifications are to provide for focused site-specific development in appropriate locations, conveniently accessible to and within multipurpose employment centers. The requested plan amendment would accommodate the proposed uses of the property within the existing Universal City property.

23. The general plan amendment request also includes deletion from the County Highway Plan a proposed east/west Major Highway extension of Forest Lawn Drive and an extension of a Secondary Highway Forman Avenue to the north of the Project Site. These deletions are appropriate since construction of the east/west highway would physically eliminate significant existing development on the Project Site including studio and business uses, and has been analyzed and was determined by the Project's EIR to create worse traffic impacts than the proposed Project circulation plans. The northern extension of Forman Avenue would not be feasible as the City of Los Angeles City Council ordered vacation of Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles River Flood Control Channel pursuant to Order to Vacate No. 79-01619. Additionally, the extension of Forman Avenue would run directly through the approximate middle of the existing Lakeside Country Club golf course.

24. The recommended general plan amendment is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station and will support State and County efforts to provide increased employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as green building provisions, site-specific regulations, and inclusion of a mix of media, office and entertainment uses compliment existing uses on the site and continue to protect surrounding uses.

25. Modified conditions of the Project Site and surrounding community warrant a revision to the General Plan. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors, makes the Project Site ideal for redevelopment, intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to surrounding uses. The proposed Specific Plan designation is in contrast to the majority of the site designated Major Industrial (232 out of 296 acres) contemplated by the current General Plan to encourage primarily industrial development. The remaining 64 acres are designated Major Commercial. The existing Industrial designation of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to only film production with related support facilities and other industrial uses. Additional public uses such as CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the growth of various office uses have been established as permitted uses subsequent to the original establishment of current plan designations for the

Project site. Though generally located within the Major Commercial designation of the Project Site, these more recently established uses are generally not compatible with a vast number of heavy manufacturing uses which could be permitted by the existing Major Industrial designation and could surround these uses, and impose on the surrounding residential community, therefore, many of the Major Industrial uses are not suitable for development on the Project Site. The Specific Plan designation would establish additional land use controls for continuing a unique mix of compatible uses on the Universal City Project Site.

26. A need for the proposed Specific Plan designation exists within the area because the Countywide General Plan recognizes the importance of developing a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to established communities and also near other major media and entertainment uses and other regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this aging property ideal for redevelopment and suitable expansion with an increased mix of media and entertainment uses which were not originally contemplated by the current general plan designation. In addition, the proposed land use designation will allow for further development of a major employment center in proximity to other similar major employment centers such as the Burbank Media District and City of Glendale together which include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed zone can take full advantage of the existing vehicular and rail transportation network of the area.

27. Approval of the proposed plan amendment is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access, and protection from potential crime hazards. The development is in conformity with good planning practices, as the development is necessary in order to fulfill General Plan goals, policies and programs in that the development of employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property which will prevent the surrounding residential areas from new intrusions.

28. The applicant has satisfied the "Burden of Proof" for the requested plan amendment.

29. During the _____ public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant

and members of the public. Commissioners _____ were present. The applicant's representatives, _____, testified in favor of the Project.

30. _____ persons testified in favor of the Project, _____ persons testified with concerns, and _____ persons testified neither in support nor opposed regarding the Project.

31. _____ phone calls were received from members of the public.

32. The following letters or e-mails regarding the Project were received: _____.

33. [Reserved for summary of proceedings on February 27, 2013 public hearing.]

34. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

35. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

36. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010 by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

37. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)

- Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
- Solid Waste (Operational: Landfill Capacity)

38. The City as Lead Agency determined that Alternative 10 is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

39. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

40. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

41. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

42. The Commission finds that designating the portion of the Project Site located within the City as SP is necessary in order to maintain consistency with the general plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, Development Agreement No. 200700001, and Final EIR SCH No. 2007071036;

2. Consider the certified Final EIR completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board of Supervisors;

3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed plan amendment;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended general plan amendment is consistent with the goals, policies and programs of the Los Angeles County General Plan; and therefore

7. Adopt the recommended General Plan Amendment No. 200700001 amending the Land Use Policy Map, Urban Form Policy Map, and Highway Plan Map of the Los Angeles Countywide General Plan as depicted on Exhibits attached hereto and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

_____
Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

SZD:KKS
2/12/13

AMENDMENT TO COUNTYWIDE GENERAL PLAN

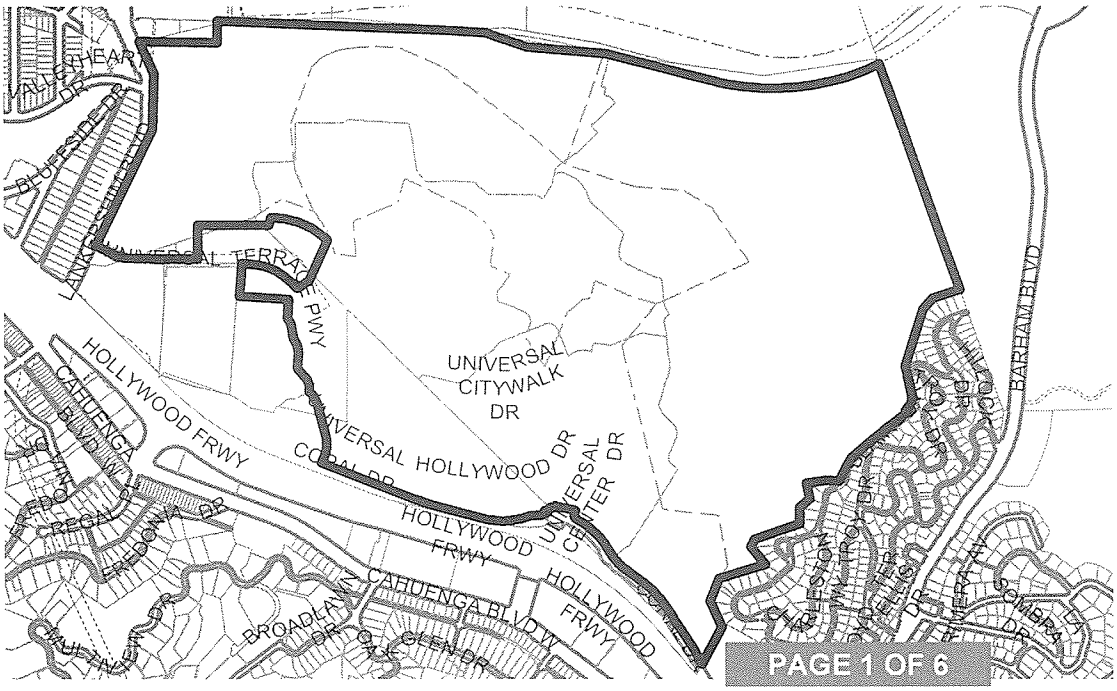
UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON: _____

CATEGORIES I AND C TO CATEGORY SP

(PROPOSED: SPECIAL PLAN)



LEGAL DESCRIPTION:

BEING LOTS "C" AND "E" TOGETHER WITH PORTIONS OF LOTS "B" AND "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND A PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITIONS BEING FILED IN CASE 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341, PAGES 75 THROUGH 89 OF DEEDS, RECORDS OF SAID COUNTY AND THAT PORTION OF THE PARCEL OF LAND SHOWN AS "LOS ANGELES RIVER" ON SAID MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT LAND BOUND TO THE NE., E., AND SE. BY THE W'LY BOUNDARY OF LOT "F" TOGETHER WITH THE W'LY BOUNDARY OF RANCHO PROVIDENCIA AS SHOWN ON SAID MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION;

SAID LAND BOUND TO THE W., SW., S., AND SE. BY THE N. AND NE. BOUNDARY OF THAT CERTAIN EASEMENT DEED RECORDED AS INSTRUMENT NUMBER 87-1240174 ON AUGUST 4, 1987 IN SAID COUNTY RECORDER'S OFFICE, TOGETHER WITH THE N'LY LINE OF THAT LAND DESCRIBED IN INSTRUMENT 87-381928 AS RECORDED IN SAID COUNTY RECORDER'S OFFICE; SAID LAND ALSO BOUND TO THE S. AND SE. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT A POINT ON THE S'LY BOUNDARY OF THAT LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY CONTINUE TO PAGE 2.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- PLAN AMENDMENT AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

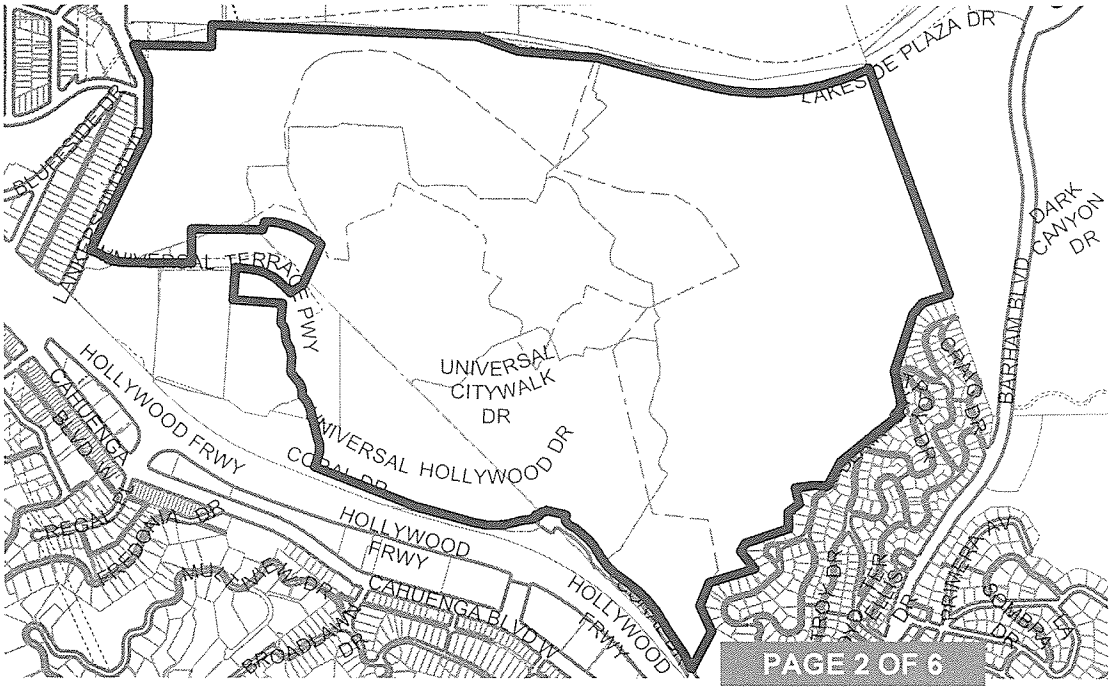
AMENDMENT TO COUNTYWIDE GENERAL PLAN

UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON:

CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: CONTINUED FROM PAGE 1

RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID POINT 0.82' NE'LY OF THE SW. TERMINUS OF THAT CERTAIN LINE SHOWN ON SAID RECORD OF SURVEY AS BEARING N.21-52-56E. 7.00', SAID POINT ALSO SHOWN AS THE N'LY TERMINUS OF THAT CERTAIN LINE SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS AS BEARING 21-52-26 6.18'
ALONG SAID S'LY BOUNDARY AS SHOWN IN SAID RECORD OF SURVEY S.32-47-36W. 29.75'
DEPARTING SAID S'LY BOUNDARY IN SAID RECORD OF SURVEY N.57-12-24W. 20.00'
S.32-47-36W. 36.62'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 415.57', CONCAVE TO THE SE., A RADIAL TO SAID POINT BEARS N.00-24-52W.CONTINUING SW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°43'01" AN ARC LENGTH OF 121.25'
TO THE BEGINNING OF A TANGENT CURVE, SAID BEGINNING BEING A POINT OF REVERSE CURVATURE, SAID TANGENT CURVE HAVING A RADIUS OF 499.00', CONCAVE TO THE N., A RADIAL TO SAID POINT OF REVERSE CURVATURE BEARS S.17-07-53E.
CONTINUING SW'LY, W'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32°33'57" AN ARC LENGTH OF 283.62'
N.74-33-55W. 350.90'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 1004.00', CONCAVE TO THE NE., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°58'42" AN ARC LENGTH OF 104.76'
N.68-35-13W. 662.20'
N.21-24-47E. 47.58'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 225.00',

CONTINUE TO PAGE 3.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
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AMENDMENT TO COUNTYWIDE GENERAL PLAN

UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

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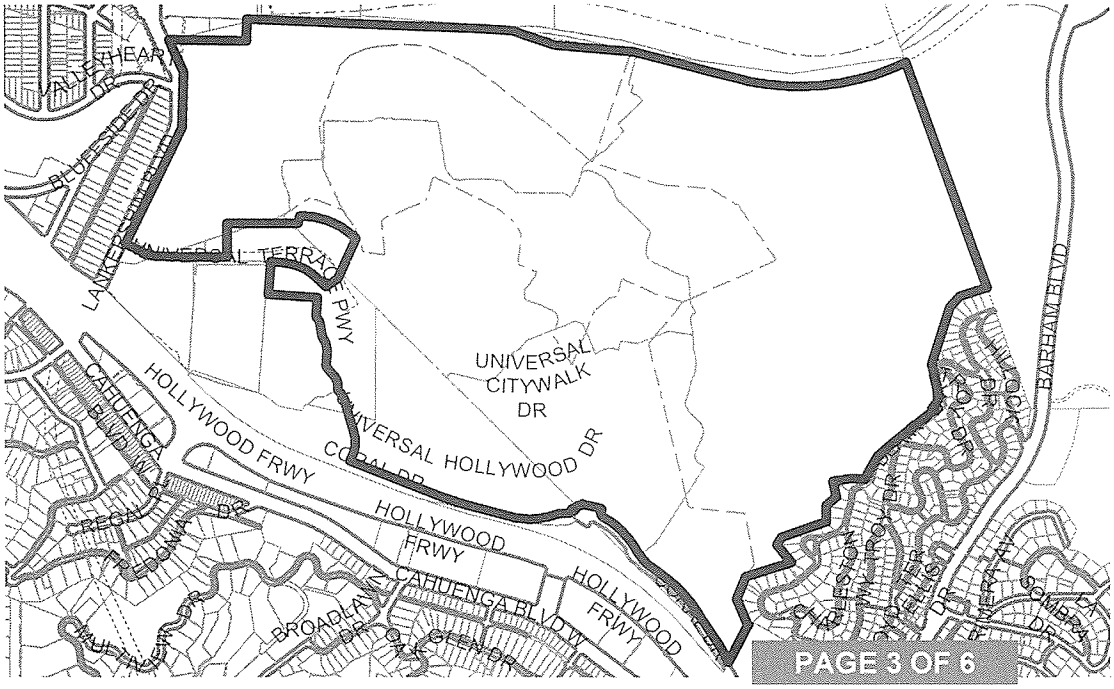
CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: CONTINUED FROM PAGE 2

CONCAVE TO THE W., THENCE NE'LY, N'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 36°39'50" AN ARC LENGTH OF 143.98'
N.15-15-03W. 211.26'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 175.00', CONCAVE TO THE SW., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 33°24'19" AN ARC LENGTH OF 102.03' MORE OR LESS, TO A POINT ON THE W'LY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" PER THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY JULY 30, 2002, SAID POINT SHOWN AS THE S'LY TERMINUS OF THE LINE BEARING S.00-21-20W. 47.10' ON SAID CERTIFICATE OF COMPLIANCE, SAID POINT ALSO BEING THE NE'LY TERMINUS OF THE LINE BEARING S.63-45-05W. 111.14' ON SAID CERTIFICATE OF COMPLIANCE
ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.00-21-20E. 47.10'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.23-45-03W. 42.94'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.44-48-23W. 26.58'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.38-35-31W. 59.09'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.10-01-42W. 16.49'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 91.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.06-59-45W. 36.67'

CONTINUE TO PAGE 4.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
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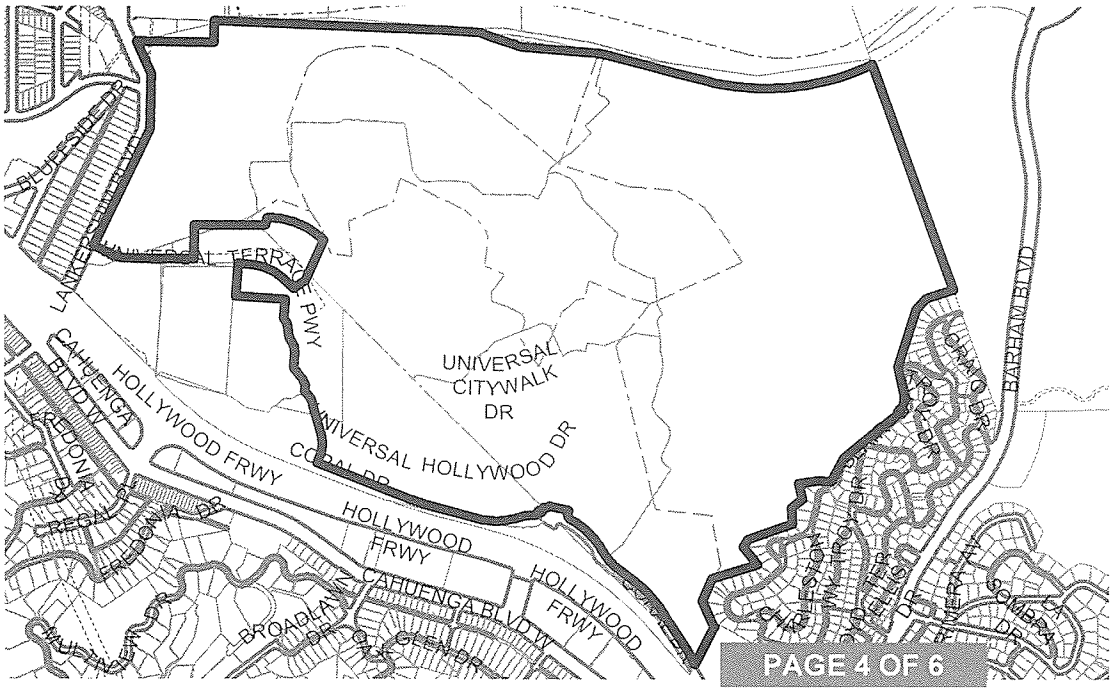
ON:

CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: CONTINUED FROM PAGE 3

CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-09-31W. 29.16'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.31-07-35W. 33.01'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-36-44W. 26.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.07-08-06W. 67.27'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.17-47-37W. 21.54'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.37-24-57W. 31.74'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 129.43' TO THE NE. CORNER OF SAID "LOT 3 AFTER ADJUSTMENT"
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.85-59-32W. 326.70'
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 218.76'
DEPARTING SAID W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" S.83-17-35E. 112.11'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 354.95 CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.08-38-27E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 37-14-02 AN ARC LENGTH OF 230.67, MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 506.50', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.40-57-11E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08-12-43 AN ARC LENGTH OF 72.60' MORE OR LESS,

CONTINUE TO PAGE 5.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

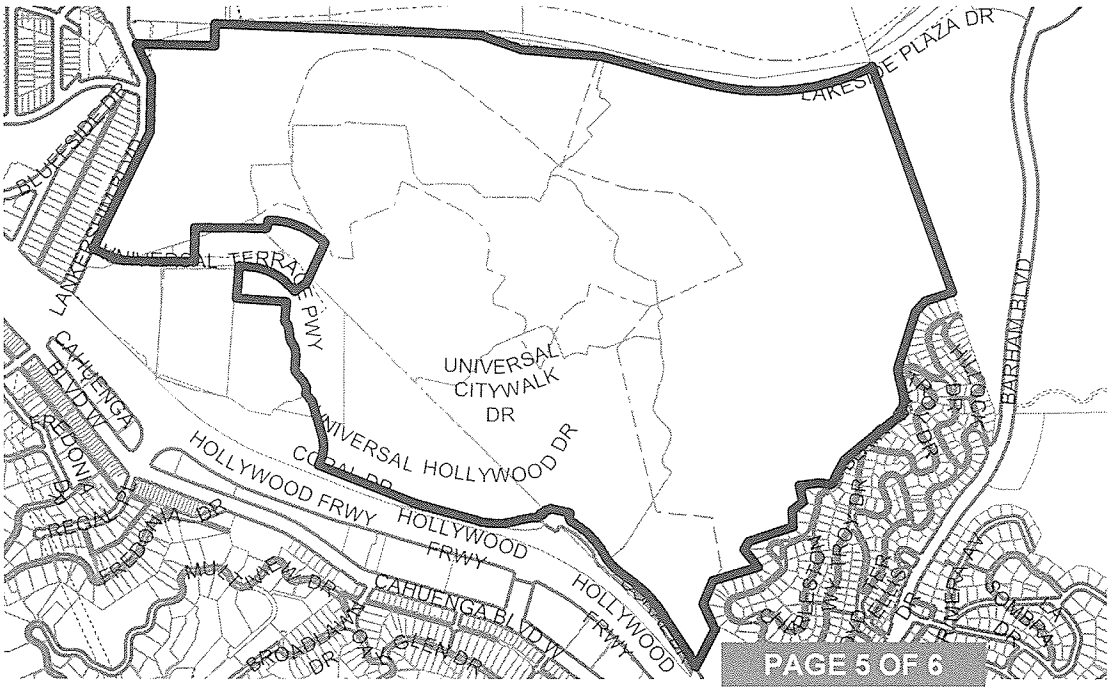
AMENDMENT TO COUNTYWIDE GENERAL PLAN

UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON: _____

CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: CONTINUED FROM PAGE 4

TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE N.54-08-42E. 99.58
N.24-01-22E. 291.20'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 533.57', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.43-50-08E. NW'LY AND W'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44-15-41 AN ARC LENGTH OF 412.19' MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE S.14-08-53W. 53.17'
N.89-59-50W. 470.09'
S.00-00-10W. A DISTANCE 225.37'
S.89-57-59W. 269.47'
N.89-01-24W. 180.89'
N.86-50-55W. 5.27'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63', CONCAVE TO THE NE., A RADIAL TO SAID POINT BEARS S.03-33-44W. W'LY AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24-28-32 AN ARC LENGTH OF 108.77', MORE OR LESS
TO THE BEGINNING OF A NON TANGENT LINE
ALONG SAID NON-TANGENT LINE N.64-22-28W. 122.99', MORE OR LESS
TO A POINT LYING ON THE E'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY BEING 80' WIDE, HAVING A HALF WIDTH OF 40.00' AS SHOWN IN TRACT 27621 RECORDED IN MAP BOOK 769, PAGES 14 THROUGH 15, SAID POINT LYING N.25-35-56E. 132.09' FROM A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES SHOWN AS THE NW'LY TERMINUS OF THAT LINE SHOWN AS BEARING N.82-41-39W. 116.52' ON SAID TRACT 27621.

SAID LAND ALSO BOUND TO THE W. BY THE E'LY RIGHT OF WAY LINE OF

CONTINUE TO PAGE 6.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

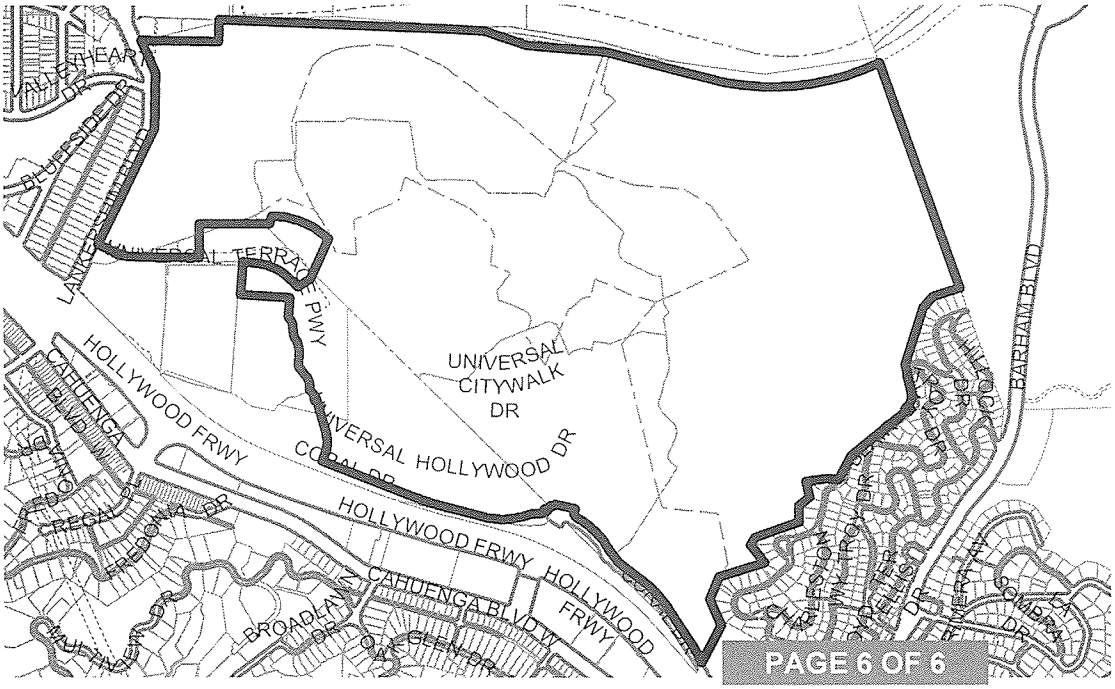
AMENDMENT TO COUNTYWIDE GENERAL PLAN

UNIVERSAL CITY COMMUNITY

PLAN AMENDMENT: PA 20070001

ON: _____

CATEGORIES I AND C TO CATEGORY SP



LEGAL DESCRIPTION: CONTINUED FROM PAGE 5

LANKERSHIM BOULEVARD, SAID RIGHT OF WAY LINE HAVING A HALF WIDTH OF 50.00', SAID RIGHT OF WAY HALF WIDTH PER THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY;

SAID LAND BOUND TO THE N. IN PART BY THE S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE, SAID LAND ALSO BOUND IN PART TO THE N. AND W. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT THE NW. CORNER OF LOT 1 AS PER THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY DECEMBER 30, 2004, SAID CORNER LYING IN THE NE'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY HAVING A HALF WIDTH OF 50.00' AS SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID CORNER ALSO BEING THE NW'LY TERMINUS OF THE LINE SHOWN AS BEARING N.24-17-17W. 228.33' ON SAID CERTIFICATE OF COMPLIANCE

N.24-17-17W. 9.69' ALONG SAID NE'LY RIGHT OF WAY LINE TO THE POINT OF BEGINNING
DEPARTING SAID NE'LY RIGHT OF WAY LINE S.88-53-29E. 515.72'
N.00-43-31E. 126.94', MORE OR LESS,
TO A POINT ON THE N'LY LINE OF SAID LOT 1
DEPARTING SAID N'LY LINE OF SAID LOT 1 N.00-43-31E. 19.23' MORE OR LESS TO SAID S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER SAID GRANT DEED.

PARCELS
STREET / RIGHT OF WAY
LOT LINE
CUT/DEED LINE
EASEMENT LINE
PLAN AMENDMENT AREA
NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO ZONE CHANGE NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), and Chapter 22.16, part 2 of the County Code of the County of Los Angeles ("County") provides for the adoption of zone changes and amendments to the County zoning regulations;

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations from the County to the City of Los Angeles ("City") (3 acres), plus detachments from the City to the County (30 acres), for a net 27 acres to the County, for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet) is collectively referred to as "Project";

WHEREAS, the Applicant has requested approval of Zone Change No. 200700001 to rezone 296 acres in the unincorporated County from the M-1.5 (Restricted Heavy Manufacturing) zone to SP (Specific Plan) zone; and to zone approximately 30 acres located within the City, currently zoned as [Q]C2-1-SN pursuant to the City's zoning regulation, to SP so that upon approval of the detachments of the incorporated portions of the Project Site from the City to the County (30 acres), and annexations from the unincorporated portions of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the Project (27 net additional acres to the County);

WHEREAS, the Regional Planning Commission of the County of Los Angeles ("Commission") has conducted a public hearing in the matter of Zone Change No. 200700001 on February 27, 2013; and

WHEREAS, the Commission finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary

pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. Zone Change No. 200700001 is a request to change 296 acres from M-1.5 (Restricted Heavy Manufacturing) zone to SP (Specific Plan); and to zone the approximately 30-acre portion of the Project Site that is located within the City as [Q]C2-1-SN zoning pursuant to the City of Los Angeles Planning and Zoning Code to SP (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portions of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County). The SP designation will ensure that development occurring after rezoning will conform to the approved Specific Plan and be compatible with the surrounding area. As applied to this case, the Specific Plan will authorize the multi-use development program on the Project Site.

4. Plan Amendment No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within unincorporated County from Countywide General Plan ("General Plan") Category I (Major Industrial) and Category C (Major Commercial) to Category SP (Specific Plan); and to designate as Category SP (Specific Plan) the portion of the Project Site that is located within the City so that upon approval of the detachment of the incorporated portions of the Project Site from the City to the County (30 acres), and annexation of unincorporated portions of the Project Site from the County to the City (3 acres), a plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County). The portion of the Project Site within City jurisdiction is currently designated as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space pursuant to the City's General Plan.

5. Specific Plan No. 200700001 is a related request to guide the continued development of a multi-use project in the proposed SP (Specific Plan) zone.

6. Development Agreement No. 200700001 is a related request between the County and the property owner to authorize a development agreement for 25 years

7. Approval of the Specific Plan and Development Agreement and consideration of an Environmental Impact Report ("EIR") will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. terrain. The subject property is currently developed with studio and office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east, and Hollywood (U.S. 101) freeway and commercial and multi-family residential uses are located to the south. Land uses to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property is zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are currently zoned [Q]C2-1-SN pursuant to the City of Los Angeles Zoning Ordinance. The Commission has recommended that the Board of Supervisors approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (net 27 additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the city's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the property. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The proposed Zone Change is consistent with the General Plan, as proposed to be amended, for the property. The proposed Zone Change to SP is consistent with

the amended land use designation of SP, because the intent of the zoning (to Zone SP) is to implement the land use (Category SP).

14. The Project is consistent with the proposed SP zoning classification. The subject Project includes proposed development regulated by proposed Specific Plan regulations that are in addition to Title 22 of the Zoning Code. Where the Specific Plan differs from Title 22 of the Zoning Code, the Specific Plan's policies, design guidelines, regulations, and development standards shall apply. Where the Specific Plan does not address a particular area of regulation, the regulations and development standards contained with the Zoning Code shall apply. The Project is consistent with the regulations and development standards proposed in the Specific Plan and with applicable Zoning Code.

15. The requested zone change to SP is necessary to authorize the proposed use on the subject property and to ensure consistency with the applicable goals and policies of the General Plan.

16. Modified conditions within the geographical location of the Project warrant a revision in the zoning of the subject property. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors, makes it ideal for redevelopment, intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to surrounding uses. The proposed designation is in contrast to the majority of the site designated Major Industrial contemplated by the current General Plan to encourage primarily industrial development. Similarly, existing Restricted Heavy Manufacturing zoning classification of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to film production and related support facilities with very little or no other public uses. Additional public uses such as CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the growth of various office uses have been established as permitted uses subsequent to the original-current zoning of the Project site. These newer uses are generally less compatible with a vast number of heavy manufacturing uses which could be permitted by the existing zoning classification but are not suitable for development on the Project Site. The Specific Plan zoning would establish additional controls for a unique mix of compatible uses on the Universal City Project Site.

17. A need for the proposed zone classification exists within the area because the Countywide General Plan recognizes the importance of developing a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The Project Site is located adjacent to established communities and surrounded by major commercial uses and other regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this aging property ideal for redevelopment and suitable expansion with an increased mix of the media and entertainment uses that are contemplated for the Project Site pursuant to the related Zone Change to re-zone the Project Site as SP (Specific Plan). In addition, the

proposed zone will allow for further development of a major employment center in proximity to other major employment centers such as the Burbank Media District and the City of Glendale, which together include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed zone can take full advantage of the existing vehicular and rail transportation network of the area.

18. The subject property is a proper location for the proposed Specific Plan zoning classification. Placement of the proposed zone at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice, in that the proposed zoning classification will allow implementation of development that protects the safety of current and future residents due to the presence of geologic, seismic, fire, flood, erosion, or potential crime hazards through appropriate design and location standards. The Project Site has access to all of the available services and facilities that are needed for the proposed development. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property, which will prevent the surrounding residential areas from new intrusions.

19. The proposed zone change from M-1.5 to SP is consistent with General Plan Amendment No. 200700001 as reflected therein, with the goals and objectives of the General Plan and provisions of the proposed Specific Plan.

20. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

21. Compatibility with surrounding land uses will be ensured through the related General Plan Amendment to Specific Plan, associated Mitigation Monitoring and Reporting Program, and Development Agreement.

22. The Development Agreement will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.]

23. The applicant has satisfied the "Burden of Proof" for the requested zone change.

24. During the _____ public hearing, the Commission heard a presentation from staff and testimony from the applicant and members of the public. Commissioners _____ were present. The applicant's representatives, _____, testified in favor of the Project.

25. _____ persons testified in favor of the Project, _____ persons testified in opposition, and _____ persons testified neither in favor nor opposed regarding the Project.

26. [Reserved for summary of proceedings on February 27, 2013 public hearing.]

27. _____ phone calls were received from members of the public.

28. The following letters regarding the Project were received: _____.

29. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

30. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

31. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010 by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

32. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable adverse impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)

- Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
- Solid Waste (Operational: Landfill Capacity)

33. A Statement of Overriding Considerations concluded that the benefits of the Project outweigh the remaining environmental impacts that cannot be reduced to a less than significant level.

34. The City as Lead Agency determined that Alternative 10 – No Residential Alternative is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

35. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

36. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

37. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

38. The Commission finds that designating the portion of the Project Site currently located within the City and proposed to be detached therefrom as SP is necessary in order to maintain consistency with the general plan and proposed Specific Plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, and Development Agreement No. 200700001, ;

2. Consider the certified Final EIR completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board;

3. Find that the Board has reviewed and considered the information contained in the Final EIR prior to approving the proposed zone change;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended change of zone is consistent with the goals, policies and programs of the General Plan with the adoption of General Plan Amendment No. 200700001 by the Board;

7. Find that the public convenience, the general welfare, and good zoning practice justify the recommended change of zone; and therefore

8. Adopt the recommended Zone Change No. 200700001 changing the zoning classification on the property as depicted on the attached Exhibit and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

_____

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

SZD:KKS
DATE

ORDINANCE NUMBER _____

An ordinance amending Section 22.16.230 of Title 22 of the County Code, changing regulations for the execution of the Countywide General Plan, relating to the Universal City Zoned District Number UC.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Section 22.16.230 of the County Code is amended by amending the map of the Universal City Zoned District Number UC as shown on the map attached hereto.

SECTION 2. The Board of Supervisors finds that this ordinance is consistent with the Countywide General Plan of the County of Los Angeles.

CHANGE OF PRECISE PLAN

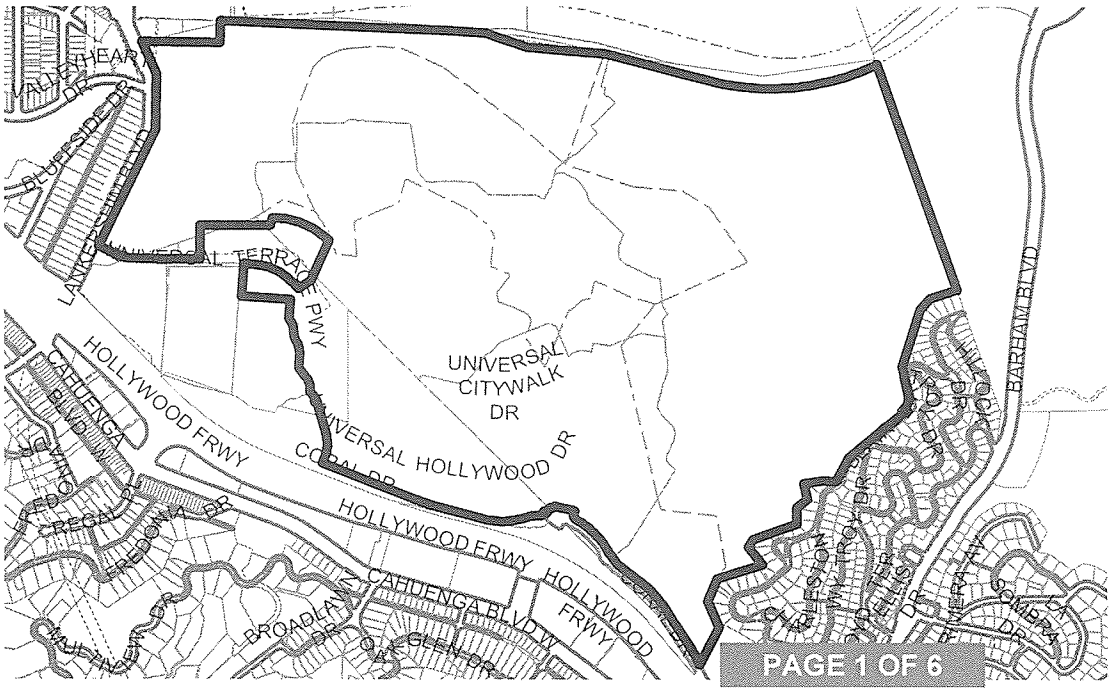
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION:

BEING LOTS "C" AND "E" TOGETHER WITH PORTIONS OF LOTS "B" AND "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND A PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITIONS BEING FILED IN CASE 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341, PAGES 75 THROUGH 89 OF DEEDS, RECORDS OF SAID COUNTY AND THAT PORTION OF THE PARCEL OF LAND SHOWN AS "LOS ANGELES RIVER" ON SAID MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT LAND BOUND TO THE NE., E., AND SE. BY THE W'LY BOUNDARY OF LOT "F" TOGETHER WITH THE W'LY BOUNDARY OF RANCHO PROVIDENCIA AS SHOWN ON SAID MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION;

SAID LAND BOUND TO THE W., SW., S., AND SE. BY THE N. AND NE. BOUNDARY OF THAT CERTAIN EASEMENT DEED RECORDED AS INSTRUMENT NUMBER 87-1240174 ON AUGUST 4, 1987 IN SAID COUNTY RECORDER'S OFFICE, TOGETHER WITH THE N'LY LINE OF THAT LAND DESCRIBED IN INSTRUMENT 87-381928 AS RECORDED IN SAID COUNTY RECORDER'S OFFICE; SAID LAND ALSO BOUND TO THE S. AND SE. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT A POINT ON THE S'LY BOUNDARY OF THAT LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY

CONTINUE TO PAGE 2.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

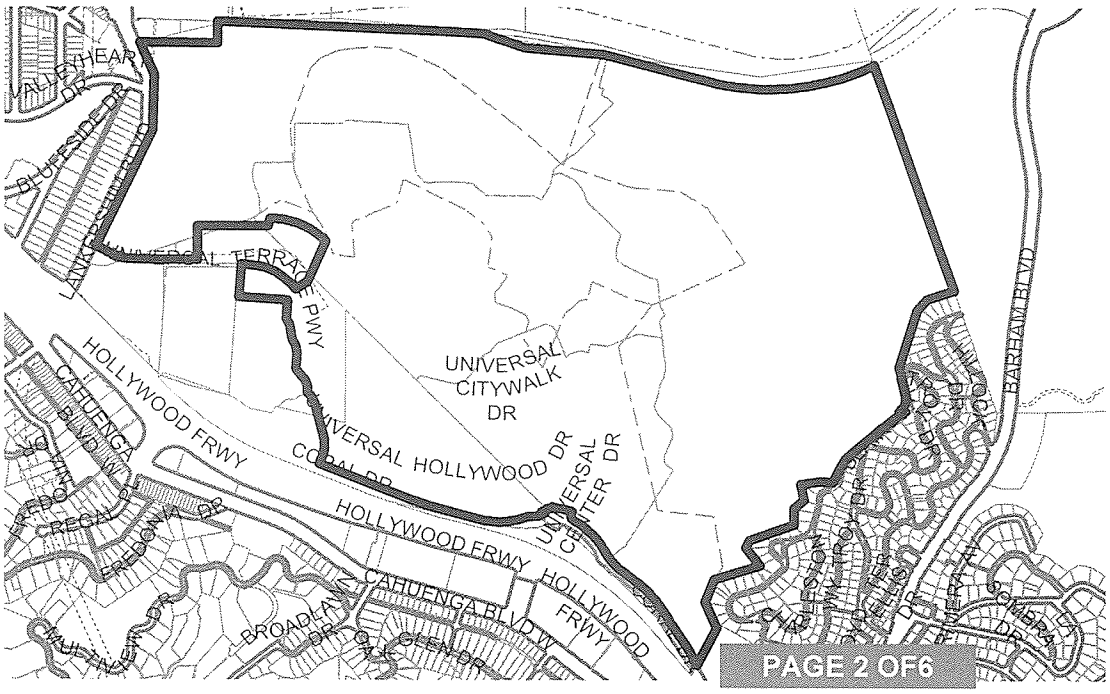
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: CONTINUED FROM PAGE 1

RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID POINT 0.82' NE'LY OF THE SW. TERMINUS OF THAT CERTAIN LINE SHOWN ON SAID RECORD OF SURVEY AS BEARING N.21-52-56E. 7.00', SAID POINT ALSO SHOWN AS THE N'LY TERMINUS OF THAT CERTAIN LINE SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS AS BEARING 21-52-26 6.18'
ALONG SAID S'LY BOUNDARY AS SHOWN IN SAID RECORD OF SURVEY S.32-47-36W. 29.75'
DEPARTING SAID S'LY BOUNDARY IN SAID RECORD OF SURVEY N.57-12-24W. 20.00'
S.32-47-36W. 36.62'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 415.57', CONCAVE TO THE SE., A RADIAL TO SAID POINT BEARS N.00-24-52W.CONTINUING SW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°43'01" AN ARC LENGTH OF 121.25'
TO THE BEGINNING OF A TANGENT CURVE, SAID BEGINNING BEING A POINT OF REVERSE CURVATURE, SAID TANGENT CURVE HAVING A RADIUS OF 499.00', CONCAVE TO THE N., A RADIAL TO SAID POINT OF REVERSE CURVATURE BEARS S.17-07-53E.
CONTINUING SW'LY, W'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32°33'57" AN ARC LENGTH OF 283.62'
N.74-33-55W. 350.90'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 1004.00', CONCAVE TO THE NE., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°58'42" AN ARC LENGTH OF 104.76'
N.68-35-13W. 662.20'
N.21-24-47E. 47.58'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 225.00',

CONTINUE TO PAGE 3.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA

NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

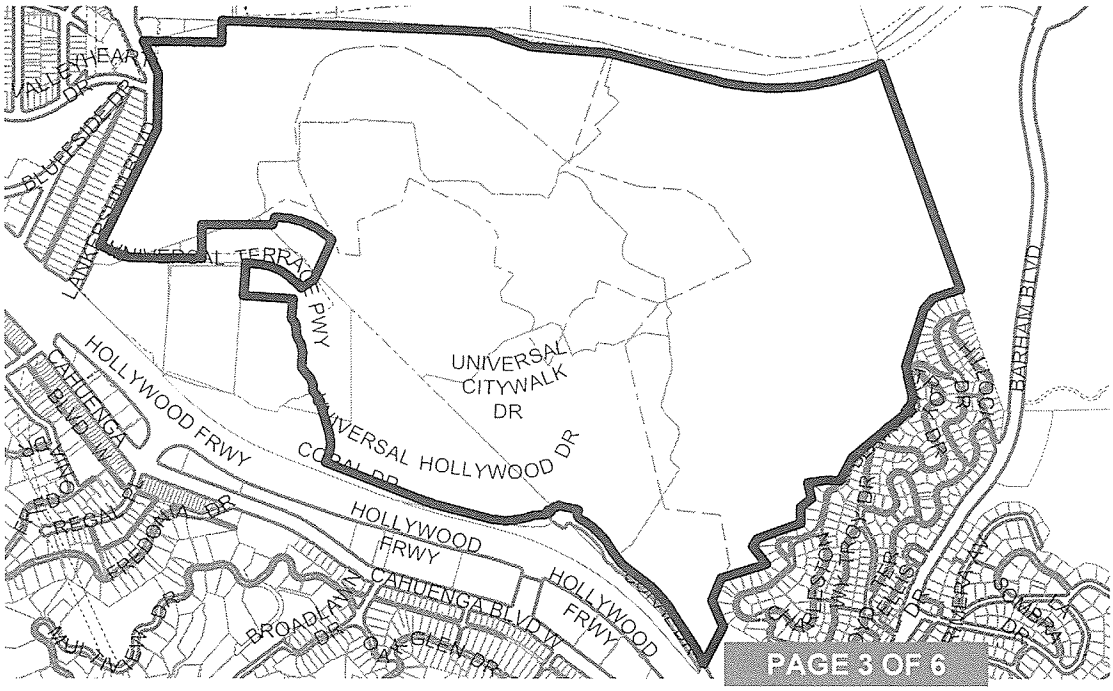
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: CONTINUED FROM PAGE 2

CONCAVE TO THE W., THENCE NE'LY, N'LY, AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 36°39'50" AN ARC LENGTH OF 143.98'
N.15-15-03W. 211.26'
TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 175.00', CONCAVE TO THE SW., THENCE NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 33°24'19" AN ARC LENGTH OF 102.03' MORE OR LESS, TO A POINT ON THE W'LY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" PER THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY JULY 30, 2002, SAID POINT SHOWN AS THE S'LY TERMINUS OF THE LINE BEARING S.00-21-20W. 47.10' ON SAID CERTIFICATE OF COMPLIANCE, SAID POINT ALSO BEING THE NE'LY TERMINUS OF THE LINE BEARING S.63-45-05W. 111.14' ON SAID CERTIFICATE OF COMPLIANCE
ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.00-21-20E. 47.10'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.23-45-03W. 42.94'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.44-48-23W. 26.58'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.38-35-31W. 59.09'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.10-01-42W. 16.49'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 91.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.06-59-45W. 36.67'

CONTINUE TO PAGE 4.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

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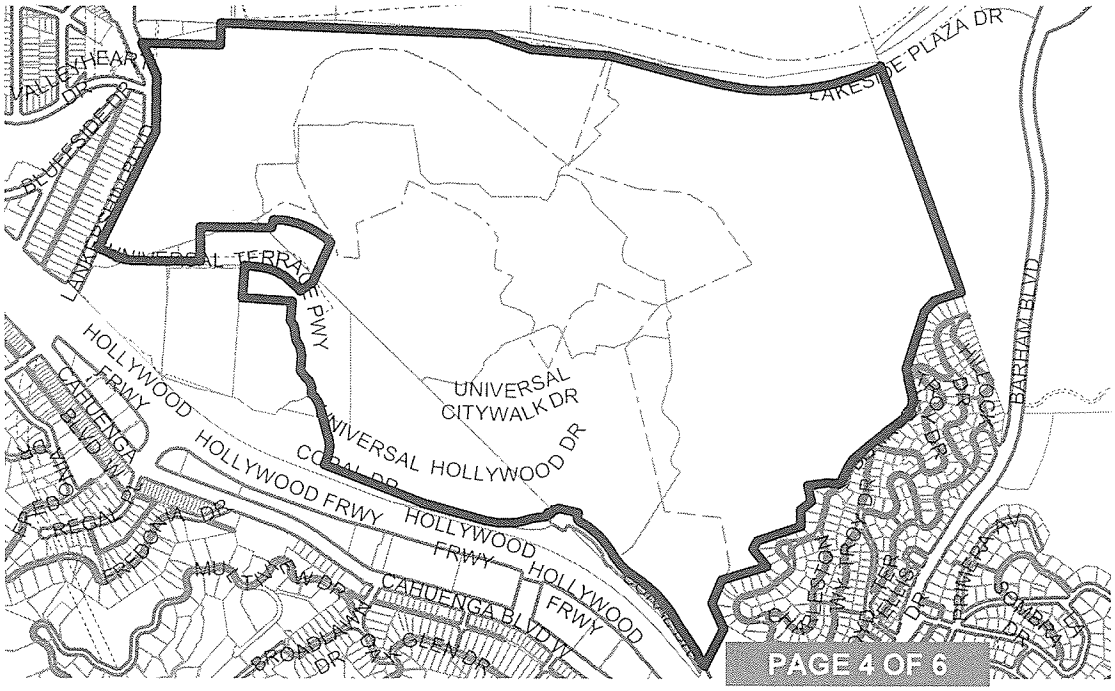
AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: CONTINUED FROM PAGE 3

CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-09-31W. 29.16'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.31-07-35W. 33.01'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.18-36-44W. 26.00'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.07-08-06W. 67.27'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.17-47-37W. 21.54'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.37-24-57W. 31.74'
CONTINUING ALONG THE W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 129.43' TO THE NE. CORNER OF SAID "LOT 3 AFTER ADJUSTMENT"
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.85-59-32W. 326.70'
CONTINUING ALONG THE SW'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" N.04-00-28E. 218.76'
DEPARTING SAID W'LY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" S.83-17-35E. 112.11'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 354.95 CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.08-38-27E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 37-14-02 AN ARC LENGTH OF 230.67, MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 506.50', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.40-57-11E. SE'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08-12-43 AN ARC LENGTH OF 72.60' MORE OR LESS,

CONTINUE TO PAGE 5.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

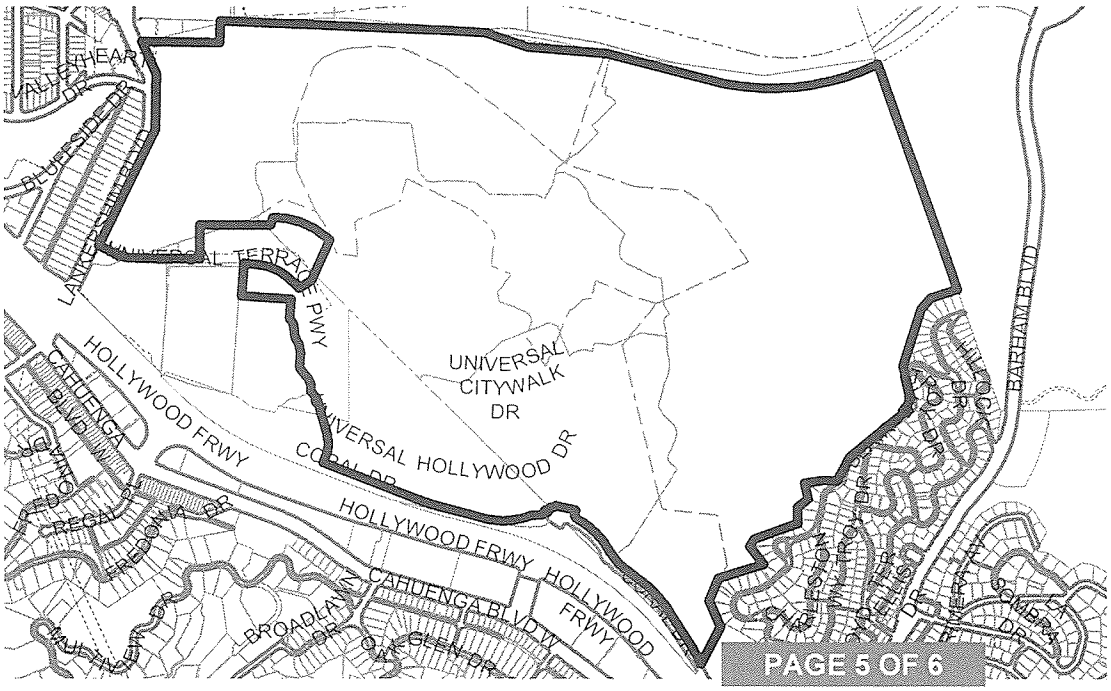
UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

ZONING CASE: ZC20070001

AMENDING SECTION: 22.16.230 OF THE COUNTY CODE



LEGAL DESCRIPTION: CONTINUED FROM PAGE 4

TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE N.54-08-42E. 99.58
N.24-01-22E. 291.20'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 533.57', CONCAVE TO THE SW., A RADIAL TO SAID POINT BEARS N.43-50-08E. NW'LY AND W'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44-15-41 AN ARC LENGTH OF 412.19' MORE OR LESS,
TO THE BEGINNING OF A NON-TANGENT LINE ALONG SAID NON-TANGENT LINE S.14-08-53W. 53.17'
N.89-59-50W. 470.09'
S.00-00-10W. A DISTANCE 225.37'
S.89-57-59W. 269.47'
N.89-01-24W. 180.89'
N.86-50-55W. 5.27'
TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63', CONCAVE TO THE NE., A RADIAL TO SAID POINT BEARS S.03-33-44W. W'LY AND NW'LY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24-28-32 AN ARC LENGTH OF 108.77', MORE OR LESS
TO THE BEGINNING OF A NON TANGENT LINE
ALONG SAID NON-TANGENT LINE N.64-22-28W. 122.99', MORE OR LESS
TO A POINT LYING ON THE E'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY BEING 80' WIDE, HAVING A HALF WIDTH OF 40.00' AS SHOWN IN TRACT 27621 RECORDED IN MAP BOOK 769, PAGES 14 THROUGH 15, SAID POINT LYING N.25-35-56E. 132.09' FROM A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES SHOWN AS THE NW'LY TERMINUS OF THAT LINE SHOWN AS BEARING N.82-41-39W. 116.52' ON SAID TRACT 27621.

SAID LAND ALSO BOUND TO THE W. BY THE E'LY RIGHT OF WAY LINE OF

CONTINUE TO PAGE 6.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
OM: 4310

DRAFT

DIGITAL DESCRIPTION: \ZCO\ZD_UNIVERSAL_CITY

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

CHANGE OF PRECISE PLAN

UNIVERSAL CITY ZONED DISTRICT

ADOPTED BY ORDINANCE: _____

ON: _____

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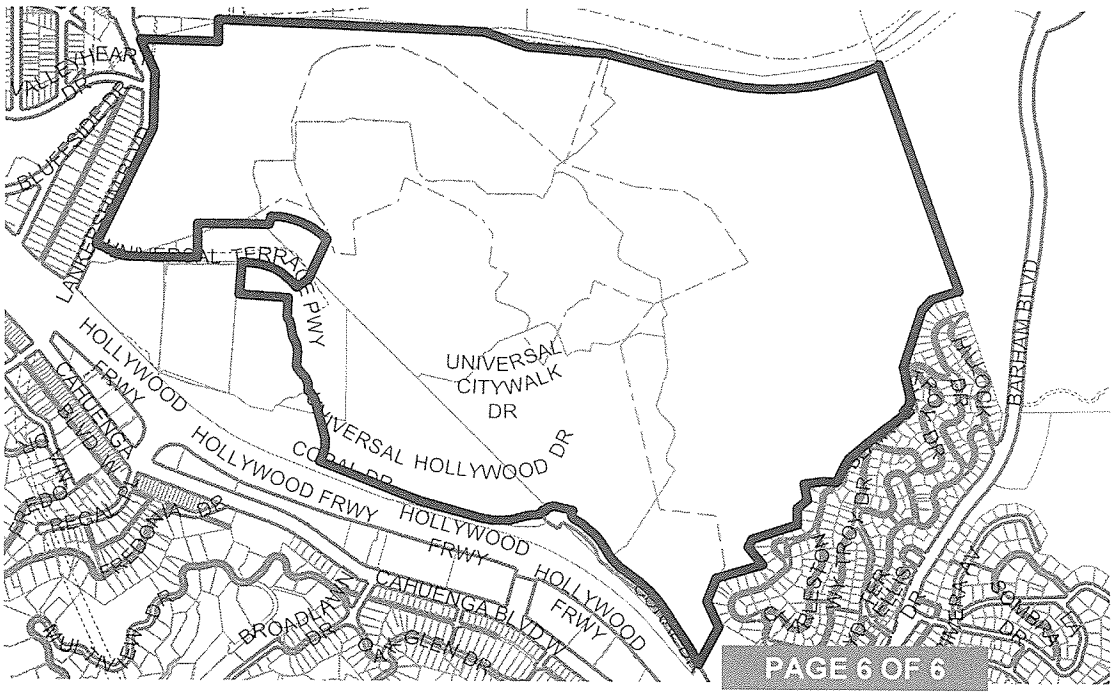

LEGAL DESCRIPTION: CONTINUED FROM PAGE 5

LANKERSHIM BOULEVARD, SAID RIGHT OF WAY LINE HAVING A HALF WIDTH OF 50.00', SAID RIGHT OF WAY HALF WIDTH PER THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY;

SAID LAND BOUND TO THE N. IN PART BY THE S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE, SAID LAND ALSO BOUND IN PART TO THE N. AND W. BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT THE NW. CORNER OF LOT 1 AS PER THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY DECEMBER 30, 2004, SAID CORNER LYING IN THE NE'LY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY HAVING A HALF WIDTH OF 50.00' AS SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID CORNER ALSO BEING THE NW'LY TERMINUS OF THE LINE SHOWN AS BEARING N.24-17-17W. 228.33' ON SAID CERTIFICATE OF COMPLIANCE

N.24-17-17W. 9.69' ALONG SAID NE'LY RIGHT OF WAY LINE TO THE POINT OF BEGINNING
DEPARTING SAID NE'LY RIGHT OF WAY LINE S.88-53-29E. 515.72'
N.00-43-31E. 126.94', MORE OR LESS,
TO A POINT ON THE N'LY LINE OF SAID LOT 1
DEPARTING SAID N'LY LINE OF SAID LOT 1 N.00-43-31E. 19.23' MORE OR LESS TO SAID S'LY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER SAID GRANT DEED.

LEGEND:

- PARCELS
- STREET / RIGHT OF WAY
- LOT LINE
- CUT/DEED LINE
- EASEMENT LINE
- ZONE CHANGE AREA
- NAP NOT A PART

N

0 600 1,200 FEET

COUNTY ZONING MAP
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THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
DAVID W. LOUIE, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO THE ADOPTION OF SPECIFIC PLAN NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 8 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65450) provides for the adoption of a specific plan after a local jurisdiction has adopted a general plan, in order to provide for the systematic implementation of the general plan for all or part of the area covered by that general plan; and

WHEREAS, the County of Los Angeles ("County") adopted a Countywide General Plan ("General Plan") in November 1980, which General Plan has been periodically updated and amended since that time; and

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations (3 acres) from the County to the City of Los Angeles ("City") plus detachments (30 acres) from the City to the County, for a net 27 acres from the City to the County for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet), is collectively referred to as the "Project"; and

WHEREAS, the Applicant has requested approval and adoption of Specific Plan No. 200700001 to provide for the systematic implementation of the General Plan to the Project Site and to guide the continued development of a multi-use project in the proposed SP (Specific Plan) zone.

WHEREAS, the Regional Planning Commission of the County has conducted a public hearing in the matter of Specific Plan No. 200700001 on February 27, 2013; and

WHEREAS, the Regional Planning Commission ("Commission") finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary

pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. Specific Plan No. 200700001 is a request to guide the continued development of a mulit-use project in the proposed SP (Specific Plan) zone.

4. General Plan Amendment No. 200700001 is a related request to change 296 acres from I (Major Industrial) and C (Major Commercial) Categories to SP Category (Specific Plan); and to designate the approximately 30-acre portion of the Project Site that is located within the City as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan, to SP Category (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of the unincorporated portions of the Project Site from the County (3 acres) to the City, a community plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

5. Zone Change No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within the County from M-1.5 (Restricted Heavy Manufacturing), to SP (Specific Plan); and to zone as SP (Specific Plan) the approximately 30-acre portion of the Project Site that is located within the City currently zoned [Q]C2-1-SN under the City of Los Angeles Zoning Ordinance, so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of unincorporated portions of the Project Site from the County (3 acres) to the City, a zoning classification consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

6. Development Agreement No. 200700001 is a related request to authorize a development agreement between the County and Property Owner for 25 years.

7. Approval of the Specific Plan and Development Agreement and consideration of the EIR will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. The subject property is currently developed with studio and office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east and Hollywood (U.S. 101) freeway and commercial and multifamily uses are located to the south. Land uses

to the west include Lankershim Boulevard, the Universal City Metro Redline station, Park-and-Ride facilities, Campo de Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property are zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are zoned [Q]C2-1-SN pursuant to the City of Los Angeles Planning and Zoning Code. The Commission has recommended that the Board approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the City's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the Project Site. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The Project is consistent with the requirements of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 and Los Angeles County Code Section 22.46, which establish the authority and guidelines for preparation, adoption, and implementation of specific plans. Government Code states the specific plans may be adopted by resolution or by ordinance. County Code specifies that specific plans be adopted by ordinance. Therefore, the Universal Studios Specific Plan ("Specific Plan") is proposed to be adopted by ordinance in compliance with County Code. The Universal Studios Specific Plan

Guidelines are proposed to be adopted by resolution as an informational and explanatory guidance document associated with the Specific Plan.

14. The proposed Specific Plan is consistent with the goals and policies of the General Plan. The proposed Specific Plan will allow compatible uses unique to the media and entertainment operations of Universal City and its proximity to other media and entertainment enterprises, and it will prohibit or restrict incompatible uses on the Project Site with its proximity to surrounding residential properties.

15. The proposed Specific Plan is necessary to authorize the proposed uses on the subject property and to ensure consistency with the applicable goals and policies of the Countywide General Plan.

16. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

17. Compatibility with surrounding land uses will be ensured through the related Zone Change to Specific Plan, associated Mitigation Monitoring and Reporting Program, and Development Agreement.

18. The Development Agreement will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

19. The proposed Specific Plan is needed to ensure systematic implementation of the general plan on the Project Site, including general plan encouraging the intensification of commercial uses in areas close to transit stations and employment centers.

20. The proposed Specific Plan would encourage redevelopment and expansion of areas suitable for media and entertainment uses unique to the Project Site, and intensify major commercial development. The intent of the Specific Plan is to provide for focused site-specific development in appropriate locations, conveniently accessible to and within multipurpose employment centers. The requested Specific Plan would direct the proposed uses of the property within the existing Universal City site.

21. The proposed Specific Plan is appropriate and proper because the location of the development efficiently utilizes existing infrastructure and services, as the site is compatible with surrounding uses, is close to a transit station, and will support State and County efforts to provide increased employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. Design features such as green building provisions, site-specific regulations, and inclusion of a mix of media, office, and entertainment uses compliment existing uses on the site and continue to protect surrounding uses.

22. Modified conditions of the Project Site and surrounding community warrant a Specific Plan. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well-developed transit corridors, makes the Project Site ideal for redevelopment, intensifying its use as a regional employment center for the media and entertainment industry while remaining sensitive to surrounding uses. The proposed Specific Plan is in contrast to the development contemplated by the majority of the Project Site currently designated in the General Plan as Industrial (232 acres) to encourage primarily industrial development. The remaining 64 acres are designated Major Commercial. The existing Industrial designation of the Project Site is primarily reflective of the earlier planned use of the site as largely limited to only film production with related support facilities and other industrial uses. Additional public uses such as CityWalk retail center, Universal Studios Theme Park, expanded Universal Studios Tram Tour, Gibson Amphitheater, and the growth of various office uses have been established as permitted uses subsequent to the original establishment of current plan designations for the Project site. Though generally located within the Major Commercial designation of the Project Site, these more recently established uses are generally not compatible with a vast number of heavy manufacturing uses that could be permitted by the existing Major Industrial designation and could surround these uses, and impose on the surrounding residential community, therefore, many of the Major Industrial uses are not suitable for development on the Project Site. The Specific Plan would implement additional land use controls for continuing a unique mix of compatible uses on the Universal City Project Site.

23. A need for the proposed Specific Plan exists within the area because the Countywide General Plan recognizes the importance of implementing development within a range of compatible land use types near public transportation system and encourages urban growth into areas with existing infrastructure system. A multi-use development near the Universal City Metro Red Line Station would facilitate ridership on the public transit system, thereby promoting the use of public transit. The property is located adjacent to established communities and also near other major media and entertainment uses and other regional employment centers accessible by developed transit corridors. Surrounding land uses and existing infrastructure make this aging property ideal for redevelopment and suitable expansion with an increased mix of the media and entertainment uses that are contemplated for the Project Site pursuant to the related General Plan Amendment to redesignate the Project Site as SP (Specific Plan). In addition, the proposed Specific Plan will allow for further development of a major employment center in proximity to other similar major employment centers such as the Burbank Media District and City of Glendale, which together include major media and entertainment corporations such as Disney, Warner Brothers, and Dreamworks. Paramount and other studios are located nearby in Hollywood. Furthermore, the proposed Specific Plan can take full advantage of implementing development near the existing vehicular and rail transportation network of the area.

24. Approval of the proposed Specific Plan is in the best interest of the public health, safety and general welfare, as the area contains and/or the Project proposes sufficient infrastructure and facilities to accommodate the development, to include street improvements, water supply, sewer connections, fire flow and fire access, and protection from potential crime hazards. The development is in conformity with

good planning practices, as the development is necessary in order to fulfill General Plan goals, policies, and programs in that the development of employment opportunities near major employment centers and transit stations, increase use of public transportation, decrease air pollution and contribute to the conservation of energy. The subject property fronts on a designated County Highway and U.S. Highway 101, is adjacent to the Red Line, is in close proximity to State Route 134, and certain adjacent right-of-ways are included in long term City and County bicycle plans. The design and scale of the Project is limited to the existing Universal City property which will prevent the surrounding residential areas from new intrusions.

25. The applicant has satisfied the requirements of Title 22 Chapter 22.46 of the County's Zoning Ordinance for the requested Specific Plan.

26. During the _____ public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners _____ were present. The applicant's representatives, _____, testified in favor of the Project.

27. _____ persons testified in favor of the Project, _____ persons testified with concerns, and _____ persons testified neither in support nor opposed regarding the Project.

28. _____ phone calls were received from members of the public.

29. The following letters or e-mails regarding the Project were received: _____.

30. [Reserved for summary of proceedings on February 27, 2013 public hearing.]

31. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

32. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

33. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010, by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555 Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft

EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

34. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)
    - Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
    - Solid Waste (Operational: Landfill Capacity)

35. The City as Lead Agency determined that Alternative 10 is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

36. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

37. The Commission finds that a MMRP consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

38. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

39. The Commission finds that pre-designating the portion of the Project Site currently located within the City and proposed to be detached therefrom as SP is necessary in order to maintain consistency with the general plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, and Development Agreement No. 200700001;

2. Consider the certified Final EIR (SCH No. 2007071036) completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board of Supervisors;

3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed Specific Plan;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended Specific Plan is consistent with the goals, policies and programs of the Los Angeles Countywide General Plan; and therefore

7. Adopt by ordinance the recommended Specific Plan No. 200700001 as part of Title 22 of the Los Angeles County Zoning Ordinance as described herein above.

8. Approve by resolution the Universal Studios Specific Plan Guidelines as a guidance document for the implementation of the Specific Plan.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

SZD:KKS
2/13/13

ORDINANCE NO. _____

An ordinance approving Universal Studios Specific Plan ordinance pursuant to Section 65450 and Chapter 22.46 of Title 22 of the Los Angeles County Code and amending Section 22.46.040 of the Los Angeles County Code.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. The Board of Supervisors hereby approves Specific Plan No. 20070001 a copy of which is attached hereto.

SECTION 3. The Board of Supervisors finds that this ordinance is consistent with the General Plan of the County of Los Angeles.

A RESOLUTION OF THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES RELATING TO THE APPROVAL OF DEVELOPMENT AGREEMENT NO. 200700001 PROJECT NO. TR068565-(3)

WHEREAS, Article 2.5 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65864) authorizes the County of Los Angeles ("County") to enter into a development agreement with any person having a legal or equitable interest in real property for the development of that property; and

WHEREAS, the applicant Universal City Studios LLC ("Applicant"), proposes a multi-use development on an existing 296 acres less annexations (3 acres) from the County to the City of Los Angeles ("City") plus detachments (30 acres) from the City to the County, for a net 27 acres from the City to the County for a total of approximately 323 acres within County jurisdiction ("Project Site"). A total of 2,433,000 square feet of gross new development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development for seven land uses including Studio (257,949 square feet), Studio Office (334,774 square feet), Office (495,406 square feet), Hotel (500 rooms / 450,000 square feet), Entertainment (337,895 square feet), Entertainment Retail (63,116 square feet), and removal of Amphitheater (-50,600 square feet), is collectively referred to as the "Project"; and

WHEREAS, the Applicant has requested approval of Development Agreement No. 200700001, which sets forth public benefits to the County and the vested rights of the Applicant; and

WHEREAS, the Regional Planning Commission of the County has conducted a public hearing in the matter of Development Agreement No. 200700001 on February 27, 2013; and

WHEREAS, the Regional Planning Commission ("Commission") finds as follows:

1. The Project Site located within the unincorporated community of Universal City in the County and within the City, is bounded by Lankershim Boulevard to the west, Hollywood Freeway (U.S. 101) to the south, Barham Boulevard and the Hollywood Manor residences to the east, and the Los Angeles River Flood Control Channel to the north. Approximately 296 acres are located within the County area and the remaining 95 acres are located within the City.

2. Regional access to the Project Site is provided by the U.S. 101 and State Route 134 freeways, which are located to the south and to the north respectively. Public access from the west to the Project Site is provided through Lankershim Boulevard at Universal Hollywood Drive and from the south through the Universal Studios Boulevard entrance at Buddy Holly Drive and the Hollywood Freeway. The primary pedestrian access is provided from Lankershim Boulevard at Universal Hollywood Drive across from the Universal City Metro Redline station.

3. Development Agreement No. 200700001 ("Development Agreement") is a request to authorize a development agreement between the County and Property Owner for 25 years.

4. General Plan Amendment No. 200700001 is a related request to change 296 acres from I (Major Industrial) and C (Major Commercial) Categories to SP Category (Specific Plan); and to pre-designate the approximately 30-acre portion of the Project Site that is located within the City as Regional Center Commercial, Community Commercial, Minimum Residential, Medium Residential, and Open Space designations pursuant to the City's General Plan, to SP Category (Specific Plan), so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of the unincorporated portions of the Project Site from the County (3 acres) to the City, a community plan designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

5. Specific Plan No. 200700001 is a related request to guide the continued development of a multi-use project in the proposed SP (Specific Plan) zone.

6. Zone Change No. 200700001 is a related request to amend the 296-acre portion of the Project Site that is located within the County from M-1.5 (Restricted Heavy Manufacturing), to SP (Specific Plan); and to pre-zone as SP (Specific Plan) the approximately 30-acre portion of the Project Site that is located within the City currently zoned [Q]C2-1-SN under the City of Los Angeles Zoning Ordinance, so that upon approval of the detachment of the incorporated portions of the Project Site from the City (30 acres) to the County, and annexation of unincorporated portions of the Project Site from the County (3 acres) to the City, a zoning classification consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

7. Approval of the Specific Plan and Development Agreement and consideration of the EIR will not become effective unless and until the Los Angeles County Board of Supervisors ("Board") has approved the proposed General Plan Amendment and adopted an ordinance effecting the proposed Zone Change, and such ordinance has become effective.

8. The Project Site is approximately 323 gross acres in size, irregular in shape and characterized with variable topography consisting of generally level terrain to the north and west, increasing slope to the east, and a hilltop mesa to the center and southerly portions. The subject property is currently developed with studio and office uses on the flatter portions of the site with retail and theme park uses generally on the higher hill top area of the site.

9. Surrounding land uses within a 500-foot radius of the Project Site to the north are the Los Angeles River Flood Control Channel, Lakeside Country Club and golf course and Toluca Estates residential area. Barham Boulevard, single-family residences and commercial uses are located to the east and Hollywood (U.S. 101) freeway and commercial and multifamily uses are located to the south. Land uses to the west include Lankershim Boulevard, the Universal City Metro Redline

station, Park-and-Ride facilities, Campo Cahuenga historic site, and multi-family residential.

10. Approximately 296 acres of the subject property are zoned M-1.5 (Restricted Heavy Manufacturing), and approximately 30 acres, which are located within the City of Los Angeles, are zoned [Q]C2-1-SN pursuant to the City of Los Angeles Planning and Zoning Code. The Commission has recommended that the Board approve Zone Change Case No. 200700001 to change the zoning of the subject property to SP (Specific Plan). Upon approval of the detachment of the incorporated portion of the Project Site from the City to the County (30 acres), and annexation of the unincorporated portion of the Project Site from the County to the City (3 acres), a zoning designation consistent with the remainder of the Project Site will be in place for the subject property (27 net additional acres to the County).

11. Properties adjacent to the Universal City property are located within the City and subject to the city's applicable zoning as follows: properties to the north of the Project Site are zoned A1-1XL (Agriculture), R1-1 (One-Family), C2-1VL (Commercial), OS-1XL (Open Space), [Q]C2-1-SN (Commercial); properties to the east are zoned R-1-1 (One-Family) and [Q]C2-1-SN (Commercial); properties to the south are zoned C2-1VL (Commercial) and [Q]C2-1-SN; and properties to the west are zoned R1-1 (One-Family), R4-IL (Multiple Dwelling), C2-IVL (Commercial) and [Q]C2-1-CDO (Commercial).

12. The conceptual site plan included in the Specific Plan generally depicts existing and proposed office, studio, and studio office uses on the lower, flat portions of the Project Site located to the north and west. Existing and proposed uses such as Entertainment including Theme Park, Entertainment Retail including CityWalk, and Hotel are located in the elevated center and south portions of the Project Site. The Backlot area including Outdoor Sets and warehouse is located on the easterly portion of the Project Site. The Universal Studios Tram Tour traverses locations throughout the property. Primary vehicular access to the Project Site will be provided by Lankershim Boulevard at Universal Hollywood Drive and Universal Studios Boulevard at the Hollywood Freeway and Buddy Holly Drive. Additional limited employee and service access is provided through five additional controlled access gates, four located off of Lankershim Boulevard from the west and one off of Barham Bolulevard through Lakeside Plaza Drive from the northeast. Pedestrian access is depicted in the Specific Plan Circulation Plan along Universal Hollywood Drive from Lankershim Boulevard from the west side of the subject property and along Universal Studios Boulevard from Cahuenga Boulevard West from the south of the Project Site.

13. The Project is consistent with the proposed Development Agreement requirements of California Government Code Title 7, Division 1, Chapter 4, Article 2.5, Sections 65864 through 65869.5 and Los Angeles County Zoning Ordinance Title 22 Chapter 22.16, Part 4, which establish the authority and guidelines for preparation, adoption, and implementation of development agreements. In accordance with the Government Code and County Zoning Ordinance provisions, the Development Agreement is proposed to be adopted by ordinance.

14. The Development Agreement is consistent with the goals and policies of the General Plan and consistent with the requirements of the Specific Plan. The Development Agreement will provide for public benefits such as, but not limited to funding bike plan planning and construction along the Los Angeles River adjacent to the Project Site and additional funding for regional bikeway planning located nearby along the Los Angeles River, other neighborhood and transportation improvements beyond required mitigation measures, and set removals and landscaping that would not otherwise be required so as to further ensure the project's compatibility with adjacent residences. The Development Agreement will also ensure vested rights to the Applicant in developing the Project Site.

15. The Development Agreement complies with zoning and other applicable ordinances and regulations.

16. The Development Agreement is consistent with the public convenience, general welfare, and good land use practice, making it in the public interest to enter into the Development Agreement with the Applicant.

17. The requested Development Agreement is necessary to provide public benefits to the County and vested rights to the property owner, which rights are in addition to those required or provided by the subject entitlements described above.

18. The technical and engineering aspects of the Project have been resolved to the satisfaction of the Los Angeles County Department of Public Works, Fire, Parks and Recreation, Public Health, Sheriff, and Regional Planning.

19. Compatibility with surrounding land uses will be ensured through the related General Plan Amendment to Specific Plan, Zone Change to Specific Plan, and associated Specific Plan and Mitigation Monitoring and Reporting Program.

20. The Development Agreement will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the Project Site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.

21. The recommended Development Agreement is needed in order to fulfill and implement public benefits to the County and provide vested rights to the Applicant which are in addition to any public benefits to the County and vested rights to the Applicant provided by the above described entitlements.

22. The Development Agreement is appropriate and proper because the location of certain provisions proposed efficiently utilize existing infrastructure and services, as the sites are compatible with surrounding uses, and will support State and County efforts to decrease air pollution and contribute to the conservation of energy.

23. Modified conditions of the Project Site and surrounding community warrant a Development Agreement. The Project's location within an urbanized area, surrounded by residential and supporting commercial uses and proximity to well developed transit corridors, makes the Project Site ideal for redevelopment,

intensifying its designation as a regional employment center for the media and entertainment industry while remaining sensitive to community stakeholders. The public benefits described in the Development Agreement would support surrounding neighbors with tangible means to further limit any remaining impacts from the Project and improve public amenities located near the Project Site.

24. Approval of the proposed Development Agreement is in the best interest of the public health, safety and general welfare, as the area contains sufficient infrastructure and facilities to accommodate the additional Development Agreement provisions. The subject property is adjacent to certain public right-of-ways that are included in long term City and County bicycle plans.

25. The applicant has satisfied the "Burden of Proof" for the requested Development Agreement.

26. During the _____ public hearing, the Regional Planning Commission ("Commission") heard a presentation from staff and testimony from the applicant and members of the public. Commissioners _____ were present. The applicant's representatives, _____, testified in favor of the Project.

27. _____ persons testified in favor of the Project, _____ persons testified with concerns, and _____ persons testified neither in support nor opposed regarding the Project.

28. _____ phone calls were received from members of the public.

29. The following letters or e-mails regarding the Project were received: _____.

30. [Reserved for summary of proceedings on February 27, 2013 public hearing.]

31. By memorandum of understanding, the City as Lead Agency and the County as Responsible Agency jointly prepared an EIR, and the City of Los Angeles as Lead Agency certified the Final EIR SCH No. 2007071036 on November 14, 2012.

32. An Initial Study was prepared for this Project by the City of Los Angeles as Lead Agency in compliance with the California Environmental Quality Act (Public Resources Code Section 21000 et. seq.) ("CEQA"), the State CEQA Guidelines, and the City's CEQA Guidelines. The Initial Study identified potentially significant effects on the environment. Based on the Initial Study, a Draft EIR was prepared for this Project. The public comment period for the Draft EIR began on November 4, 2010 and ended on February 04, 2011 (93 days). After the public comment period ended, a Final EIR was prepared with response to comments received during the public comment period. Mitigation measures are necessary in order to ensure the proposed Project will not have a significant effect on the environment, and such measures have been included in the County's Mitigation Monitoring and Reporting Program ("MMRP").

33. A joint-jurisdiction public meeting with the City of Los Angeles Department of City Planning was held on December 13, 2010, by the County's Hearing Examiner and the City's Hearing Officer at the Universal City Hilton Hotel located on 555

Universal Hollywood Drive, Universal City. Public testimony was taken on the Draft EIR during public circulation of the Draft EIR. Representatives from the Departments of Regional Planning, the City of Los Angeles Department of City Planning, and the project applicant's team were present. A total of approximately 480 members of the public attended and approximately 80 people testified on the Draft EIR. Testimony on items of concern included potential Project impacts such as increased traffic, noise, night lighting and lit signage, bike-ability of the site and surrounding area, adequacy of mitigation measures and timing of them, community capacity for build-out of the Project, and scale and intensity of the original project (subsequently scaled down prior to certification of the EIR).

34. As identified in the Draft EIR, after implementation of the project design features and required mitigation measures, the Project would result in the following significant and unavoidable impacts to the environment:
    - Traffic/Access-Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access; Supplemental Caltrans Analysis: Weaving)
    - Noise (Construction and Demolition)
    - Air Quality (Construction: Regional Construction and Localized Construction; Operational: Regional Operations, Localized Operations, Concurrent Construction and Operations)
    - Solid Waste (Operational: Landfill Capacity)

35. The City as Lead Agency determined that Alternative 10 is the environmentally superior alternative and it is being adopted as the project. In accordance with the CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives in the Draft EIR and Final EIR indicates that Alternative 10 would be the environmentally superior alternative.

36. The Commission considered the environmental effects of the Project as shown in the EIR certified by the City on November 14, 2012. Based on its consideration of the attached EIR, and on the basis of the whole record before the Commission, the Commission finds that, except for impacts related to traffic (during operations and cumulative conditions), noise (during construction and cumulative conditions), air quality (during construction, operations, and cumulative conditions), and solid waste (during operations and cumulative conditions), changes or alterations have been required in, and incorporated into, the Project that would avoid or substantially lessen the significant environmental effects identified in the EIR. For those impacts that cannot be avoided or mitigated to a level of less than significant, the Commission finds that substantial benefits resulting from the implementation of the Project outweigh the Project's unavoidable adverse effects on traffic, notice, air quality, and solid waste.

37. The Commission finds that a Mitigation Monitoring and Reporting Program ("MMRP"), consistent with the conclusions and recommendations of the EIR, was prepared and that its requirements are incorporated into the provisions of the Specific Plan and Development Agreement.

38. The MMRP, prepared in conjunction with the EIR, identified in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the

environment by the Project with the exception of the significant and unavoidable impacts related to traffic, noise, air quality, and solid waste.

39. The Commission finds that designating the portion of the Project Site currently located within the City and proposed to be detached therefrom as SP is necessary in order to maintain consistency with the general plan and to implement the Project, subject to the approval by the Local Agency Formation Commission of the detachment of such portion from the City to the unincorporated County area. In addition, the Commission finds that such action is required by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 as a condition precedent to filing any annexation and detachment requests to the Local Agency Formation Commission.

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. Hold a public hearing to consider General Plan Amendment No. 200700001, Zone Change No. 200700001, Specific Plan No. 200700001, Development Agreement No. 200700001, and Final EIR SCH No. 2007071036;

2. Consider the certified Final EIR completed in compliance with the California Environmental Quality Act and the State and Lead Agency guidelines related thereto and reflects the independent judgment of the Board of Supervisors;

3. Find that the Board has reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the proposed plan amendment;

4. Determine that the significant adverse effects of the Project, as described in the Final EIR, have either been reduced to an acceptable level or are outweighed by specific social, economic, legal, technological or other considerations of the project as stated in the attached CEQA Findings of Fact and Statement of Overriding Considerations for the project, which findings and statement are incorporated herein by reference;

5. Approve and adopt the Mitigation Monitoring and Reporting Program for the Project, included with the Final EIR and as modified to County format and implementation procedures, and pursuant to Section 21081.6 of the Public Resources Code, find that the Mitigation Monitoring and Reporting Program as modified by the County is adequately designed to ensure compliance with the mitigation measures during project implementation;

6. Find that the recommended Development Agreement is consistent with the goals, policies and programs of the Los Angeles County General Plan and consistent with the requirements of the proposed Specific Plan; and therefore

7. Adopt the recommended Development Agreement No. 200700001 as depicted on exhibits attached hereto and described herein above.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on February 27, 2013.

Rosie O. Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

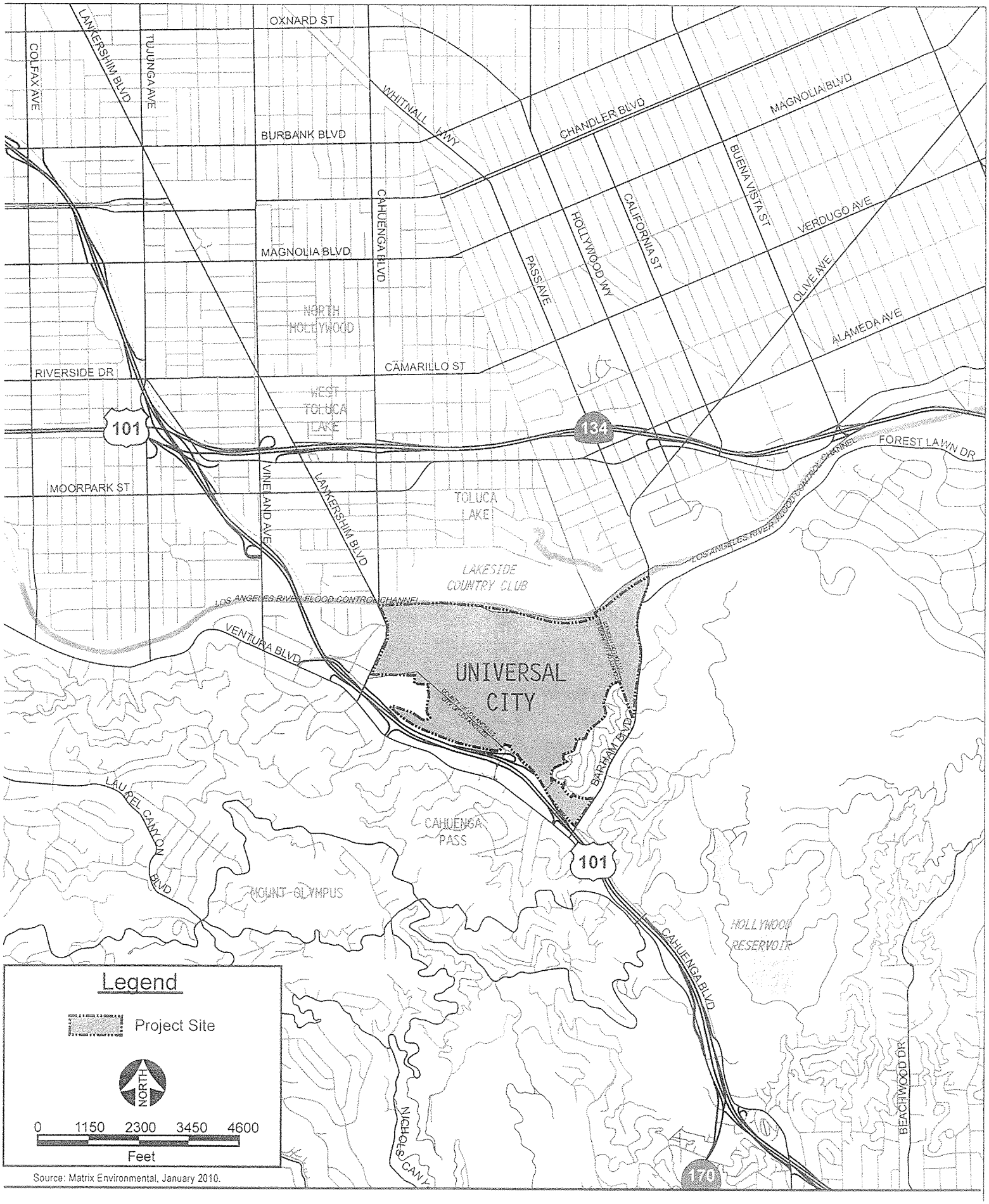
SZD:KKS
2/12/13

ORDINANCE NO. _____

An ordinance approving a Development Agreement pursuant to Section 65868 of the Government Code and Section 22.16.450 of Title 22 of the County Code.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. The Board of Supervisors hereby approves Development Agreement No. _____, a copy of which is attached.



Source: Matrix Environmental, January 2010.

Source: Matrix Environmental, 2010.

Universal City Aerial
Existing Jurisdictional Boundaries

Aerial Photograph of Project Site

OFFICES

- O-1 NEW 14-LEVEL OFFICE W/ PARKING BELOW
- O-2 NEW 12-LEVEL OFFICE W/ PARKING BELOW

STUDIOS/STUDIO OFFICES

- S-1 PROP/COSTUME EXPANSION
- S-2 POST PRODUCTION
- S-3 NEW 500 SEAT THEATER
- S-5 NEW STUDIO OFFICES
- S-6 NEW STUDIO OFFICES
- S-7 REDEVELOP TWO STAGES
- S-8 NEW REHEARSAL HALL
- S-9 NEW FILM VAULT
- S-12 MILL EXPANSION
- S-13 SET REDEVELOPMENT AREAS
- S-14 PRODUCTION SUPPORT
- S-15 (CITY) ADDITION TO CHILDCARE
- S-16 (CITY) PRODUCTION SERVICES
- S-17 (CITY) ADMINISTRATION OFFICES W/ PARKING BELOW 250,000 SQ FT
- S-20 STUDIO OFFICES/GARAGE REPAIR
- S-21 NEW UCBC TECH SUPPORT
- S-22 NEW LIGHTING, GRIP AND SCENIC STORAGE
- S-24 NEW PRODUCTION SUPPORT
- S-25 NEW PRODUCTION SUPPORT
- S-26 NEW VIDEO VAULT
- S-27 (CITY) NEW STUDIO OFFICES

ENTERTAINMENT (THEME PARK)

- T-1 NEW CENTRAL PARK
- T-2 NEW THEME PARK ATTRACTION
- T-3 NEW THEME PARK ATTRACTION W/ FOOD & BEVERAGE RETAIL
- T-4 NEW THEME PARK ATTRACTION W/ FOOD & BEVERAGE RETAIL
- T-5 TECH SERVICES REPLACEMENT
- T-6 NEW ATTRACTION
- T-7 NEW ATTRACTION
- T-8 NEW ATTRACTION
- T-9 REFURBISHED EXISTING ATTRACTION
- T-10 ADDITION TO WAREHOUSE
- T-11 NEW ATTRACTION

ENTERTAINMENT RETAIL (CITYWALK) / AMPHITHEATER

- C-1 NEW TOUR PLAZA RETAIL
- C-3 FUTURE DESTINATION VENUE
- C-4 MISCELLANEOUS CITYWALK RETAIL

PARKING

- P-1 NEW 7-LEVEL PARKING
- P-2 NEW 6-LEVEL TRANSPORTATION STRUCTURE
- P-3 NEW PARKING STRUCTURE (LEVELS TBD)
- P-4 NEW TRANSPORTATION HUB VIP, BUS & RV PARKING
- P-6 NEW PARKING STRUCTURE (LEVELS TBD)
- P-7 (CITY) NEW PARKING STRUCTURE (LEVELS TBD)
- P-8 NEW PARKING STRUCTURE (4 LEVELS BELOW GRADE)
- P-9 NEW PARKING STRUCTURE (LEVELS TBD)
- P-10 (CITY) NEW 6 LEVEL ABOVE GRADE PARKING, 2 LEVELS BELOW GRADE
- P-11 (CITY) NEW PARKING STRUCTURE (LEVELS TBD)
- P-12 HOTEL ENTRY & PARKING
- P-13 NEW PARKING / TRAM MAINTENANCE
- P-14 (CITY) HOTEL PARKING

HOTEL

- H-1 NEW HOTEL APPROX. 500 ROOMS
- H-2 (CITY) NEW HOTEL APPROX. 500 ROOMS

LEGEND

- Studio
- Business
- Entertainment
- Existing Universal Facilities
- Proposed County Boundary
- NBCU Property Line
- Current City/County Boundary

0 200' 400'

NBCUNIVERSAL EVOLUTION PLAN - CONCEPTUAL PLAN

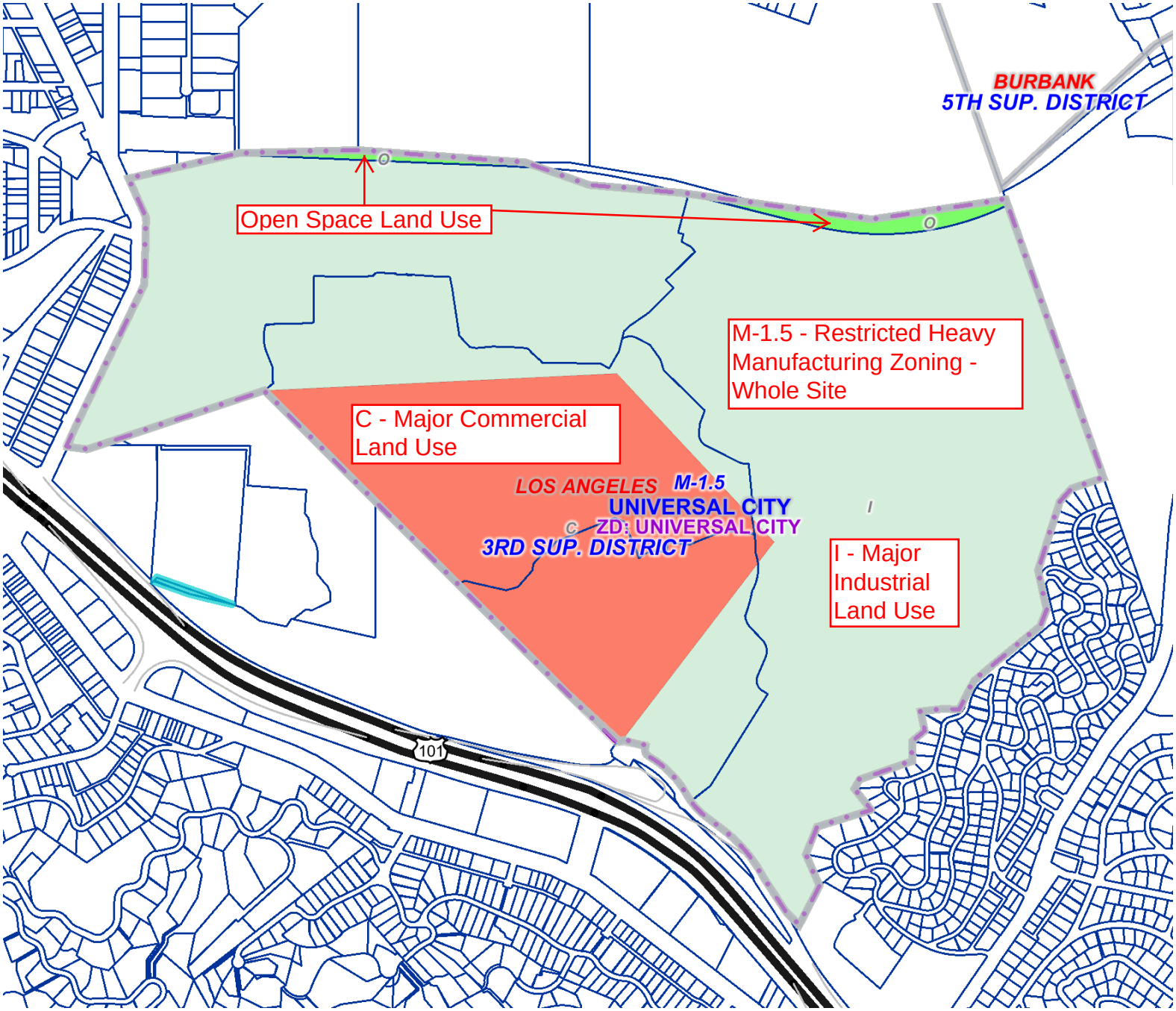
NBCUNIVERSAL | FEBRUARY 13, 2013

RIOS CLEMENTI HALE STUDIOS

gisNET department of regional planning

NBC Universal Evolution Plan
Existing Land Use and Zoning Map

Printed on 1/03/13



Legend

- Parcel Boundary
- Arterial Street
- Highway
- Freeway

Master Plan of Highways
- Expressway - (e)
- Expressway - (p)
- Ltd. Secondary Highway - (e)
- Ltd. Secondary Highway - (p)
- Parkway - (e)
- Parkway - (p)
- Major Highway - (e)
- Major Highway - (p)
- Secondary Highway - (e)
- Secondary Highway - (p)

(e)-Existing (p)-Proposed

Railroad or Rapid Transit
- Railroad
- Rapid Transit
- Underground Rapid Transit

Significant Ridgelines
- Castaic CSD Primary
- Castaic CSD Secondary
- SMMNA Significant

- Census Tract (2000)
- Assessor Map Book (AMB) Bdy
- Zoning Index Map Grid
- Zoning Map Grid
- USGS Quad Sheet Grid
- The Thomas Guide Grid
- TB Internal Page Grid
- Very High Fire Hazard Severity Zone
- Community Standards District (CSD)
- CSD Area Specific Boundary
- ESHA (Coast Only)
- Significant Ecological Area (SEA)
- Section Line
- Township and Range
- National Forest
- Equestrian District (EQD)
- Transit Oriented District (TOD)
- Setback District
- Zoned District (ZD)
- Supervisorial District Boundary

Safety Related Stations (From TB)
- Fire Station
- Highway Patrol
- Police Station
- Ranger Station
- Sheriff Station

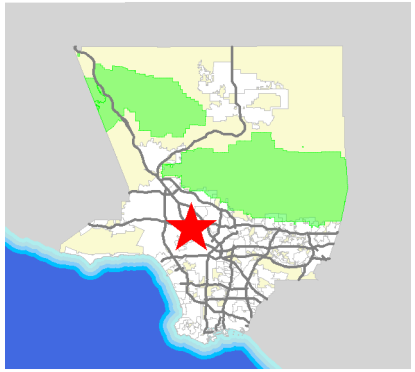
- Zoning (Boundary)

Zoning
- Zone A-1
- Zone A-2
- Zone B-1
- Zone B-2
- Zone C-1
- Zone C-2
- Zone C-3
- Zone C-H
- Zone C-M
- Zone CPD
- Zone C-R
- Zone D-2
- Zone IT
- Zone M-1
- Zone M-1.5
- Zone M-2
- Zone M-3
- Zone MPD
- Zone MXD
- Zone O-S
- Zone P-R
- Zone R-1
- Zone R-2
- Zone R-3-( )U
- Zone R-4-( )U
- Zone R-A
- Zone RPD
- Zone R-R
- Zone SP
- Zone SR-D
- Zone W

Landuse Policy (Not in Comm / Area Plan)
- 1 - Low Density Residential (1 to 6 du/ac)
- 2 - Low/Medium Density Residential (6 to 12 du/ac)
- 3 - Medium Density Residential (12 to 22 du/ac)
- 4 - High Density Residential (22 or more du/ac)
- C - Major Commercial
- I - Major Industrial
- O - Open Space
- P - Public and Semi-Public Facilities
- RC - Rural Communities
- R - Non-Urban
- TC - Transportation Corridor

Inland Waterbody
- Perennial
- Intermittent
- Dry

Note: This is a static legend, which includes only a portion of layers. To get full legend, please use "Display Map Legend tab" on the top left side of screen.



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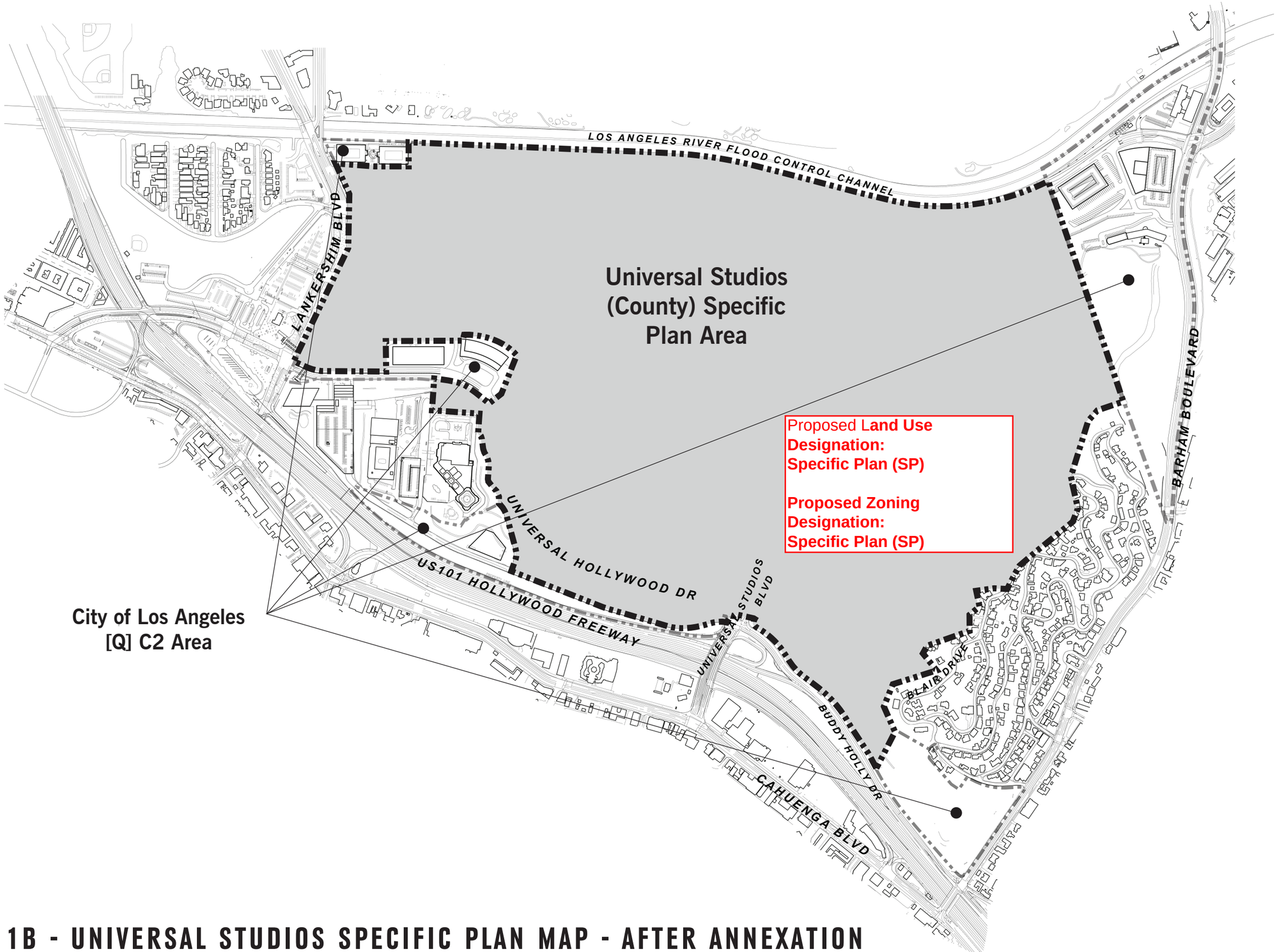
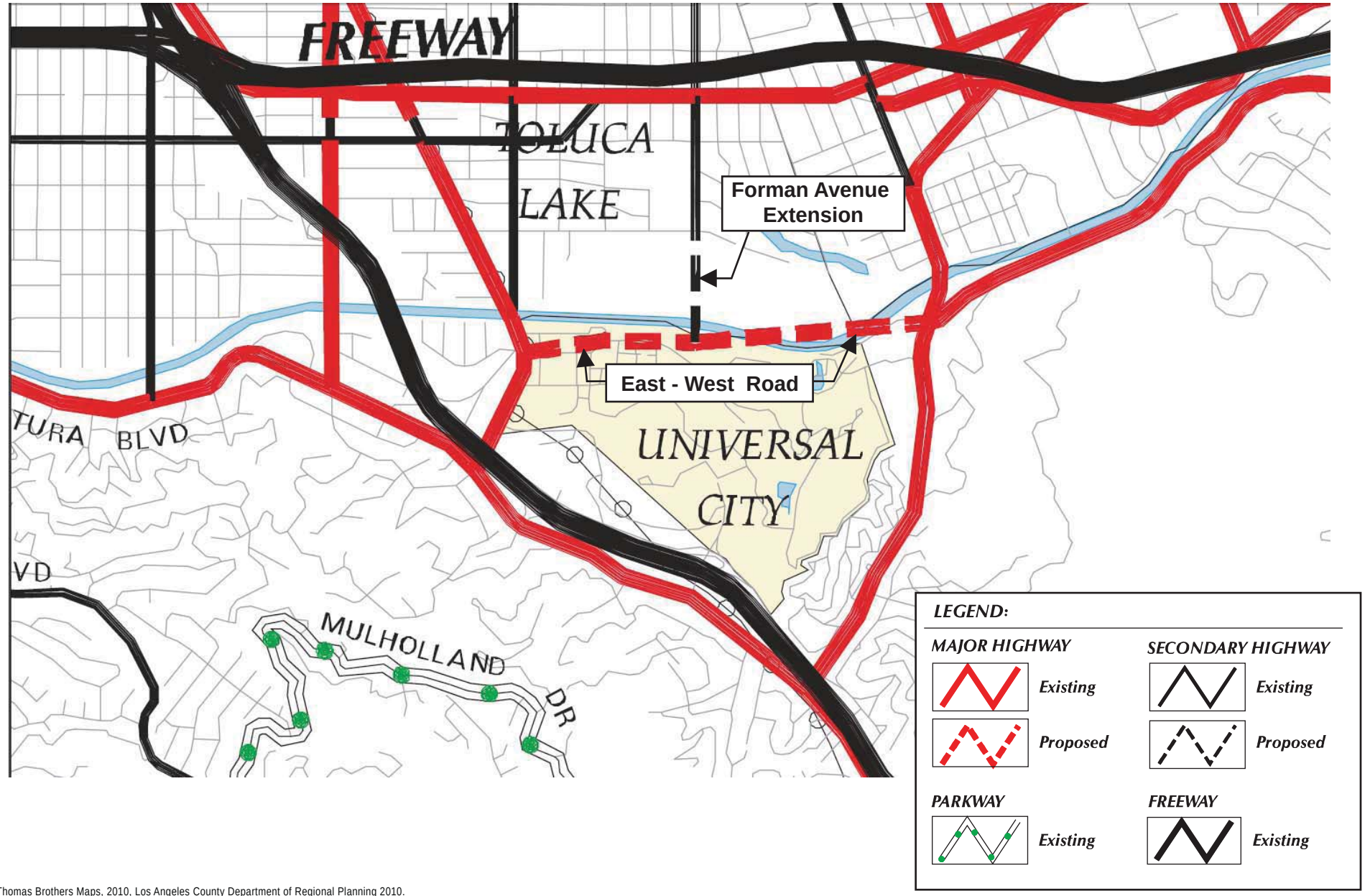


EXHIBIT 1B - UNIVERSAL STUDIOS SPECIFIC PLAN MAP - AFTER ANNEXATION

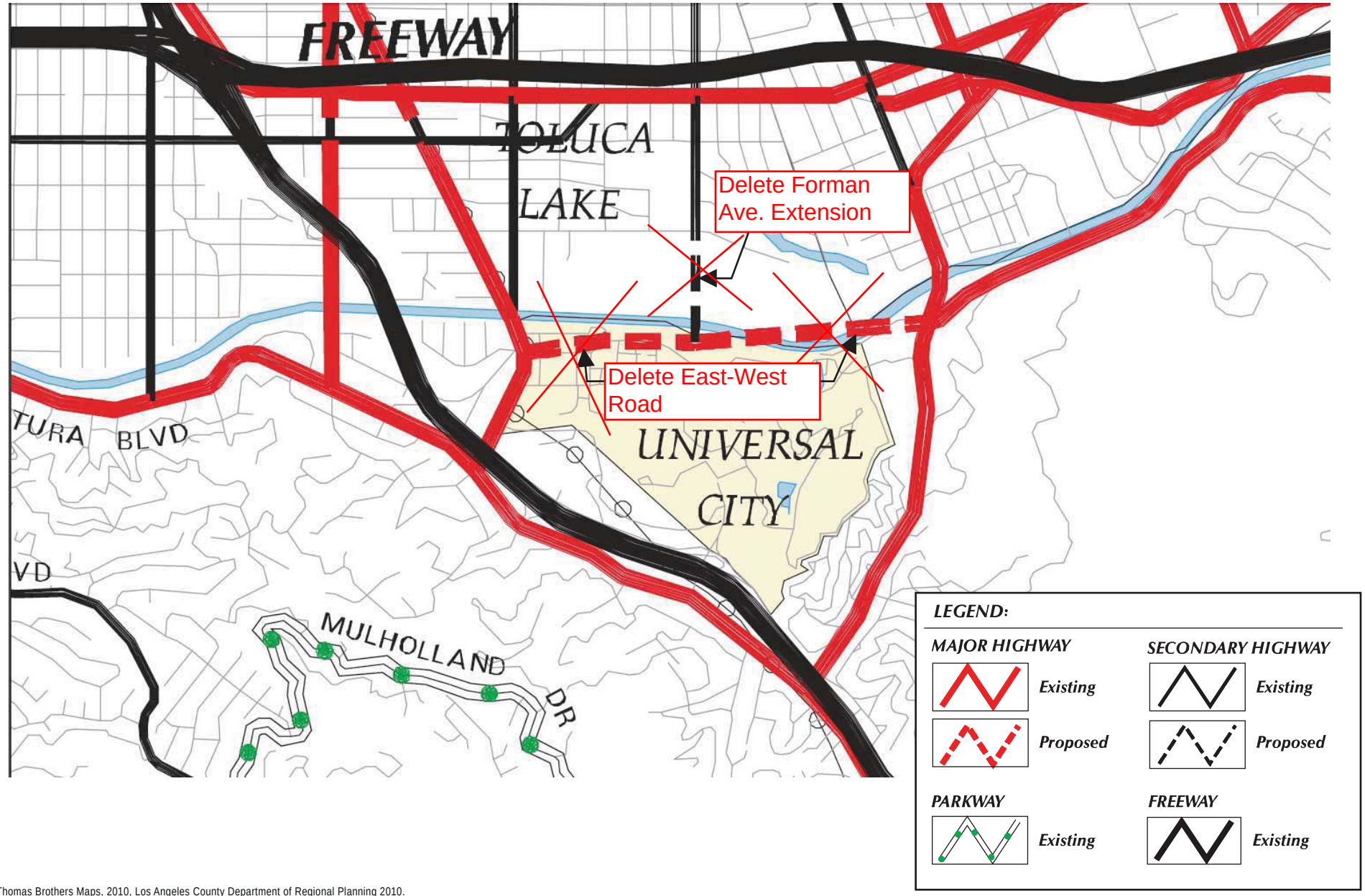
DECEMBER 4, 2012



Thomas Brothers Maps, 2010, Los Angeles County Department of Regional Planning 2010.

Existing County Master Plan of Highways

Location of East-West Road and Forman Avenue Extension as shown on Los Angeles County Highway Plan



Thomas Brothers Maps, 2010, Los Angeles County Department of Regional Planning 2010.

Proposed County Master Plan of Highways

Location of East-West Road and Forman Avenue Extension as shown on Los Angeles County Highway Plan

UNIVERSAL STUDIOS SPECIFIC PLAN
Draft – February 13, 2013

ORDINANCE NO. _____

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An ordinance establishing a specific plan, known as the Universal Studios Specific Plan.

THE PEOPLE OF THE COUNTY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Establishment of Specific Plan

A. As of the effective date of this ordinance, the Board of Supervisors establishes the Universal Studios Specific Plan pursuant to Chapter 22.46 of Title 22 of the Los Angeles County Code (County Code), for the area generally bounded by the Los Angeles River Flood Control Channel road on the north, the adjacent NBC Universal property and existing residential properties within the City of Los Angeles to the east, the Hollywood Freeway to the south (except for the southwest corner of the area, which abuts hotel and office properties in the City of Los Angeles), and Lankershim Boulevard to the west, as shown upon Exhibit 1-A within the heavy dashed lines. The legal description of the boundaries of the Universal Studios Specific Plan is set forth in the zone change ordinance (Ordinance No. _____). The Specific Plan Guidelines provides guidance to the Department of Regional Planning for the implementation of this Specific Plan and is available at Department of Regional Planning in the case file.

B. After the effective date of the Universal Studios Specific Plan, portions of the Universal Studios Specific Plan area existing within the County as of the effective date of this Specific Plan may be annexed into the City and areas of the NBC Universal properties within the City may be detached from the City and made part of the Universal Studios Specific Plan area upon approval of the annexation and detachment actions by the Local Agency Formation Commission for the County of Los Angeles. If the proposed annexation and detachment actions are approved by the Local Agency Formation Commission, then the Universal Studios Specific Plan area shall encompass those areas shown within the heavy dashed lines on the Universal Studios Specific Plan Map shown on Exhibit 1-B on the effective date of the annexation and detachment actions. The legal description of the boundaries of the Universal Studios Specific Plan following the proposed annexation and detachment actions is set forth in the zone change ordinance (Ordinance No. _____). Those areas proposed to be detached from the City and returned to the jurisdiction of the County are shown on Exhibit 1-C. If the Local Agency Formation Commission modifies the areas of annexation and detachment shown on Exhibit 1-C, the Director is authorized to modify the exhibits and tables of this Specific Plan consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan.

Section 2. Purposes

This Specific Plan is intended to:

A. Establish eligible uses and/or activities; and to provide a mechanism for implementing the appropriate operational requirements, regulations or other requirements for these uses. The requirements contained herein provide the necessary flexibility to accommodate future development and to achieve compatibility between land uses.

B. Set forth principles, standards, and general procedures to ensure the orderly development of the Universal Studios Specific Plan area.

C. Provide a comprehensive planning tool to guide continued development of a regional center recognizing Universal Studios as a comprehensive motion picture/television production facility; entertainment, dining and retail venue; and hotel and business center, creating business and job opportunities to enhance the economic vitality of the County of Los Angeles consistent with the intent, purpose and goals of the County General Plan. This includes, but is not limited to, the continuance and expansion of such uses as: television and motion picture production, cable, satellite, broadcast and telecommunications activities; tourism and entertainment activities, retail, restaurants, hotel, theaters, offices, shopping and dining opportunities; parking facilities; and associated operational activities.

D. Provide added opportunities to expand this regional center, which is located in immediate proximity to the Universal City Metro Red Line Station and a regional freeway system.

E. Establish a set of general procedures by which the County can verify that proposed projects comply with the regulations of the Universal Studios Specific Plan.

F. Recognize the relationship between the adjacent City [Q]C2 Area, the Universal Studios Specific Plan, and other uses surrounding the Universal Studios site such as residences, other studios, and other commercial enterprises.

G. To allow Additional Permitted Floor Area within the Universal Studios Specific Plan area as set forth in Table 5-1 and Table 5-2, as applicable, and including any additional square feet of Floor Area as may be permitted pursuant to Land Use Equivalency as set forth in Section 7 of this Specific Plan.

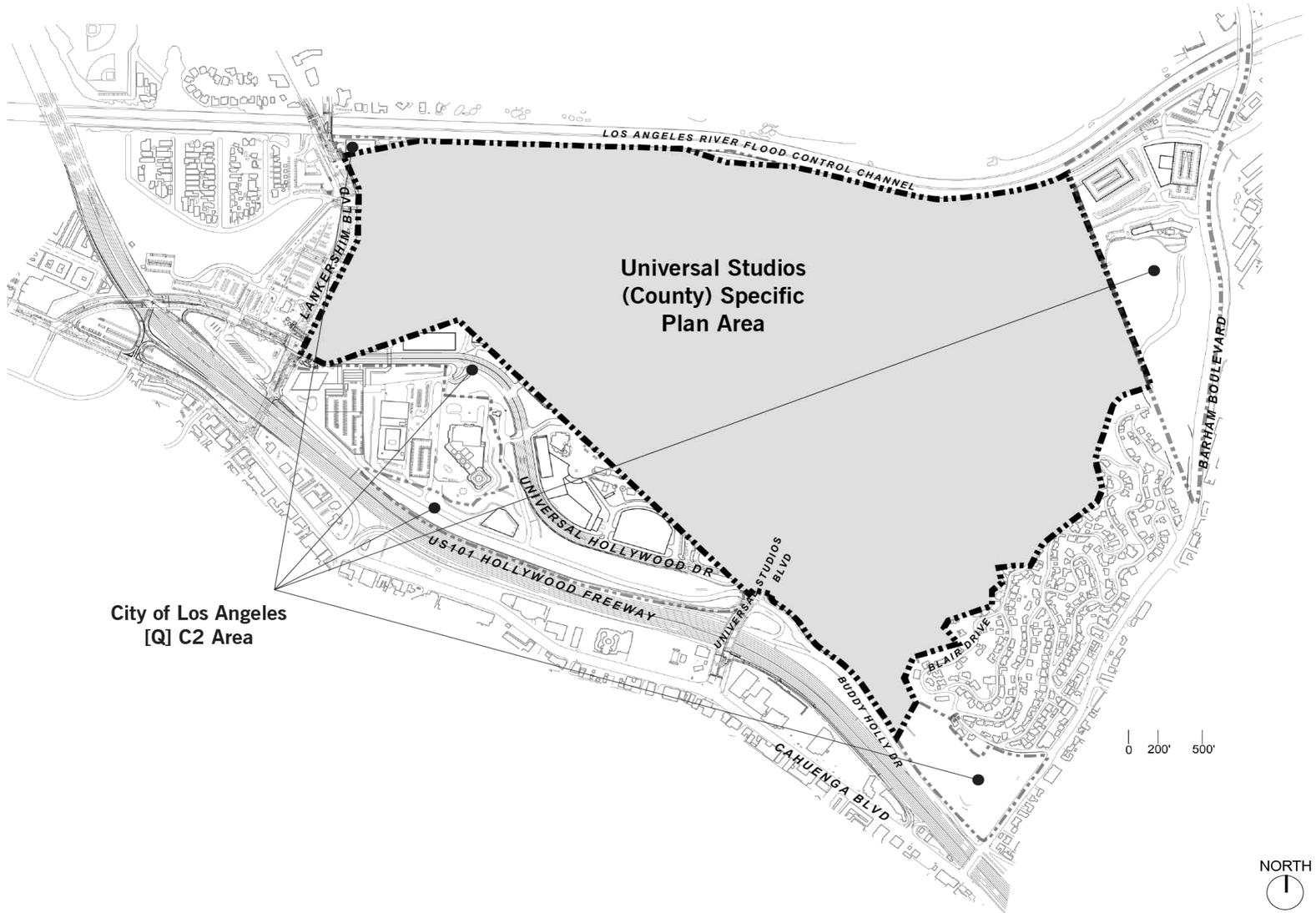

EXHIBIT 1-A – Universal Studios Specific Plan Boundaries Prior to Annexation/Detachment

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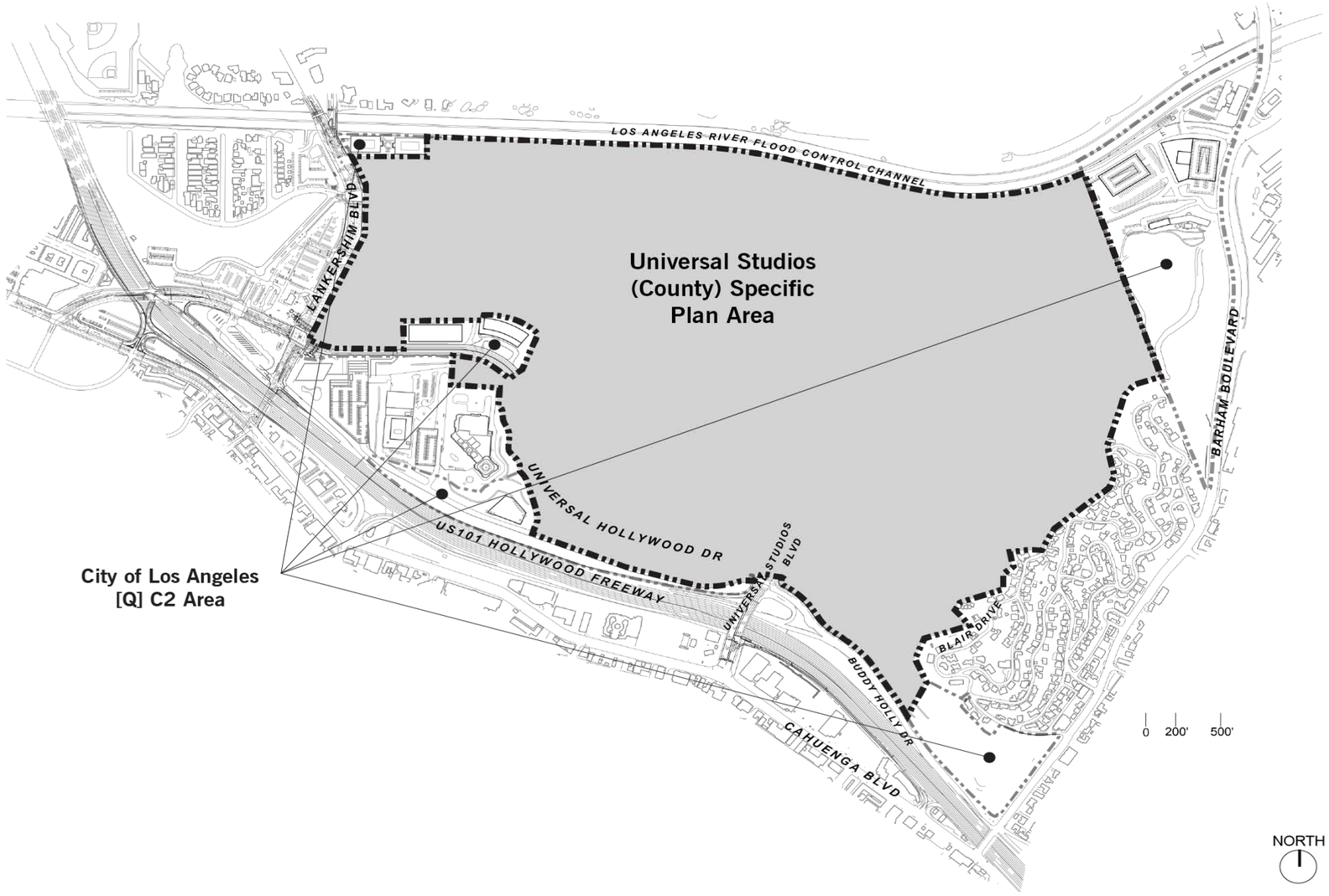

EXHIBIT 1-B – Universal Studios Specific Plan Boundaries After Annexation/Detachment

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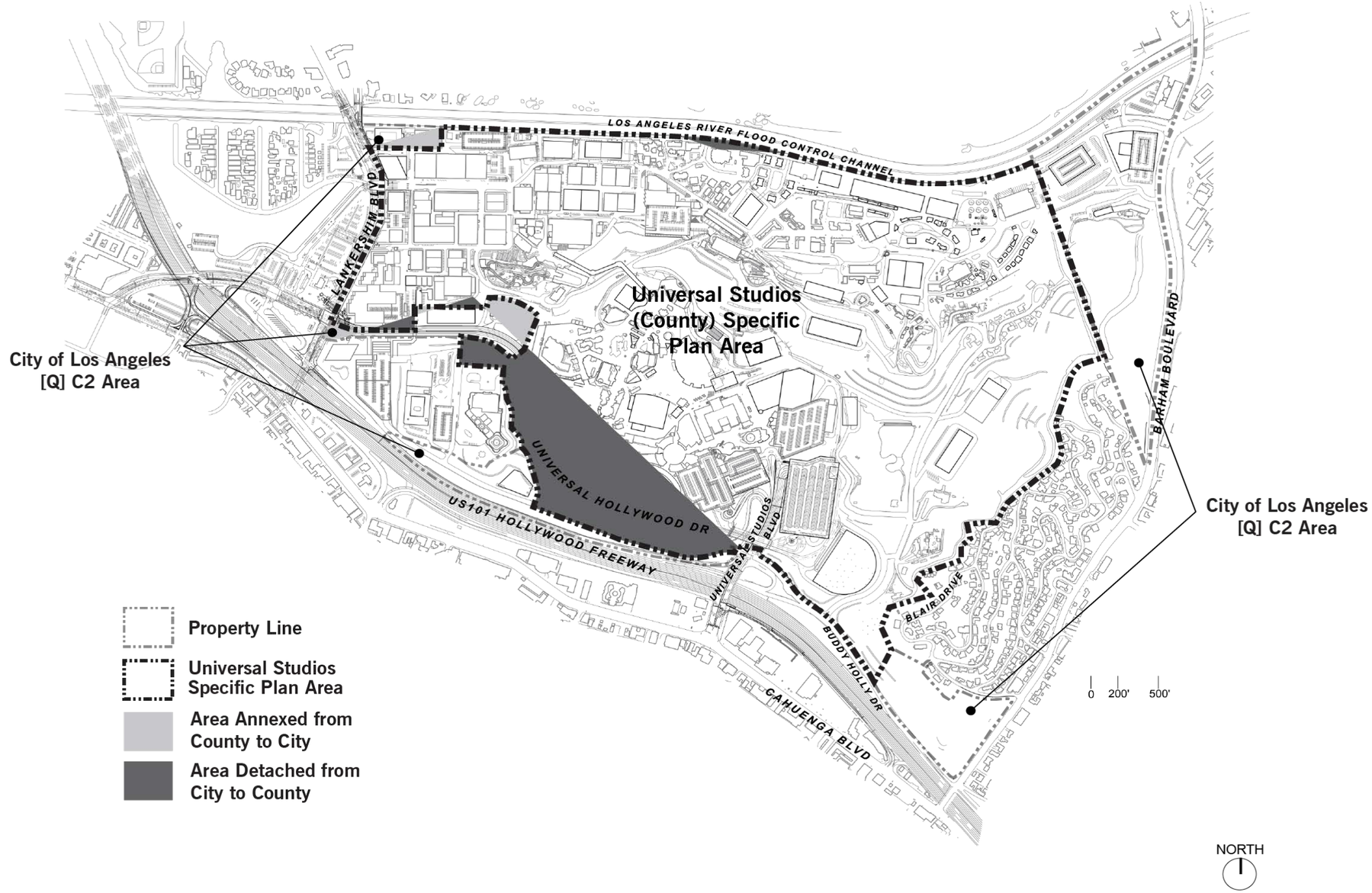

EXHIBIT 1-C – Universal Studios Specific Plan Boundaries with Annexation/Detachment Areas

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Section 3. Authority and Scope

A. Relationship to Los Angeles County General Plan.

The General Plan is a comprehensive long-range policy document that guides the growth and development of the unincorporated areas of the County. The General Plan includes state-mandated elements related to land use, circulation, housing, conservation, open space, noise, and safety. Whereas the General Plan provides a broad general policy directive for the County, a specific plan is a policy statement and implementation tool that is used to address a specified planning area. As stated in the General Plan Introduction: "the General Plan neither guarantees the achievement of a particular goal nor strict adherence to any single policy statement." Pursuant to California Government Code Section 65454, a specific plan must be consistent with the General Plan by furthering its overall objectives and policies while not obstructing their attainment, but also need not adhere to every goal and policy.

The Universal Studios Specific Plan area was classified prior to the effective date of this Specific Plan in the Industrial and Commercial categories on the General Plan Land Use Policy Map, which allow a wide variety of uses including motion picture studio, office, restaurants, retail, and entertainment park. As of the effective date of this Specific Plan, the Universal Studios Specific Plan area shall be classified as SP (Specific Plan) on the General Plan Land Use Policy Map. This Specific Plan is generally consistent with the applicable goals and policies in the land use; circulation; conservation and open space; noise; safety; and economic development elements of the General Plan as more fully detailed in Appendix C of the Specific Plan Guidelines.

B. Relationship to County Code.

1. The regulations of this Specific Plan are in addition to those set forth in Title 22 of the County Code (Zoning Code), and do not convey any rights not otherwise granted under the provisions and procedures contained in the Zoning Code, except as specifically provided for herein.

2. Whenever this Specific Plan contains provisions that establish regulations (including but not limited to, standards such as Heights, uses, parking requirements, noise, lighting, grading, signage, the sale and service of alcoholic beverages, removal and/or encroachment into the Protected Zone of oak trees), which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the Zoning Code, this Specific Plan shall prevail and supersede the applicable provision of the Zoning Code. For matters on which this Specific Plan is silent, applicable provisions of the Zoning Code shall control. Whenever this Specific Plan states it supersedes and replaces specific provisions of the Zoning Code, the specified provision(s) of the Zoning Code shall not apply. Whenever this Specific Plan states that it modifies the applicability of specific provisions of the Zoning Code,

the specified provision(s) of the Zoning Code shall only apply as modified by this Specific Plan.

3. Sign Regulations. This Specific Plan shall supersede and replace the regulations in Division 1, Chapter 22.52, Part 10 of the Zoning Code that address types of signs permitted, sign Heights, maximum sign area permitted, sign face, illumination, and location of signs.

4. Oak Tree Regulations. This Specific Plan shall supersede and replace the regulations in Division 1, Chapter 22.56, Part 16 of the Zoning Code that address removal, replacement, and encroachment into the Protected Zone of oak trees.

5. Alcoholic Beverages Regulations. This Specific Plan shall modify the applicability of the regulations in Section 22.56.195 of the Zoning Code that address the sale and service of alcoholic beverages for on-site and off-site consumption, and Sections 22.56.1500, 22.56.1540, and 22.56.1550 of the Zoning Code that address the amortization schedule for establishments that existed prior to adoption of Ordinance 92-0097.

6. Live Entertainment/Public Dancing/Night Clubs. This Specific Plan shall supersede and replace the regulations in Sections 22.52.1110 and 22.56.1754 of the Zoning Code.

7. Wireless/Communications Facilities. This Specific Plan shall supersede and replace the regulations in Division 1, Chapter 22.52, Part 13 of the Zoning Code that address wireless or other communications facilities, except with regard to free-standing third-party outdoor wireless Communication Facilities.

8. Parking Requirements. This Specific Plan shall modify the applicability of the regulations in Division 1, Chapter 22.52, Part 11 and shall supersede and replace Division 1, Chapter 22.56, Part 7 of the Zoning Code.

9. Lighting Requirements. This Specific Plan shall supersede and replace any regulations in Division 1, Chapter 22.52, Part 10 of the Zoning Code that address lighting source intensity and design requirements.

10. Grading/Off-site Export/Import. This Specific Plan shall supersede and replace the regulations in Sections 22.56.210, 22.56.230, 22.56.1752, and 22.56.1753 of the Zoning Code that address grading, stockpiling, off-site import or export of grading materials, and other grading-related requirements.

11. Yard Requirements. This Specific Plan shall supersede and replace the regulations in Sections 22.48.050 through 22.48.110 of the Zoning Code that address front, side and rear yard requirements.

12. Projections Between Buildings. This Specific Plan shall supersede and replace Section 22.48.130.A.3 of the Zoning Code, that addresses projections between buildings.

13. Green Building Development Standards. This Specific Plan shall modify the applicability of the Green Building Development Standards contained in Division 1, Chapter 22.52, Part 20 of the Zoning Code.

14. Drought Tolerant Landscaping Requirements. This Specific Plan shall modify the applicability of the Drought Tolerant Landscaping Requirements contained in Division 1, Chapter 22.52, Part 21 of the Zoning Code.

15. Low Impact Development Standards. This Specific Plan shall modify the applicability of the Low Impact Development Standards contained in Division 1, Chapter 22.52, Part 22 of the Zoning Code.

16. Director's Review, Hearings and Appeals for Alcohol Sales and Service. This Specific Plan shall supersede and replace the regulations in Division 1, Chapter 22.56, Part 12, Sections 22.56.1660 through 22.56.1754 and Division 1, Chapter 22.60, Parts 4 and 5 of the Zoning Code for new Alcohol Use Establishments allowed pursuant to Subsections 10.A, 10.B and 10.C of this Specific Plan. Any additional establishments requesting to sell or serve alcoholic beverages beyond those permitted by Subsections 10.A – 10.C of this Specific Plan, shall be subject to a Conditional Use Permit pursuant to, and the modification, inspection and enforcement requirements of, Sections 22.56 and 22.60 of the Zoning Code, except as modified by Subsection 10.D of this Specific Plan.

17. Director's Review for Temporary Uses. This Specific Plan shall supersede and replace the regulations in Division 1, Chapter 22.56, Part 14, Sections 22.56.1830 through 22.56.1925 of the Zoning Code for Temporary Uses.

C. Relationship to CEQA.

Pursuant to the California Environmental Quality Act (CEQA), the NBC Universal Evolution Plan Environmental Impact Report (EIR) was prepared for the NBC Universal Evolution Plan, which includes the implementation of the Universal Studios Specific Plan. EIR SCH No. 2007071036 identifies potential effects on the environment of the NBC Universal Evolution Plan and sets forth mitigation measures to lessen those impacts.

D. Relationship to Existing Uses.

1. The Universal Studios Specific Plan creates a regulatory framework for long-term development of the Universal Studios Specific Plan area. This Specific Plan also recognizes that existing uses within the Universal Studios Specific Plan area will continue as the development permitted by

this Specific Plan is implemented. Existing uses include, but are not limited to: Studio Use including Production Activities; Studio Office; Office; Entertainment Use including the Theme Park and Universal Studio Tour; Entertainment Retail Use including all forms of retail and restaurant uses in the Theme Park and CityWalk; and Amphitheater.

2. Replacement of Existing Permits. This Specific Plan shall supersede and replace the following County conditional use permits for grading, alcohol sales and service, and Communication Facilities: Case numbers 90074-(3), 95-047-(3), 99-158-(3), 99-159-(3), 99-160-(3), 99-161-(3), 99-162-(3), 99-163-(3), 99-164-(3), and 92252-(3). Upon the approval of the proposed annexation and detachment actions set forth in Subsection 1.B of this Specific Plan by which the establishments with alcohol sales and service permitted pursuant to City of Los Angeles case numbers ZA 93-0292 (ZV) and ZA 2001-3714(PAB) are located within the Specific Plan area, this Specific Plan shall also supersede and replace City of Los Angeles case numbers ZA 93-0292 (ZV) and ZA 2001-3714(PAB).

Section 4. Definitions

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined below or in Sections 11 and 17 of this Specific Plan shall be construed as defined in the County Code. The definitions set forth in this Specific Plan are intended to encompass future technologies and materials which may be utilized in the construction, implementation, or uses permitted herein.

Adult Business Establishment. Adult Business Establishment shall include Adult Business, Adult Cabaret, and Adult Hotel and Motel, as those terms are defined in Section 22.62.015 of the Zoning Code.

Alcohol Use Approval. A ministerial process to determine compliance of new establishments seeking approval after the effective date of this Specific Plan of the right to sell and/or serve alcoholic beverages with all applicable provisions of this Specific Plan, pursuant to Section 10 of this Specific Plan.

Amphitheater. A Land Use Category that allows a venue used for public assembly and/or entertainment including, but not limited to, theatrical performances, concerts, lectures, circuses, sporting events, or other similar events.

Ancillary Support Facility. Ancillary facilities to Studio Uses designed to provide consumer services within the Universal Studios Specific Plan area. Ancillary Support Facilities include, but are not limited to, those facilities used for food services, banking services, hair salons, physical fitness, commuter transportation, security, and the sale of sundries, studio merchandise and memorabilia, if theses uses are designed and operated to be primarily available for on-site employees, guests, and visitors, but are not generally available to the general public.

Applicant. Any person or entity submitting an application for a Substantial Conformance Review, an Alcohol Use Approval, Sign Conformance Review, Internal Sign Review, an administrative clarification, a Specific Plan exception, a Specific Plan interpretation, or similar action related to this Specific Plan.

Back-of-House. The area of an Entertainment Attraction, Universal Studio Tour or other feature of the Theme Park not normally accessible to visitors which contains maintenance and repair facilities, warehouses, storage areas, animal storage facilities, ancillary offices, delivery areas, employee dressing rooms and rest areas, mechanical/electrical equipment, ride track areas within Entertainment Attractions, and other support facilities. Back-of-House areas may be enclosed or unenclosed.

Candela. A measure of light energy from a source at a specific standard angle and distance. A measure of the light energy designed to evaluate the output of light from a lamp or light fixture in terms of both the intensity of light and the direction of travel of the light energy away from the source.

City. The City of Los Angeles, California.

City [Q]C2 Area. The applicable areas of the NBC Universal Evolution Plan project site within the boundaries of the City adjacent to the Universal Studios Specific Plan area, as shown on Exhibit 1-A as of the effective date of this Specific Plan and as shown on Exhibit 1-B on the effective date of the annexation and detachment actions discussed in Subsection 1.B of this Specific Plan should those actions be approved. The Director may modify Exhibit 1-B consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan.

CityWalk. An entertainment venue and entertainment retail venue area that provides retail, restaurant, entertainment and theater uses, including, but not limited to, the cinemas in CityWalk. Within CityWalk, there are also several administrative and employee support offices, along with some Office and Studio Use. The boundaries of CityWalk within the Universal Studios Specific Plan area as of the effective date of this Specific Plan are shown on Exhibit 2-A and are shown on Exhibit 2-B as of the effective date of the annexation and detachment actions discussed in Subsection 1.B of this Specific Plan should those actions be approved. The Director may modify Exhibit 2-B pursuant to Section 21 of this Specific Plan to be consistent with the detachment and annexation actions.

Communication Facilities. Any Non-Occupiable Structure or equipment used for the purpose of sending or receiving data and information communications or housing equipment to support the sending or receiving of communications, and other future technological advances in such communications. Communication Facilities may include, but are not limited to, satellite and microwave dishes, antennae dishes and/or satellite farms, wireless telecommunication facilities such as cellular, WiFi, television and two-way radio transmitters and broadcast communications facilities, communications and data facilities, control and telemetry signals, cable or fiber optic systems, or future technological advances in Communication Facilities. Communication Facilities shall

also include necessary support infrastructure, such as electrical, electronic or electromagnetic vaults, cabling, equipment racks, servers, generators, transformers, downlink systems, uninterrupted power supply (UPS) systems, and other related broadcast and communication support equipment and systems.

Conceptual Site Plan. The exhibit depicting, for informational purposes only, existing development and the conceptual plan for proposed development within the Universal Studios Specific Plan area pursuant to this Specific Plan. An initial Conceptual Site Plan is contained in the Plan Description, Chapter 2, of the Specific Plan Guidelines.

Contributing Building. A building listed as a contributing resource in the Historic Preservation Plan.

County. County of Los Angeles, California.

Department of Public Works. The Department of Public Works of the County of Los Angeles.

Department of Regional Planning. The Department of Regional Planning of the County of Los Angeles.

Director. The Director of the Department of Regional Planning or his or her designee.

Entertainment Attraction. A building, structure, improvement, device, mechanism or other facility or use, or combination thereof, operated primarily for entertainment purposes as part of the Theme Park, Universal Studio Tour, CityWalk, or related activities, which may include controlled access or controlled capacities. Entertainment Attractions may include, but are not limited to: amusement rides, shows (live, computerized, animated, automated, electronic, video, motion picture, and new technologies), animal shows, outdoor displays, aquarium, parades, tours, exhibitions, assembly areas, pavilions, interactive and active play areas, or other similar activities and facilities, all of which may be outdoors or indoors, or combination thereof.

Entertainment Retail Use. A Land Use Category that includes all forms of retail and restaurant uses, including but not limited to, such uses in the Theme Park and CityWalk and support facilities, as permitted by this Specific Plan.

Entertainment Use. A Land Use Category that includes all forms of entertainment and recreation uses generally open to the public, as permitted by this Specific Plan. The uses include, but are not limited to, the Universal Studio Tour, events, and such uses in the Theme Park, Entertainment Attractions, and support facilities.

Existing Off-Site Residential Uses. Residential uses located outside of the combined boundaries of the Universal Studios Specific Plan area and the City [Q]C2 Area. Hotel uses are not included as Existing Off-Site Residential Uses.

Existing Site Plan. The site plan for the existing NBC Universal property within the County as it exists on the effective date of this Specific Plan. See Appendix G of the Specific Plan Guidelines.

Finished Grade. The lowest point of elevation of the finished surface of the ground, paving or sidewalk, excluding a driveway(s) or secondary access stairwell(s), within the area between a structure and the property line or a line 5 feet from the structure, when the property line is farther than 5 feet from the structure.

Floor Area. The total of the area in square feet of the floor surfaces confined within the exterior walls of a building. Floor Area does not include exterior patios, decks, balconies, rooftop areas, or other specifically defined exterior space which is designed for use by patrons, tenants or visitors within the Universal Studios Specific Plan area. Floor Area does not include exterior walls, space devoted to stairways and stairwells, basement storage, elevator shafts, mechanical or electrical equipment areas, vertical utility shafts, light courts, parking structures including associated driveways, ramps, loading areas and areas incidental thereto, rooms housing mechanical equipment and machinery incidental to the operation of buildings, temporary trailers used for Production Activities or construction activities, Temporary Uses, seasonal uses, helicopter landing areas, Sets / Facades, Thematic Elements, ride track areas within Entertainment Attractions, queue lines, covered or uncovered general public pedestrian circulation areas, plazas, and similar areas which are intended for public circulation.

Floor Area, Additional Permitted. The net new Floor Area that may be constructed pursuant to this Specific Plan as of the effective date of this Specific Plan as shown in Table 5-1, and the net new Floor Area that may be constructed as shown in Table 5-2 as of the effective date of the annexation and detachment actions discussed in Subsection 1.B of this Specific Plan should those actions be approved, and any net new Floor Area as permitted by this Specific Plan pursuant to the Land Use Equivalency provisions of Section 7 of this Specific Plan, (including repair, replacement, or modification of existing uses which increase Floor Area). The Additional Permitted Floor Area is calculated based on gross new Floor Area minus the demolition of Floor Area of any existing land uses within the Specific Plan area.

Floor Area, Baseline. The existing Floor Area as of the effective date of this Specific Plan as shown in Table 5-1, and the existing Floor Area as shown in Table 5-2 as of the effective date of the annexation and detachment actions discussed in Subsection 1.B of this Specific Plan should those actions be approved, located within the existing buildings shown on the Existing Site Plan. See Appendix G of the Specific Plan Guidelines.

Floor Area, Total Permitted. The total square feet of existing Baseline Floor Area and the Additional Permitted Floor Area, and any additional square feet of net new Floor Area as permitted by this Specific Plan pursuant to the Land Use Equivalency provisions of Section 7 of this Specific Plan. The Total Permitted Floor Area includes the repair, replacement, or modification of existing uses within the Specific Plan area.

Footcandle. A unit of light energy incident on a square foot of surface one foot away from a standard candle.

Graphic Treatment. Graphic Treatment is defined in Section 17 of this Specific Plan, Signage Regulations, of this Specific Plan.

Height. The vertical distance, in terms of feet above Mean Sea Level (MSL), measured to the highest point of the building, structure, roof structure or parapet wall, whichever is highest. For purposes of measuring Height, roof structures shall include rooftop equipment and architectural elements or Thematic Elements. Notwithstanding, the Height of Free-standing Signs, Communication Facilities and maintenance storage buildings shall be measured from Finished Grade, as set forth in this Specific Plan, unless specified otherwise.

Height Exception. A specified Height, measured in terms of feet above MSL, in which buildings within the 890' Height Zone may exceed the maximum Height of the Height Zone up to the maximum stated Height for the Height Exception as set forth in Section 6 of this Specific Plan and as shown on Exhibit 3-A as of the effective date of this Specific Plan and as shown on Exhibit 3-B on the effective date of the annexation and detachment actions should those actions be approved. The Director may modify Exhibit 3-B pursuant to Section 21 of this Specific Plan to be consistent with the annexation and detachment actions.

Height Zone. A specific limitation on building and structure Heights within the Universal Studios Specific Plan area defined in terms of maximum feet above Mean Sea Level (MSL) as identified on Exhibit 3-A as of the effective date of this Specific Plan and as shown on Exhibit 3-B on the effective date of the annexation and detachment actions should those actions be approved. The Director may modify Exhibit 3-B pursuant to Section 21 of this Specific Plan to be consistent with the annexation and detachment actions.

Highly Reflective Building Materials. Exterior building materials, such as polished metal or mirrored glass (glazing with a ratio of 0.20 or higher of visible light reflectance from its exterior surface), that have the potential to cause glare impacts to offsite uses or public rights of way. Visible light reflectance is the ratio of visible light that is reflected from the surface to the sum of that which is transmitted, reflected and absorbed.

Historic Preservation Expert. A person, retained by the Universal Studios Specific Plan area property owner, who has a graduate degree in architectural history or architecture, and at least three (3) years of experience working as a historic preservation professional.

Historic Preservation Plan. The Universal Studios Historic District Historic Preservation Plan, dated March 2010, prepared by Historic Resources Group, LLC and included as Appendix E of the Specific Plan Guidelines.

Hotel. A Land Use Category for hotel related uses, including, but not limited to facilities such as guest rooms and suites; meeting, banquet and ballroom facilities; lobbies; retail; restaurants; bars; nightclubs; offices; gym and fitness rooms; pools and hot tubs; spas including massage treatment facilities; salons; entertainment uses that are ancillary to the operation of a hotel; parking; and other hotel amenities as part of the hotel complex and operations.

Internal Sign Review. See Signage Regulations, Section 17 of this Specific Plan, for Sign and Sign-related definitions.

Land Use Category. Those seven (7) general categories of land uses within the Universal Studios Specific Plan area, and as set forth in Tables 5-1 and 5-2 in Section 5 of this Specific Plan. The seven (7) categories are: Studio Use, Studio Office, Office, Hotel, Entertainment Use, Entertainment Retail Use, and Amphitheater.

Land Use Equivalency. The ability to exchange a certain amount of square feet of Floor Area of one type of Land Use Category (e.g., Studio Use) to a certain amount of square feet of Floor Area for a different Land Use Category (e.g., Office Use), based on an equivalency factor established in Section 7 of this Specific Plan. The procedures for Land Use Equivalency referenced in this Specific Plan are set forth in Section 7 of this Specific Plan.

Light Source. Device that emits light energy from an electric or alternative power source, i.e. the bulb or lamp. The term Light Source does not include lighting associated with Signs, or with the interiors of buildings and structures.

Mean Sea Level (MSL). Sea level at its mean position midway between mean high and mean low tide. MSL is used in this Specific Plan as the standard for the measurement of Heights of buildings or structures. For purposes of this Specific Plan, the MSL shall be based upon bench mark 08—00180 described as "LACFCD DISC *STMP 12-30 1952* IN WALK 5.3 FT E/O CURB CAHUENGA BLVD 11.7 FT S OF N END BRIDGE OVER LA RIVER"

Nightclub. Any bar, cocktail lounge or restaurant, other than a cabaret, wherein live entertainment is provided, excluding Hotel meeting rooms and ballrooms. Any related alcoholic beverage sales shall be subject to Section 10 of this Specific Plan.

Non-Occupiable Structure. Any structure not permitted to be occupied by a person.

Oak Tree. Those trees noted on the Master Oak Tree Map, dated September 2010, and included as Appendix F of the Specific Plan Guidelines as that appendix may be modified pursuant to Subsection 11.D.2 of this Specific Plan.

Office. A Land Use Category that includes all office uses other than Studio Office.

Off-Site Transport Grading Project. The movement of over 10,000 cubic yards of dirt, soil, sand, gravel, rock, clay, decomposed granite, or other minerals related to Projects

within the boundaries of the Universal Studios Specific Plan area and which graded materials are imported into or exported out of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area.

On-Site Grading Project. Grading activities (excavation or fill) within the boundaries of the Universal Studios Specific Plan area involving movement of over 100,000 cubic yards of dirt, soil, sand, gravel, rock, clay, decomposed granite, or other minerals related to Projects.

Outdoor Special Light Effects. On-site lighting effects intended primarily for entertainment of visitors, which may include, but are not limited to, sky beacons, floodlights of Thematic Elements and structures, search lights, laser lights, laser light shows, lighting included in parades, pyrotechnic special effects, xenon lights, or future technological advances in special light effects.

Production Activities. A Studio Use that includes indoor and/or outdoor activities in conjunction with the creation, development, production (on sound stages, Sets / Facades, studios, stages, television facilities and other indoor and outdoor locations), acquisition, reproduction, recording, processing, editing, synchronizing, duplication, transmission, reception, viewing, and other use of visual, digital, print and/or aural and audio works, products, services, rights and communications. Production Activities shall include, but shall not be limited to, the use of any and all vehicles, equipment, machinery (temporary or permanent), materials (including pyrotechnic and other special effects materials), animals, or activities for such purposes. Examples of such activities include, but are not limited to, motion pictures, internet, television and radio programming, video recordings, audio recordings, digital recordings, digital media, computerization, publications, and any derivation or evolution of the foregoing as determined by the Director.

Production Facilities. Facilities used in conjunction with Studio Uses that include buildings, structures, Non-Occupiable Structures, Sets / Facades, equipment, man-made water features, and facilities that are related to Production Activities. Production Facilities may include, but are not limited to, sound stages (including live audience stages), studios, outdoor generators, workshops, garages, storage, mills, tents, trailers, trailer servicing facilities and trailer sanitation stations, paint shops, and paint booths.

Project. The construction, erection, addition to, or structural alteration of, any building or structure, a use of building or land, or change of use of building or land, on a lot located in whole or in part within the Universal Studios Specific Plan area, which requires the issuance of a grading permit, foundation permit, building permit, or land use permit, and which results in a net increase of Floor Area or a change in Land Use Category. For purposes of this Specific Plan, Sets / Facades (temporary or permanent), Production Activities (including outdoor production), Signs, and Temporary Uses are not a Project.

Public Services Facility. A facility occupied by a public agency providing sheriff, fire or other public services including any associated residential quarters for public agency personal assigned to the facility.

Sets / Façades. Temporary or permanent structures not intended for permanent occupancy that are constructed and primarily used for motion picture, film, television, or digital production and any derivation or evolution of the foregoing technologies utilized in conjunction with Production Activities.

Signs. See Signage Regulations, Section 17 of this Specific Plan, for Sign and Sign-related definitions.

Sign Conformance Review. A ministerial process to determine compliance of a proposed Sign with all applicable provisions of Section 17 of this Specific Plan, as issued by the Director pursuant to Subsection 17.D.1 of this Specific Plan.

Specific Plan Land Use District Map. That map accompanying this Specific Plan which illustrates and categorizes the land use districts of development. The Specific Plan Land Use District Map is Exhibit 2-A as of the effective date of this Specific Plan and shall be as shown on Exhibit 2-B on the effective date of the detachment and annexation actions should those actions be approved, as may be modified by the Director pursuant to Section 21 of this Specific Plan.

Studio Office. A Land Use Category for work associated with Studio Uses in which the occupants conduct their primary work activity at a desk, or technical or non-technical work station, either within a private office or in an open area. Studio Office includes related support functions and facilities including, but not limited to, conference rooms, reception and waiting rooms, file rooms, copying rooms, coffee rooms, child care, restrooms, and ancillary uses such as food service, physical fitness, sale of sundries, and which are not otherwise designated for Production Activities, Production Facilities, Studio Support Facilities, or Ancillary Support Facilities.

Studio Support Facilities. Studio Use facilities primarily used for storage, utilities, central heating and cooling, manufacturing, equipment maintenance and repair, and other similar uses.

Studio Use. A Land Use Category primarily used for the acquisition, creation, development, production (on sound stages, Sets / Façades, television facilities and other facilities and locations), reproduction, recording, transmission, reception, publicizing, merchandising, marketing, promotion, licensing, sales, leasing, financing, accounting, legal, distribution and other exploitation of visual, print and/or aural works, products, services, rights, communications, and similar Production Activities. Examples of such works include, but are not limited to, motion pictures, television, digital and radio programming, video recordings, audio recordings, digital recordings, internet applications, video gaming, publications and any evolution of the foregoing, as well as the management and administration thereof. Studio Use facilities include Production Facilities, Studio Support Facilities, Ancillary Support Facilities, and related parking.

Substantial Conformance Review. A ministerial process conducted by the Director to determine conformance of a Project with all applicable provisions of this Specific Plan and any other applicable provisions of the County Code, as issued by the Director pursuant to Section 21 of this Specific Plan.

Temporary Use. A temporary operation of any use that is not expressly permitted or expressly prohibited by this Specific Plan subject to the provisions of Subsection 6.C.3 of this Specific Plan.

Thematic Element. A three-dimensional object or non-occupiable structure or portion thereof, freestanding or attached to any building or structure. Thematic Elements may include, but are not limited to, spheres, gateways, towers, sculptures, spires, special effect elements, and architectural features. Thematic Elements may be an appurtenance to a building or structure or function as screening. A Thematic Element may be static or kinetic, may create sound subject to Section 16 of this Specific Plan, and may be internally or externally illuminated. A Thematic Element is not a Sign.

Theme Park. The area that has controlled access and comprises Universal Studios Hollywood and associated uses, including Entertainment Attractions, related retail, restaurants, food service facilities, and related Back-of-House and accessory uses. The Theme Park includes portions of the Universal Studio Tour and also accessory facilities such as plazas, streets, walkways, promenades, water features, parks, and other landscaped open space areas.

Transportation Demand Management (TDM). A program promoting ridesharing, transit, bicycles, or other measures to reduce the number of vehicles accessing a property.

Transportation Facilities. People mover systems including, but not limited to, multi-passenger diesel, gas or electric vehicles (trams, shuttles, gondolas, etc.), a rail-guided system, escalators and/or moving sidewalk systems, all of which may be at, below, or above the surface of the ground. Transportation Facilities also include bus/shuttle stops and accessory shelters, and facilities.

Transportation Information Center (TIC). A centrally-located information center where employees, patrons, visitors, and guests may obtain information regarding shuttles, transit, metro, ridesharing programs, and real-time information for planning travel without using an automobile. The TIC may be located within the Specific Plan area or within the City [Q]C2 Area.

Transportation Management Association (TMA). An organization comprised of the Universal Studios Specific Plan area property owner(s) and tenants whose function is to promote and implement the Transportation Demand Management program. The goal of the TMA is to promote awareness of the available TDM strategies for the employees, patrons, visitors, and guests of the Universal Studios Specific Plan area. Specific components of the TMA may include: rideshare matching; transit passes; administrative support for formation of vanpools and/or carpools; bike and walk to work

promotions; emergency rides home; preferential load/unload for high occupancy vehicles; and operation of a Transportation Information Center.

Universal Studios Historic District. The portion of the Universal Studios Specific Plan area identified on Exhibit 5 that is subject to the Historic Preservation Plan.

Universal Studio Tour. A vehicular tour of Universal Studios for visitors to see and experience Universal Studios Hollywood and associated Entertainment Attractions.

Universal Studio Tour Capacity. The maximum amount of Universal Studio Tour patrons that can be accommodated on the Universal Studio Tour. Universal Studio Tour Capacity consists of 23 tram vehicles, with a maximum of 160 seats per tram vehicle, per hour, or the equivalent.

Section 5. Development Limitations

A. Prohibitions.

1. Except as provided herein, no grading permit, foundation permit, building permit, land use permit, or permit for a change of use shall be issued for any Project in whole or in part within the Universal Studios Specific Plan area until the Director has issued a Substantial Conformance Review approval, Alcohol Use Approval, or Sign Conformance Review approval, whichever is applicable, pursuant to this Specific Plan.

2. No Substantial Conformance Review application shall be approved for a Project that would result in Additional Permitted Floor Area and Total Permitted Floor Area that exceeds the Additional Permitted Floor Area and Total Permitted Floor Area for a Land Use Category as set forth in Table 5-1 or Table 5-2, as applicable, except as may be adjusted pursuant to the Land Use Equivalency provisions of Section 7 of this Specific Plan.

3. No Substantial Conformance Review, Alcohol Use Approval, Sign Conformance Review, or any other application listed in Subsection 20.D of this Specific Plan shall be approved unless the Project complies with all applicable provisions of this Specific Plan and with the applicable planning provisions of the Zoning Code.

TABLE 5-1

TOTAL PERMITTED FLOOR AREA BY LAND USE CATEGORY[a]
PRIOR TO ANNEXATION AND DETACHMENT

LAND USE CATEGORY	EXISTING BASELINE (Sq.Ft.)	DEMOLITION (Sq.Ft.)[b]	GROSS NEW DEVELOPMENT (Sq.Ft.)	ADDITIONAL PERMITTED[d] (Sq.Ft.)	TOTAL PERMITTED (Sq.Ft.)
Studio Use	1,228,010	185,051	443,000	257,949	1,485,959
Studio Office	769,905	97,680	415,000	317,320	1,087,225
Office	463,242	54,594	550,000	495,406	958,648
Entertainment Use	775,052	107,105	445,000	337,895	1,112,947
Entertainment Retail Use	480,021	30,784	20,000	-10,784	469,237
Amphitheater	108,100	108,100	60,000	-48,100	60,000
Hotel[c]	0	0	450,000	450,000	450,000
TOTAL	**3,824,330**	**583,314**	**2,383,000**	**1,799,686**	**5,624,016**

TABLE 5-2

TOTAL PERMITTED FLOOR AREA BY LAND USE CATEGORY[a]
AFTER ANNEXATION AND DETACHMENT

LAND USE CATEGORY	EXISTING BASELINE (Sq.Ft.)	DEMOLITION (Sq.Ft.)[b]	GROSS NEW DEVELOPMENT (Sq.Ft.)	ADDITIONAL PERMITTED[d] (Sq.Ft.)	TOTAL PERMITTED (Sq.Ft.)
Studio Use	1,228,100	185,051	443,000	257,949	1,486,049
Studio Office	671,564	80,226	415,000	334,774	1,006,338
Office	463,430	54,594	550,000	495,406	958,836
Entertainment Use	775,132	107,105	445,000	337,895	1,113,027
Entertainment Retail Use	632,244	6,884	70,000	63,116	695,360
Amphitheater	110,600	110,600	60,000	-50,600	60,000
Hotel[c]	0	0	450,000	450,000	450,000
TOTAL	**3,881,070**	**544,460**	**2,433,000**	**1,888,540**	**5,769,610**

a. The Additional Permitted Floor Area and Total Permitted Floor Area in square feet by Land Use Category may be adjusted pursuant to the Land Use Equivalency provisions of Section 7 of this Specific Plan.

b. See Subsection 5.E of this Specific Plan regarding demolition of existing buildings and structures.

c. Includes up to a maximum of 500 guestrooms/suites.

d. Note: Net Additional Permitted Floor Area is consistent with the net Additional Permitted Floor Area within the County reflected in the analysis of Alternative 10 in the Final Environmental Impact Report for the NBC Universal Evolution Plan (EIR SCH No. 2007071036) less 125,000 square feet of Studio Office Floor Area, less 17,454 square feet of Studio Office demolition and 23,900 square feet of Entertainment Retail demolition that is included in the City portion of the project site rather than within the County portion of the project site with the proposed annexation and detachment actions discussed in Subsection 1.B of this Specific Plan.

B. Additional Permitted Floor Area and Total Permitted Floor Area.

1. Prior to the effective date of the proposed annexation and detachment actions, the Additional Permitted Floor Area and Total Permitted Floor Area within the Universal Studios Specific Plan area shall not exceed the Additional Permitted Floor Area and Total Permitted Floor Area by Land Use Category in Table 5-1, and as of the effective date of the annexation and detachment actions, should those actions be approved, the Additional Permitted Floor Area and Total Permitted Floor Area shall not exceed the Additional Permitted Floor Area and Total Permitted Floor Area by Land Use Category in Table 5-2, except in each case for Additional Permitted Floor Area and Total Permitted Floor Area allowed pursuant to the Land Use Equivalency Transfer provisions of Section 7 of this Specific Plan. The Director may modify Table 5-2 consistent with the Local Formation Commission's action pursuant to Section 21 of this Specific Plan. The repair, replacement, or modification of existing facilities within the Additional Permitted Floor Area and Total Permitted Floor Area is allowed.

C. Exemptions. The following uses and activities shall be permitted, shall not be subject to Substantial Conformance Review under this Specific Plan, and are not otherwise subject to the Zoning Code, except that in each case such activities shall comply with the Oak Tree regulations contained in Section 11 of this Specific Plan to the extent applicable:

1. Sets / Façades;

2. Grading activities involving:

   a. the movement of less than or equal to 100,000 cubic yards of earth material related to Projects within the boundaries of the Universal Studios Specific Plan area (i.e. not an On-Site Grading Project), and

   b. the movement of less than or equal to 10,000 cubic yards of graded materials related to Projects within the boundaries of the Universal Studios Specific Plan area and which graded materials are imported into or exported out of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area (i.e. not an Off-Site Transport Grading Project);

3. Production Activities; and

4. Repair or modification of buildings or structures that does not increase the Floor Area of the building or structure by more than 10 percent or 1,000 square feet, whichever is less. The total additional Floor Area in square feet of said uses above the conditions prior to modification shall be counted as Additional Permitted Floor Area.

D. Prohibited Uses and Facilities. The following uses and facilities shall be expressly prohibited within the Universal Studios Specific Plan area:

Adult Business Establishments
Gun shops
Gambling establishments
Medical Marijuana Dispensaries
Tattoo Parlors
Any other uses and facilities not listed in Subsection 6.C of this Specific Plan as permitted uses and facilities or that are determined by the Director not to be similar to permitted uses and facilities under this Specific Plan.

E. Existing Uses and Facilities.

1. Any buildings or structures, or any portion thereof, or use of land lawfully existing upon the effective date of this Specific Plan may, without limitation, be continued, maintained, remodeled, renovated, or replaced for any reason, whether conforming or nonconforming with the provisions of the Zoning Code prior to the effective date of this Specific Plan.

2. Any building or structure, whether existing upon or after the effective date of this Specific Plan, may be demolished and replaced with a new building or structure of equal Floor Area of the same Land Use Category, subject to Substantial Conformance Review as may be required pursuant to Section 5.A and 5.C above.

3. Any building or structure, whether existing upon or after the effective date of this Specific Plan, may be demolished and replaced with a new building or structure of a different Land Use Category, subject to Substantial Conformance Review as may be required pursuant to Subsection 5.A and 5.C above, provided that such building or structure complies with the Land Use Equivalency transfer procedures in Section 7 of this Specific Plan if the new building or structure would result in exceeding the Total Permitted Floor Area stated in Table 5-1 or 5-2, as applicable.

F. Large Scale Entertainment Attractions. Any new large scale Entertainment Attraction shall be limited to construction within the Entertainment District and Studio District as those districts are shown on Exhibit 2-A as of the effective date of this Specific Plan, and as shown on Exhibit 2-B as of the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan). New Entertainment Attractions in the Back Lot District shall be limited to Entertainment Attractions associated with the Tram Tour.

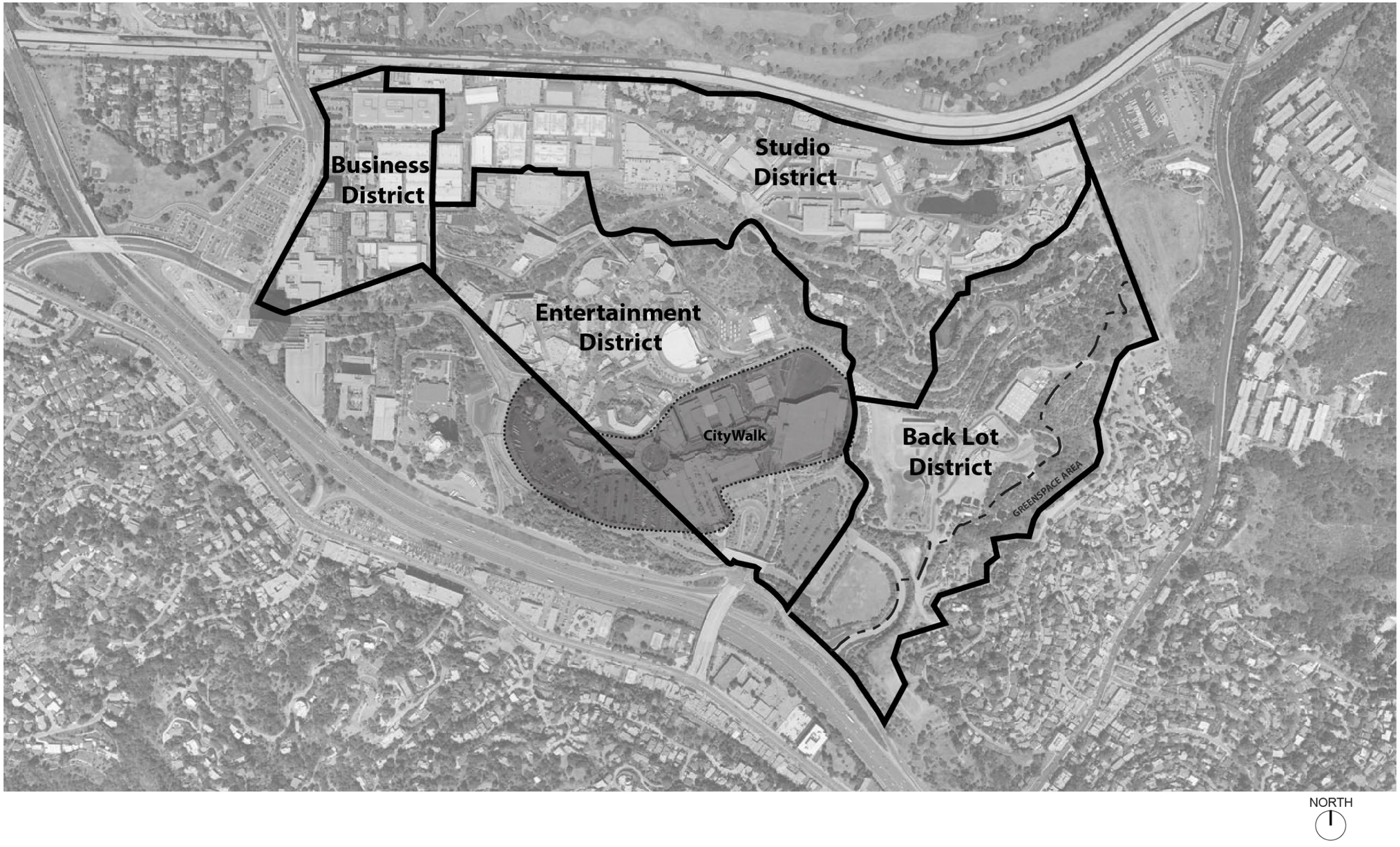

EXHIBIT 2-A – Land Use District Map Prior to Annexation/Detachment

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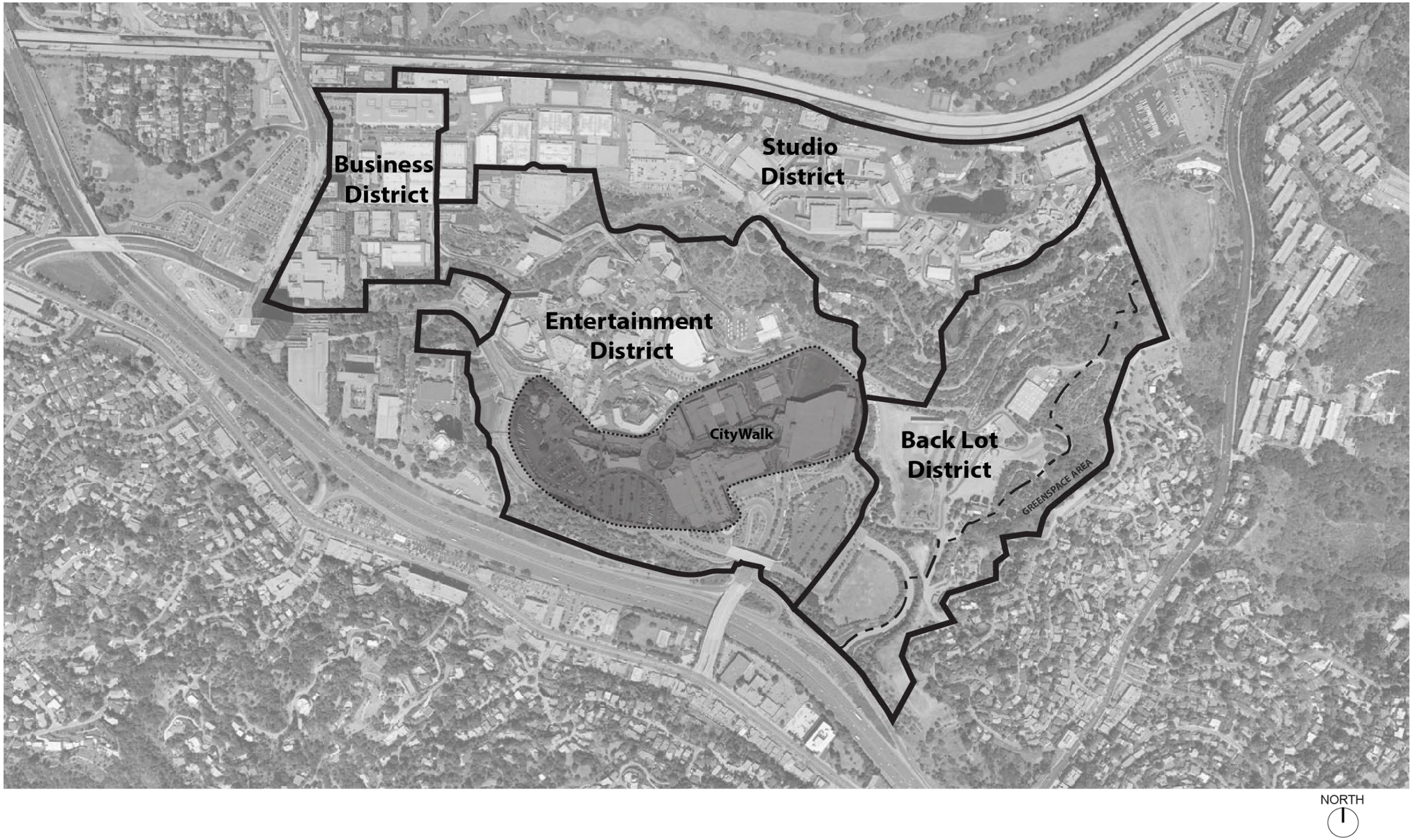

EXHIBIT 2-B – Land Use District Map After Annexation/Detachment

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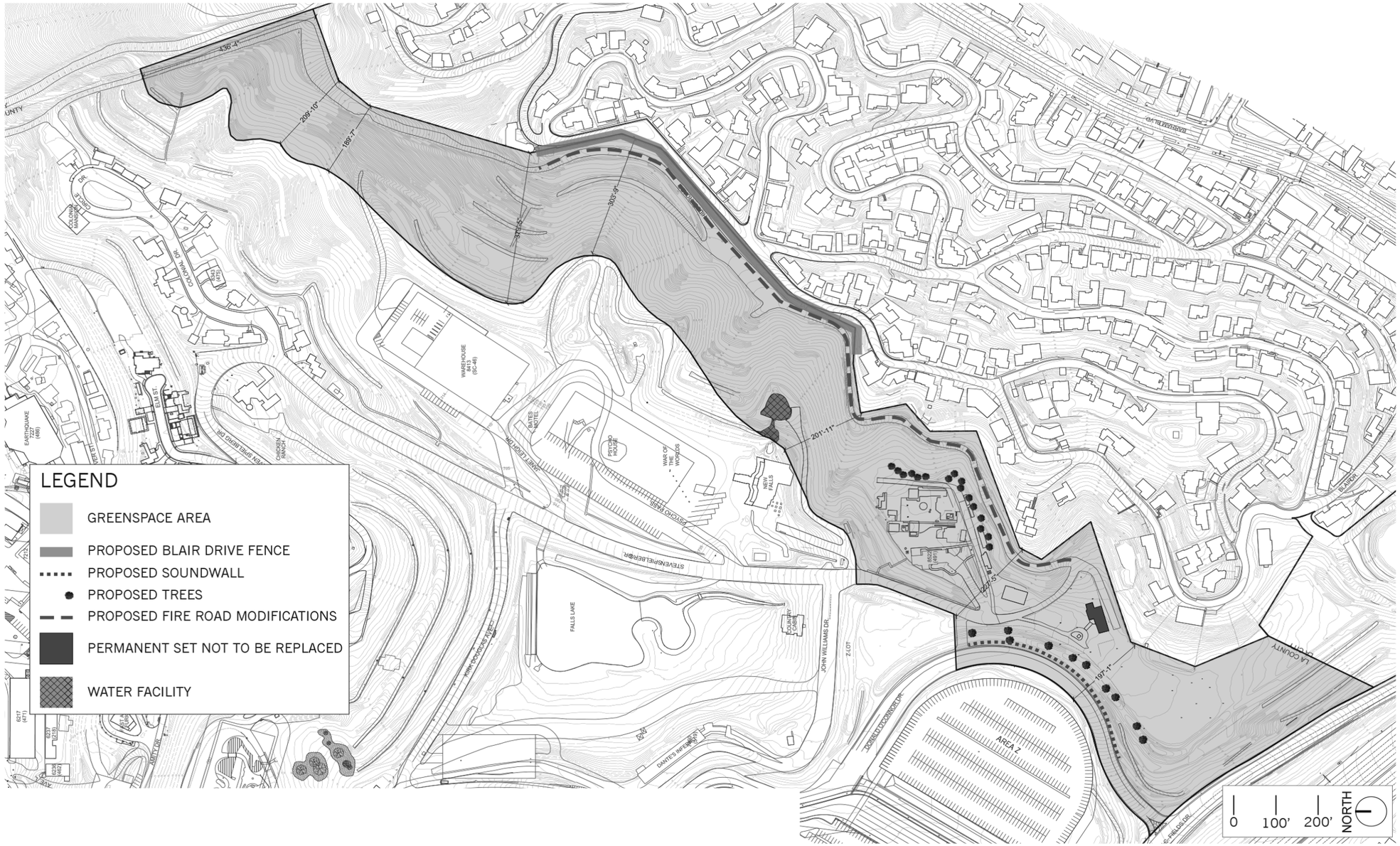

EXHIBIT 2-C – Universal Studios Specific Plan Greenspace Area

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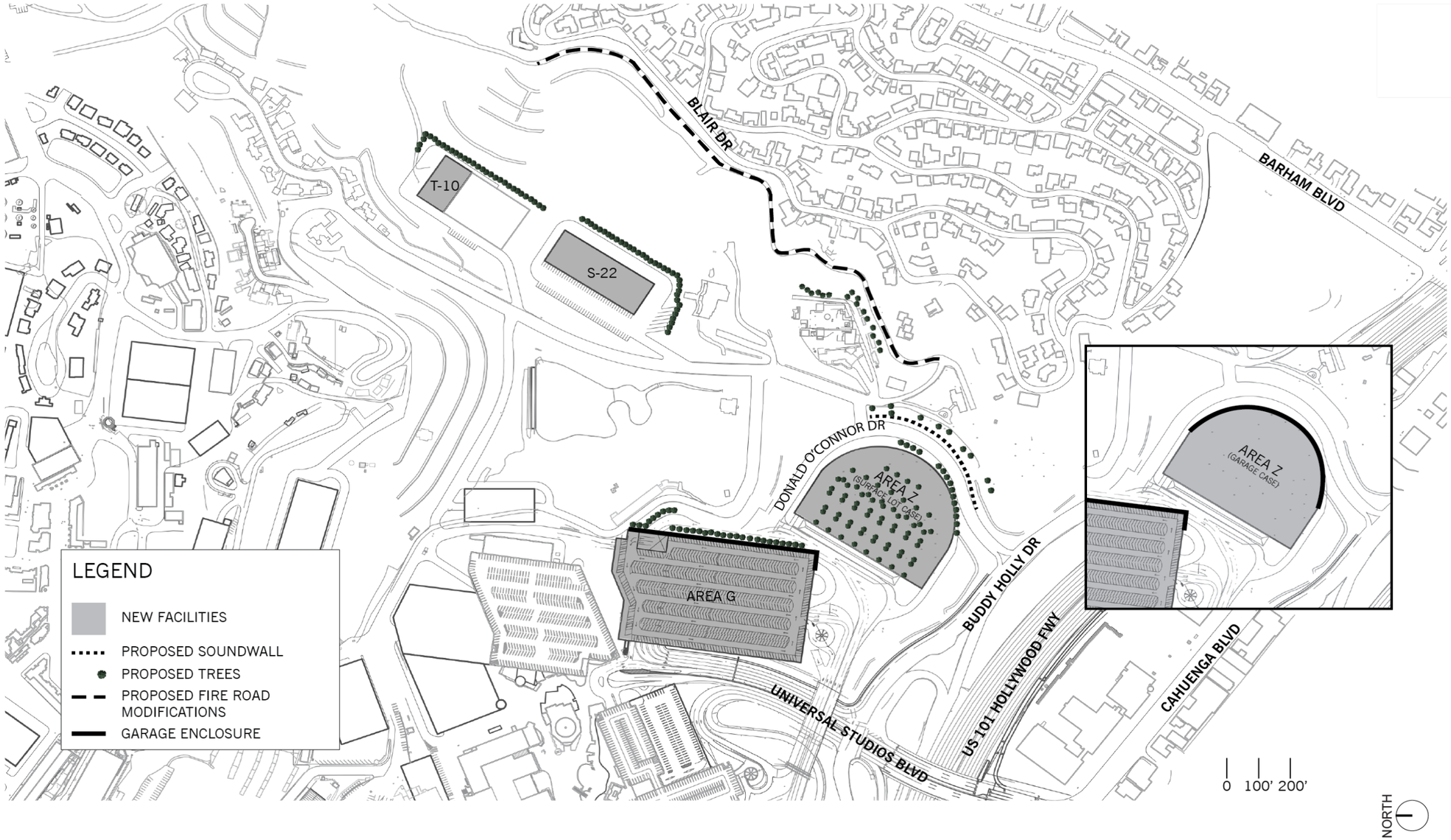

EXHIBIT 2-D – Location of Parking Facilities in Design Regulations

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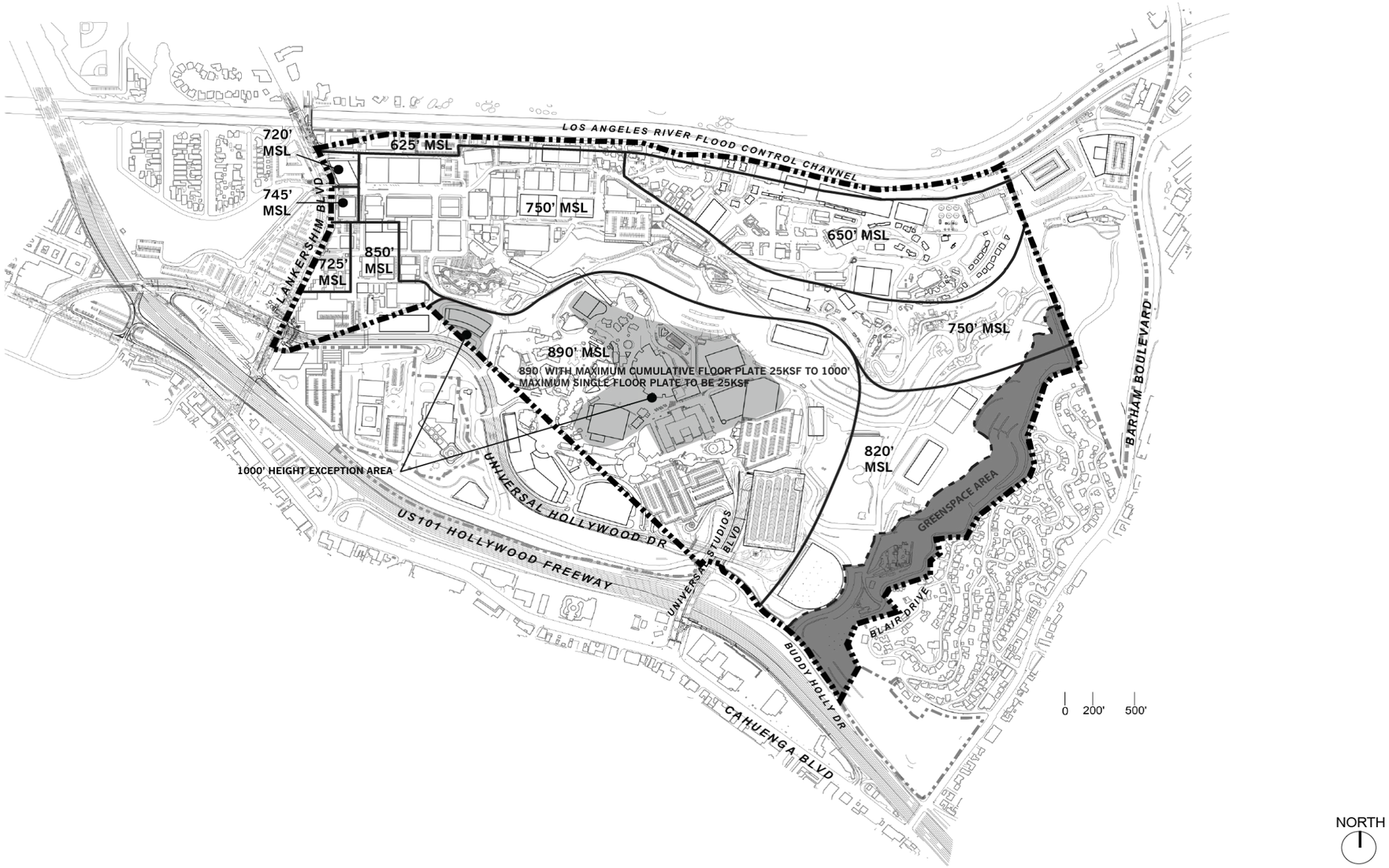

EXHIBIT 3-A – Height Zone Map Prior to Annexation/Detachment

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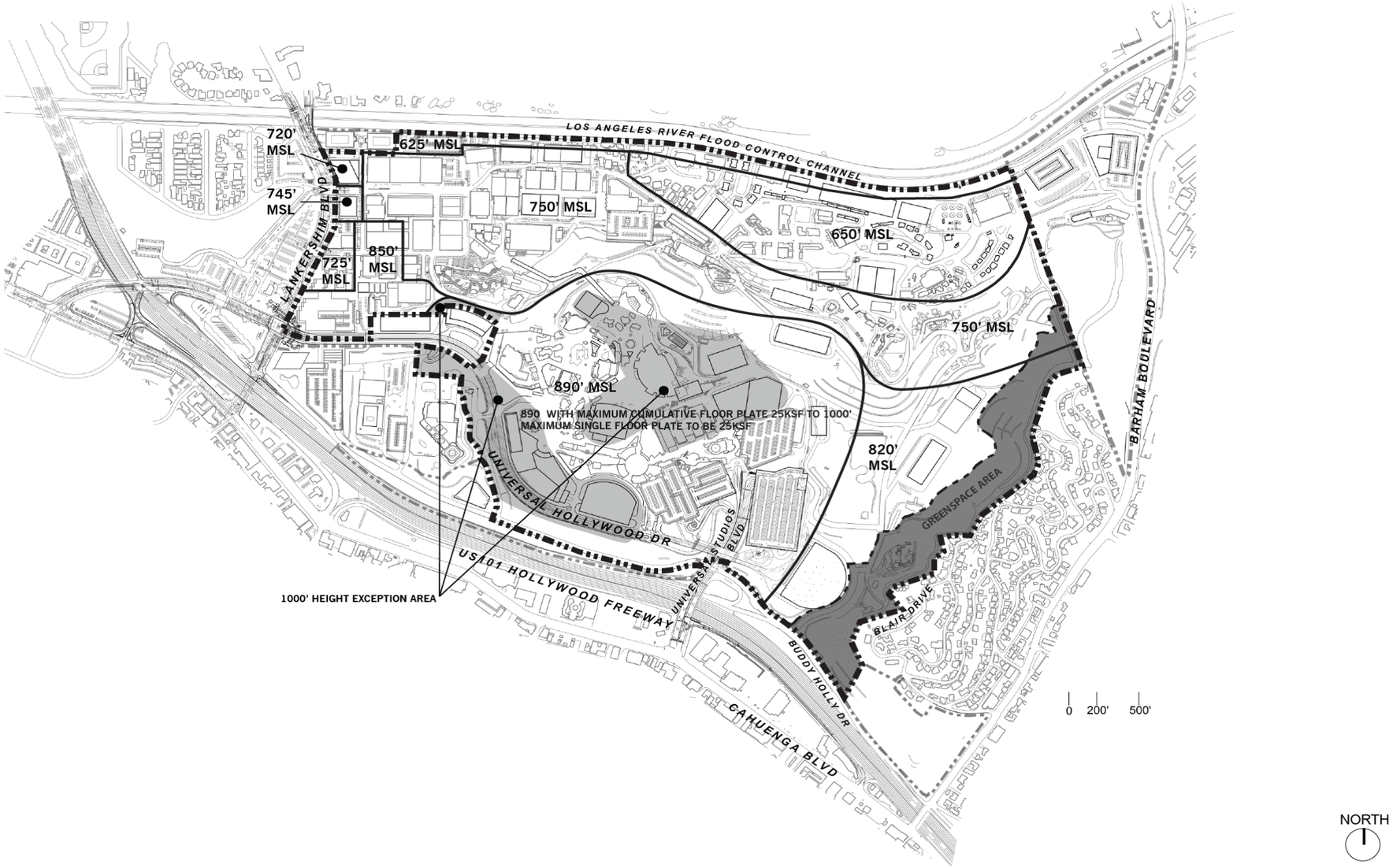

EXHIBIT 3-B – Height Zone Map After Annexation/Detachment

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Section 6. Land Use and Design Regulations

A. Designation of Districts. The Universal Studios Specific Plan area is divided into four (4) Districts, as shown on Exhibit 2-A as of the effective date of this Specific Plan, and as shown on Exhibit 2-B as of the effective date of the annexation and detachment actions should those actions be approved, which are designated as: Studio District; Studio Back Lot District; Business District; and Entertainment District. The Director may modify Exhibit 2-B consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan.

B. Land Use Categories. As set forth in Table 5-1 or Table 5-2, as applicable, of Section 5 of this Specific Plan, seven (7) Land Use Categories shall be permitted within the Universal Studios Specific Plan area. The seven (7) Land Use Categories are: Studio Use; Studio Office; Office; Hotel; Entertainment Use; Entertainment Retail Use; and Amphitheater.

C. Permitted Uses and Facilities.

1. The following uses and facilities shall be permitted within the Studio, Business, and Entertainment Districts described in Subsection 6.A above:

Amphitheater
Amusement games or arcades
Ancillary Support Facilities
Animal care and boarding facilities, provided said animals are kept or maintained pursuant to and in compliance with all applicable regulations of the Los Angeles County Department of Animal Care and Control
Athletic facilities
Billiard or pool halls
Bowling alleys
Charitable events
Civic events
Communication Facilities
Conference facilities
Construction offices
Educational facilities
Emergency medical facilities (for on-site employees, guests and visitors)
Entertainment Attractions
Entertainment Retail Uses
Entertainment shows
Entertainment Uses
Entry facilities, including but not limited to parking payment booths
Fences/walls
Financial institutions
Fueling stations (for businesses and activities conducted on-site or related to on-site businesses and activities)
Fundraisers

Government facilities
Health and exercise spas and physical fitness centers
Hotels, subject to provisions in Section 9 of this Specific Plan
Landscape nurseries and related uses
Museums, art displays, art shows, art galleries (indoor/outdoor)
Nightclubs
Offices
Outdoor Special Light Effects
Overnight sleeping quarters for security personnel, fire protection personnel, and on-site managers
Parades and street performers shows
Parking structures and surface parking lots including but not limited to parking payment booths
Pedestrian or vehicular tours
Power facility (to provide power for on-site purposes)
Premieres (film, television, audio, and other media events)
Production Activities (including outdoor production)
Production Facilities
Promotional activities
Public dancing and live entertainment
Public Services Facilities
Pyrotechnic special effects and storage
Recreational facilities
Recycling facilities
Research and development facilities
Restaurants, cafes, coffee shops, bars, dinner theaters and nightclubs (indoor/outdoor)
Retail uses, indoor and outdoor, including the display, rental and sale of new or second-hand goods in shops, retail facilities, carts, kiosks and other facilities
Roads
Sale of alcoholic beverages for on-site and off-site consumption (subject to the provisions of Section 10 of this Specific Plan)
Seasonal uses (e.g. pumpkin patches, Christmas tree lots)
Security facilities and short-term detention facilities for on-site security purposes
Sets / Façades (permanent and temporary)
Signs
Special events
Stockpiling/On-site storage of graded materials (less than 50,000 cubic yards)
Storage, outdoor and indoor (ancillary to uses on-site)
Storage tanks, underground and above ground (ancillary to uses on-site)
Studio Offices
Studio Support Facilities
Studio Uses

Temporary Uses
Theaters, motion picture theaters, live performance theaters
Thematic Elements
Theme Park, Universal Studio Tour and related activities
Trailers (non-residential)
Transportation Facilities
Utilities, underground and above ground
Vehicle maintenance and repair facilities
Wall Murals
Warehouses
Other uses, which are similar, accessory or incidental to permitted uses, as determined by the Director.

2. The following uses and facilities shall be permitted within the Studio Back Lot District described in Subsection 6.A above:

Ancillary Support Facilities
Animal care and boarding facilities, provided said animals are kept or maintained pursuant to and in compliance with all applicable regulations of the Los Angeles County Department of Animal Care and Control
Charitable events
Civic events
Communication Facilities
Construction offices
Emergency medical facilities (for on-site employees, guests and visitors)
Entertainment Attractions
Entertainment shows
Entertainment Uses
Entry facilities, including but not limited to parking payment booths
Fences/walls
Fueling stations (for businesses and activities conducted on-site or related to on-site businesses and activities)
Fundraisers
Landscape nurseries and related uses
Offices
Outdoor Special Light Effects
Overnight sleeping quarters for security personnel, fire protection personnel, and on-site managers
Parking structures and surface parking lots including but not limited to parking payment booths
Pedestrian or vehicular tours
Power facility (to provide power for on-site purposes)
Premieres (film, television, audio, and other media events)
Production Activities (including outdoor production)
Production Facilities

Promotional activities
Pyrotechnic special effects and storage
Recycling facilities
Roads
Seasonal uses (e.g. pumpkin patches, Christmas tree lots)
Security facilities and short-term detention facilities for on-site security purposes
Sets / Façades (permanent and temporary)
Signs
Special events
Stockpiling/On-site storage of graded materials (less than 50,000 cubic yards)
Storage, outdoor and indoor (ancillary to uses on-site)
Storage tanks, underground and above ground (ancillary to uses on-site)
Studio Offices
Studio Support Facilities
Studio Uses
Temporary Uses
Thematic Elements
Theme Park, Universal Studio Tour and related activities
Trailers (non-residential)
Transportation Facilities
Utilities, underground and above ground
Vehicle maintenance and repair facilities
Wall Murals
Warehouses
Other uses, which are similar, accessory or incidental to permitted uses, as determined by the Director.

3. Temporary Uses. Notwithstanding Subsections 6.C.1 and 6.C.2 above, a Temporary Use shall be permitted for up to 60 consecutive days per individual Temporary Use, which may be extended by the Director for an additional 30 days for a total of 90 days permitted for an individual Temporary Use; provided, however, that in no event shall the cumulative time for all Temporary Uses within the Universal Studios Specific Plan area during a calendar year exceed 120 days in the aggregate for all Temporary Uses.

   a. Application. The Applicant shall file a Temporary Use application using the County's standard Temporary Use application form accompanied by the filing fee applicable to a Temporary Use Permit not requiring a public hearing as established in Section 22.60.100 of the Zoning Code. The Temporary Use application shall contain the following information:

i. The name and address of Applicant and the operator of the proposed Temporary Use, if different;

ii. Site Address for proposed Temporary Use;

iii. The precise nature of the proposed Temporary Use;

iv. A site plan of the proposed Temporary Use drawn to a scale satisfactory to, and in the number of copies prescribed by the Director, indicating:

(a) The area and dimensions of the proposed Temporary Use;

(b) Hours of operation of the proposed Temporary Use; and

(c) Plan and elevation of temporary structure(s), if any.

v. Access and parking provisions;

vi. Duration of the Temporary Use;

vii. Unique operational conditions of the proposed Temporary Use, if any;

viii. Summary table of duration of prior Temporary Uses in the same calendar year; and

ix. Other information that the Director deems necessary to process the application.

b. Burden of proof. The Applicant shall substantiate to the satisfaction of the Director that:

i. The operation of the proposed Temporary Use at the location proposed and within the time period specified will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and

ii. The proposed location for the Temporary Use is adequate in size and shape to accommodate such Temporary Use without material detriment to the use or enjoyment of the property of other persons located in the vicinity of the proposed Temporary Use location.

c. Findings. The Director shall not approve a Temporary Use unless the Director finds that:

i. The proposed use is consistent with the definition of Temporary Uses in Section 4 of this Specific Plan;

ii. Adequate temporary parking to accommodate vehicular traffic to be generated by such Temporary Use will be available either on-site or at alternate locations acceptable to the Director in any case where such Temporary Use is proposed for a period longer than one weekend or three consecutive days;

iii. Approval of the Temporary Use will not exceed the time limitations for Temporary Uses set forth in this Subsection;

iv. The Applicant has substantiated the facts required in Subsection 6.C.3.b above.

d. Conditions. In approving an application for a Temporary Use, the Director may impose such conditions as the Director deems necessary to ensure that the Temporary Use will be in accordance with the findings required by Subsection 6.C.3.c above.

e. Time for review. Within seven (7) calendar days of receipt of a complete Temporary Use application, the Director shall either approve the application or indicate how the application is not in substantial compliance with this Specific Plan.

D. Designation of Height Zones.

1. Height Zones. Within the Universal Studios Specific Plan area, nine (9) Height Zones are designated that establish the maximum permitted Height of buildings and structures measured in terms of feet above Mean Sea Level (MSL) as shown on Exhibit 3-A as of the effective date of this Specific Plan and as shown on Exhibit 3-B as of the effective date of the annexation and detachment actions should those actions be approved. The Director may modify Exhibit 3-B consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan to be consistent with the annexation and detachment actions. The Height Zones are designated as follows:

a. 625 feet MSL

b. 650 feet MSL

c. 720 feet MSL

d. 725 feet MSL

e. 745 feet MSL

f. 750 feet MSL

g. 820 feet MSL

h. 850 feet MSL

i. 890 feet MSL

These Height Zones and the corresponding approximate building heights above existing and future grade are summarized in Table 2.8a, Chapter 2 of the Specific Plan Guidelines.

2. Height of buildings or structures. Notwithstanding Zoning Code height provisions to the contrary, for purposes of this Specific Plan, the Height of any building or structure shall be the vertical distance, in terms of feet above MSL, measured to the highest point of the building or structure or roof structure or parapet wall, whichever is highest.

   For the purposes of measuring Height, roof structures shall include rooftop equipment, architectural elements and Thematic Elements. Rooftop equipment shall not include Communication Facilities, which are located on high-rise buildings containing ten (10) or more stories.

3. Height Exception. A Height Exception is the Height, measured in terms of feet above MSL, in which buildings (including roof-top equipment, other than Communication Facilities, architectural elements and Thematic Elements) may exceed the maximum Height of the 890' Height Zone up to the maximum stated Height of 1000' above MSL, as shown on Exhibit 3-A as of the effective date of this Specific Plan and as shown on Exhibit 3-B on the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan). There shall be no more than 25,000 square feet of total building floorplate(s) utilizing the Height Exception. For purposes of calculating the building floorplate, roof top equipment, architectural elements and Thematic Elements shall not be included in the calculation of the total building floorplate permitted to use the Height Exception.

4. Existing Buildings/Structures – Height. The Lew R. Wasserman Building (Building No. 1280), which exists prior to the effective date of this Specific Plan shall be permitted to exceed the Height Zone to its existing Height of approximately 770' MSL.

   a. In the event of any damage or destruction to Building No. 1280, it may be rebuilt up to the Height that existed as of the effective date of this Specific Plan.

   b. Any horizontal additions or enlargements in excess of 10% of Building No. 1280's Floor Area shall be subject to the Height Zone requirements of this Specific Plan. No vertical additions to the top of the existing Building No. 1280 shall be permitted.

5. Height of Fences. The height of any non-structural fence shall be permitted up to 15 feet in height above highest Finished Grade. The height of a fence shall be measured at the highest grade within three (3) feet of either side of said fence. In order to allow for variation in topography, the height of a fence may vary an amount not to exceed six (6) inches.

6. Retaining Walls/Engineered Walls. Retaining walls and specially-engineered or structural walls shall be allowed in conformance with County Code requirements.

E. Design Standards for Buildings and Other Structures.

All Projects shall comply with the following design requirements, as applicable.

1. Screening of buildings along the Los Angeles River Flood Control Channel edge. Any new buildings within the 625' Height Zone located along the Los Angeles River Flood Control Channel, as shown on Exhibit 3-A as of the effective date of this Specific Plan and as shown on Exhibit 3-B on the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan), shall incorporate, to the satisfaction of the Director, visual treatment along the north-facing building plane that may include, but shall not be limited to, such measures as: articulation of building plane; use of varying building materials to create visual interest; or installation of landscaping to visually buffer the building façade.

2. Screening/enclosing of rooftop equipment. All rooftop equipment, including Communication Facilities, shall be vertically screened from the view of public pedestrian locations within 500 feet of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area, except such screening shall not be required where it would interfere with the operation or transmission of such Communication Facilities. Screening may include landscaping, walls, or fences to visually buffer the rooftop equipment. Screening shall be maintained. Non-vegetative screening materials shall complement the architecture of the structure. Screening of rooftop equipment from view from above is not required.

3. Screening of outdoor storage areas. With the exception of Sets / Façades and Production Activities, all outdoor storage shall be screened, to the satisfaction of the Director, from the view of public pedestrian locations within 500 feet of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area. Screening may include landscaping, walls, or fences to visually buffer the outdoor storage areas. Non-vegetative screening shall be comprised of materials

complementary to nearby buildings. Chain link fence shall only be used as screening in conjunction with the use of slats, mesh, fabric, or vegetation. Screening of outdoor storage areas from view from above is not required.

4. Yards, building projections and building separation requirements. No front, side or rear yards, limitations on building projections or building separations shall be required for any lot or building within the Universal Studios Specific Plan area, except as required by Titles 26 and 32 of the Los Angeles County Building and Fire Codes, respectively, or other applicable County Building and Safety or Fire Department regulations.

5. Highly Reflective Building Materials. Projects shall not utilize mirrored glass or other Highly Reflective Building Materials as defined by this Specific Plan.

6. Building façades. Building façades within 40 feet of and facing public rights-of-way shall include articulation of building plane; use of varying building materials to create visual interest, and/or the regular placement of windows, or other similar architectural treatments.

7. Greenspace Area. A greenspace area shall be maintained along the eastern boundary of the Universal Studios Specific Plan area adjacent to the Existing Off-Site Residential Uses to the east as shown on Exhibit 2-C. The western boundary of the greenspace area shall be marked approximately every 300 feet and the boundary markers shall be maintained. The following standards shall apply to the designated greenspace area:

   a. Other than the use of existing roadways and security and/or maintenance access, utilities, and as provided in Subsection 6.E.7.c below, no new activities or new buildings or structures shall occur within the greenspace area, except that the existing roadways may be modified and utilities, including recycled water storage and distribution facilities, may be added or modified;

   b. The portions of the existing fire road shown on Exhibit 2-C, and any modifications to such portions of the fire road, shall be improved with decomposed granite or other suitable material to control dust prior to the issuance of the certificate of occupancy for the new warehouse facility identified as S-22 on Exhibit 2-D, and the decomposed granite or other suitable material shall be properly maintained;

   c. Those Sets / Façades or other structures existing within the greenspace area as of the effective date of this Specific Plan as shown on Exhibit 2-C may remain and continue to be utilized for

Production Activities, including use of vehicles and trailers related to Production Activities, and in the event of any destruction of the Sets / Façades or other structures, such Set / Façades or other structures may be rebuilt up to substantially the same size and in substantially the same location that existed as of the effective date of this Specific Plan;

d. No new Sets / Façades shall be developed in this area and the permanent Set / Façade shown on Exhibit 2-C shall not be replaced;

8. Fencing at Specific Plan Eastern Boundary.

a. A new painted metal fence, 12 feet in height including a security section, shall be installed and maintained along the Specific Plan eastern boundary within the area shown on Exhibit 2-C prior to the issuance of the certificate of occupancy for the new warehouse facility identified as S-22 on Exhibit 2-D;

b. Any fencing required under this Specific Plan located along the eastern boundary of the Specific Plan area shall be properly maintained at all times.

9. Access for new buildings developed pursuant to this Specific Plan shall be designed consistent with the applicable provisions of Titles 26 and 32 of the Los Angeles County Building and Fire Codes, respectively, or other applicable County Building and Safety or Fire Department regulations.

10. See Subsection 14.H for Design Standards for Permanent Parking Facilities and Subsection 18.C of this Specific Plan for Design Standards for new Communication Facilities.

11. Prior to the Universal Studios Specific Plan area property owner using Donald O'Connor Drive after 11:00 p.m. or prior to 7:00 a.m., a 10-foot high painted block sound wall shall be constructed along the eastern edge of Donald O'Connor Drive in the location shown on Exhibit 2-D.

12. For any new warehouse facilities developed at the locations shown on Exhibit 2-D:

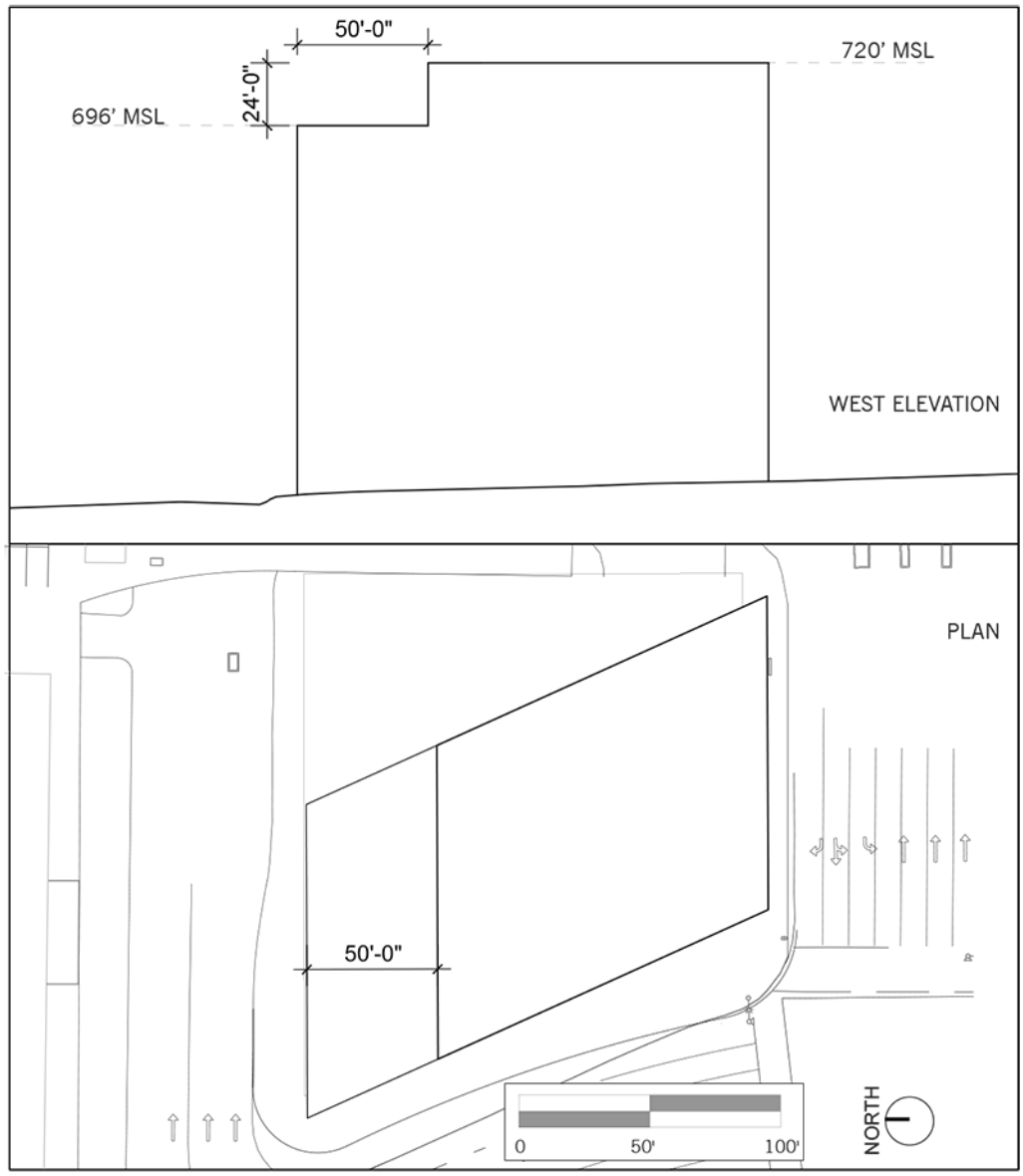
a. Parking areas and loading docks shall not be developed on the east side of such new warehouse facilities;

b. New trees shall be installed and maintained as shown on Exhibit 2-D to screen the eastern and southern sides of the new warehouse structure identified as S-22 on Exhibit 2-D prior to the issuance of the certificate of occupancy for that structure;

c. New trees shall be installed and maintained as shown on Exhibit 2-D to screen the eastern side of the expansion of the warehouse structure identified as T-10 on Exhibit 2-D prior to the issuance of the certificate of occupancy for that structure.

13. For any new building developed within the 720' MSL Height Zone, those portions of the building above 696' MSL shall be terraced back from the north façade of the building by 50 feet as shown on Figure 6-1 below.

Figure 6-1
720' MSL Height Zone Building Design



F. Sustainable Development Measures.

1. General requirements. All Projects shall comply with Green Building regulations, as applicable, in Sections 22.52.2100 – 22.52.2160 of the Zoning Code, except that in addition to the exemptions in the Green Building regulations, the following shall be exempt from such requirements:

    a. Production Activities (which does not include construction of stages or television facilities within which Production Activities may occur), Sets / Facades, and amusement rides, shows, tour attractions, exhibitions or play areas associated with the Theme Park or Universal Studios Tour.

2. Additional sustainable standards. In addition to the requirements of Section 22.52.2130 of the Zoning Code, Projects within the Universal Studios Specific Plan area shall also comply with the following standards:

    a. All new buildings shall be designed to exceed Title 24, Part 6 of the California Code of Regulations (2005) energy requirements by at least fifteen percent. In the event Title 24 is amended such that the energy conservation requirements in the amended Title 24 exceed Title 24 (2005) by fifteen percent or greater, the building shall comply with the amended Title 24.

    b. Outdoor water conservation. Project landscaping shall include the following:

        i. Use of reclaimed water for landscape irrigation;
        ii. Installation of the infrastructure to deliver the reclaimed water, if necessary; and
        iii. Use of high efficiency irrigation systems, including weather-based irrigation controllers that use sensors and weather information to automatically adjust watering times and frequency in response to weather changes.

    c. Indoor water conservation. Water fixtures in new buildings shall meet or exceed the following water conservation standards:

        i. High Efficiency Toilets: 1.28 gallons/flush or less;
        ii. High Efficiency Urinals: 0.5 gallons/flush or less;
        iii. Restroom Faucets: 1.5 gallons/minute or less;
        iv. Pre-rinse Spray Valves: 1.6 gallons/minute or less for Commercial Kitchens; and
        v. Public Restroom: self-closing faucets.

    d. Education on water conservation shall be provided to the Universal Studios Specific Plan area property owner's employees through new employee orientation materials and three (3) times annually

through company website, exhibits, or meetings on energy conservation.

e. Resource conservation. During new construction, a minimum of 65 percent of the non-hazardous construction and demolition debris from construction of new Project buildings shall be recycled and/or salvaged for reuse. During occupancy and operations, the Project shall have a solid waste diversion target of 65 percent of the non-hazardous waste generated.

G. Landscape Standards.

1. General requirements. All Projects shall comply with the Drought-Tolerant Landscaping design regulations, as applicable, in Sections 22.52.2200 – 22.52.2270 of the Zoning Code, except that in addition to the exemptions in the Drought-Tolerant Landscaping design regulations the following shall be exempt from such requirements.

a. Outdoor Production Activities, Sound Stages, Sets / Facades, amusement rides, shows, tour attractions, exhibitions or play areas associated with the Theme Park, CityWalk or Universal Studios Tour, and visitor entry points to the Theme Park and CityWalk.

2. With each Substantial Conformance Review application for a Project facing Lankershim Boulevard, the Applicant shall prepare and submit to the Director for review and approval a landscape design plan in substantial conformance with the Conceptual Lankershim Streetscape Plan in the Specific Plan Guidelines.

H. Low Impact Development.

1. General requirements. All Projects shall comply with Low Impact Development regulations, as applicable, in Section 22.52.2310 of the Zoning Code, except that in addition to the exemptions in the County Code Low Impact Development regulations, the following shall be exempt from such requirements to the extent the exemption is not in violation of any applicable Federal and State regulatory water quality requirements.

a. Sets / Facades.

b. The temporary addition, modification, or replacement of impervious surface area for Production Activities during the duration of the Production Activity.

c. The modification or replacement of impervious surface area associated with repurposing of amusement rides, shows, tram tour attractions, exhibitions, and open air areas with facilities for play/games associated with the Low Impact Development Theme Park and CityWalk areas shown on Exhibit 4.

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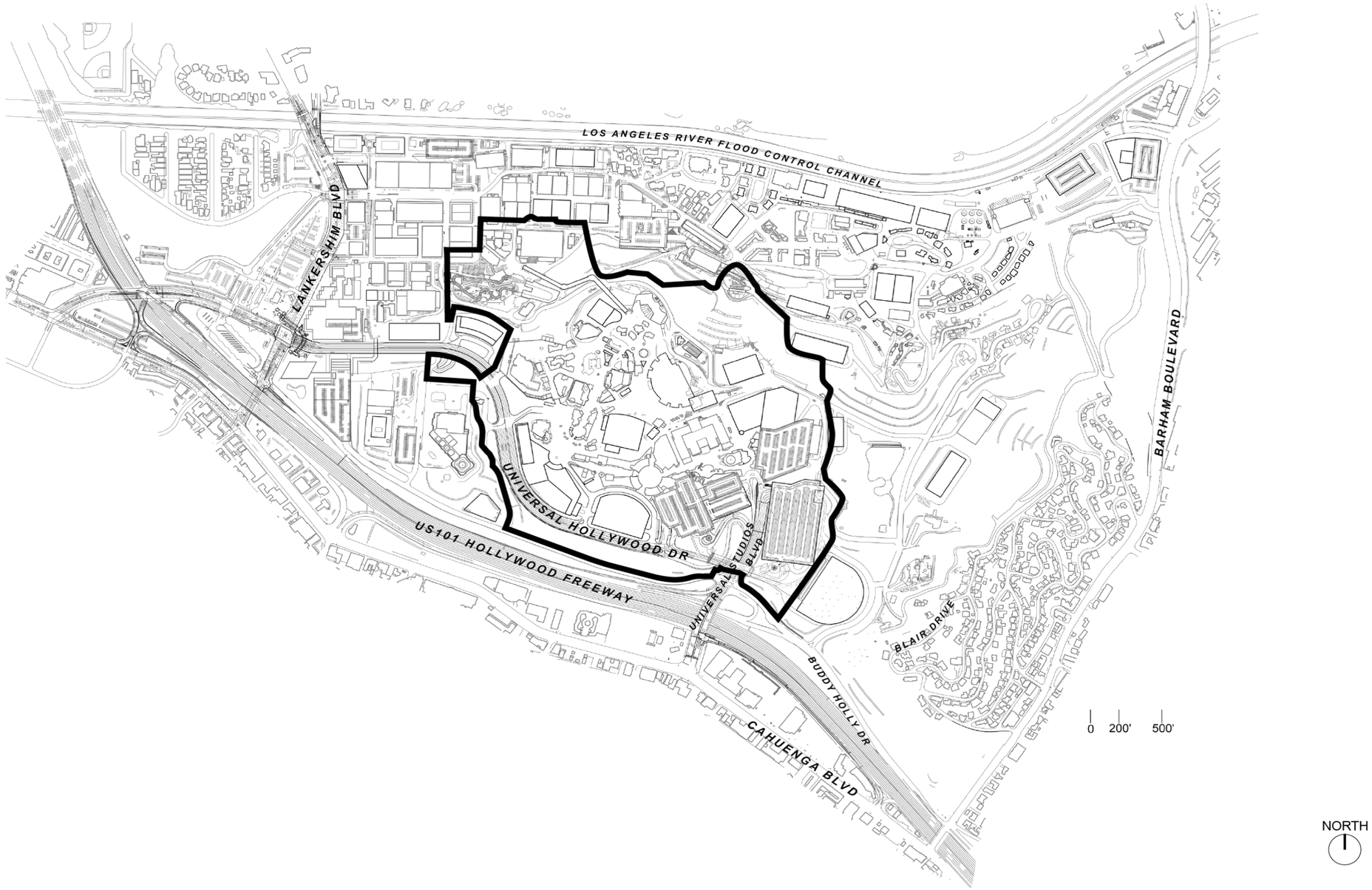

EXHIBIT 4 – Universal Studios Low Impact Development Theme Park Exemption Area

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Section 7. Land Use Equivalency

A. Purpose. The Land Use Equivalency procedure is established to provide development flexibility by permitting shifts of permitted Floor Area between certain Land Use Categories over the life of this Specific Plan, while maintaining the intent and regulatory requirements of this Specific Plan, and the overall character of the Universal Studios Specific Plan area and each District. The Land Use Equivalency Conversion Table 7-1 allows for Floor Area reallocations between the Land Use Categories utilizing conversion factors in the Tables.

B. Procedure. Projects within the Universal Studios Specific Plan area may be developed consistent with this Specific Plan and pursuant to the Substantial Conformance Review procedures set forth in Section 20 of this Specific Plan up to the Total Permitted Floor Areas set forth in Table 5-1 or Table 5-2, as applicable, for each Land Use Category. At such time as a Project will exceed the Total Permitted Floor Area for a Land Use Category stated in Table 5-1 or Table 5-2, as applicable, the Project, and all subsequent Projects of the same Land Use Category, shall comply with the following Land Use Equivalency procedures.

1. A Land Use Category may be exchanged for another Land Use Category, so long as the new use is otherwise permitted by this Specific Plan and the Floor Area of the new use is in conformance with the applicable Land Use Equivalency Conversion Table 7-1.

2. The Applicant shall submit the Land Use Equivalency calculation along with the Substantial Conformance Review application. The application shall include the following information:

   a. A statement as to which Land Use Category's Total Permitted Floor Area set forth in Table 5-1 or Table 5-2, as applicable, the Applicant wishes to draw against for the Land Use Equivalency transfer and the amount of the reduction of the selected Land Use Category Total Permitted Floor Area based upon the applicable Land Use Equivalency Conversion Table 7-1.

   b. Calculations to demonstrate compliance with the applicable Land Use Equivalency Conversion Table 7-1 conversion factors.

   c. A description of how the Project is fully consistent with all applicable provisions of this Specific Plan and mitigation measures in the NBC Universal Evolution Plan Mitigation Monitoring and Reporting Program (MMRP).

3. The Applicant shall submit a revised Table 5-1 or 5-2, as applicable, reflecting the change in Additional Permitted Floor Area and Total Permitted Floor Area based on the Land Use Equivalency.

4. The combined Total Permitted Floor Area of all Land Use Categories as adjusted pursuant to these Land Use Equivalency procedures shall not exceed 10 percent of the overall Total Permitted Floor Area set forth in Table 5-1 or Table 5-2, as applicable, and the Total Permitted Floor Area for each individual Land Use Category shall not exceed 10 percent of the Total Permitted Floor Area set forth in Table 5-1 or Table 5-2, as applicable, except for Studio Use that shall not exceed 30 percent of the Total Permitted Floor Area for Studio Use set forth in Table 5-1 or Table 5-2, as applicable.

C. Director's Review. The Director's review of the Land Use Equivalency transfer shall be limited to verifying that the proposed Project is within the conversion factors set forth in the applicable Land Use Equivalency Conversion Table 7-1. The Director shall not impose additional conditions or mitigation measures on the Project. The time periods for review shall be the same as those set forth in the Substantial Conformance Review procedures in Subsection 20.C of this Specific Plan.

D. A Specific Plan Amendment shall not be required for the updated Table 5-1 or Table 5-2, as applicable, stating the revised Additional Permitted Floor Area and Total Permitted Floor Area with the Land Use Equivalency provided the overall Total Permitted Floor Area of all Land Use Categories does not exceed 10 percent of the Total Permitted Floor Area set forth in Table 5-1 or Table 5-2, as applicable, and the Total Permitted Floor Area for each individual Land Use Category shall not exceed 10 percent of the Total Permitted Floor Area set forth in Table 5-1 or Table 5-2, as applicable, except for Studio Use that shall not exceed 30 percent of the Total Permitted Floor Area for Studio Use set forth in Table 5-1 or Table 5-2, as applicable.

E. Limitation. If the Project would not be within the Total Permitted Floor Area limitations in Subsection 7.B.4 above, then the Land Use Equivalency shall not be used, and additional analysis pursuant to the California Environmental Quality Act shall be undertaken for the Project, and a Specific Plan Amendment shall be required to revise the development limits set forth in this Specific Plan.

Table 7-1

Land Use Equivalency Conversion Table

Studio

Trip Equivalency Rates			Convert Studio to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Studio is equivalent to:	
Studio Office	0.63	0.90	9,000	sf of Studio Office
Office	1.21	0.47	4,700	sf of Office
Studio	0.57	*1.00*	*10,000*	*sf of Studio*
Entertainment	1.96	0.29	2,900	sf of Entertainment
Entertainment Retail	0.66	0.86	8,600	sf of Entertainment Retail
Amphitheater	5.24	0.11	1,100	sf of Amphitheater
Hotel	1.11	0.51	5,100	sf of Hotel

Studio Office

Trip Equivalency Rates			Convert Studio Office to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Studio Office is equivalent to:	
Studio Office	0.63	*1.00*	*10,000*	*sf of Studio Office*
Office	1.21	0.52	5,200	sf of Office
Studio	0.57	1.11	11,100	sf of Studio
Entertainment	1.96	0.32	3,200	sf of Entertainment
Entertainment Retail	0.66	0.95	9,500	sf of Entertainment Retail
Amphitheater	5.24	0.12	1,200	sf of Amphitheater
Hotel	1.11	0.57	5,700	sf of Hotel

Office

Trip Equivalency Rates			Convert Office to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Office is equivalent to:	
Studio Office	0.63	1.92	19,200	sf of Studio Office
Office	1.21	*1.00*	*10,000*	*sf of Office*
Studio	0.57	2.12	21,200	sf of Studio
Entertainment	1.96	0.62	6,200	sf of Entertainment
Entertainment Retail	0.66	1.83	18,300	sf of Entertainment Retail
Amphitheater	5.24	0.23	2,300	sf of Amphitheater
Hotel	1.11	1.09	10,900	sf of Hotel

Entertainment

Trip Equivalency Rates			Convert Entertainment to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Entertainment is equivalent to:	
Studio Office	0.63	3.11	31,100	sf of Studio Office
Office	1.21	1.62	16,200	sf of Office
Studio	0.57	3.44	34,400	sf of Studio
Entertainment	1.96	*1.00*	*10,000*	*sf of Entertainment*
Entertainment Retail	0.66	2.97	29,700	sf of Entertainment Retail
Amphitheater	5.24	0.37	3,700	sf of Amphitheater
Hotel	1.11	1.77	17,700	sf of Hotel

Entertainment Retail

Trip Equivalency Rates			Convert Entertainment Retail to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Entertainment Retail is equivalent to:	
Studio Office	0.63	1.05	10,500	sf of Studio Office
Office	1.21	0.55	5,500	sf of Office
Studio	0.57	1.16	11,600	sf of Studio
Entertainment	1.96	0.34	3,400	sf of Entertainment
Entertainment Retail	0.66	*1.00*	*10,000*	*sf of Entertainment Retail*
Amphitheater	5.24	0.13	1,300	sf of Amphitheater
Hotel	1.11	0.59	5,900	sf of Hotel

Amphitheater

Trip Equivalency Rates			Convert Amphitheater to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Amphitheater is equivalent to:	
Studio Office	0.63	8.32	83,200	sf of Studio Office
Office	1.21	4.33	43,300	sf of Office
Studio	0.57	9.19	91,900	sf of Studio
Entertainment	1.96	2.67	26,700	sf of Entertainment
Entertainment Retail	0.66	7.94	79,400	sf of Entertainment Retail
Amphitheater	5.24	*1.00*	*10,000*	*sf of Amphitheater*
Hotel	1.11	4.72	47,200	sf of Hotel

Hotel

Trip Equivalency Rates			Convert Hotel to Other Land Use Categories	
Land Use	Trip Rate (tr/1,000 sf)	Equivalency	10,000 sf of Hotel is equivalent to:	
Studio Office	0.63	1.76	17,600	sf of Studio Office
Office	1.21	0.92	9,200	sf of Office
Studio	0.57	1.95	19,500	sf of Studio
Entertainment	1.96	0.57	5,700	sf of Entertainment
Entertainment Retail	0.66	1.68	16,800	sf of Entertainment Retail
Amphitheater	5.24	0.21	2,100	sf of Amphitheater
Hotel	*1.11*	*1.00*	*10,000*	*sf of Hotel*

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Section 8. Historic Resources

A. Application. This Section regulates the alteration, preservation, relocation, or demolition of Contributing Buildings, and the construction of new structures within the potential Universal Studios Historic District as shown on Exhibit 5, with respect to their effect within and upon the potential Universal Studios Historic District. The requirements of this Section and the Historic Preservation Plan (Appendix F of the Specific Plan Guidelines*)* shall be the exclusive Historic Preservation requirements applicable to the Universal Studios Specific Plan area.

B. Requirement. Prior to the issuance of a building permit or demolition permit for any structure within the potential Universal Studios Historic District, the Applicant shall submit to the Director written verification from a Historic Preservation Expert of compliance with the Historic Preservation Plan.

Section 9. Hotel

A. Requirements. Hotel use shall be permitted within the Universal Studios Specific Plan area in accordance with the requirements of this Section and subject to the conditions listed in Exhibit 6. The Director, through the Substantial Conformance Review process set forth in Section 20 of this Specific Plan, shall determine compliance with this Section and Exhibit 6, including the limitation of potential locations of any Hotel(s) to those locations depicted on Exhibit 7-A as of the effective date of this Specific Plan and those locations depicted on Exhibit 7-B as of the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan).

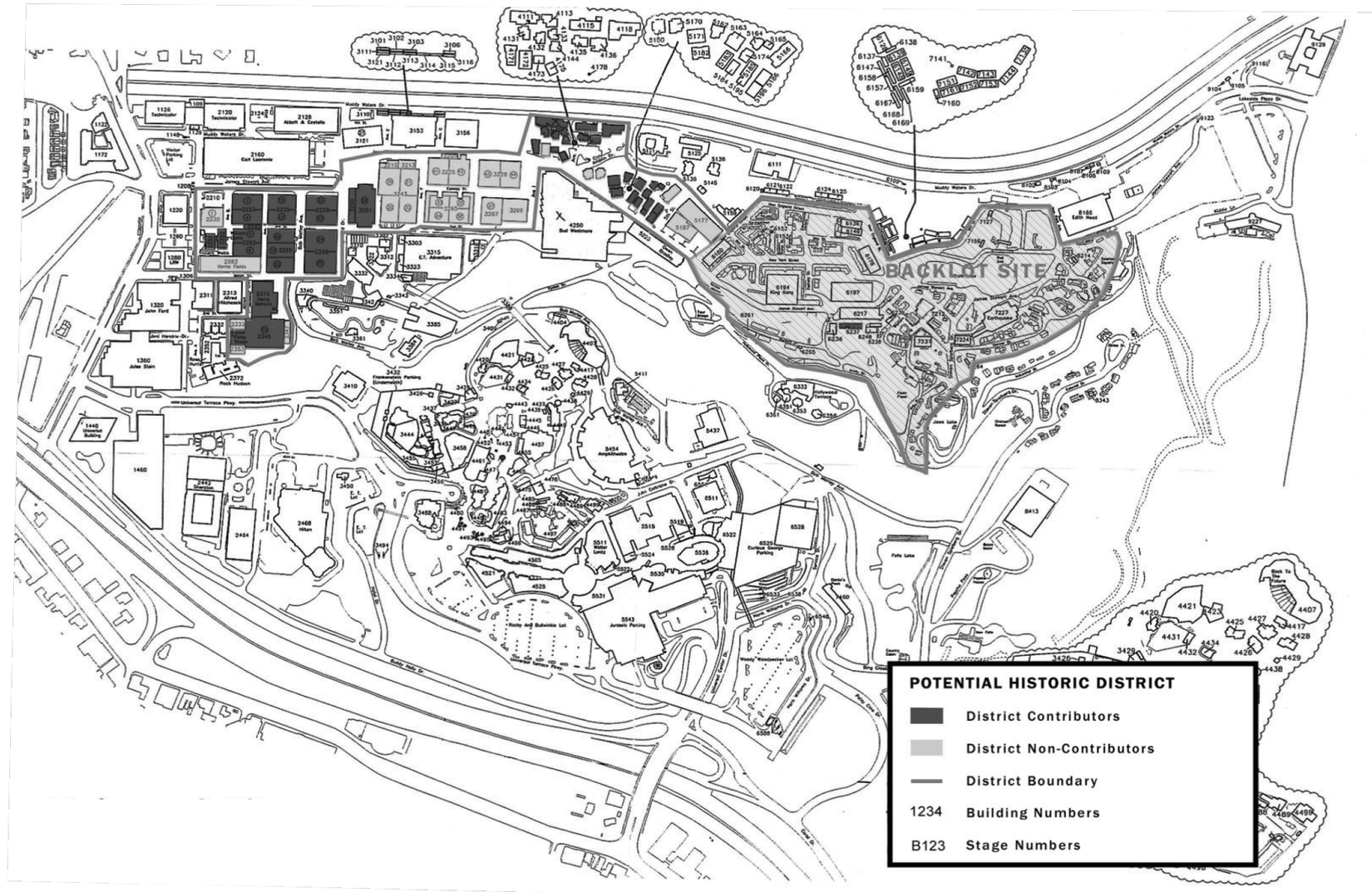
B. Location. Hotel(s) shall be permitted in those locations depicted on Exhibit 7-A as of the effective date of this Specific Plan and those locations depicted on Exhibit 7-B as of the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan).

C. Size. Hotel use shall be limited to a maximum of 450,000 square feet of Floor Area and a maximum of 500 hotel guest rooms/suites as may be modified by Land Use Equivalency as set forth in Section 7 of this Specific Plan.

D. Uses. Hotel use may include ancillary uses including but not limited to: meeting, banquet and ballroom facilities; lobbies; retail; restaurants; bars; nightclubs; offices; gym and fitness rooms; pools and hot tubs; spas including massage treatment facilities; salons; entertainment uses that are ancillary to the operation of a hotel; parking; and other hotel amenities as part of the hotel complex and operations.

E. Parking. Parking for any Hotel shall be provided as set forth in Section 14 of this Specific Plan.

F. Alcoholic Beverages. The sale and/or service of alcoholic beverages in connection with any Hotel shall be subject to the provisions set forth in Section 10 of this Specific Plan.



NORTH

EXHIBIT 5 – Potential Universal Studios Historic District Map

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EXHIBIT 6

Conditions for Hotel Use

1. The Hotel operator, if other than the owner of the subject property, shall file at the office of the Department of Regional Planning an affidavit stating that the Hotel operator is aware of and agrees to comply with all of the Hotel regulations and conditions of the Universal Studios Specific Plan.

2. All structures, walls, and fences open to public view shall remain free of graffiti. In the event graffiti occurs, the Hotel shall remove or cover the graffiti within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

3. The Hotel shall be maintained in a neat and orderly fashion, free of litter and debris. All required landscaping shall be continuously maintained in good condition, including proper pruning, weeding, removal or litter, fertilizing and replacement of plants when necessary.

4. The Hotel use authorized hereby shall be conducted at all times with due regard for the character of the surrounding neighborhood.

5. Amplified sound equipment, music or public address systems intended to be audible outside the Hotel boundaries are prohibited, except for an emergency address system.

6. Security lighting shall be low intensity, shielded, at low height, and directed downward.

7. The Hotel shall be operated in manner such that guest rooms and suites will be occupied and rented on a temporary basis and no commercial apartments shall be permitted on the Hotel site consistent with Section 8.52.020 of the County Code.

8. Hotel guest rooms shall not be rented for a period of less than one (1) night's stay, and rent for each guest room shall not be collected more frequently than once daily.

9. The Hotel operator shall maintain a current contact name, address, and phone number on file with the Department of Regional Planning at all times.

10. The Department of Regional Planning shall inspect the Hotel on an annual basis to determine compliance with these conditions and Hotel regulations of this Specific Plan.

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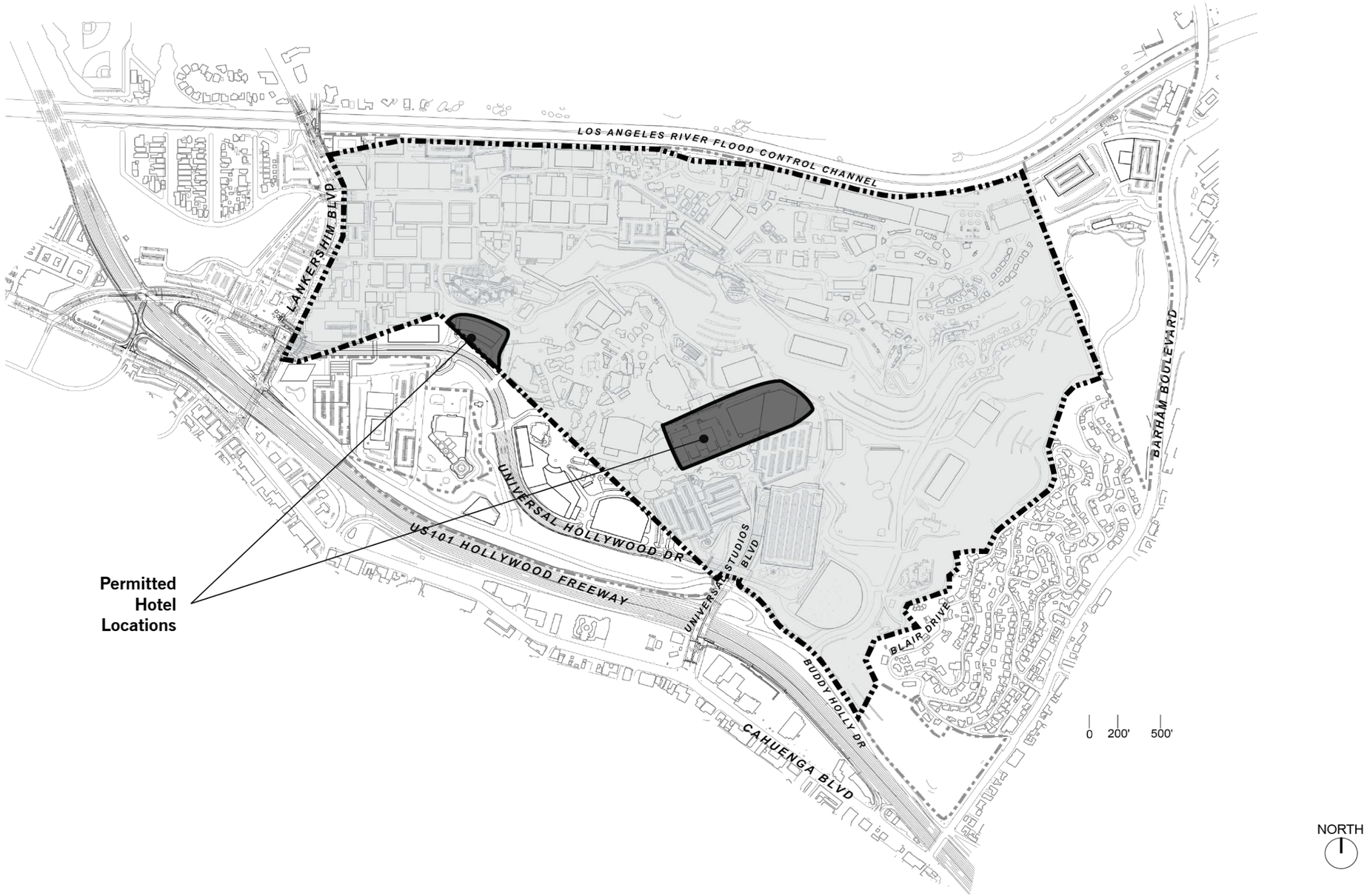

EXHIBIT 7-A – Hotel Permitted Locations Map Prior to Annexation/Detachment

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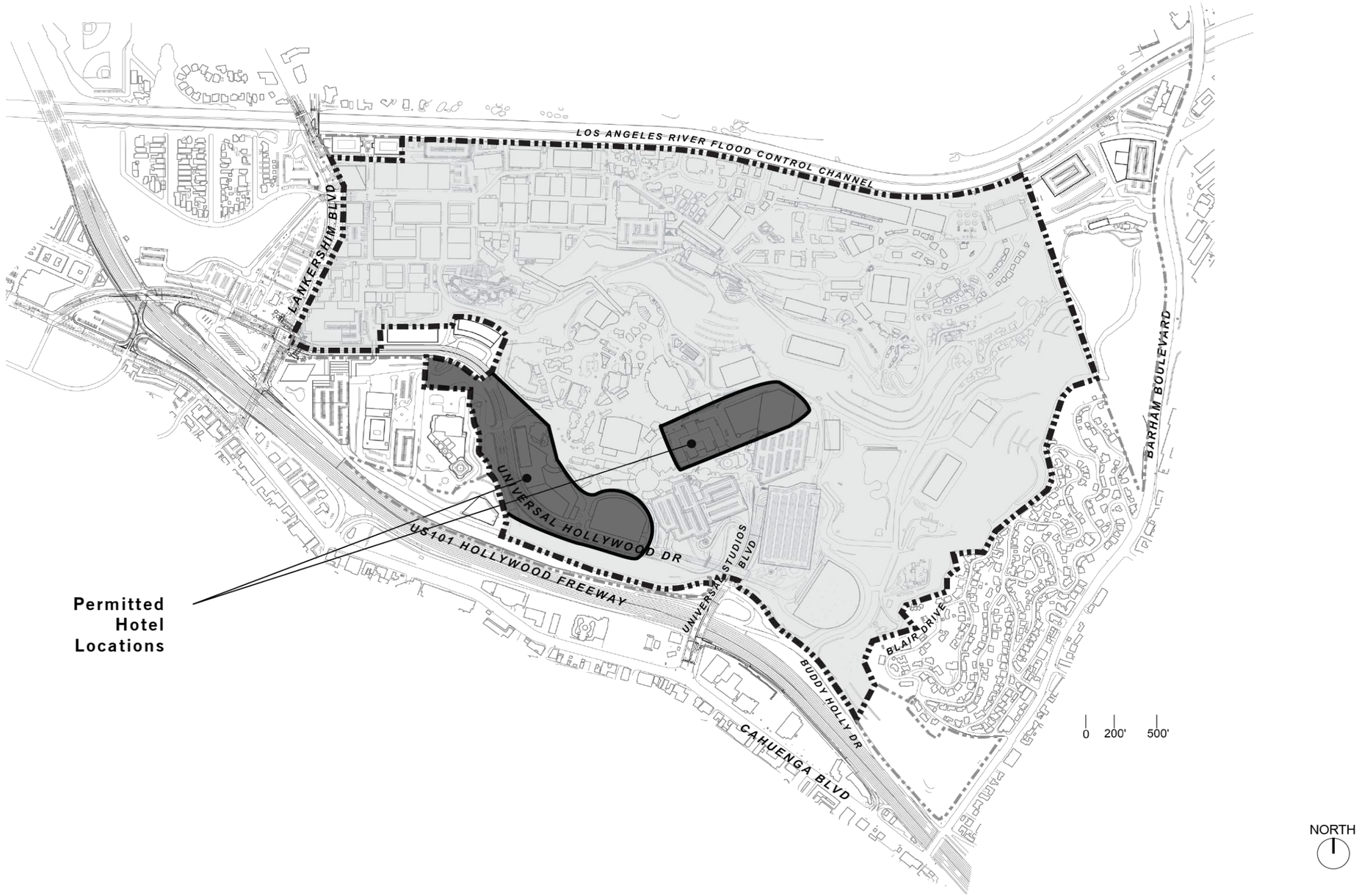

EXHIBIT 7-B – Hotel Permitted Locations Map After Annexation/Detachment

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Section 10. Alcoholic Beverages Regulations

The sale and service of alcoholic beverages for on-site and off-site consumption shall be permitted subject to the provisions of this Section. Entities that sell and serve alcoholic beverages for on-site consumption and off-site consumption shall obtain approvals from other agencies, as required, including licenses or permits from the State Department of Alcoholic Beverages Control (ABC).

A. Existing Establishments/Uses. There are 20 establishments existing as of the effective date of this Specific Plan as shown on Exhibit 8-A that are permitted to sell and serve alcoholic beverages for on-site consumption including one (1) that also is permitted for off-site consumption sales within the Universal Studios Specific Plan area. Within 30 days of the effective date of this Specific Plan, the Universal Studios Specific Plan area property owner shall provide the Director a list of the existing establishments including the address and the type of alcohol permit of each establishment and their respective floor plan(s). An additional 15 new establishments for the sale and/or service of alcoholic beverages for on-site and/or off-site consumption may be permitted within the Universal Studios Specific Plan area pursuant to the regulations set forth below.

1. Establishments existing as of the effective date of this Specific Plan, which sell and/or serve alcoholic beverages.

   a. Establishments existing as of the effective date of this Specific Plan, and which were authorized by issuance of a conditional use permit for alcohol sales. Those eight (8) establishments identified on Appendix H of the Specific Plan Guidelines, which exist upon the effective date of this Specific Plan and have been authorized by issuance of a conditional use permit from the County, are hereby authorized to continue in operation under this Specific Plan. Those eight (8) establishments shall be subject to Subsection 10.A.1.d below and the applicable provisions and conditions as set forth in Exhibit 8-B of this Specific Plan upon the effective date of this Specific Plan.

   b. Establishments existing as of the effective date of this Specific Plan and which were established prior to adoption of Ordinance 92-0097. Those ten (10) establishments identified on Exhibit 8-A, which exist upon the effective date of this Specific Plan and which existed prior to the County's requirement to obtain a conditional use permit are hereby authorized to continue in operation under this Specific Plan. Those ten (10) establishments, which include the Theme Park, Amphitheater, and eight (8) restaurants, shall be subject to Subsection 10.A.1.d below and the applicable provisions and conditions as set forth in Exhibit 8-B and 8-C of this Specific Plan, as applicable, upon the effective date of this Specific Plan.

c. Establishments that were originally authorized by the City of Los Angeles and which are located in areas which will become part of the Universal Studios Specific Plan area. Those two (2) establishments identified on Exhibit 8-A, which exist upon the effective date of this Specific Plan and that were authorized by the City of Los Angeles, one (1) pursuant to a conditional use permit and one (1) pursuant to a variance, are hereby authorized to continue in operation under this Specific Plan as of the effective date of the annexation and detachment actions as described in Subsection 1.B of this Specific Plan should those actions be approved. Those two (2) establishments, which include a restaurant and a restaurant/club, shall be subject to Subsection 10.A.1.d below and the applicable provisions and conditions as outlined in Exhibit 8-B of this Specific Plan as of the effective date of the annexation and detachment actions should those actions be approved.

d. The existing establishments authorized pursuant to Subsection 10.A.1.a-c above shall require a new approval pursuant to Subsection 10.D below if:

i. The establishment proposes to substantially change the type of alcohol permit (e.g. from on-site to off-site consumption);

ii. There is a substantial change in the type of establishment (e.g. from a restaurant to a bar);

iii. There is a cumulative increase of greater than 10 percent in Floor Area devoted to the sale or service of alcoholic beverages or a cumulative increase of greater than 25 percent in facing used for the display of alcoholic beverages; and

iv. The establishment abandons operations for three (3) months or more. Notwithstanding the foregoing, abandonment shall not include closures for change of tenant or operator, reconstruction, refurbishing or modifications to the existing establishments, however, abandonment shall include a change of tenant or operator that results in the establishment no longer selling or serving alcoholic beverages.

e. The provisions of Subsection 10.A.1.d above shall apply to the establishments described in Subsection 10.A.1.c above as of the effective date of the annexation and detachment actions should those actions be approved.

2. Modifications to Existing Establishments. Cumulative changes of 10 percent or less in Floor Area devoted to the sale or service of alcoholic beverages, or change of owner/operator, shall not require a new approval.

3. New Establishments/Uses. Following the effective date of this Specific Plan, in addition to the establishments selling and serving alcoholic beverages existing as of the effective date of this Specific Plan as provided for in Subsections 10.A.1.a, 10.A.1.b and 10.A.1.c above, a maximum of 15 new establishments shall be permitted to sell and serve a full line of alcoholic beverages as provided in Subsections 10.B, 10.C, and 10.D below.

B. Alcohol Use Approval Process for Hotel Use.

1. Procedure. A Hotel shall be considered a single establishment and shall be permitted to sell and serve a full line of alcoholic beverages for on-site consumption: (a) as part of its banquets, lobbies, meeting rooms, pool areas and room services; (b) within mini-bars located in each guest room; and (c) within a restaurant establishment(s) physically located within the Hotel that does/do not exceed a combined seating capacity of 500. Additional establishments within the Hotel seeking to sell and/or serve alcoholic beverages shall be subject to Subsection 10.D below. The operator of the Hotel shall apply to the Director for an Alcohol Use Approval following the same procedures as a Substantial Conformance Review. The Director's review of the Alcohol Use Approval application for the Hotel shall follow the same procedures as required for a Substantial Conformance Review as set forth in Section 20 of this Specific Plan, except that the Director's review of the Alcohol Use Approval application shall be limited to review of substantial compliance with the conditions set forth in the Alcoholic Beverages Regulations of this Specific Plan.

2. Exception. Cumulative changes of 10 percent or less in Floor Area devoted to the sale or service of alcoholic beverages, or change of owner/operator, shall not require a new Alcohol Use Approval.

3. Conditions. A Hotel shall comply with the conditions for on-site alcohol consumption listed in Exhibit 8-B.

C. Alcohol Use Approval Process for Cinemas.

1. Procedure. The cinemas in CityWalk shall be considered a single establishment and shall be permitted to sell and serve a full line of alcoholic beverages only within the upper floors and balconies that are accessed separately for on-site consumption from the main theaters on the ground level. The operator of the cinemas shall apply to the Director for an Alcohol Use Approval following the same procedures as a Substantial Conformance Review. The Director's review of the Alcohol Use Approval application for the cinemas shall follow the same procedures as required for a Substantial Conformance Review as set forth in Section 20 of this Specific Plan, except that the Director's review of the Alcohol Use Approval application shall be limited to review of substantial

compliance with the conditions set forth in the Alcoholic Beverages Regulations of this Specific Plan.

2. Exception. Cumulative changes of 10 percent or less in Floor Area devoted to the sale or service of alcoholic beverages, or change of owner/operator, shall not require a new Alcohol Use Approval provided that the sale of alcoholic beverages is limited to the upper floors and balconies of the cinemas.

3. Conditions. The cinemas shall comply with the conditions for on-site alcohol consumption listed in Exhibit 8-B.

D. Approval Process for Other New Alcohol Use Establishments. Any additional establishments requesting to sell or serve alcoholic beverages for either on-site or off-site consumption beyond those permitted by Subsections 10.A – 10.C above, shall be subject to a Conditional Use Permit pursuant to, and the modification, inspection and enforcement requirements of, Sections 22.56 and 22.60 of the Zoning Code, except that:

1. The Hearing Officer shall preside over the initial public hearing for the Conditional Use Permit. The Hearing Officer's decision shall only be appealed to the Board of Supervisors. The decision of the Hearing Officer may be called up for review by the Board of Supervisors.

2. Notwithstanding any other provision of Section 22.60 of the Zoning Code, upon receiving an appeal or initiating a call for review, the Board of Supervisors may:

   a. Affirm the action of the Hearing Officer; or

   b. Refer the matter back to the Hearing Officer for further proceedings with or without instructions; or

   c. Require a transcript of the testimony and any other evidence relevant to the decision and take such action as in its opinion is indicated by the evidence. In such case, the Board of Supervisors' decision need not be limited to the points appealed, and may cover all phases of the matter, including the addition or deletion of any conditions.

3. Conditions. Other new alcohol use establishments shall comply with the conditions for on-site alcohol consumption listed in Exhibit 8-B and/or conditions for off-site alcohol consumption listed in Exhibit 8-C, as applicable.

E. Alcohol Use Approval Applications.

1. In addition to the Substantial Conformance Review application requirements set forth in Section 20 of this Specific Plan, each application for an Alcohol Use Approval under Subsections 10.B and 10.C above shall include:

   a. A site plan, depicting floor plan, seating areas, and alcohol shelf space for the subject establishment;

   b. A table including the proposed establishment and existing establishments that sell and serve alcohol within the Universal Studios Specific Plan area existing as of the time of the Alcohol Use Approval application indicating the type of permit (e.g. on-site or off-site), type of establishment (e.g. restaurant, nightclub, or retail), and District (Business, Studio, or Entertainment) location as of the time of the Alcohol Use Approval application; and

   c. A copy of the State Alcohol Beverage Control violation report for establishments within the Universal Studios Specific Plan area.

F. Inspection and Enforcement of Alcohol Use Establishments Permitted Pursuant to Subsections 10.A, 10.B and 10.C above.

1. Zoning Enforcement may inspect each alcohol use establishment at least once per year to determine compliance with the alcohol regulations and conditions of this Specific Plan. The Universal Studios Specific Plan area property owner shall compensate the Department of Regional Planning for the reasonable expenses incurred in conducting the inspection pursuant to Subsection 19.F of this Specific Plan.

2. If the Director believes that an alcohol use establishment is in violation of the Alcoholic Beverages Regulations of this Specific Plan, or is detrimental to public health or safety or is a nuisance, the Director may provide written notification to the operator of the establishment and the Universal Studios Specific Plan area property owner requiring that the alleged violation be remedied. If the alleged violation is not remedied within the time specified by the written notification, and the Director makes written findings that the establishment violates the Alcoholic Beverages Regulations of this Specific Plan or is detrimental to public health or safety or is a nuisance, then the Director shall comply with the following:

   a. The Director shall give notice to the operator of the establishment and the Universal Studios Specific Plan area property owner to appear at a public hearing before the Hearing Officer at a time and place fixed by the Director and the Hearing Officer to determine whether the Alcohol Use Approval should be modified or revoked,

and the operator and owner shall show cause why the Alcohol Use Approval should not be modified or revoked by the Hearing Officer.

b. Not less than 30 days prior to the date of the hearing, the Director shall cause a copy of a notice of the time and place of such hearing to be (i) published once in a newspaper of general circulation in the County and (ii) mailed by first class mail, postage prepaid, to owners of land within a distance of 500 feet from the exterior boundaries of the subject parcel, and to any person who has filed a written request therefore with the Director.

c. Within ten (10) days of the hearing, the Director shall serve notice of the Hearing Officer's action upon (i) the operator of the establishment, (ii) the owner of the property and (iii) any person testifying or speaking at the public hearing, by registered or certified mail, postage prepaid, return receipt requested.

3. The decision of the Hearing Officer may be appealed to the Board of Supervisors by filing a written request with the executive officer of the Board within ten (10) days after the Hearing Officer serves notice of his/her action. The Board of Supervisors shall hear the matter within 60 days following receipt of the written request for a hearing by the Board. Notice of the hearing shall be provided to the persons set forth in Subsection 10.F.2.b above. The Board of Supervisors may approve, modify or disapprove the action of the Hearing Officer. The Board of Supervisors' action shall be supported by written findings. The Board of Supervisors shall serve notice of its action upon (i) the operator of the establishment, (ii) the owner of the property and (iii) any person testifying or speaking at the public hearing who wished to be notified, by registered or certified mail, postage prepaid, return receipt requested.

Section 11. Oak Tree Regulations

A. Removal Permitted.

Oak Trees may be removed, or the Protected Zone (as defined below) encroached upon, in accordance with the requirements of this Section. Removal or encroachment upon the Protected Zone of Oak Trees may be requested by filing a Substantial Conformance Review application in accordance with the procedures set forth in Section 20 of this Specific Plan. Removal of Oak Trees shall include cutting, destroying, removing, relocating, inflicting Damage (as defined below) or encroaching into the root zone or grading/filling within the drip line area of an Oak Tree; provided however, that pruning of branches up to two (2) inches in diameter, deadwood, stubs, and no more than 15 percent of the tree canopy of any one (1) tree, conducted under the supervision of a registered consulting arborist shall not be considered a removal or encroachment and shall not require a Substantial Conformance Review.

B. Definitions

Whenever the following terms are used in this Section, they shall be construed as defined in this Section. To the extent that other terms used in this Section are not defined herein or in Section 4 of this Specific Plan, but are defined in the County Code, those definitions shall apply.

Damage. Any act causing or tending to cause injury to the root system or other parts of a tree, including, but not limited to, burning, application of toxic substances, operation of equipment or machinery, or by paving, changing the natural grade, trenching or excavating within the Protected Zone of an Oak Tree.

Protected Zone. That area within the drip line of an Oak Tree and extending there from to a point at least five (5) feet outside the drip line, or 15 feet from the trunks of a tree, whichever distance is greater.

C. Oak Trees Subject to this Specific Plan.

1. Removal or encroachment upon the Protected Zone of those Oak Trees indicated on the Master Oak Tree Map, dated September 2010, and included in the County file and identified in the *NBC Universal Evolution Plan Tree Report* dated September 2010 (Oak Tree Report), and any trees identified per Subsection 11.C.2 below, shall be subject to this Specific Plan and shall not be otherwise subject to oak tree regulations contained in the Zoning Code.

2. Exemptions.

   a. Cases of emergency caused by an Oak Tree being in a hazardous or dangerous condition. or being irretrievably Damaged or destroyed through flood, fire, wind or lightning as determined after visual inspection by a Forester with County Forester or the County Fire Marshall;

   b. Emergency or routine maintenance by a public utility necessary to protect or maintain an electric power or communication line or other property of a public utility;

   c. Trees, including tree canopies, within existing road rights-of-way where pruning is necessary to obtain adequate line-of-sight distances and/or to keep street and sidewalk easements clear of obstructions or to remove or relocate trees causing damage to roadway improvements or other public facilities and infrastructure within existing road rights-of-way as required by the Director of Public Works.

   d. All trees, other than those identified on the Master Oak Tree Map or as provided in Subsections 11.D.2 and 11.D.6 below, shall be

exempt from the Oak Tree requirements of this Specific Plan and shall not be subject to any other tree regulations established by the Zoning Code. Trees that are exempt may be removed by the Universal Studios Specific Plan area property owner without any review or approval by the County.

D. Requirements.

Prior to the removal or encroachment upon the Protected Zone of any Oak Tree indicated on the Master Oak Tree Map, dated September 2010, the Applicant shall provide a map, which corresponds to the Master Oak Tree Map, indicating the specific Oak Tree and its tag number to be removed. Copies of the original Oak Tree Report, Master Oak Tree Map, and Oak Tree Substantial Conformance Review application and approval shall be kept on the Project site and available for review, and all individuals associated with the Project as it relates to the oak resource shall be familiar with said documents. The Applicant shall suitably guarantee, to the satisfaction of the Director and County Forester, compliance with Subsection 11.D.1.a, 11.D.1.b, 11.D.1.c, or 11.D.1.d below in connection with the removal of an oak tree or an encroachment upon the Protected Zone that results in Damage to an oak tree.

1. The Applicant shall either:

a. Provide and plant two (2) replacement oak trees at an on-site location for each single Oak Tree removed within one (1) year of the Oak Tree removal unless otherwise specifically stated or extended by the County Forester. The replacement tree(s) shall be a minimum of fifteen gallon in size, measure at least one (1) inch in diameter one (1) foot above the base, and shall consist exclusively of indigenous oak trees and certified as being grown from a seed source collected from an indigenous oak woodland within valley regions of Los Angeles County where feasible; <u>or</u>

b. Provide and plant two (2) replacement oak trees at an off-site location within one (1) year of the Oak Tree removal unless otherwise specifically stated or extended. The off-site replacement tree location shall be approved by the Director and County Forester. The replacement tree(s) shall be a minimum of fifteen gallon in size, measure at least one (1) inch in diameter one (1) foot above the base, and shall consist exclusively of indigenous oak trees and certified as being grown from a seed source collected from indigenous oak woodland within valley regions of Los Angeles County where feasible; <u>or</u>

c. Pay an in lieu fee of $2,700 for each removed Oak Tree. This fee shall be adjusted by the County Forester consistent with the Consumer Price Index for the Los Angeles-Long Beach

metropolitan statistical area on the annual anniversary of the effective date of this Specific Plan. If the Applicant provides an in lieu fee, it shall be deposited into a segregated trust fund maintained or selected by the County for the planting of replacement oak trees and the deposit shall be made prior to issuance of a grading or building permit involving construction within the area of any Oak Tree removal; or

d. Any combination of Subsections (a), (b) and (c) above.

2. Removal of any oak tree, which is 8 inches, or more, in diameter as measured four (4) and one-half feet above mean natural grade or in the case of oaks with multiple trunks a combined diameter of twelve inches or more of the two (2) largest trunks, that is not identified on the Master Oak Tree Map shall comply with Subsection 11.D.1 above. In addition, the Master Oak Tree Map shall be amended to include the subject tree(s) including the additional tag number and tree data.

3. In addition to the Substantial Conformance Review application requirements set forth in Section 20 of this Specific Plan, each application for Substantial Conformance Review for removal of an Oak Tree shall include:

a. The location of all Oak Trees proposed to be removed and/or relocated, and/or within 200 feet of proposed construction and/or grading activity. Each tree shall be identified by the corresponding permanent identifying tag as listed on the Master Oak Tree Map. The Protected Zone shall be shown for each plotted tree;

b. Where a change in grade is proposed, the change in grade within the Protected Zone of each Oak Tree within the grading area;

c. Location and size of all proposed replacement trees or statement of the in-lieu fee amount to be paid calculated based on Subsection 11.D.1.c, above;

d. Proposed and existing land uses in the immediate vicinity of the proposed Oak Tree to be removed and location of proposed replacement trees;

e. A letter from the Applicant to the Director and the County Forester stating that a registered consulting arborist has been retained to perform or supervise the Oak Tree work; and

f. Other information that the Director deems necessary to process the application.

4. The registered consulting arborist shall monitor the replacement trees for a minimum of seven (7) years, to evaluate the growth, health and condition of the replacement trees. The seven-year maintenance period will begin upon receipt of a letter from the Applicant or registered consulting arborist to the Director and the County Forester indicating that the replacement trees have been planted.

5. The Applicant shall properly maintain each replacement tree and shall replace any tree failing to survive due to a lack of proper care and maintenance with a tree meeting the specifications set forth in Subsection 11.D.1 above. If a new replacement tree is required, the new replacement tree shall also be monitored for a period of seven (7) years commencing upon the receipt of a letter from the Applicant or registered consulting arborist to the Director and the County Forester indicating that the new replacement tree has been planted.

6. The removal or encroachment into the Protected Zone of any replacement trees located within the Universal Studios Specific Plan area, regardless of size, shall be subject to the requirements of Subsection 11.D.1 above.

7. The Applicant shall design landscapes and irrigation systems that are adjacent to the replacement trees in a manner that is compatible for the survival of the replacement trees.

8. The Applicant shall remove mistletoe infestations, insect infestations and other pathogens within existing Oak Trees as directed by a registered consulting arborist.

9. No planting or irrigation system shall be installed within the drip line of any Oak Tree.

10. Trenching, excavation, or clearance of vegetation within the Protected Zone of an Oak Tree shall be accomplished by the use of hand tools or small hand-held power tools. Any major roots encountered shall be conserved to the extent possible and treated as recommended by the registered consulting arborist.

11. Oak Trees which are determined to be healthy, structurally sound, and located on accessible terrain shall be considered as candidates for relocation, to the extent feasible, as determined by a registered consulting arborist retained by the Applicant.

E. Mitigation Banking.

The Applicant may plant blocks of trees either on- or off-site to the satisfaction of the Director and the County Forester as provided in Subsections 11.D.1.a and 11.D.1.b above, which may be used as mitigation for future removals. This would create a more efficient and consolidated monitoring effort for both the Applicant and the County Forester. Any replacement trees planted pursuant to

this Subsection shall meet the minimum requirements outlined in Subsections 11.D.1.a and/or 11.D.1.b above, as applicable.

F. Forester Inspection and Monitoring Fee.

In addition to the Substantial Conformance Review fee required pursuant to Subsection 20.C, the Applicant shall, prior to commencement of the use of the Substantial Conformance Review approval under this Section, deposit with the County Fire Department, Forestry Division an inspection and monitoring fee in a manner and amount as determined by the County Forester.

G. Violations and Enforcement. If the provisions of this Section are violated, the County Forester may issue a notice of correction. A reasonable time frame within which deficiencies must be corrected shall be indicated on the notice of correction. Should an inspection disclose the removal or encroachment upon the Protected Zone of an Oak Tree in violation of this Specific Plan, the Universal Studios Specific Plan area property owner shall pay $2,700 (as may be adjusted for inflation annually from the effective date of this Specific Plan based upon Subsection 11.D.1.c above) for each such removed or Damaged Oak Tree and shall reimburse the County of Los Angeles Fire Department, Forestry Division for all enforcement efforts necessary to bring the subject property into compliance with this Specific Plan.

Section 12. Grading and Construction Regulations

A. Maximum import or export. A total of 530,000 cubic yards of import or export of earth shall be permitted within the Universal Studios Specific Plan area. Movement of earth within the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area shall not count toward this total.

B. Cross-lot authorization. Movement of earth related to projects within the boundaries of the Universal Studios Specific Plan area shall be permitted regardless of lot lines. The grading of and import or export of earth shall also be subject to the applicable provisions of Title 26 of the County Code.

C. Approval required for Off-Site Transport Grading Project. An Off-Site Transport Grading Project shall be subject to the Substantial Conformance Review process as outlined in Section 20 of this Specific Plan.

1. In addition to the Substantial Conformance Review application requirements set forth in Section 20 of this Specific Plan, each application for Substantial Conformance Review involving an Off-Site Transport Grading Project shall include:

a. The names and addresses of all persons owning all or any part of the property from which Off-Site Transport Grading material is proposed to be removed from and transported to;

b. The names and addresses of the persons who will be conducting the Off-Site Transport Grading operations;

c. A map showing in sufficient detail the location of the property from which such material is proposed to be removed, the proposed route over streets and highways, and the location to which such material is to be transported;

D. Approval required for On-Site Grading Project. An On-Site Grading Project shall be subject to the Substantial Conformance Review process as outlined in Section 20 of this Specific Plan. Cumulative On-Site Grading shall not exceed 4,600,000 cubic yards of cut and 3,700,000 cubic yards of fill.

E. Standard County requirements. Any grading shall be subject to the applicable provisions of Title 26 of the County Code, and any import or export of earth shall be subject to the applicable requirements of the Department of Public Works.

F. Construction liaison. At the time of application for a grading permit, a construction relations officer shall be designated to serve as a liaison with surrounding property owners, with the responsibility of responding to concerns regarding construction activity. The liaison's telephone number(s) shall be prominently displayed at multiple locations along the perimeter of the Project site.

Section 13. Transportation/Transportation Demand Management Regulations

A. Transportation Demand Management. Prior to the issuance of the first Substantial Conformance Review for the first Project developed under this Specific Plan, the Applicant shall provide documentation satisfactory to the Director that a Transportation Demand Management program has been prepared to the satisfaction of the City of Los Angeles Department of Transportation. The program shall include implementation of several Transportation Demand Management strategies satisfactory to the Director in consultation with the County Department of Public Works Traffic and Lighting Division, which may include, but are not limited to, the following:

1. Flexible work schedules and telecommuting programs
2. Alternative work schedules
3. Pedestrian friendly environment
4. Bicycle amenities (bicycle racks, lockers, etc.)
5. Rideshare/carpool/vanpool promotion and support
6. Mixed-use development
7. Education and information on alternative transportation modes
8. Transportation Information Center
9. Guaranteed Ride Home program
10. Join an existing or form a new Transportation Management Association

11. Participation in a flex car program in the vicinity of the Universal Studios Specific Plan area

12. Discounted employee transit passes

13. Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program.

B. Required Traffic Improvements

1. Phasing plan. Prior to the issuance of the first Substantial Conformance Review approval for the first Project developed under this Specific Plan, the Applicant shall provide documentation satisfactory to the Director that a Traffic Mitigation Phasing Plan (TMPP) has been approved by the City of Los Angeles Department of Transportation.

2. Guarantee of traffic improvements.

   a. Prior to the issuance of a building permit for a Project, the Applicant shall provide documentation satisfactory to the Director that all transportation improvements and associated traffic signal work required by the Traffic Mitigation Phasing Plan for the Project has been guaranteed to the satisfaction of the City's Department of Transportation.

   b. Any guarantee required pursuant to this Subsection may be satisfied by a letter of credit, surety bond or other suitable guarantee satisfactory to the City's Department of Transportation.

   c. Prior to the issuance of the Certificates of Occupancy for a Project, all transportation improvements required by the Traffic Mitigation Phasing Plan for the Project shall be completed or suitably guaranteed to the satisfaction of the City of Los Angeles Department of Transportation. Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of the City of Los Angeles Department of Transportation.

3. Traffic Improvement Modifications. The City's Department of Transportation, at the request of the Applicant, may determine the implementation of a transportation improvement is infeasible and should be substituted with a comparable transportation improvement of equivalent effectiveness. In that situation, the City's Department of Transportation, in consultation with the Director (in consultation with the County Department of Public Works Traffic and Lighting Division) and the City's Director of Planning, may modify or substitute the traffic improvement; provided the City's Department of Transportation

determines the alternative mitigation measure(s) to be implemented by the Applicant shall provide equivalent effectiveness.

Section 14. Parking Regulations

A. General Requirements.

1. Pursuant to the Substantial Conformance Review procedures set forth in Section 20 of this Specific Plan, parking for Projects which are subject to this Specific Plan shall be provided in accordance with the requirements of this Section. Where this Specific Plan contains language or standards which require more parking or permit less parking than the Zoning Code, this Specific Plan shall supersede the Zoning Code.

2. Within 30 days of the effective date of this Specific Plan, the Universal Studios Specific Plan area property owner shall provide a table summarizing the existing parking supply for the Universal Studios Specific Plan area. With each Substantial Conformance Review submittal, the Applicant shall provide a table summarizing the existing parking and any changes in parking required pursuant to this Section and proposed by the Project as well as information regarding the location of any new bicycle amenities pursuant to Subsection 13.A. of this Specific Plan as may be required for the Project.

3. The Department of Regional Planning shall be responsible for monitoring the Applicant's compliance with the parking requirements of this Specific Plan.

B. Required. On-site parking shall be provided as follows:

1. Retail. Parking for retail establishments that are not located within the Theme Park or Hotel shall be provided at a rate of four (4) parking spaces per 1,000 square feet of Floor Area.

2. Restaurant. Parking for restaurant establishments that are not located within the Theme Park or Hotel shall be provided at a rate of one (1) parking space per three (3) seats.

3. Theme Park. Parking for Theme Park Entertainment Attractions shall be provided at a rate of 7.9 parking spaces per 1,000 square feet of net new Floor Area. Change-out of existing Entertainment Attractions shall not require additional parking. Parking shall not be required for Theme Park restaurant, retail and Back-of-House areas. Additional parking shall not be required for new Universal Studio Tour Entertainment Attractions provided that the new Universal Studio Tour Entertainment Attraction will not increase Universal Studio Tour Capacity, as certified by the Applicant.

4. Hotel. Parking shall be provided at the rate of one (1) parking space for each two (2) guest rooms and one (1) parking space for each guest suite. No additional parking spaces shall be required for Hotel related ancillary uses such as meeting, banquet and ballroom facilities; lobbies; retail; restaurants; bars; nightclubs; offices; gym and fitness rooms; pools and hot tubs; spas including massage treatments; salons; entertainment uses that are ancillary to the operation of a hotel; and other hotel amenities as part of the hotel complex and operations.

5. Office. Parking shall be provided at the rate of one (1) parking space for each 400 square feet of Floor Area.

6. Studio Office. Parking shall be provided at the rate of one (1) parking space for each 400 square feet of Floor Area.

7. Studio Use (other than Ancillary Support Facilities, Studio Support Facilities, sound stage or warehouse). Parking shall be provided at the rate of one (1) parking space for each 500 square feet of Floor Area.

8. Sound stage. Parking shall be provided at the rate of one (1) parking space for each 1,000 square feet of Floor Area.

9. Warehouse. Parking shall be provided at the rate of one (1) parking space for each 1,000 square feet of Floor Area.

10. Theater/Cinema/Amphitheater/Performance Venue/Assembly (other than Theme Park). Parking shall be provided at the rate of one (1) parking space for each three (3) seats.

11. Ancillary Support Facilities and Studio Support Facilities. No parking shall be required unless otherwise provided herein.

12. Parking for any land use categories not addressed by this Section shall be provided at a parking rate in accordance with the Zoning Code.

C. Modifications to Minimum Parking Required. The minimum parking requirements established by this Specific Plan or the Zoning Code, where this Specific Plan is silent, may be modified upon request and application by the Applicant as part of a Substantial Conformance Review request pursuant to Section 20 of this Specific Plan. Such request shall be accompanied by a parking analysis, prepared by a qualified transportation/parking engineer to the satisfaction of the Director, and shall demonstrate justification for the modification request.

D. Location of Parking. Parking for each use or activity may be located at any location within the combined boundaries of the Universal Studios Specific Plan area or the adjacent City [Q]C2 Area. Parking for each use or activity may be located outside the combined boundaries of the Universal Studios Specific Plan area and City [Q]C2 Area upon submittal of a parking agreement or covenant satisfactory to the Director. Such parking agreement or covenant shall be provided to the Director for review when a Project seeks to rely on parking outside the combined boundaries of the Universal Studios Specific Plan area or

the adjacent City [Q]C2 Area. In the event that separate legal lots are created within the Universal Studios Specific Plan area, parking may be provided within any lot within the Universal Studios Specific Plan area upon submittal of a parking agreement or covenants satisfactory to the Director.

E. Tandem and Valet Parking. Vehicles may be parked in tandem or by valet, provided that attendants to move vehicles are available at the times the parking area using tandem or valet parking is open for use. If the attendant requirement is met, each tandem or valet stall shall constitute the number of parking spaces equivalent to the number of cars it can accommodate.

F. Parking for Existing Uses, Buildings or Structures. Any use, building or structure established or constructed prior to the effective date of this Specific Plan may be continuously maintained with parking as provided as of the effective date of this Specific Plan with no change in parking requirements.

1. Alterations or Modifications. Such existing uses, buildings or structures shall not be required to provide additional parking in connection with alterations or modifications to such uses, buildings or structures provided that such alterations or modifications do not increase the Floor Area by greater than 10 percent or 1,000 square feet, whichever is less. In the event that the alteration or modification increases the Floor Area by greater than 10 percent or 1,000 square feet, additional parking shall be provided for the additional square footage only.

2. Damage or Destruction. In the event of any damage or destruction to such uses, buildings or structures, such existing uses, buildings and structures may be rebuilt to the Floor Area existing as of the effective date of this Specific Plan without providing any additional parking in excess of that provided by such uses, buildings or structures as of the effective date of this Specific Plan.

G. Credit for Parking Provided. In the event that a use, building or structure is demolished, removed, or repurposed, the amount of parking that was provided for such use, building or shall be credited and considered surplus parking. Such surplus parking may be allocated to satisfy the parking requirements for new uses, buildings or structures as developed in accordance with this Specific Plan.

H. Design Standards for Permanent Parking Facilities.

1. Parking structures.

a. The exterior design of a parking structure shall utilize architectural styles or techniques that enhance their visual compatibility with surrounding buildings, structures and terrain, which architectural styles or techniques may include but not be limited to the following features: façade articulation; step backs or terracing of the parking levels; landscaping and Graphic Treatments; use of compatible building materials and colors.

b. Rooftop parking shall be vertically screened from view when located within 500 feet of Existing Off-Site Residential Uses located outside the combined boundaries of this Specific Plan and the adjacent City [Q]C2 Area. Screening may include landscaping or "headlight" parapet walls.

c. The use of Highly Reflective Building Materials is prohibited.

d. The paving surfaces within parking structures shall be designed to reduce tire squeal.

e. Parking structures shall comply with Zoning Code provisions related to parking space dimensions, aisle width, and access to parking spaces that are applicable to such parking structures.

f. Parking facilities shall comply with the applicable lighting requirements set forth in Section 15 of this Specific Plan.

2. Surface parking lots.

a. The use of highly reflective paving materials is prohibited.

b. Parking lots shall comply with Zoning Code provisions related to parking space dimensions, aisle width, landscaping, and access to parking spaces that are applicable to such parking lots.

3. Any parking structure, including any associated parking payment booths, constructed in Area G as shown on Exhibit 2-D shall include the following design features:

a. The east façade and the easterly 60 feet of the south façade of the parking structure where there are no access driveways or ramps shall be enclosed as shown on Exhibit 2-D and shall be painted;

b. If the parking structure is constructed with roof-top parking, a minimum six-foot high parapet with an additional six-foot high visual screen on the parapet (twelve feet total above roof level) shall be provided along the east side of the roof.

c. The roof surface shall be a non-reflective finish.

4. Any parking facility, including any associated parking payment booths, constructed in Area Z as shown on Exhibit 2-D shall include the following design features:

a. If a parking structures is developed:

i. The east façade of the parking structure shall be enclosed as shown on Exhibit 2-D and shall be painted;

ii. No parking shall be permitted on the roof of the structure;

iii. The roof surface shall be a non-reflective finish.

b. If an at-grade surface parking lot is developed:

i. The parking area, not including driveways or roadways, shall be a concrete material that allows for growth of grass (e.g. grasscrete), or other suitable material;

ii. A 10-foot high painted block sound wall shall be constructed in the location shown on Exhibit 2-D.

c. Landscaping as shown on Exhibit 2-D shall be installed and maintained along the eastern perimeter of any parking facility developed at this location.

I. Fire Lane Enforcement. The Applicant shall designate on-site fire lanes in consultation with the Los Angeles County Fire Department. The Applicant shall prohibit parking within designated fire lanes by installing surface painting and signage.

J. Shared Parking Plan. The parking requirements listed in Subsection 14.B above may be modified for shared parking between two (2) or more uses within the Universal Studios Specific Plan area and/or the adjacent City [Q]C2 Area if the Director determines that a lower total number of parking spaces will provide adequate parking for these uses. A Shared Parking Plan shall not be required for special events or Temporary Uses that utilize shared parking with other uses for the duration of the special event or Temporary Use. An application for and consideration of a Shared Parking Plan shall be processed pursuant to the following requirements:

1. Contents of Shared Parking Plan. The Shared Parking Plan shall contain the following information:

a. An analysis of parking demand. This analysis shall be conducted by a qualified traffic/parking engineer on an hourly basis, 24 hours per day, for seven (7) consecutive days or by other means acceptable to the Director;

b. A description of the portion of the Universal Studios Specific Plan area and/or the adjacent City [Q]C2 Area subject to the Shared Parking Plan;

c. A description of the uses, hours of operation, parking requirements, and allocation of parking spaces that demonstrates that adequate

parking for each use will be available, taking into account their hours of operation; and

d. A description of the characteristics of the affected uses and/or special programs that will reduce the need for the required number of parking spaces, which may include the availability of alternative transportation modes.

2. Review. The Shared Parking Plan application shall be deemed complete within thirty (30) days of submittal unless the Director advises the Applicant in writing that the application is considered incomplete and the specific reasons therefore. Within thirty (30) days of receipt of a complete application for a Shared Parking Plan, the Director shall either approve the Shared Parking Plan application or indicate how the Shared Parking Plan would not provide adequate parking. This time period may be extended by the mutual consent of the Applicant and Director. If the Director does not act within such thirty (30) day period, the Shared Parking Plan application shall be deemed approved. The decision of the Director shall not be appealable.

3. Findings. The Director shall grant a Shared Parking Plan application if he/she makes the following findings:

a. The peak hours of operations are different or other operational characteristics warrant such a reduction; and

b. The joint use or shared parking shall not create a negative parking impact on the surrounding public streets.

Section 15. Lighting Regulations

A. Applicability. Except as provided herein, all new lighting within the Universal Studios Specific Plan area shall comply with the following regulations. New lighting fixtures shall be constructed and installed in conformance with applicable provisions of the Los Angeles County Building Code.

B. Existing lighting. All lighting which exists on the effective date of this Specific Plan shall be permitted and shall not be required to comply with this Section. Additions or alterations to existing lighting shall be permitted provided that such additions or alterations do not materially change the location, type, or orientation of the existing lighting. In the event of any damage or destruction to existing lighting, such existing lighting may be replaced with lighting comparable in location, type, orientation and illumination.

C. Light Sources Requirements and Limitations.

1. Light Sources shall be designed and maintained so as to produce not more than two (2) footcandles of illumination as measured at the property line of the nearest residentially zoned property outside of the combined

boundaries of the adjacent City [Q]C2 Area and Universal Studios Specific Plan area.

2. Light Sources (i.e. bulb or lamp) which exceed 300 Candelas (approximately equivalent to a 200-watt incandescent light bulb) within the range from 45 degrees above horizontal to 21 degrees below horizontal as measured at the Light Source shall not be visible from Existing Off-Site Residential Uses located outside of the combined boundary of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area. For purposes of this Subsection, “not visible” shall mean: i) that the Light Source shall not be directly visible from the lot on which the residential use is located; or ii) that the Light Source is a minimum of 2000 feet in distance from the residential use. Various forms of screening measures, which may or may not be physically attached to the Light Source, may be utilized in order to comply with this regulation. Such screening measures of the Light Source may include, but are not limited to, shielding measures attached to the Light Source or structure, other buildings or structures, and non-deciduous landscaping or landscape trellises and louver systems.

3. Light Sources, which emit no more than 300 Candelas (approximately equivalent to a 200-watt incandescent light bulb) within the range from 45 degrees above horizontal to 21 degrees below horizontal as measured at the Light Source shall comply with Subsection 15.C.1 above, but shall not otherwise be regulated.

4. In addition to the requirements set forth in Subsections 15.C.1, 15.C.2 and 15.C.3 above, Light Sources greater than 10,000 Candela, as determined by the manufacturer, shall be full cut-off type.

5. Light Sources which do not meet Subsection 15.C.2 above or the exceptions in Section 15.C.9 below shall be subject to a conditional use permit, pursuant to Section 22.56 of the Zoning Code.

6. The transitions (modulations) of Light Sources that provide animated, moving, programmed, flashing, color changing or variable lighting effects shall take a minimum of thirty (30) seconds prior to being queued for a subsequent transition. Non-stroboscopic lighting transitions that are perceived as linear dimming, or linear color changing, are required.

7. New surface parking lot lighting shall be installed with cut-off fixtures.

8. Exceptions.

a. Production Activities. Light Sources associated with Production Activities shall not be subject to the lighting regulations contained in this Specific Plan or in the Zoning Code.

b. Outdoor Special Light Effects. Light Sources associated with Outdoor Special Light Effects shall not be subject to the lighting regulations contained in Subsections 15.C.1 through 15.C.8 above, or in the Zoning Code.

c. Decorative lights, which are temporarily installed between September 1 and January 15 of the next year shall not be subject to the lighting regulations contained in this Specific Plan or in the Zoning Code.

d. Emergency Light Sources or temporary Light Sources used for repair or construction as required by governmental agencies shall not be subject to the lighting regulations contained in this Specific Plan or in the Zoning Code.

e. Light Sources owned or controlled by any public agency for the purpose of directing or controlling navigation, traffic or for highway or street illumination shall not be subject to the lighting regulations contained in this Specific Plan or in the Zoning Code.

f. Signs. Lighting associated with Signs shall not be subject to the lighting regulations contained in this Section and shall be subject to the lighting regulations contained in Section 17 of this Specific Plan.

g. Hotel. Hotel rooftop lighting for sports/recreational uses, such as recreation areas, pools, tennis or paddle courts, which would not comply with Subsections 15.C.1, 15.C.2, 15.C.3 or 15.C.4 above, shall comply with the following lighting standard: Such uses shall be lighted by horizontally mounted, rectilinear-type, cut-off fixtures shielded in such a manner that the bulb or lamp cannot be viewable from Existing Off-Site Residential Uses outside of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area. Such Light Sources shall be mounted at a height of 20 feet or less above the roof top surface.

h. Construction lighting. Light Sources related to construction activities, which would not comply with Subsections 15.C.1, 15.C.2, 15.C.3 or 15.C.4 above, shall be shielded or directed to restrict any direct illumination onto property located outside of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area.

9. Current and future technologies of Light Sources such as neon, LED, LCD, projected images and similar lighting displays or installations shall be permitted provided they comply with the applicable regulations in this Section or Section 17 of Specific Plan. Animated, moving, programmed, flashing, neon, LCD, and similar technologies of lighting displays or installations also shall be permitted as determined by the Director.

Section 16. Sound Attenuation Regulations

A. General Requirements. For operational and construction noise, Project sound sources within the Universal Studios Specific Plan area shall comply with Title 12 of the County Code as applicable.

B. Additional Operational Noise Requirements. In addition to compliance with Subsection 16.A above, all operational sound sources, including existing (e.g. Waterworld) and future sound sources, shall comply with the following provisions except as provided in Subsections 16.C and16.D below:

1. From 7:00 a.m. to 7:00 p.m. the allowable noise level shall not exceed the greater of (i) a L_{50} of 50 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1.

2. From 7:00 p.m. to 1:00 a.m. the allowable noise level shall not exceed the greater of (i) a L_{75} of 47 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1.

3. From 1:00 a.m. to 7:00 a.m. the allowable noise level shall not exceed the greater of (i) a L_{90} of 44 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1.

4. From 7:00 a.m. to 10 p.m. the L_0 (otherwise known as the L_{max}) shall not exceed the greater of (i) 67 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1. For sound sources that emit a pure tone or impulsive noise (e.g. gunshot) from 7:00 a.m. to 10 p.m., the L_0 shall not exceed the greater of (i) 62 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1. Consistent with Title 12 of the County Code, from 10:00 p.m. to 7:00 a.m. the L_0 shall not exceed the greater of (i) 65 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1, and for sound sources that emit a pure tone or impulsive noise (e.g. gunshot) from 10:00 p.m. to 7:00 a.m., the L_0 shall not exceed the greater of (i) 60 dBA or (ii) ambient, as measured at the five (5) designated monitoring sites shown on Figure 16-1.

C. Compliance. Operational sound sources existing upon the effective date of this Specific Plan shall have 18 months from the effective date of this Specific Plan to bring the operational sound sources into compliance with the provisions in Subsection 16.B above. New sound sources, developed or installed after the effective date of this Specific Plan, shall comply with the provisions in Subsection 16.B above upon commencing operations.

1. In order to comply with Subsections 16.B and C above, the following modifications to the Waterworld attraction shall be commenced within 60 days of the effective date of this Specific Plan and shall be completed within 120 days of the effective date of this Specific Plan:

   a. The conventional load speaker system shall be replaced with directional audio technology capable of delivering digital processed sound; and

   b. The live action special effects (i.e. gunshots and pyrotechnics) shall be modified with prerecorded digital sound track.

D. Exemptions. The following shall be exempted from the sound attenuation provisions of Subsection 16.B above:

1. Those activities identified in Section 12.08.570 of the County Code;

2. Motion picture, television, video, digital and other media related production activities (which does not include construction of stages or television facilities within which Production Activities may occur); and

3. Firework displays associated with special events subject to Section 326.2 of Title 32 of the County Code requiring a permit from the County Fire Department.

E. Construction and Grading Sound Requirements. Prior to the issuance of a grading permit for a Project, the Applicant shall provide proof satisfactory to the Department of Public Works that all construction contractors have been required in writing to comply with Subsection 16.A above. The contractor or Applicant shall prepare a Construction Noise Mitigation Plan. The Construction Noise Mitigation Plan shall include a noise hotline to enable the public to call to report specific construction noise issues or activities that may be causing problems at offsite locations. The Construction Noise Mitigation Plan also shall provide a telephone number for the adjacent homeowner associations and Forest Lawn Memorial-Park Association to contact construction management personnel during normal business hours. The Construction Noise Mitigation Plan also shall include measures to mitigate construction noise to comply with Subsection 16.A above. Such measures may include:

1. Use of the most current methods of equipment noise control
2. Ensure that construction equipment is fitted with modern sound-reduction equipment
3. Use of highly efficient mufflers
4. Use of air inlet silencers on motors
5. Enclosures on motor compartments
6. Staging certain high noise-generating activities to take place during mid-day when less people are at home or ambient noise levels in the receptor areas are at their highest levels
7. Scheduling construction and demolition activities to the extent feasible so as to avoid operating several pieces of high noise generating equipment simultaneously
8. Provide for the location of construction staging areas to be situated and operated in manners which will avoid direct interference with and impact upon Existing Off-Site Residential streets outside of the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area.
9. Comply with all applicable requirements to shield and screen staging areas to minimize any associated noise impacts.

F. Monitoring.

1. Noise Monitoring. The Director shall retain a qualified third-party acoustical consultant, mutually acceptable to the Universal Studios Specific Plan area property owner and the Director, in consultation with the County Director of Public Health, to monitor the noise levels at the five (5) designated monitoring sites shown in Figure 16-1. Following selection of a third-party acoustical consultant, the acoustical consultant, the Director and the Universal Studios Specific Plan area property owner shall agree upon the procedures for conducting the monitoring, including the manner for documenting the sound monitoring to identify noises not associated with the Universal Studios Specific Plan area for purposes of calculating the L_0 (otherwise known as the L_{max}). The monitoring shall be conducted, without prior notice to the Universal Studios Specific Plan area property owner, for a 24-hour period every quarter. In addition, the Director may require monitoring of noise levels during special events. Notwithstanding the foregoing, nothing herein shall limit the ability of the Director to require additional monitoring for determining compliance and enforcement of the regulations in this Specific Plan. Upon completion of the monitoring, the acoustical consultant shall prepare a monitoring and compliance report with the monitoring data. The monitoring and compliance report shall be provided to the Director and the Universal Studios Specific Plan area property owner. The Universal Studios

Specific Plan area property owner shall post the report to the Universal Studios Specific Plan area web site as provided in Subsection 19.F.6 of this Specific Plan. A copy of the monitoring and compliance report shall also be provided to the Community Advisory Panel as set forth in Subsection 19.F.1 of this Specific Plan.

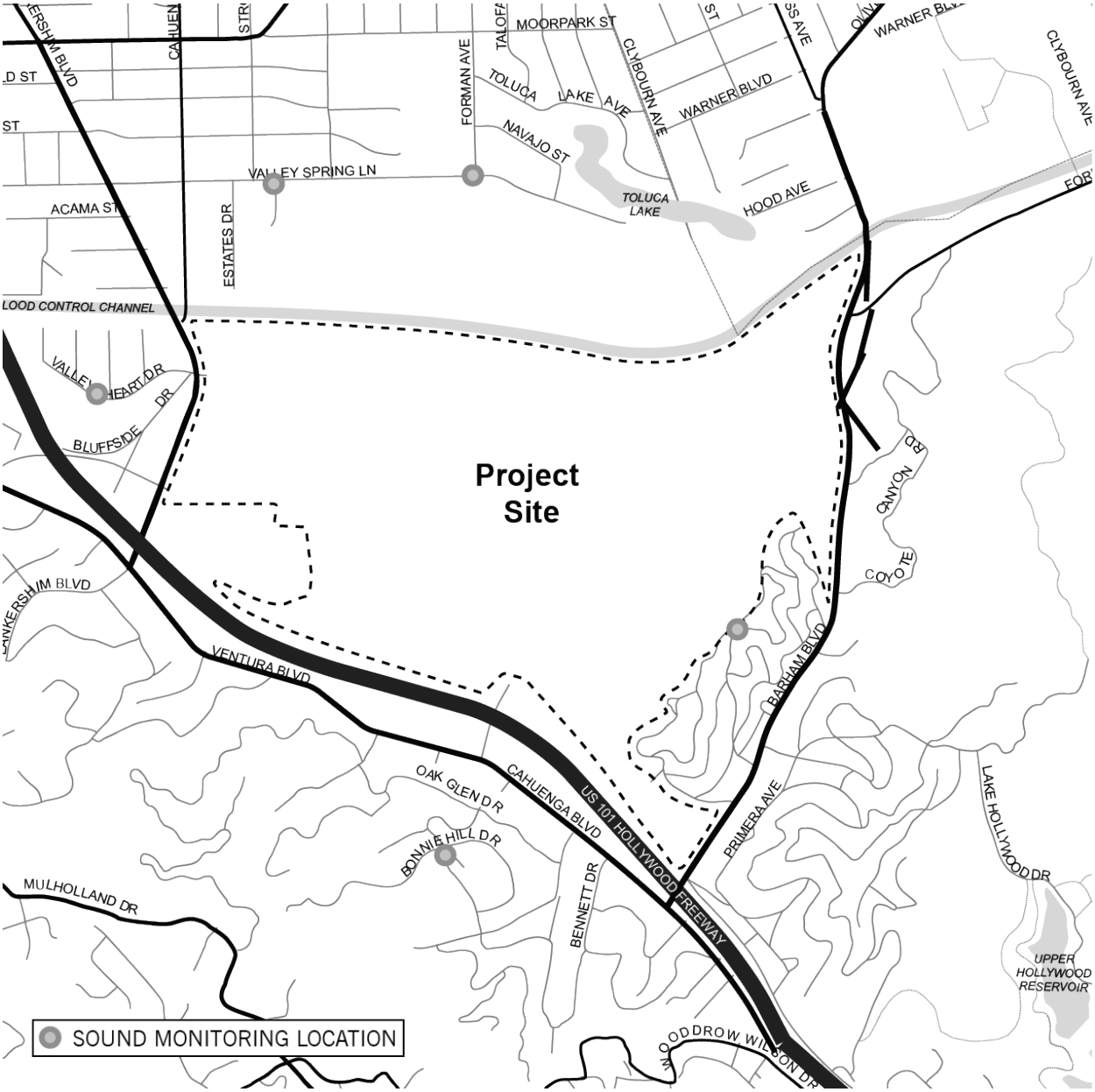
2. Pursuant to Subsection 19.E of this Specific Plan, the Universal Studios Specific Plan area property owner(s) shall be responsible for all reasonable costs and expenses incurred by the County in implementing, monitoring, or enforcing this Section, including but not limited to, costs for monitoring, reviewing and verifying information contained in reports, undertaking inspections, and administrative support.

3. The Universal Studios Specific Plan area property owner(s) shall conduct community outreach regarding noise generating operations within the Universal Studios Specific Plan area as set forth in Subsection 19.F of this Specific Plan.

G. Ombudsperson(s). As more fully set forth in Subsection 19.F of this Specific Plan, the Universal Studios Specific Plan area property owner(s) shall designate an employee or employees to serve as ombudsperson(s) to respond to questions and concerns regarding operations including noise within the Universal Studios Specific Plan area.

Figure 16-1

Designated Sound Monitoring Site



Section 17. Signage Regulations

A. General requirements.

1. Purpose. The intent of the signage program in this Specific Plan is to create vibrant, clear, attractive signage and graphics that enhance the Universal Studios Specific Plan area while complementing and protecting the character of the surrounding neighborhoods by limiting visual clutter through regulation of the location, size, shape, density, and types of Signs allowed within the Universal Studios Specific Plan area.

2. Permitted Signs. All Signs defined in Subsection 17.B below, which are not otherwise allowed by the Zoning Code, shall be permitted, as set forth in this Specific Plan.

3. Sign Review.

   a. Sign Conformance Review. New Signs, other than Internal Signs, shall require a Sign Conformance Review as set forth in this Subsection.

   b. The Sign Conformance Review procedure for applicable Signs is in lieu of the Substantial Conformance Review set forth in Section 20 of this Specific Plan.

   c. Internal Sign Review. New illuminated Internal Signs in Sign Districts 1, 2, 4 and 5 shall require an Internal Sign Review to verify that the Sign meets the definition and qualifies as an Internal Sign for location, height and orientation. No other review shall be required. A Sign determined not to qualify as an Internal Sign in Sign Districts 1, 2, 4 or 5 shall be subject to Sign Conformance Review.

4. Compliance. All new Signs shall comply with the requirements of this Section, as determined by the Director pursuant to Subsection 17.D below. All new Signs shall comply with the provisions of Title 26, Chapter 65 of the County Code, related to the construction and installation of Sign structures.

5. Existing Signs. Signs and/or Sign support structures that lawfully exist on the effective date of this Specific Plan shall be permitted to continue and shall not be required to comply with this Specific Plan, but shall comply with the County Code related to the construction, installation and maintenance of Sign structures.

   a. In the event of any damage, dilapidation, destruction, or structural upgrade to an existing Sign, such existing Sign may be replaced

with a Sign with comparable Height, Sign Area, location, type, and orientation existing as of the effective date of this Specific Plan; and

b. Except as set forth in Subsections 17.C.6.d.vi and 17.C.6.d.vii below, additions or alterations of existing Signs which increase the Sign Area or Height or which materially change the location or orientation of the existing Sign shall comply with the requirements of this Specific Plan and shall be subject to Sign Review.

c. Existing Sign Inventory. Upon submittal of the first Sign Conformance Review application for an Area Identification Sign, Electronic Message Sign, On-Site (Business) Sign and/or Group 'A' Wall Sign, the Applicant shall provide a baseline inventory of existing Area Identification Signs, Electronic Message Signs, On-Site (Business) Signs and/or Group 'A' Wall Signs that are not Internal Signs. The inventory shall include location, type, Height, and Sign Area. Inventory of such existing Signs permitted during the subject year shall be provided annually along with a copy of the baseline inventory of such existing Signs at the time of the Specific Plan annual report.

6. Sign Area Calculation. Sign Area shall be calculated in accordance with the Sign Area definition set forth in Subsection 17.B below.

7. Backs of Signs. All Signs which are located within 500 feet of this Specific Plan boundary and which are oriented so as to expose the unimproved back of the Sign toward a location outside of the combined boundaries of the Universal Studios Specific Plan area and adjacent City [Q]C2 Area shall be improved or screened with landscaping or other aesthetic treatment(s) to buffer the view of the back of the Sign to the satisfaction of the Director.

8. Internal Electronic Message Signs. Any Internal Sign that is an Electronic Message Sign shall be limited in orientation to the Specific Plan boundary as shown on Figures 17-1 and 17-2.

9. Sign Illumination Standards. The following lighting and illumination standards shall apply to Signs within the Specific Plan area:

a. Animated Area Identification Signs. (i) The light source (i.e. the bulb or lamp) illuminating an Animated Sign shall be shielded from view outside of the combined boundaries of the Specific Plan area and the adjacent City [Q]C2 Area; (ii) The lighting on the Sign shall be turned off from 2:00 a.m. to 7:00 a.m.

b. Building Identification Signs. The brightness of any Building Identification Sign located at the top 10 percent of a Building Face shall not exceed the following:

- During Standard Time
  (1st Sunday in November to 2nd Sunday in March).
  - 7:00 a.m. 7:30 p.m.: 300 Candelas/ meter sq.
  - 7:30 pm to 7:00 a.m.: 150 Candelas/ meter sq.
- During Daylight Savings Time
  (2nd Sunday in March to 1st Sunday in November)
  - 7:00 a.m. to 10:00 p.m.: 300 Candelas/ meter sq.
  - 10:00 pm to 7:00 a.m.: 150 Candelas/ meter sq.

c. Group 'A' Wall Signs. (i) Group 'A' Wall Signs shall be externally lit with light sources (i.e. the bulb or lamp) shielded from view outside of the combined boundaries of the Specific Plan area and the adjacent City [Q]C2 Area; (ii) The brightness of any Group 'A' Wall Sign shall not exceed 300 Candelas per square meter; (iii) Illumination of Group 'A' Wall Signs shall be turned off from 2:00 a.m. to 7:00 a.m.

d. Electronic Message Signs. (i) Instantaneous image changes shall not be allowed; (ii) The image refresh shall occur through a seamless transition from one (1) image to the next with no strobing effect; (iii) The brightness of the Electronic Message Sign shall not exceed the following:

- During Standard Time
  (1st Sunday in November to 2nd Sunday in March).
  - 7:00 a.m. to sunset: 7,500 Candelas/ meter sq.
  - Sunset to 7:30 p.m.: 600 Candelas/ meter sq.
  - 7:30 pm to 2:00 a.m.: 450 Candelas/ meter sq.
  - 2:00 a.m. to 7:00 a.m.: Turned off
- During Daylight Savings Time
  (2nd Sunday in March to 1st Sunday in November)
  - 7:00 a.m. to sunset: 7,500 Candelas/ meter sq.
  - Sunset to 10:00 p.m.: 600 Candelas/ meter sq.
  - 10:00 pm to 2:00 a.m.: 450 Candelas/ meter sq.
  - 2:00 a.m. to 7:00 a.m.: Turned off

Beginning 45 minutes prior to sunset and concluding 45 minutes after sunset, the Electronic Message Signs shall transition smoothly at a consistent rate from the permitted daytime brightness level to the permitted brightness level during the Sunset to 7:30 p.m. or Sunset to 10:00 p.m. period as applicable. Beginning 15 minutes prior to the required time, the Electronic Message Sign shall also

transition smoothly at a consistent rate from the permitted brightness for the Sunset to 7:30 p.m. or Sunset to 10:00 p.m. period to the 7:30 pm to 2:00 am or 10:00 pm to 2:00 am period as applicable.

e. Measurement of Brightness. The brightness of Electronic Message Signs, Group 'A' Wall Signs and Building Identification Signs shall be measured from ground level at the nearest residential property outside of the combined boundaries of the Universal Studios Specific Plan area and the City [Q]C2 Area. The measured maximum brightness shall be based on the luminance levels of the white display portion of the Sign. For Electronic Message Signs, the red, green and blue outputs shall be turned to full ON at the time of testing. A calibrated luminance meter shall be used to measure the luminance intensity of the Sign in candela per meter squared (nits) in accordance with the luminance meter manufacturer's operational instructions. The luminance measurements should not be taken at oblique angles that exceed 60 degrees off-axis from the face of the Sign.

f. Sign Illumination Limitations. Illuminated Signs shall not generate light intensity levels of greater than two (2) footcandles as measured at the property line of the nearest residentially zoned property outside the combined boundaries of the Universal Studios Specific Plan area and the City [Q]C2 Area, and illuminated Signs shall not cumulatively generate light intensity levels of greater than three (3) footcandles as measured at the property line of the nearest residentially zoned property outside of the combined boundaries of the Universal Studios Specific Plan area and the City [Q]C2 Area. A calibrated illuminance meter shall be used to measure the maximum incident illuminance resultant from the illuminated Sign in footcandles, in accordance with the illuminance meter manufacturer's operational instructions. The meter shall be mounted to a tripod at eye level, and aimed at the Sign. A measurement shall be taken with the Sign turned on, and again with the Sign turned off. The difference of the two measurements shall be considered the resultant luminance generated by the Sign.

Figure 17-1

Orientation of Internal Electronic Message Signs

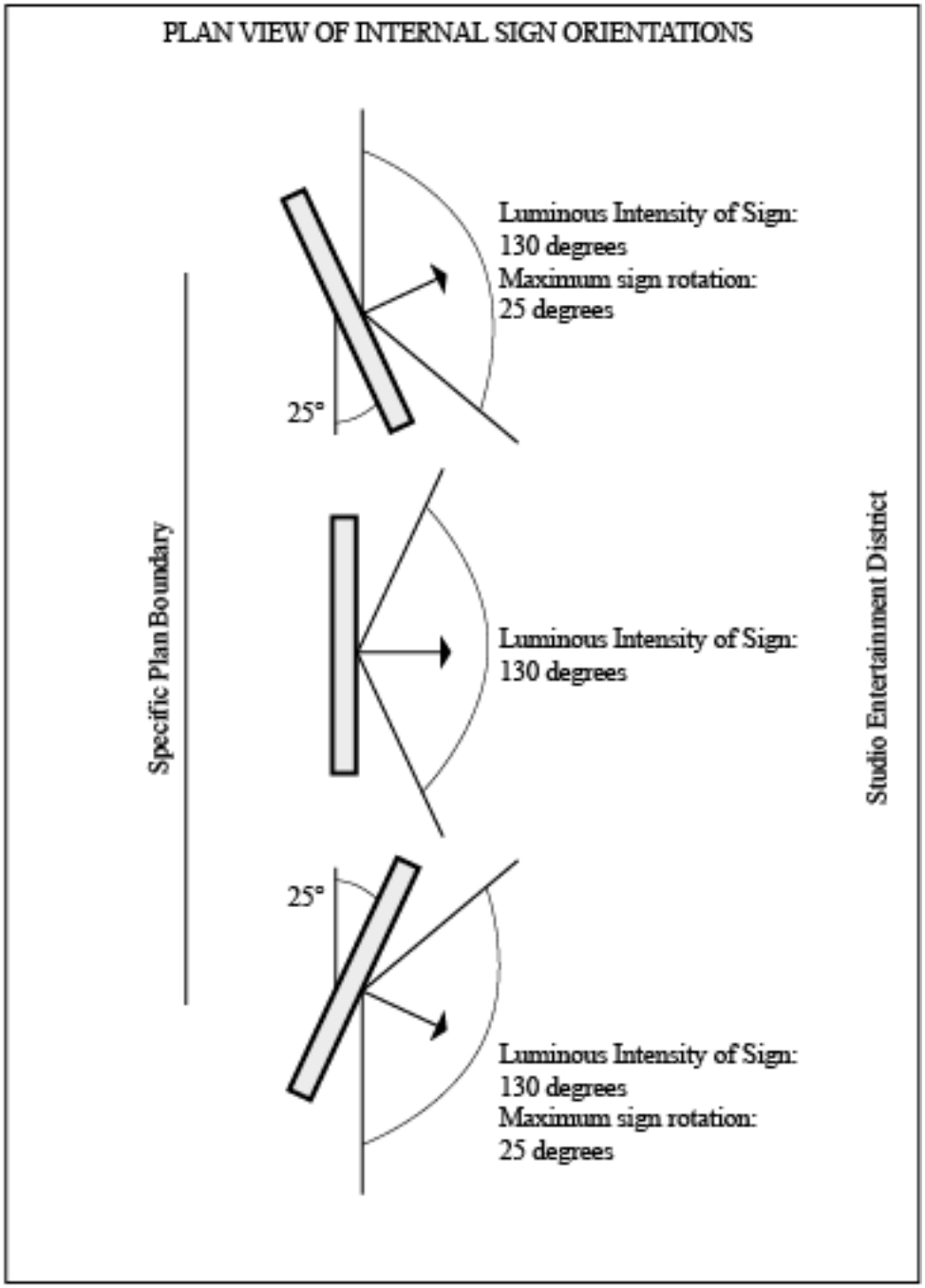
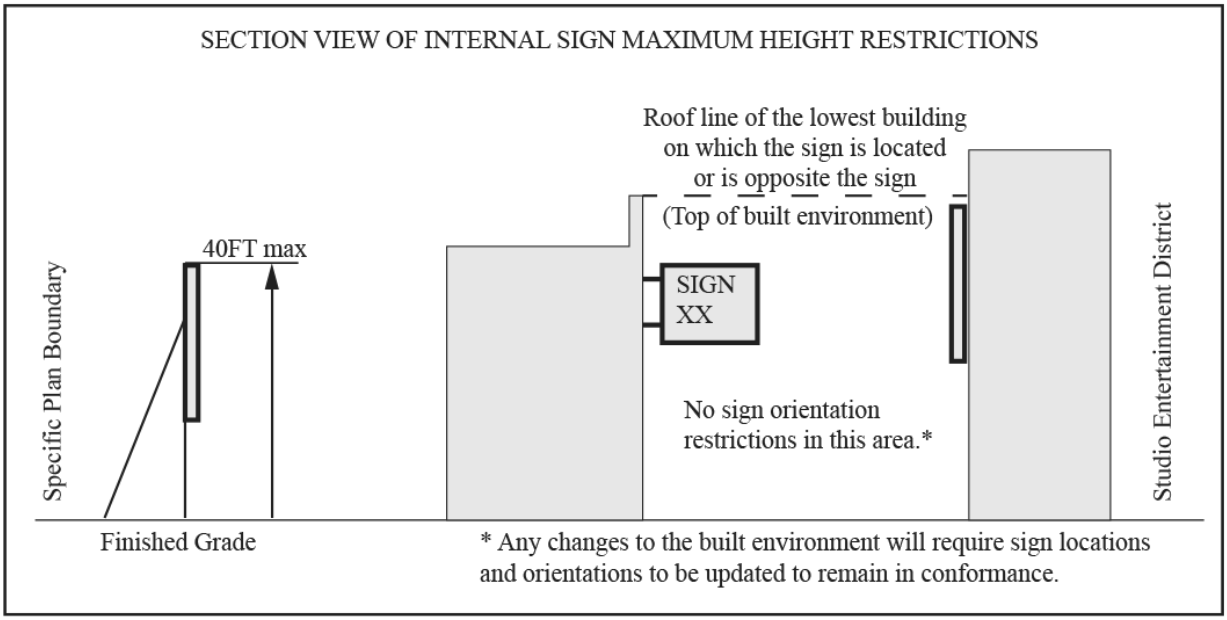


Figure 17-2

Orientation of Internal Electronic Message Signs



B. Definitions.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Subsection. To the extent that other terms used in this Section are not defined herein or in Section 4 of this Specific Plan, but are defined in the Zoning Code, those definitions shall apply.

Aerial View Sign. A type of Sign that is applied or placed upon the roof surface, approximately parallel with the roof plane, intended to be viewed from the sky.

Animated Sign. A Sign that contains parts that change, move, rotate or otherwise incorporate physical motion that is not an Electronic Message Sign.

Architectural Ledge Sign. A Sign with individual channel letters, numbers, symbols or icons, which stand atop a horizontal projection forming a narrow shelf on a wall or architectural projection.

Area Identification Sign. A category of Sign intended to identify an area by the common place name of the area or business.

Awning Sign. A Sign affixed to an awning or removable canopy not permanently attached to or built as part of a building or structure that projects over a deck, door, or window of a building or structure.

Banner Sign. (See also Street Banner Sign) A Sign that is generally constructed of fabric, canvas, metal or similar material and that is attached to a pole, building, or hung by wire, and is fixed in place.

Blade Sign. A Sign that projects perpendicularly from a Building Face, not exceeding five (5) feet in width, which has a vertical dimension that exceeds the horizontal dimension and may or may not extend above a roof line.

Building Face. The general outer surface, not including cornices, bay windows, or architectural projections, of any wall of a building.

Building Identification Sign. A category of Sign that is limited to a company logo, name of building, business, or destination that may include the building address.

Channel Letters Sign. Multi-dimensional, individually cut letters, numbers, or figures, illuminate or un-illuminated, which are affixed to a building or structure.

Construction / Contractor Sign. A category of Sign located on the site of a building that states the name of the contractor(s) working on the site and any owners, building-related architectural, engineering, financial firms, future tenants, and others associated with a construction project, but which contains no other advertising matter.

Construction Fence / Wall Sign. A type of Construction/Contractor Sign located on a fence or wall securing a construction site. Signs shall be limited to the names of the developer, building owner and contractor(s) working on the site and any building-related architectural, engineering or financial firms involved with the building on that site and may include a Graphic Treatment.

Electronic Message Sign. A Sign that displays still images, scrolling images, or moving images, including video and animation, utilizing a series or grid of lights that may be changed by electronic means, including cathode ray, light emitting diode display (LED), plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media or technology.

Exempt Sign. The following are exempt from Sign Review:

a. Regulatory signs, information signs or warning signs required or authorized by law or by federal, state, or county authority;

b. Official and legal notices issued by any court, public body, person, or officer in performance of a public duty or in giving any legal notice;

c. Official flags of the United States of America, the State of California, and other states of the United States, counties,

municipalities, official flags of foreign countries, and flags of internationally and nationally recognized organizations; and

d. Internal Signs. Internal Signs in Sign District 3 and Internal Signs that are not illuminated shall be exempt from Sign Review.

e. Graphic Treatments are not Signs and are permitted and not regulated by this Section.

Free-standing Sign. A Sign that is placed on the ground or has as its primary structural support one or more columns, poles, uprights or braces in or upon the ground. Free-standing Signs includes Monument and Pole Signs.

Graphic Treatment. An image or pattern which is applied to a fence, wall or structure and does not constitute a Sign. A Graphic Treatment may function as a screening device. Thematic Elements may be combined with Graphic Treatments.

Inflatable Sign. An object that is inflated with cold air, hot air, helium, or a lighter-than-air substance. It may be of various shapes, made of flexible fabric, and may be equipped with a portable blower motor that provides a constant flow of air into the device. Inflatable Signs are restrained, attached, or held in place by a cord rope, cable, or similar method. Inflatable Signs shall be limited to Internal Signs.

Information Sign (Directional Sign). A category of Sign that is limited to a message giving directions, instructions, menus, selections, or address numerals. Information Signs are often referred to as “directional signs”.

Internal Sign. A category of Sign that includes:

a. Signs that are below 40 feet in Height above Finished Grade located in the Lankershim Edge and Northern Edge Sign Districts provided the Signs directly face the Studio District; or

b. Signs that are below rooflines if within CityWalk or below 40 feet Height above Finished Grade if within other areas of the Studio and Entertainment Sign District; or

c. Signs that are below 40 feet in Height above Finished Grade located in the Visitor Gateway Sign District provided the Signs directly face the Entertainment District; or

d. Signs that are below 40 feet in Height above Finished Grade located in the Studio Back Lot Sign District provided the Signs directly face the Entertainment District or Studio District; and

e. Internal Signs may be On-site or Off-site Signs and consist of any other Sign category (e.g. Area Identification) or Sign type (e.g. Wall Sign).

Internal Sign Review. A ministerial process conducted by the Director to determine that a Sign qualifies as an Internal Sign as defined in this Subsection.

Marquee Sign. A type of Sign painted on or affixed to the perimeter or border of a permanently roofed structure constructed as part of a building and protruding over the sidewalk, plaza or roadway.

Monument Sign. A Free-standing Sign that is erected directly upon the existing or Finished Grade, or that is raised no more than 12 inches from the existing or Finished Grade to the bottom of the sign, and that has a horizontal dimension equal to or greater than its vertical dimension.

Off-site Sign (Outdoor Advertising Sign). A category of Sign that is other than an On-Site (Business) Sign, Area Identification Sign, Building Identification Sign, Information Sign, Tenant Identification Sign, Construction/Contractor Sign, or Real Estate Sign. Off-site does not refer to the physical location of the Sign.

On-site (Business) Sign. A category of Sign that identifies or promotes (1) media and entertainment industry products of NBCUniversal or its affiliates, (2) products related to the media and entertainment industry that are produced, distributed, or sold within the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area, not including products solely displayed in commercials produced therein, (3) media and entertainment industry businesses, services, activities, or events located or conducted within the combined boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area, and (4) businesses, services, activities or events conducted or located on a lot in which the Sign is located. On-Site (Business) Signs may take the form of the Sign types listed in the Sign definitions as allowed by the Sign District.

Pillar (Pylon) Sign. A type of Monument Sign that is mounted directly on the ground, consisting of rectangular sign faces or a sculptural themed shape, with a vertical dimension that exceeds its horizontal dimension.

Pole Sign. A Free-standing Sign that is erected or affixed to one or more poles or posts and that does not meet the requirements of a Monument Sign.

Projected Image Sign. A still image projected on the face of a wall from a distant electronic device, such that the image does not originate from the plane of the wall.

Projecting Sign. A Sign, other than a Wall Sign, that is affixed to and wholly supported by an exterior wall of a building or structure and projects outward and/or upward there from with one or more sign faces, other than a Wall Sign.

Real Estate Sign. A category of Sign indicating that a property, building, or any portion thereof is available for inspection, sale, lease, or rent.

Roof Sign. A Sign erected upon or above and wholly supported by a roof or parapet of a building or structure.

Sign. Any display board, wall, screen, projected image, object or part thereof, or any other material or medium used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public outdoors.

Sign Area. An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines, which enclose all words, letters, figures, symbols, designs, and pictures, together with framing, background material, colored or illuminated areas and attention-attracting devices forming an integral part of an individual message except that:

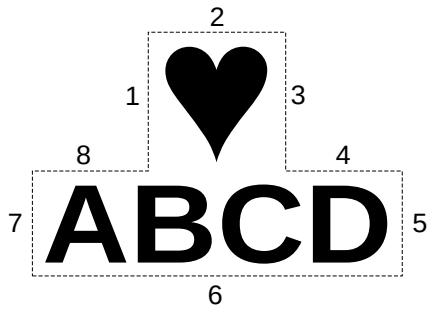
a. Wall Signs having no discernible boundary shall have areas between the letters and/or words intended to be read together and device intended to draw attention to the sign message included in any computation of Sign Area;

b. For spherical, cylindrical, or other three-dimensional Signs, the Sign Area shall be computed from the two-dimensional geographical shape or shapes that will best approximate the greatest actual surface area visible from any one direction;

c. Sign support structures are excluded if neutral in color; and

d. “Time and temperature” sign copy is excluded from computation of Sign Area if such copy is less than 56 square feet in area. An explanatory graphic “Calculating Sign Area” is provided below.

EXPLANATORY GRAPHIC
Calculating Sign Area



Sign

Sign Area:
An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines which enclose all words, letters, figures, symbols, designs and pictures, together with framing, background material, colored or illuminated areas and attention-attracting devices forming an integral part of an individual message.

Sign Conformance Review. A ministerial process to determine compliance of a Sign with all applicable provisions of this Section, as issued by the Director pursuant to Subsection 17.D below.

Street Banner Sign – Private. An On-Site Banner Sign that is generally constructed of fabric, canvas, metal or similar material and that is attached to a street light fixture or other such fixture on a Private Street.

Temporary Sign. Any Sign that is to be maintained for a limited duration, not to exceed 60 days in duration, and not to exceed a total of 90 days per year on a single Building Face, and which is not permanently affixed to the ground, or a building or structure. Temporary Signs include Inflatable Signs, but shall not include Electronic Message Signs, or Group 'A' Wall Signs.

Tenant Identification Sign. A category of Sign that is limited to a company logo or the name of a business used to identify the tenant(s) or establishment located on the same lot or premises.

Wall Mural. A painted or digitally produced image generally large in scale that is incorporated onto the wall and/or parapet of a building or a structure and does not constitute a Sign.

Wall Sign. A Sign, other than a Roof Sign, that is attached to, painted on or erected against the wall and/or parapet of a building or a structure, with the exposed face of the Sign on a plane approximately parallel to the plane of the wall. Group 'A' Wall Signs are all Walls Signs greater than 1,000 square feet in Sign Area. Group 'B' Wall Signs are all Wall Signs 1,000 square feet or less in Sign Area. Group 'A' Wall Signs may consist of an image, with or without written text, which is applied to and architecturally and compositionally integrated with a wall. The Group 'A' Wall Sign may be printed on vinyl, mesh, window film, or other material supported and attached to a wall or window by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods provided the Sign is architecturally and compositionally integrated with the wall.

Window Sign. A Sign, other than a Group 'A' Wall Sign, that is attached to, affixed to, leaning against, or otherwise placed inside of a building within six (6) feet of any window or door in such a manner that it is visible from outside the building, but not including the display of merchandise in store windows.

C. Sign Districts.

1. Sign Districts. There shall be five (5) Sign Districts in the Universal Studios Specific Plan area as shown on Exhibit 9-A as of the effective date of this Specific Plan and as shown on Exhibit 9-B as of the effective date of the annexation and detachment actions should those actions be approved. The Director may modify Exhibit 9-B consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan.

   a. Sign District 1 – Lankershim Edge Sign District.

   b. Sign District 2 – Northern Edge Sign District.

   c. Sign District 3 – Studio and Entertainment Sign District.

   d. Sign District 4 – Visitor Gateway Sign District

   e. Sign District 5 – Studio Back Lot Sign District.

2. Permitted and Prohibited Signs by Sign District. Table 17-1 summarizes the Sign categories and Sign Type allowed in each Sign District.

3. Wall Murals. Wall Murals, which do not constitute a Sign, shall be permitted in Sign District 3. Wall Murals shall be prohibited in Sign Districts 1, 2, 4 and 5.

4. Graphic Treatments. Graphic Treatments, which do not constitute a Sign, shall be permitted generally within Sign District 3, shall be permitted in Sign Districts 1, 2, 4 and 5 only as a screening device, and in Sign District 1 shall not be on building façades facing Lankershim Boulevard.

Table 17-1

Permitted and Prohibited Signs

Sign District	Signs Permitted	Prohibited Signs
1 Lankershim Edge	**Permitted Sign Categories:** Internal, Area Identification, Building Identification, Tenant Identification, On-Site (Business), Information, Temporary, Construction, Real Estate	Off-Site (other than Internal Signs)
	Permitted Sign Types: Animated, Architectural Ledge, Awning, Banner, Blade, Channel Letters, Construction Fence/Wall, Electronic Message, Monument, Pillar (Pylon), Pole (limited to Information and replacement Sign), Projected Image (limited to Internal), Projecting, Street Banners – Private, Wall (limited to Group 'B'), Window	Aerial View, Group 'A' Wall
2 Northern Edge	**Permitted Sign Categories:** Internal, Building Identification, Information	Off-Site (other than Internal Signs)
	Permitted Sign Types: Architectural Ledge, Awning, Blade, Channel Letters, Monument, Pillar (Pylon), Pole (limited to Information), Projecting, Wall (limited to Group 'B'), Window	Aerial View, Animated (other than Internal Signs), Electronic Message (other than Internal Signs), Group 'A' Wall (other than Internal Signs), Temporary (other than Internal Signs)
3 Studio & Entertainment	**Permitted Sign Categories:** Internal, Area Identification, Building Identification, Tenant Identification, On-Site (Business), Information, Temporary, Construction, Real Estate	Off-Site (other than Internal Signs)
	Permitted Sign Types: Aerial View, Animated, Architectural Ledge, Awning, Banner, Blade, Channel Letters, Construction Fence/Wall, Electronic Message, Marquee, Monument, Pillar (Pylon), Pole, Projecting, Street Banners – Private, Wall Signs (Group 'A' and Group 'B'), Window Signs	
4 Visitor Gateway	**Permitted Sign Categories:** Internal, Area Identification, Building Identification, Tenant Identification, On-Site (Business), Information, Temporary, Construction	Off-Site (other than Internal Signs)
	Permitted Sign Types: Animated, Architectural Ledge, Awning, Banner, Blade, Channel Letters, Construction Fence/Wall, Marquee, Monument, Pillar (Pylon), Pole, Projecting, Street Banners – Private, Wall (limited to Group 'B'), Window	Aerial View, Electronic Message (other than Internal Signs), Group 'A' Wall (other than Internal Signs)
5 Back Lot	**Permitted Sign Categories:** Internal, Building Identification, Information	Off-Site (other than Internal Signs), Temporary
	Permitted Sign Types: Architectural Ledge, Awning, Banner, Blade, Channel Letters, Monument, Pillar (Pylon), Pole (limited to Information), Projecting, Wall (limited to Group 'B'), Window	Aerial View, Animated (other than Internal Signs), Electronic Message (other than Internal Signs), Group 'A' Wall (other than Internal Signs)

5. Overall Specific Plan Limitations. The following is a summary of the On-Site (Business) Signs permitted by Subsections 17.C.6 to 17.C.10 below.

   a. A maximum of 36 new On-Site (Business) Signs shall be permitted within the entire Universal Studios Specific Plan area including a maximum of: 10 new On-Site (Business) Signs within the Lankershim Edge Sign District, 17 new On-Site (Business) Signs within the Studio and Entertainment Sign District, 22 new On-Site (Business) Signs within the Visitor Gateway Sign District, and no On-Site (Business) Signs in the Northern Edge and Studio Back Lot Sign Districts.

   b. Of the 36 On-Site (Business) Signs permitted in the Universal Studios Specific Plan area, a maximum of 1 new Electronic Message Sign shall be permitted within the entire Specific Plan area with such Electronic Message Sign located within the Studio and Entertainment Sign District, and no new Electronic Message Signs in the Lankershim Edge, Northern Edge, Visitor Gateway and Studio Back Lot Sign Districts.

   c. Of the 36 On-Site (Business) Signs permitted in the Universal Studios Specific Plan area, a maximum of 3 new Group 'A' Wall Signs shall be permitted within the entire Specific Plan with all 3 Group 'A' Wall Signs located within the Studio and Entertainment Sign District, and no Group 'A' Wall Signs in the Lankershim Edge, Northern Edge, Visitor Gateway and Studio Back Lot Sign Districts.

   d. One (1) existing On-Site Pole Sign located in the Lankershim Edge Sign District may be relocated as set forth in Subsection 17.C.6.d.vi below.

   e. One (1) existing Area Identification Sign (with an On-Site Electronic Message Sign component) located in the Lankershim Edge Sign District may be replaced as set forth on Subsection 17.C.6.d.vii below.

6. Sign District 1 – Lankershim Edge Sign District.

a. Permitted Sign Categories: The following categories of Signs are permitted within the Lankershim Edge Sign District:

i. Internal Signs
ii. Area Identification Signs
iii. Building Identification Signs
iv. Tenant Identification Signs
v. On-Site (Business) Signs
vi. Information (Directional) Signs
vii. Temporary Signs
viii. Construction Signs
ix. Real Estate Signs

b. Permitted Sign Types: Any Sign, whether or not listed herein, is permitted as an Internal Sign within the Lankershim Edge Sign District. For all other Sign categories identified in Subsection 17.C.6.a.ii-ix above, the following types of Signs are permitted within the Lankershim Edge Sign District:

i. Animated Signs
ii. Architectural Ledge Signs
iii. Awning Signs
iv. Banner Signs
v. Blade Signs
vi. Channel Letters Signs
vii. Construction Fence/Wall Signs
viii. Electronic Message Signs (limited to one replacement Sign)
ix. Monument Signs
x. Pillar (Pylon) Signs
xi. Pole Signs (limited to Information Signs)
xii. Projecting Signs
xiii. Street Banner Signs – Private
xiv. Wall Signs (limited to Group ‘B’ Wall Signs)
xv. Window Signs

c. Prohibited Signs. The following types of Signs are prohibited within the Lankershim Edge Sign District:

i. Aerial View Signs
ii. Off-Site Signs, other than Internal Signs
iii. Group ‘A’ Wall Signs
iv. Signs that emit audio sounds

d. District Provisions for the Lankershim Edge Sign District:

i. General Provisions. (i) Area Identification Signs, Building Identification Signs and Tenant Identification Signs shall be limited to Architectural Ledge, Channel Letters, Monument, Pillar, Projecting, Wall, or Window Signs; (ii) Any Wall Signs shall be limited to Group 'B' Wall Signs.

ii. Internal Signs. (i) There shall be no limitation on the number or total Sign Area of Internal Signs; (ii) Signs shall not exceed 40 feet in Height above Finished Grade.

iii. Area Identification Signs: (i) A maximum of 3 new Area Identification Signs shall be permitted within the Lankershim Edge Sign District and a maximum of 5 new Area Identification Signs shall be permitted in the Universal Studios Specific Plan area; (ii) Individual Area Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Area Identification Signs shall be located below the edge of the highest roof, parapet or similar architectural feature of the building if affixed to a building; (iv) Area Identification Signs shall not exceed 100 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; (v) Area Identification Signs may be Animated Signs subject to the additional limitations in Subsection (xiii) below.

iv. Building Identification Signs: (i) A maximum of 1 Building Identification Sign per Building Face and a maximum of 4 Building Identification Signs per building shall be permitted; (ii) Individual Building Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Building Identification Signs shall not exceed 75 feet in Height above Finished Grade if affixed to a building; (iv) Building Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; and (v) Building Identification Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

v. Tenant Identification Signs: (i) A maximum of 1 Tenant Identification Sign per tenant space shall be permitted; (ii) Individual Tenant Identification Signs shall not exceed a Sign Area equal to 3 square feet per lineal foot of commercial tenant frontage when affixed to a building or 25 square feet maximum if Free-standing; (iii) Tenant Identification Signs shall be located below the edge of the highest roof, parapet or similar architectural feature of the building if affixed to a building; (iv) Tenant Identification Signs shall not exceed 40

feet above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone.

vi. On-Site (Business) Signs - General: (i) A maximum of 10 new On-Site (Business) Signs shall be permitted within the Lankershim Edge Sign District; (ii) new individual On-Site (Business) Signs shall not exceed 600 square feet in Sign Area; (iii) On-Site (Business) Signs facing north and west shall not exceed 40 feet in Height above Finished Grade; (iv) new On-Site (Business) Signs may take the form of Banner Signs, Blade Signs, and Group 'B' Wall Signs; (v) new On-Site (Business) Signs shall not be Pole Signs or Free-standing Signs; (vi) The existing On-Site (Business) Free-standing Sign located adjacent to Muddy Waters Drive may be relocated southeastwardly to accommodate improvements to Muddy Waters Drive; (vii) On the existing Jules Stein (Bldg. No. 1360) and John Ford (Bldg. No. 1320) Buildings at the locations shown on Figure 17-3, west-facing Group 'B' Wall Signs shall be prohibited from facing the Campo de Cahuenga and a maximum of two (2) west-facing Group 'B' Wall Signs facing the Campo de Cahuenga shall be permitted at the locations shown on Figure 17-3; (viii) the limitations in Subsection 17.C.6.d.vi(vii) above shall only apply to the existing Jules Stein and John Ford Buildings.

vii. Replacement Area Identification Sign / On-site Electronic Message Sign: (i) The existing Area Identification Sign that contains a double sided Electronic Message Sign located in the median of Universal Hollywood Drive at the intersection with Lankershim Boulevard may be replaced with a re-designed Area Identification Sign / On-Site double sided Electronic Message Sign; (iii) The Area Identification Sign shall not exceed 500 square feet in Sign Area and the double sided Electronic Message Sign shall not exceed 1,000 square feet in Sign Area per face; (iv) The Thematic Element of the Area Identification Sign shall not exceed 60 feet in Height and the Electronic Message Sign portion of the Sign shall not exceed 30 feet in Height above Finished Grade; (v) The replacement Area Identification / On-Site double sided Electronic Message Sign shall be located in substantially the same location as the existing Area Identification Sign/Electronic Message Sign near the intersection of Lankershim Boulevard and Universal Hollywood Drive; (vi) The Sign shall comply with the Sign illumination standards in Subsection 17.A.9 above.

viii. Information Signs: (i) There shall be no limitation on the number of Information Signs; (ii) Individual Information Signs shall not exceed 25 square feet in Sign Area; (iii) Information Signs shall not exceed the maximum Height permitted within the applicable exceed Height Zone.

ix. Temporary Signs: (i) There shall be no more than a maximum of two (2) Temporary Signs at any one time in the Lankershim Edge Sign District; (ii) Individual Temporary Signs shall not exceed 125 square feet in Sign Area; (iii) Temporary Signs shall not exceed the maximum Height permitted within the applicable Height Zone.

x. Construction/Contractor Signs: (i) A maximum of 1 Construction/Contractor Sign per Building Face and a total of 2 Construction/Contractor Signs per building under construction shall be permitted; (ii) Individual Construction/Contractor Signs shall not exceed 500 square feet in Sign Area; (iii) Construction/Contractor Signs shall not exceed the Height of the building; (iv) Animated and Electronic Message Signs are prohibited; (v) Construction/Contractor Signs shall be limited to the names of the building developer, building owner and contractor(s) working on the building and any building-related architectural, engineering or financial firms involved with the building on the site.

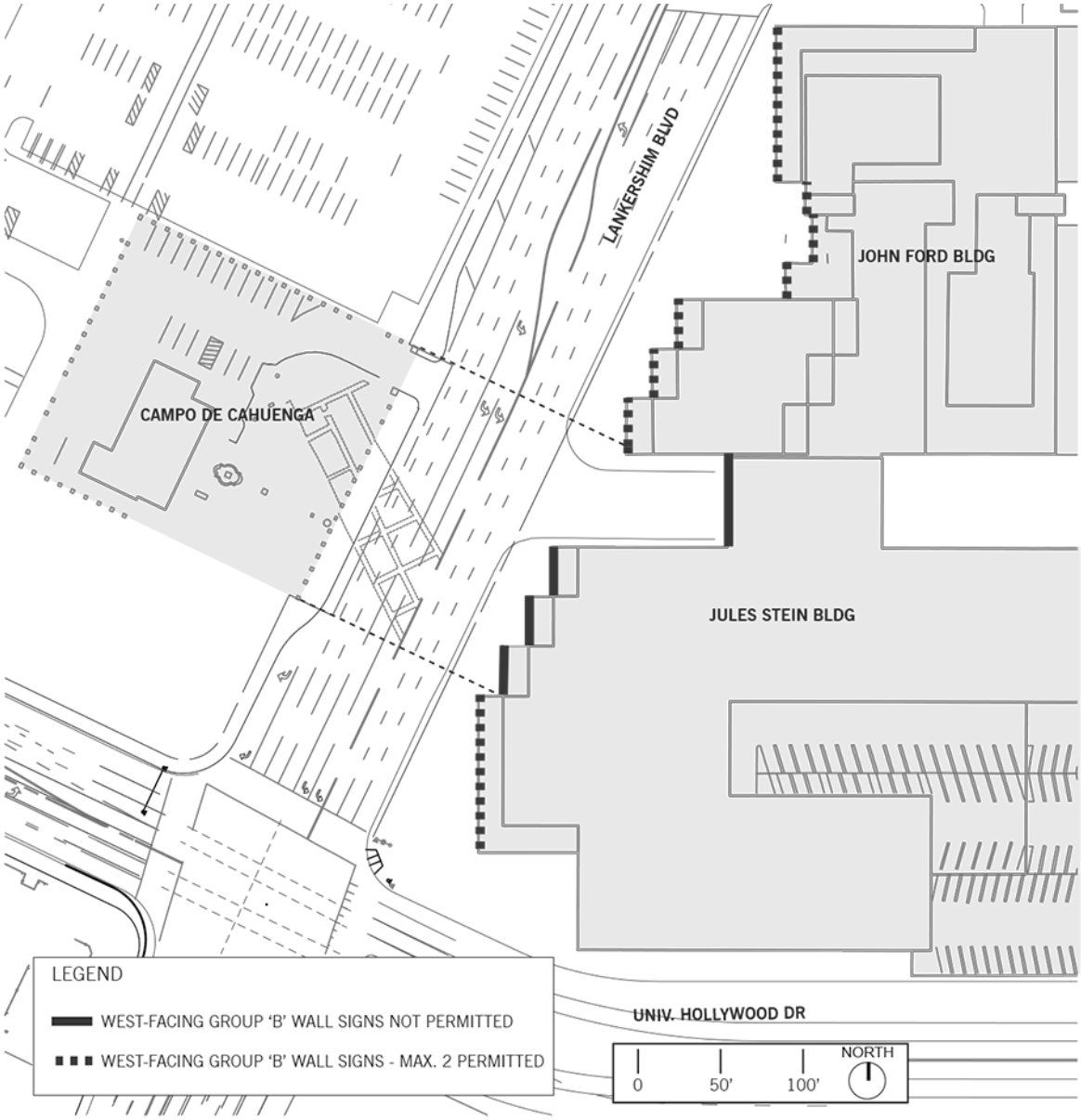
xi. Real Estate Signs: (i) A maximum of 1 Real Estate Sign per Building Face and a maximum of 4 Real Estate Signs per building shall be permitted, however, multiple listings may be shown on 1 Real Estate Sign; (ii) Individual Real Estate Signs shall not exceed 500 square feet in Sign Area; (iii) Real Estate Signs shall not exceed the Height of the building; (iv) Real Estate Signs shall be limited to the sales, lease or rent of building(s) and unit(s) or directing people to the building.

xii. Street Banners – Private: (i) A maximum of 2 double-sided Street Banners – Private Signs per private street light fixture shall be permitted; (ii) Individual Street Banners – Private Signs shall not exceed 24 square feet in Sign Area; (iii) Street Banners – Private Signs shall not obstruct traffic signals or warning devices in compliance with State and County Codes (iv) Street Banners – Private Signs shall not be allowed along Lankershim Boulevard where County jurisdiction applies, but are otherwise allowed on other roadways within the Lankershim Edge Sign District.

xiii. Additional Limitations on Animated Signs: (i) Animated Signs may contain parts that change, move, or rotate provided the Animated Sign is limited to physical rotation motion not to exceed six (6) revolutions per minute; (ii) The rotating portion of any Animated Sign shall not be an Electronic Message Sign; (iii) Animated Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

Figure 17-3

Limitations on Group 'B' Wall Signs Facing Campo de Cahuenga



7. Sign District 2 – Northern Edge Sign District.

a. Permitted Sign Categories: The following categories of Signs are permitted within the Northern Edge Sign District:

i. Internal Signs
ii. Building Identification Signs
iii. Information (Directional) Signs

b. Permitted Sign Types: Any Sign, whether or not listed herein, is permitted as an Internal Sign within the Northern Edge Sign District. For all other Sign categories identified in Subsection 17.C.7.a.ii-iii above, the following types of Signs are permitted within the Northern Edge Sign District:

i. Architectural Ledge Signs
ii. Awning Signs
iii. Blade Signs
iv. Channel Letters Signs
v. Monument Signs
vi. Pillar (Pylon) Signs
vii. Pole Signs (limited to Information Signs)
viii. Projecting Signs
ix. Wall Signs (limited to Group 'B' Wall Signs)
x. Window Signs

c. Prohibited Signs. The following Sign Types are prohibited in the Northern Edge Sign District:

i. Aerial View Signs
ii. Animated Signs, other than Internal Signs
iii. Off-Site Signs, other than Internal Signs
iv. Electronic Message Signs, other than Internal Signs
v. Group 'A' Wall Signs, other than Internal Signs
vi. Signs that emit audio sounds
vii. Temporary Signs, other than Internal Signs

d. District Provisions for the Northern Edge Sign District:

i. General Provisions. (i) Building Identification Signs shall be limited to Architectural Ledge, Channel Letters, Monument, Pillar, Projecting, Wall, or Window Signs; (ii) Any Wall Signs shall be limited to Group 'B' Wall Signs.

ii. Internal Signs: (i) There shall be no limitation on the number or total Sign Area of Internal Signs; (ii) Internal Signs shall not exceed 40 feet in Height above Finished Grade.

iii. Building Identification Signs: (i) A maximum of 1 Building Identification Sign per Building Face and a maximum of 4 Building Identification Signs per building shall be permitted; (ii) Individual Building Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Except for Building Identification Signs facing north, Building Identification Signs shall be located below the edge of the highest roof, parapet or similar architectural feature of the building if attached to a building; (iv) Except for Building Identification Signs facing north, Building Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; (v) Building Identification Signs facing north shall be limited to 20 feet in Height above Finished Grade and shall not be internally lit; (vi) Except for Building Identification Signs facing north, Building Identification Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

iv. Information Signs: (i) There shall be no limitation on the number of Information Signs; (ii) Individual Information Signs shall not exceed 25 square feet in Sign Area; (iii) Except for Information Signs facing north, Information Signs shall not exceed the maximum Height permitted within the applicable Height Zone; (iv) Information Signs facing north shall be limited to 20 feet in Height above Finished Grade and shall not be internally lit.

8. Sign District 3 – Studio and Entertainment Sign District.

a. Permitted Sign Categories: The following categories of Signs are permitted within the Studio and Entertainment Sign District:

i. Internal Signs
ii. Area Identification Signs
iii. Building Identification Signs
iv. Tenant Identification Signs
v. On-Site (Business) Signs
vi. Information (Directional) Signs
vii. Temporary Signs
viii. Construction Signs
ix. Real Estate Signs

b. Permitted Sign Types: Any Sign, whether or not listed herein, is permitted as an Internal Sign within the Studio and Entertainment Sign District. For all other Sign categories identified in Subsection 17.C.8.a.ii-ix above, the following types of Signs are permitted within the Studio and Entertainment Sign District:

i. Aerial View Signs
ii. Animated Signs
iii. Architectural Ledge Signs
iv. Awning Signs
v. Banner Signs
vi. Blade Signs
vii. Channel Letters Signs
viii. Construction Fence/Wall Signs
ix. Electronic Message Signs
x. Marquee Signs
xi. Monument Signs
xii. Pillar (Pylon) Signs
xiii. Pole Signs
xiv. Projecting Signs
xv. Street Banners – Private
xvi. Wall Signs (Group 'A' and Group 'B')
xvii. Window Signs

c. Prohibited Signs. The following types of Signs are prohibited in the Studio and Entertainment Sign District:

i. Off-Site Signs, other than Internal Signs
ii. Signs that emit audio sounds, other than Internal Signs subject to Section 16 of this Specific Plan

d. District Provisions for the Studio and Entertainment Sign District:

i. General Provisions. Area Identification Signs, Building Identification Signs and Tenant Identification Signs shall be limited to Aerial View, Architectural Ledge, Channel Letters, Monument, Pillar, Projecting, Wall or Window Signs.

ii. Internal Signs. (i) There shall be no limitation on the number or total Sign Area of Internal Signs; (ii) Internal Signs shall not exceed 40 feet in Height above Finished Grade or shall be below rooflines if within CityWalk.

iii. Area Identification Signs: (i) A maximum of 2 Area Identification Signs shall be permitted within the Studio and Entertainment Sign District and a maximum of 5 Area Identification Signs shall be permitted in the entire Specific Plan area; (ii) Individual Area Identification Signs shall not exceed 500 square feet in Sign Area except for Aerial View Area Identification Signs; (iii) Area Identification Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) Area Identification Signs shall not exceed 55 feet in Height

above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; (v) Aerial View Area Identification Signs shall be limited to Sign District 3 within the Studio and Business Districts as shown on Exhibit 2-A as of the effective date of this Specific Plan, and as shown on Exhibit 2-B as of the effective date of the annexation and detachment actions should those actions be approved; (vi) Aerial View Area Identification Signs shall be limited to 50% of the flat roof area of the building on which it is located; (vii) Area Identification Signs may be Animated Signs subject to the additional limitations in Subsection 17.C.8.d(xiii) below; (viii) one (1) Area Identification Sign may be combined with a double sided Electronic Message Sign in the configuration, Sign Area, Height and location as shown on Exhibit 9-C with the combined Sign counting as one (1) Area Identification Sign and one (1) Electronic Message Sign.

iv. Building Identification Signs: (i) A maximum of 1 Building Identification Sign per Building Face and a maximum of 4 Building Identification Signs per building shall be permitted; (ii) Individual Building Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Building Identification Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) Building Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; (v) Building Identification Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

v. Tenant Identification Signs: (i) A maximum of 1 Tenant Identification Sign per tenant space shall be permitted; (ii) Individual Tenant Identification Signs shall not exceed a Sign Area equal to 3 square feet per lineal foot of commercial tenant frontage when affixed to building or 25 square feet maximum if Free-standing; (iii) Tenant Identification Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) Tenant Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone.

vi. On-Site (Business) Signs - General: (i) A maximum 17 new On-Site (Business) Signs shall be permitted within the Studio and Entertainment Sign District; (ii) Except as provided in Subsection 17.C.8.d(viii) below, individual On-Site (Business) Signs shall not exceed 1,000 square feet in Sign

Area; (iii) On-Site (Business) Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) On-Site (Business) Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing; (v) Additional limitations on Electronic Message and Group 'A' Wall Signs are contained in Subsections 17.C.8.d(vii), (viii) and (xiii) below.

vii. On-Site (Business) – Electronic Message Sign: (i) Of the 17 new On-Site (Business) Signs permitted in the Studio and Entertainment Sign District, a maximum of 1 new double sided Electronic Message Sign shall be permitted within the Studio and Entertainment Sign District; (ii) The Electronic Message Sign may be double sided and shall not exceed 1,000 square feet in Sign Area per face; (iii) The Electronic Message Sign may be combined with one (1) Area Identification Sign and located in the area shown on Exhibit 9-C with the combined Sign counting as one (1) Area Identification Sign and one (1) Electronic Message Sign; (iv) The Electronic Message Sign shall not exceed 30 feet in Height above Finished Grade; (v) The Electronic Message Sign shall not be more than incidentally visible from Existing Off-Site Residential Uses; (vi) The Electronic Message Sign shall comply with the Sign illumination standards in Subsection 17.A.9 above.

viii. On-Site (Business) – Group 'A' Wall Signs : (i) Of the 17 new On-Site (Business) Signs permitted in the Studio and Entertainment Sign District, a maximum of 3 new Group 'A' Wall Signs shall be permitted within the Studio and Entertainment Sign District; (ii) Individual Group 'A' Wall Signs shall not be limited in Sign Area, however, the total combined Sign Area for all 3 Group 'A' Wall Signs shall not exceed 9,000 square feet; (iii) Group 'A' Wall Signs shall not exceed 150 feet above Finished Grade and shall not exceed the Height of the building; (iv) Group 'A' Wall Signs shall be architecturally and compositionally integrated into the building's façade; (v) Group 'A' Wall Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

ix. Information Signs: (i) There shall be no limitation on the number of Information Signs; (ii) Individual Information Signs shall not exceed 25 square feet in Sign Area; (iii) Information Signs shall not exceed the maximum Height permitted within the applicable Height Zone.

x. Temporary Signs: (i) There shall be maximum of two (2)

Temporary Signs at any one time within the Studio and Entertainment Sign District; (ii) Individual Temporary Signs shall not exceed 125 square feet in Sign Area; (iii) Temporary Signs shall not exceed the maximum Height permitted within the applicable Height Zone.

xi. Construction/Contractor Signs: (i) A maximum of 1 Construction/Contractor Sign per Building Face and a total of 2 Signs per building under construction shall be permitted; (ii) Individual Construction/Contractor Signs shall not exceed 500 square feet in Sign Area; (iii) Construction/Contractor Signs shall not exceed the Height of the building; (iv) Animated and Electronic Message Signs are prohibited; (v) Construction/Contractor Signs shall be limited to the names of the building developer, building owner and contractor(s) working on the building and any building-related architectural, engineering or financial firms involved with the building on the site.

xii. Real Estate Signs: (i) A maximum of 1 Real Estate Sign per Building Face and a maximum of 4 Real Estate Signs per building shall be permitted, however, multiple listings may be shown on 1 Real Estate Sign; (ii) Individual Real Estate Signs shall not exceed 500 square feet in Sign Area; (iii) Real Estate Signs shall not exceed the Height of the building; (iv) Real Estate Signs shall be limited to the sales, lease or rent of building(s) and unit(s) or directing people to the building.

xiii. Additional Limitations on Animated Signs: (i) Animated Signs may contain parts that change, move, or rotate provided the Animated Sign is limited to physical rotation motion not to exceed six (6) revolutions per minute; (ii) The rotating portion of any Animated Sign shall not be an Electronic Message Sign; (iii) Animated Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

9. Sign District 4 – Visitor Gateway Sign District.

a. Permitted Sign Categories: The following categories of Signs are permitted within the Visitor Gateway Sign District:

i. Internal Signs
ii. Area Identification Signs
iii. Building Identification Signs
iv. Tenant Identification Signs
v. On-Site (Business) Signs

vi. Information (Directional) Signs
vii. Temporary Signs
viii. Construction Signs

b. Permitted Sign Types: Any Sign, whether or not listed herein, is permitted as an Internal Sign within the Visitor Gateway Sign District. For all other Sign categories identified in Subsection 17.C.9.a.ii-viii above, the following types of Signs are permitted within the Visitor Gateway Sign District:

i. Animated Signs
ii. Architectural Ledge Signs
iii. Awning Signs
iv. Banner Signs
v. Blade Signs
vi. Channel Letters Signs
vii. Construction Fence/Wall Signs
viii. Marquee Signs
ix. Monument Signs
x. Pillar (Pylon) Signs
xi. Pole Signs
xii. Projecting Signs
xiii. Street Banner Signs – Private
xiv. Wall Signs (limited to Group 'B' Wall Signs)
xv. Window Signs

c. Prohibited Signs. The following Sign types are prohibited in the Visitor Gateway Sign District:

i. Off-Site Signs, other than Internal Signs
ii. Aerial View Signs
iii. Electronic Message Signs, other than Internal Signs
iv. Group 'A' Wall Signs, other than Internal Signs
v. Signs that emit audio sounds

d. District Provisions for the Visitor Gateway Sign District:

i. General Provisions. (i) Area Identification Signs, Building Identification Signs and Tenant Identification Signs shall be limited to Architectural Ledge, Channel Letters, Monument, Pillar, Projecting, Wall or Window Signs; (ii) Any Wall Signs shall be limited to Group 'B' Wall Signs.

ii. Internal Signs. (i) There shall be no limitation on the number or total Sign Area of Internal Signs; (ii) Internal Signs shall not exceed 40 feet in Height above Finished Grade or shall be below rooflines if within CityWalk.

iii. Area Identification Signs: (i) A maximum of 2 Area Identification Signs shall be permitted within the Visitor Gateway Sign District and a maximum of 5 Area Identification Signs shall be permitted in the entire Specific Plan area; (ii) Individual Area Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Area Identification Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) Area Identification Signs shall not exceed 100 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone (v) Area Identification Signs may be Animated Signs subject to the additional limitations in Subsection 17.C.9.d(xi) below.

iv. Building Identification Signs: (i) A maximum of 1 Building Identification Sign per Building Face and a maximum of 4 Building Identification Signs per building shall be permitted; (ii) Individual Building Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) Building Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; (v) Building Identification Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

v. Tenant Identification Signs: (i) A maximum of 1 Tenant Identification Sign per tenant space shall be permitted; (ii) Individual Tenant Identification Signs shall not exceed a Sign Area equal to 3 square feet per lineal foot of commercial tenant frontage when affixed to a building or 25 square feet maximum if Free-standing; (iii) Tenant Identification Signs shall be located below the highest roof, parapet or similar architectural feature of a building if affixed to a building; (iv) Tenant Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone.

vi. On-Site (Business) Signs - General: (i) A maximum of 22 new On-Site (Business) Signs shall be permitted within the Visitor Gateway Sign District; (ii) Individual On-Site (Business) Signs shall not exceed 1,000 square feet in Sign Area; (iii) other than the height of certain southerly facing On-Site (Business) Signs that are set forth in Subsection 17.C.9.d(xii) below, On-Site (Business) Signs shall be located below the highest roof, parapet or similar

architectural feature of a building; (iv) On-Site (Business) Signs shall not exceed 40 feet in Height above Finished Grade, if Free-standing; (v) Additional limitations on Animated and southerly facing Signs are contained in Subsections 17.C.9.d(xii) and (xii) below.

vii. Information Signs: (i) There shall be no limitation on the number of Information Signs; (ii) Individual Information Signs shall not exceed 25 square feet in Sign Area; (iii) Information Signs shall not exceed the maximum Height permitted within the applicable Height Zone.

viii. Temporary Signs: (i) There shall be maximum of two (2) Temporary Signs at any one time in the Visitor Gateway Sign District; (ii) Individual Temporary Signs shall not exceed 125 square feet in Sign Area; (iii) Temporary Signs shall not exceed the maximum Height permitted within the applicable Height Zone.

ix. Construction/Contractor Signs: (i) A maximum of 1 Construction/Contractor Sign per Building Face and a total of 2 Construction/Contractor Signs per building shall be permitted; (ii) Individual Construction/Contractor Signs shall not exceed 500 square feet in Sign Area; (iii) Construction/Contractor Signs shall not exceed the Height of the building; (iv) Animated and Electronic Message Signs are prohibited; (v) Construction/Contractor Signs shall be limited to the names of the building developer, building owner and contractor(s) working on the building and any building-related architectural, engineering or financial firms involved with the building on the site.

x. Street Banners – Private: (i) A maximum of 2 double-sided Street Banners – Private Signs per private street light fixture shall be permitted; (ii) Individual Street Banners – Private Signs shall not exceed 24 square feet in Sign Area; (iii) Street Banners – Private Signs shall not obstruct traffic signals or warning devices in compliance with State and County Codes.

xi. Additional Limitations on Animated Signs: (i) Animated Signs may contain parts that change, move, or rotate provided the Animated Sign is limited to physical rotation motion not to exceed six (6) revolutions per minute; (ii) The rotating portion of any Animated Sign shall not be an Electronic Message Sign; (iii) Animated Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

xii. Additional Limitation on Southerly Facing On-Site (Business) Signs. (i) On-Site (Business) Signs located in the area identified on Exhibit 9-A as of the effective date of this Specific Plan, and on Exhibit 9-B as of the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan), shall not be oriented south of the Visitor Gateway Sign District; (ii) South facing On-Site (Business) Signs located along the north-side of Universal Hollywood Drive shall not exceed 40 feet in Height above Finished Grade and shall have trees, other landscaping, or Signs across from such On-Site (Business) Signs on the opposite side of the roadway to buffer the view of the south facing On-Site (Business) Sign to the satisfaction of the Director.

10. Sign District 5 – Studio Back Lot Sign District.

a. Permitted Sign Categories: The following categories of Signs are permitted within the Studio Back Lot Sign District:

i. Internal Signs
ii. Building Identification Signs
iii. Information (Directional) Signs

b. Permitted Sign Types: Any Sign, whether or not listed herein, is permitted as an Internal Sign within the Studio Back Lot Sign District. For all other Sign categories identified in Subsection 17.C.10.a.ii-iii above, the following types of Signs are permitted within the Studio Back Lot Sign District:

i. Architectural Ledge Signs
ii. Awning Signs
iii. Banner Signs
iv. Blade Signs
v. Channel Letters Signs
vi. Monument Signs
vii. Pillar (Pylon) Signs
viii. Pole Signs (limited to Information Signs)
ix. Projecting Signs
x. Wall Signs (limited to Group 'B' Wall Signs)
xi. Window Signs

c. Prohibited Signs. The following types of Signs are prohibited in the Studio Back Lot Sign District:

i. Aerial View Signs
ii. Animated Signs, other than Internal Signs
iii. Electronic Message Signs, other than Internal Signs
iv. Off-Site Signs, other than Internal Signs
v. Group 'A' Wall Signs, other than Internal Signs
vi. Temporary Signs
vii. Signs that emit audio sounds

d. District Provisions for the Studio Back Lot Sign District:

i. General Provisions. (i) Building Identification Signs shall be limited to Architectural Ledge, Channel Letters, Monument, Pillar, Projecting, Wall or Window Signs; (ii) Any Wall Signs shall be limited to Group 'B' Wall Signs.

ii. Internal Signs. (i) There shall be no limitation on the number or total Sign Area of Internal Signs; (ii) Internal Signs shall not exceed 40 feet in Height above Finished Grade.

iii. Building Identification Signs: (i) A maximum of 1 Building Identification Sign per Building Face and a maximum of 4 Building Identification Signs per building shall be permitted; (ii) Individual Building Identification Signs shall not exceed 500 square feet in Sign Area; (iii) Except for Building Identification Signs facing east, Building Identification Signs shall be located below the highest roof, parapet or similar architectural feature of a building; (iv) Except for Building Identification Signs facing east, Building Identification Signs shall not exceed 40 feet in Height above Finished Grade if Free-standing, and shall not exceed the applicable Height Zone; (v) Building Identification Signs facing east shall not exceed 20 feet in Height above Finished Grade and shall not be internally lit; (vi) Building Identification Signs shall comply with the Sign illumination standards in Subsection 17.A.9 above.

iv. Information Signs: (i) There shall be no limitation on the number of Information Signs; (ii) Individual Information Signs shall not exceed 25 square feet in Sign Area; (iii) Except for Information Signs facing east, Information Signs shall not exceed 40 feet in Height above Finished Grade; (iv) Information Signs facing east shall not exceed 20 feet in Height above Finished Grade and shall not be internally lit.

D. Sign Review Procedures.

1. Sign Conformance Review.

a. Review procedures. The Director shall establish appropriate forms and fees required for the Sign Conformance Review application from among those fees provided in Section 22.60.100 of the Zoning Code. The Sign Conformance Review application shall be deemed complete within (15) calendar days of submittal unless the Director advises the Applicant in writing that the application is considered incomplete and the reason therefore. Within thirty (30) calendar days of the receipt of a complete application, as determined by the Director, the Director shall either approve the application or indicate how the application is not in compliance with this Specific Plan or any applicable County Code regulations, unless the time limit is extended by mutual consent of the Applicant and the Director. Upon any approval, the Director shall stamp, sign, and date an approved Sign plan to be given to the Department of Public Works. The Department of Public Works shall issue any applicable Sign permit upon receipt of the Director's approval and verification of compliance with this Specific Plan.

b. Applications. The Applicant shall submit a Sign plan drawn to scale, in such quantities or electronic form as determined by the Director, indicating the Sign Area, Sign type, Sign Height, placement, lettering styles, materials, colors and lighting methods for the proposed Sign(s). The application also shall identify the location graphically on a map similar to Sign District Map Exhibit 9-A as of the effective date of this Specific Plan, and Exhibit 9-B as of the effective date of the annexation and detachment actions should those actions be approved (as may be modified by the Director consistent with the Local Agency Formation Commission's action pursuant to Section 21 of this Specific Plan), the proposed location of the Sign and indicate conformance with the requirements of this Specific Plan. For Signs utilizing landscaping as visual screening pursuant to Subsections 17.A.7 and 17.C.9.d.xii above, the application also shall include a landscape design plan. An Applicant may apply for Sign approvals for individual Signs or for a more comprehensive Sign program through the Sign Conformance Review procedure.

c. Decision. The Director shall approve the Sign Conformance Review application if the application is in compliance with the requirements of this Specific Plan and any applicable County Code regulations. If the application fails to comply with the applicable requirements of this Specific Plan, the Sign Conformance Review

shall be denied. If denied, the Director shall set forth the specific reasons for denial in the decision letter.

d. Re-application. If the Director denies an application for a Sign Conformance Review, the Applicant may file without prejudice at any time a new application with a revised sign plan addressing the Director's reasons for denial. Review of the new application shall be in accordance with Subsections 17.D.1.a-c above.

2. Internal Sign Review.

a. Application. The Applicant shall submit to the Department of Regional Planning a plan drawn to scale indicating the Sign Area, Sign location and Sign Height of the proposed illuminated Internal Sign in Sign Districts 1, 2, 4 or 5 using the County's standard Zoning Conformance Review application form accompanied by the filing fee applicable to a Zoning Conformance Review as established in Section 22.60.100 of the Zoning Code.

b. Review and Decision. At the time the application is submitted, the Director shall confirm that the proposed illuminated Internal Sign conforms with the definition of Internal Sign in Subsection 17.B above. If the proposed illuminated Internal Sign conforms with definition of Internal Sign, the Sign is cleared as an Internal Sign and no further review is required. If a proposed illuminated Internal Sign in Sign District 1, 2, 4 or 5 is determined not to conform with the definition of Internal Sign, the Applicant shall submit a Sign Conformance Review application as set forth in Subsection 17.D.1 above.

Section 18. Communication Facilities

A. Existing Communication Facilities. All Communication Facilities that lawfully exist on the effective date of this Specific Plan shall be permitted to continue and shall not be subject to this Specific Plan. Any alteration or replacement of such existing Communication Facilities that does not enlarge the area occupied and/or the Height of the Communication Facility by more than 10 percent shall not be subject to Substantial Conformance Review as outlined in Section 20 of this Specific Plan.

B. New Communication Facilities.

1. New Communication Facilities 3.9 meters or less in diameter shall be permitted anywhere within the Universal Studios Specific Plan area. No more than eight (8) individual Communication Facilities shall be permitted on any individual building rooftop.

2. New Communication Facilities greater than 3.9 meters in diameter shall be subject to Substantial Conformance Review pursuant to the procedures set forth in Section 20 of this Specific Plan. In addition to the Substantial Conformance Review application requirements set forth in Section 20 of this Specific Plan, each application for a Communication Facility shall contain the following information:

   a. Type of Communication Facility and other related equipment and necessary support infrastructure;

   b. The site plan shall include an elevation showing in sufficient detail the location and materials of the proposed Communication Facility and any related equipment; including distance from edge of roof and/or nearest walkway, if applicable; type of screening material, if applicable; and nearest pedestrian public location within 500 feet of the boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area, if applicable.

3. New Third-Party Communication Facilities. New freestanding third-party outdoor wireless Communication Facilities on the property shall be subject to the permitting requirements applicable to such use as provided in the Zoning Code.

C. Design Standards for New Communication Facilities.

1. Communication Facilities shall not occupy more than 50 percent of a building rooftop.

2. Communication Facilities shall be set back a minimum of 20 feet from the edge of the building rooftop on which it is located.

3. Screening. Communication Facilities shall be screened by landscaping or fencing in order to minimize visibility of the Communication Facilities from the view of pedestrian public locations within 500 feet of the boundaries of the Universal Studios Specific Plan area and the adjacent City [Q]C2 Area. “Minimizing visibility” means that not more than 25 percent of the antenna, exclusive of any structural supports, shall be visible from pedestrian public locations.

Section 19. Administration

A. Implementation. The Director is responsible for the overall administration and enforcement of the provisions of this Specific Plan. Within 30 days of the effective date this Specific Plan, the Universal Studios Specific Plan area property owner shall file at the Office of the County Department of Regional Planning an affidavit in substantially the form attached as Exhibit 10-A.

B. Enforcement. The regulatory portions of this Specific Plan have been adopted by Ordinance and therefore are subject to the enforcement and penalty provisions of the County Code. Notwithstanding anything to the contrary in the County Code, the monitoring data collected by a third-party consultant retained by the Director pursuant to this Specific Plan, including Subsection 16.F of this Specific Plan, may be used as a basis to enforce the sound attenuation regulations of this Specific Plan. Nothing herein shall limit the ability of the Applicant or Universal Studios Specific Plan area property owner(s) to challenge any enforcement action or penalty as provided in the County Code.

C. Annual Report. An annual report for the prior calendar year prepared by each Universal Studios Specific Plan area property owner shall be submitted by March 31st of each year to the Director for review. The annual report shall contain the following:

1. Identification of the property;

2. Name, address and contact information of the property owner;

3. Summary of Projects that occurred during the prior calendar year and the current Conceptual Site Plan as described in Subsection 20.D.3 of this Specific Plan;

4. Identification of the location and quantity of associated parking, if applicable and a copy of the current parking table as described in Subsection 14.A.2 of this Specific Plan;

5. A summary of any demolition, relocation, alteration, and/or new construction within the potential Universal Studios Historic District and verification of compliance with the Historic Preservation Plan during the prior calendar year;

6. A summary of any Oak Tree removals within the property during the prior calendar year;

7. A summary of any Alcohol Use Approvals or Conditional Use Permits for other new alcohol use establishments within the property obtained during the prior calendar year; and

8. A summary of new Area Identification, Electronic Message Signs, On-site (Business) Signs, and Group 'A' Wall Signs requiring Sign Conformance Review, by locations, during the prior calendar year.

D. Adopted Mitigation Monitoring and Reporting Program. The Mitigation Monitoring and Reporting Program including Attachments adopted by the County applicable to those portions of the NBC Universal Evolution Plan located within the County is incorporated in full by reference as a condition of this Specific Plan and all activities undertaken pursuant to this Specific Plan shall comply with the Mitigation Monitoring and Reporting Program.

E. Inspection and Monitoring Fee. Prior to approval of the first Substantial Conformance Review pursuant to Section 20 of this Specific Plan, the Universal Studios Specific Plan area property owner(s) shall provide an initial deposit with the Department of Regional Planning in the amount of $50,000.00 to be used to compensate the Department of Regional Planning for all reasonable expenses incurred while inspecting and monitoring the Universal Studios Specific Plan area for compliance with the applicable provisions of this Specific Plan. The fee shall be placed in a performance fund that shall be used exclusively to compensate the Department of Regional Planning for reasonable expenses incurred by the Department of Regional Planning or third-party consultants retained by the Department of Regional Planning to inspect the property to determine compliance with the provisions and conditions of this Specific Plan. If during the inspection and monitoring process, actual costs or expenses reasonably incurred by the Department of Regional Planning reach 80 percent of the amount on deposit, the Universal Studios Specific Plan area property owner(s) shall deposit additional funds sufficient to bring the balance up to the initial deposit amount if requested by the Department of Regional Planning. There is no limit to the number of supplemental deposits that may be required throughout the life of this Specific Plan. If there are multiple Universal Studios Specific Plan area property owners in the future, such deposits and costs shall be proportionally paid by each Universal Studios Specific Plan area property owner.

F. Community Outreach and Feedback.

1. Community Advisory Panel. A Community Advisory Panel ("CAP") shall be established to foster communication about ongoing operations within the Universal Studios Specific Plan area and to allow the community representatives to provide input to the County and the Applicant concerning ongoing operations within the Universal Studios Specific Plan area.

a. CAP Members. The CAP shall include two (2) representatives from each of the following community organizations:

- Cahuenga Pass Neighborhood Association
- Cahuenga Pass Property Owners Association

- Hollywood Knolls Community Club
- Studio City Residents Association
- Toluca Lake Estates Homeowners Association
- Toluca Lake Homeowners Association

The CAP shall also include a representative of the Supervisorial District (currently Third District) and one representative for each of the City of Los Angeles City Council Districts adjacent to the Universal Studios Specific Plan area (currently 2nd and 4th Districts).

b. CAP Meetings. The CAP shall meet quarterly each year. The first quarterly meeting of each year shall be open to all members of the community organizations represented by the CAP as an annual community meeting to provide updates to the community on operations within the Universal Studios Specific Plan area. Notice of all CAP meetings shall be sent the CAP members, the applicable Supervisorial and Los Angeles City Council Districts and the Department of Regional Planning. The Department of Regional Planning may attend the CAP meetings.

c. Documents Provided to the CAP. A notice of availability of all monitoring and compliance reports prepared by the County pursuant to Subsection 16.F of this Specific Plan shall be provided to all CAP members. Copies of the monitoring and compliance reports shall be provided to CAP members upon request except to the extent information therein may not be legally disclosed. Prior to each CAP meeting, the County shall provide to the CAP a list of any violations of the provisions of Section 16 this Specific Plan that have occurred since the last CAP meeting.

2. Community Hotline. The Universal Studios Specific Plan area property owner(s) shall maintain a community hotline and dedicated email address for community members to file comments or complaints concerning the Universal Studio Specific Plan area operations ((anonymously, if preferred) – (818) 622-2995 and Community.Hotline@nbcuni.com which may be updated. The Community Hotline shall be staffed 24 hours / 7 days a week.

3. Ombudsperson(s). The Universal Studios Specific Plan area property owner(s) shall designate an employee or employees to serve as ombudsperson(s) to respond to questions and concerns regarding operations including noise within the Universal Studios Specific Plan area. The ombudsperson(s) shall be familiar with all operational provisions of this Specific Plan. It shall be the further responsibility of the ombudsperson(s) to facilitate, to the extent feasible, the prompt resolution of any issues that may arise relating to individual and community concerns regarding operations within the Universal Studios Specific Plan area. The

name, title, email address, and telephone number of the ombudsperson(s) shall be posted on the Universal Studios Specific Plan area web site, prominently displayed in the newsletter distributed annually pursuant to Subsection 19.F.7 below, and provided to any other persons requesting such information. The ombudsperson(s) also shall meet at reasonable times with interested parties in an attempt to resolve issues regarding operations within the Universal Studio Specific Plan area. The ombudsperson(s) shall have authority to initiate a response on behalf of the Universal Studios Specific Plan area property owner(s) in matters relating to operations within the Universal Studio Specific Plan area.

4. Comments and Complaints.

   a. The Universal Studios Specific Plan area property owner(s) shall be required to maintain a written log of all calls to the Community Hotline number and emails registering comments or complaints regarding Universal Studios Specific Plan area operations. The log shall include the date, time, nature of the comment or complaint, and the response or resolution offered. A copy of the log shall be provided to the Director and the CAP on a quarterly basis and updated on the Universal Studios Specific Plan area web site on an on-going basis.

   b. The ombudsperson(s) designated pursuant to Subsection 19.F.3 above shall be called promptly to assist in resolving reported conditions regarding Universal Studios Specific Plan area operations.

   c. Each call or email comment or complaint shall be responded to within 24 hours or the next business day, as applicable, with an update on the Applicant's actions to address the comment or complaint.

5. Community Meetings. The Universal Studios Specific Plan area property owner(s) shall hold a community meeting open to all members of the community organizations represented by the CAP on an annual basis at the first quarterly CAP meeting as provided pursuant to Subsection 19.F.1 above to provide updates on operations within the Universal Studio Specific Plan area.

6. Universal Studios Specific Plan Area Web Site. The Universal Studios Specific Plan area property owner(s) shall maintain and update on a regular basis a Universal Studios Specific Plan area web site that shall include information on operations within the Universal Studios Specific Plan area.

a. All monitoring and compliance reports prepared by the County pursuant to Subsection 16.F of this Specific Plan (except to the extent they contain information that may not legally be disclosed) shall be posted promptly on the Universal Studios Specific Plan area web site in PDF format. CAP members shall be given password-protected access to all monitoring and compliance reports on the Universal Studios Specific Plan area web site.

7. Newsletter. The Universal Studios Specific Plan area property owner(s) shall publish an informational newsletter annually, which shall contain updated information on operations within the Universal Studio Specific Plan area and any related effects on the surrounding community. The newsletter shall be mailed by the Universal Studios Specific Plan area property owner(s) to all owners of property within 500 feet of the perimeter of the Universal Studios Specific Plan area as shown in the records of the County assessor's office and to any person or entity who has filed a written request with the Director. The Universal Studios Specific Plan area property owner(s) also shall make these newsletters available on the Universal Studios Specific Plan area web site. The web site address shall be publicized in each newsletter.

Section 20. Substantial Conformance Review

A. General. Except for the activities exempted under Subsection 5.C of this Specific Plan, no grading permit, foundation permit, building permit, or land use permit, including a change of use, shall be issued for a Project until a Substantial Conformance Review application has been approved pursuant to the procedures set forth in this Section.

B. Director's Authority. The Director shall have the authority to review each Project for substantial compliance with the applicable requirements of this Specific Plan and applicable provisions of the Zoning Code not addressed by this Specific Plan. The Director may consult with other County Departments as necessary, including, but not limited to, the Department of Public Works and the Los Angeles County Fire Department. If the Project is in substantial compliance with the applicable requirements of this Specific Plan, the Director shall grant a Substantial Conformance Review determination conditioned upon the applicable requirements of this Specific Plan and the applicable provisions of the Zoning Code not addressed in this Specific Plan. If the Project fails to be in substantial compliance with the applicable requirements of this Specific Plan, the Director shall deny the application for a Substantial Conformance Review determination.

C. Procedures. A Substantial Conformance Review application shall be filed by the Applicant using the Ministerial Site Plan Review application form with associated fees from Section 22.60.100 of the Zoning Code. The Substantial Conformance Review application shall be deemed complete within thirty (30) calendar days of submittal unless the Director advises the Applicant in writing that the application is considered incomplete and the specific reasons therefore. Within sixty (60)

calendar days of the receipt of a complete application, as determined by the Director, the Director shall either approve the Substantial Conformance Review application or deny the application and indicate how the Substantial Conformance Review application is not in substantial compliance with this Specific Plan or any applicable Zoning Code regulations not addressed in this Specific Plan, unless the time limit is extended by the mutual consent of the Applicant and the Director. The decision of the Director shall be final and not appealable.

D. Applications. In addition to the forms that may be required under Subsection 20.C above, the following information and documents shall be submitted with an application for Substantial Conformance Review:

1. All applications for Substantial Conformance Review shall contain the following information: name, signature and address of the Applicant and of all persons owning any or all of the property included in the application; evidence that the Applicant is the owner of the property involved or has written permission of the owner(s) to make such application; location of subject property; legal description of property; and description of the proposed facility or use.

2. A site plan, in such quantities or electronic form as determined by the Director, illustrating the proposed use, type of operation, and construction boundaries of the Project. Site plans must be drawn to a scale and sufficient detail satisfactory to the Director.

3. An updated Conceptual Site Plan that identifies the Project that is the subject of the Substantial Conformance Review application and for informational purposes only the existing structures and uses, and other proposed conceptual development distinguished from existing uses and the Project. Each Conceptual Site Plan submitted to the Director shall be numbered sequentially and dated.

4. With each Substantial Conformance Review application, the Applicant shall prepare and submit to the Director a report containing an inventory of actual cumulative to date and proposed quantities in cubic yards of earth import and export relative to the total 530,000 cubic yards of import or export, and maximum On-Site grading quantities allowed by Subsections 12.A and 12.D. of this Specific Plan. The Director shall use said report to compare with the current inventory on file with the Department of Regional Planning to monitor compliance with the provisions of Section 12 of this Specific Plan.

5. With each Substantial Conformance Review application, the Applicant shall prepare and submit to the Director a report containing a table, in the format shown on Table 20-1, with an inventory of Floor Area for each Land Use Category as follows:

a. Total Existing Development (square feet);

b. Proposed Project Demolition (square feet);

c. Proposed Project Gross New Development (square feet);

d. Proposed Project Net New Development (square feet); and

e. Total Development including Proposed Project (square feet).

The Director shall use said report to compare with the current inventory on file with the Department of Regional Planning to monitor compliance with the Total Permitted Floor Area provisions of Subsection 5.B of this Specific Plan. The Director shall advise the Department of Public Works, Building and Safety Division, in writing, whether the proposed Project would be in compliance with the Total Permitted Floor Area provisions of this Specific Plan.

6. In addition to filing the Substantial Conformance Review application required according to Subsection 20.C above, pursuant to the following Sections and Subsections of this Specific Plan, additional procedures and/or information may be required as applicable:

a. Landscape design plan for the following:

i. Projects utilizing landscaping as visual screening: Subsections 6.E.1, 6.E.2, 6.E.3;

ii. Projects as may be required by Subsection 6.G.1;

iii. Projects directly facing Lankershim Boulevard: Subsection 6.G.2;

iv. Parking facilities: Subsections 14.H.1, 14.H.2 and 14.H.4;

v. Communication Facilities: Subsection 18.C.3;

vi. As may otherwise be required by this Specific Plan;

b. Land Use Equivalency: Subsection 7.B;

c. Historic Resources: Section 8;

d. Oak Tree removal: Subsections 11.C and 11.D;

e. Parking: Subsection 14.A.2;

f. Shared Parking: Subsection 14.J;

g. Alcohol Use Approval: Subsections 10.A, 10.B and 10.C;

h. Sign Conformance Review: Subsection 17.D.1;

i. New Communication Facility: Subsection 18.B;

j. Grading Project, Off-Site Transport: Subsections 12.C and 12.D;

k. Temporary Use Review: Subsection 6.C.3 [Section 21]; and

l. Internal Sign Review: Subsection 17.D.2.

m. Other information that the Director deems necessary to process the application.

Table 20-1

Substantial Conformance Review Floor Area Inventory

Land Use Category	**Total Existing Development** (Sq. Ft.)	**Proposed Project Demolition** (Sq. Ft.)	**Proposed Project Gross New Development** (Sq. Ft.)	**Proposed Project Net New Development** (Sq. Ft.)	**Total Development including Proposed Project** (Sq. Ft.)
Studio Use					
Studio Office					
Office					
Hotel					
Entertainment Use					
Entertainment Retail Use					
Amphitheater					
TOTAL					

E. Ministerial Review. The Substantial Conformance Review shall be a ministerial review of the applicable provisions of this Specific Plan and the applicable provisions of the Zoning Code not addressed in this Specific Plan and determination whether a Project is in substantial compliance with the applicable provisions of this Specific Plan and applicable provisions of the Zoning Code not addressed in this Specific Plan.

F. Decision and Re-application. If the Director denies an application for a Substantial Conformance Review, the Director shall set forth the specific reasons for denial in the determination letter. Following a denial, the Applicant may file without prejudice at any time a new application for a Substantial Conformance Review with a revised Project addressing the Director's reasons for denial. Review of the new Substantial Conformance Review application shall be in accordance with Subsections 20.A through 20.F.

G. Expiration date of unused Substantial Conformance Review Approval.

1. A Substantial Conformance Review approval issued pursuant to the provisions of Subsection 20.E above that is not used within two (2) years after the granting of the Substantial Conformance Review approval becomes null, void and of no effect at all.

2. In all cases of an expiration per Subsection 20.G.1 above, the Director may extend such time for a period of not to exceed one (1) year, provided an application in writing with payment of the application fee requesting such extension is filed prior to such expiration date.

3. A Substantial Conformance Review approval shall be considered used, within the intent of this Subsection, when construction or other development authorized by such permit has commenced that would be prohibited if no Substantial Conformance Review had been granted.

Section 21. Specific Plan Boundaries, Exhibits and Tables Following LAFCO Action

A. As of the effective date of this Specific Plan, the boundaries of the Universal Studios Specific Plan area shall be as shown on Exhibit 1-A and the applicable exhibits, tables and figures for this Specific Plan shall be Exhibits 1-A, 1-C, 2-A, 2-C, 2-D, 3-A, 4, 5, 6, 7-A, 8-A, 8-B, 9-A, and 9-C, Tables 5-1, 7-1 and 20-1, and Figures 6-1, 16-1, 17-1, 17-2 and 17-3.

B. If the Local Agency Formation Commission for the County of Los Angeles approves the annexation and detachment actions shown on Exhibit 1-C, then the Universal Studios Specific Plan area shall encompass those areas shown on Exhibit 1-B and the applicable exhibits, tables and figures for this Specific Plan shall be Exhibits 1-B, 1-C, 2-B, 2-C, 2-D, 3-B, 4, 5, 6, 7-B, 8-A, 8-B, 9-B, and 9-C, Tables 5-2, 7-1 and 20-1, and Figures 6-1, 16-1, 17-1, 17-2 and 17-3. If the Local Agency Formation Commission for the County of Los Angeles modifies the annexation and detachment areas shown on Exhibit 1-C, the boundaries of the Specific Plan area shall be modified consistent with the Local Agency Formation Commission's action and the Director is authorized to modify Exhibits 1-B, 2-B, 3-B, 7-B, and 9-B of this Specific Plan to be consistent with the Local Agency Formation Commission's action without an amendment to this Specific Plan.

C. No further Regional Planning Commission or Board of Supervisors action shall be required to modify the boundaries of the Specific Plan area and Exhibits 1-B, 2-B, 3-B, 7-B, and 9-B of this Specific Plan to be consistent with the Local Agency Formation Commission's action. These boundary, exhibit and table modification procedures shall apply only to modifications for consistency with the Local Agency Formation Commission's action. All other boundary adjustments, exceptions, amendments and interpretations to this Specific Plan shall follow the applicable procedures set forth in the Zoning Code.

Section 22. Interpretations

Whenever any ambiguity or uncertainty exists related to the uses permitted by this Specific Plan or the application of this Specific Plan so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by the Applicant, issue written interpretations of this Specific Plan requirements consistent with the purpose and intent of this Specific Plan. The Director may consult with County Counsel and other County Departments as necessary in evaluating and issuing such interpretations.

Section 23. Severability

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses, or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable.

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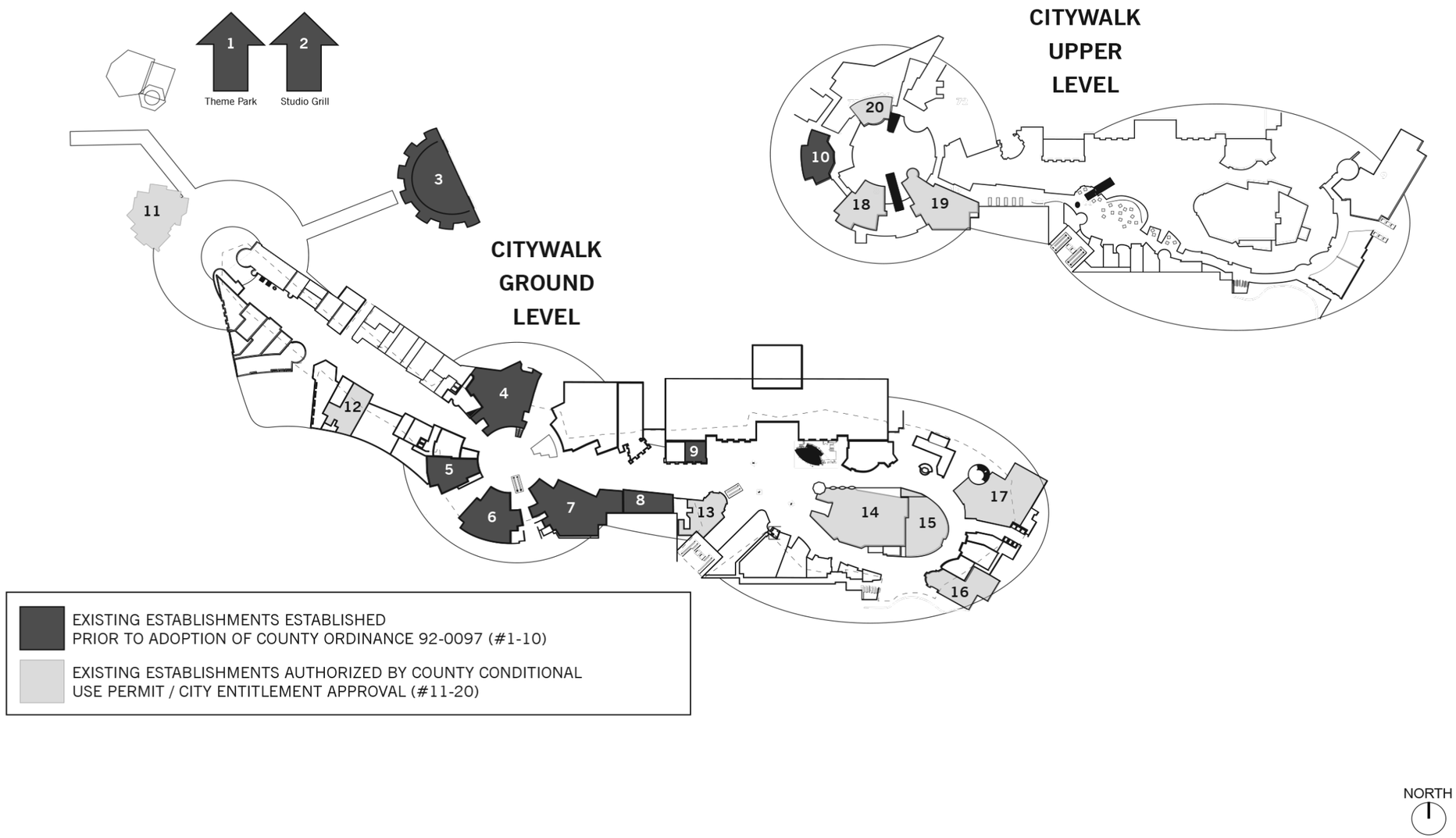

EXHIBIT 8-A – Locations of Existing Establishments That Sell and/or Serve Alcoholic Beverages

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EXHIBIT 8-B

Conditions for Establishments That Sell and/or Serve Alcoholic Beverages for On-Site Consumption

1. The sale of alcoholic beverages shall be limited to on-site consumption within the establishment boundaries only.

2. All regulations of the State of California prohibiting the sale of alcoholic beverages to minors shall be strictly enforced.

3. The Universal Studios Specific Plan area property owner shall coordinate with the Los Angeles County Sheriff's Substation located within the boundaries of the Universal Studios Specific Plan area in order to monitor and patrol areas and prohibit loitering where establishments selling alcoholic beverages are located during the operating hours of the establishments.

4. The permittee shall maintain the property in a neat and orderly fashion at all times.

5. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

6. All structures, walls, and fences open to public view shall remain free of graffiti. In the event graffiti occurs, the permittee shall remove or cover the graffiti within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

7. The permittee shall ensure each employee of said establishment/permit who sells or serves alcoholic beverages shall attend training classes in the sale and service of alcoholic beverages within 60 days of the start of employment or opening of the establishment. Such training classes shall be either those provided by the Universal Studios Specific Plan area property owner or permittee, in coordination with the Los Angeles County Sheriff's Department, or shall be a training class approved by the Los Angeles County Sheriff's Department and/or the State Department of Alcoholic Beverages Control. Training shall be renewed annually and record of training shall be maintained on premises and available to Planning Staff upon request.

8. Posted signs shall include the following information:

    a. No alcohol beyond establishment boundaries;

    b. Contact information for the Sheriff's Substation and Department of Regional Planning;

c. Complimentary non-alcoholic beverages available to designated drivers; and

d. Hours of alcohol service.

9. The permittee shall provide adequate lighting above the entrance of the premises. The lighting shall be of sufficient power to illuminate and make easily discernible persons entering or exiting the premises.

10. A copy of these conditions shall be retained on the premises in each establishment which serves alcoholic beverages and shall be made available upon request by the Director of Planning or County Sheriff.

11. Restaurants/Cafes/Dinner Theaters.

a. Hours of sales. Alcoholic beverages may be sold during the following hours: 7 days a week, 9:00 a.m. – 2:00 a.m. All alcoholic beverage service and sales must cease thirty (30) minutes prior to closing of the restaurant.

b. The premises shall be maintained as a bonafide restaurant and shall provide a menu containing an assortment of foods. The quarterly gross sales of alcoholic beverages shall not exceed the gross sales of food and non-alcoholic beverages during the same period.

c. The perimeter of outdoor eating areas shall be defined by physical barriers and shall be designed to prevent the unrestricted flow of persons to and from the establishment boundaries.

12. Night Club Establishments/Comedy Clubs/Music Clubs:

a. Hours of sales. Alcoholic beverages may be sold during the following hours: 7 days a week, 11:00 a.m. – 2:00 a.m. All alcoholic beverage service and sales must cease thirty (30) minutes prior to closing of the night club.

13. Cinemas:

a. Hours of sales. Alcoholic beverages may be sold during the following hours: 7 days a week, 11:00 a.m. – 2:00 a.m.

b. Food items shall also be offered for sale where alcoholic beverages are sold.

c. Restricted areas for sale and dispensing. Alcoholic beverages may be sold and dispensed only within a restricted area located within concession areas of the cinema, as determined by the Alcohol Use

Approval review. Said area shall be physically separated (via ropes or similar devices) from other circulation areas of the cinema/theater. A uniformed cinema/theater employee shall be stationed at the entrance to any restricted areas.

d. Theater auditorium use.

i. At all times that alcoholic beverage sales, dispensing, and consumption is available to the general public, all access to the designated theaters and balconies shall be restricted to patrons who have purchased a reserved and designated seat. Patrons shall provide staff with sufficient identification to confirm that patrons with alcoholic beverages are 21 years of age or older at the entry locations to each theater.

ii. No sales or dispensing of alcoholic beverages shall take place within any theaters, except that patrons may carry their alcoholic beverages from the restricted areas to the designated theaters and balconies, and for patrons requiring or requesting assistance, servers may transport patrons' alcoholic beverages from the restricted areas to the designated theaters and balconies for them.

iii. During the period from the initiation of seating until the commencement of the feature presentation (which interval shall not be shorter than 10 minutes), ambient light in the designated theaters shall remain at a level sufficient to allow a reasonable person to observe patrons who may be consuming alcoholic beverages.

e. There shall be no requirement for an admission charge or a cover charge, nor shall there be a requirement to purchase a minimum number of drinks.

f. All servers providing alcoholic beverage service within the restricted areas shall be at least 21 years of age.

g. At such times as a theater is utilized for a private function, alcoholic beverages may be sold, dispensed and consumed in the presence of persons under 21 years of age.

h. The sale of distilled spirits by the bottle for same day or future consumption is prohibited.

14. Hotel:

    a. Hours of sales. Alcoholic beverages may be sold as part of banquet or meeting room activities, within lobby, pool and similar guest areas, within restaurants/cafes or night clubs which are physically located within the Hotel or are physically/operationally connected to the Hotel; during the following hours: 7 days a week, 9:00 a.m. – 2:00 a.m. Mini-bars located within hotel guest rooms and room service shall not be limited in the hours of alcohol service.

15. Theme Park:

    a. The Theme Park shall be considered a single establishment with a single permit and shall be permitted to sell a full line of alcoholic beverages at various locations within the boundaries of the Theme Park.

    b. Hours of sales. Alcoholic beverages may be sold during Theme Park operational hours, 7 days a week. All alcoholic beverage service and sales must cease at 2:00 a.m.

    c. Venues that sell and/or serve alcoholic beverages within the Theme Park shall be subject to conditions outlined in this Exhibit.

    d. Alcoholic beverages sold within the Theme Park shall be consumed on-site and shall not be taken or consumed outside the boundaries of the Theme Park.

16. Amphitheater/Performance Venue

    a. An Amphitheater/performance venue shall be considered a single establishment with a single permit and shall be permitted to sell a full line of alcoholic beverages.

    b. Hours of sales. Alcoholic beverages may be sold during operational hours of the Amphitheater or performance venue, 7 days a week. All alcoholic beverage service and sales must cease at 2:00 a.m.

    c. Alcoholic beverages sold within the Amphitheater/performance venue shall be consumed on-site and shall not be taken or consumed outside the boundaries of the establishment.

EXHIBIT 8-C

Conditions for Establishments That Sell Alcoholic Beverages for Off-Site Consumption

1. All regulations of the State of California prohibiting the sale of alcoholic beverages to minors shall be strictly enforced.

2. Consumption on the premises of alcoholic beverages sold for off-site consumption is prohibited unless same establishment also has a license for on-site consumption.

3. Universal Studios Specific Plan area property owner shall coordinate with the Los Angeles County Sheriff's Substation located within the boundaries of the Universal Studios Specific Plan area in order to monitor and patrol areas and prohibit loitering where establishments selling alcoholic beverages are located during the operating hours of the establishments.

4. The permittee shall maintain the property in a neat and orderly fashion at all times.

5. The permittee shall maintain free of litter all areas of the premises over which permittee has control.

6. All structures, walls, and fences open to public view shall remain free of graffiti. In the event graffiti occurs, the permittee shall remove or cover the graffiti within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces

7. The permittee shall ensure each employee of said establishment/permit who sells alcoholic beverages shall attend training classes in the sale of alcoholic beverages within 60 days of the start of employment or opening of the establishment. Such training classes shall be either those provided by the Universal Studios Specific Plan area property owner or permittee, in coordination with the Los Angeles County Sheriff's Department, or shall be a training class approved by the Los Angeles County Sheriff's Department and/or the State Department of Alcoholic Beverages Control. Training shall be renewed annually and record of training shall be maintained on premises and available to County Staff upon request.

8. Sale of alcoholic beverages from drive-up or walk-up windows is prohibited.

9. Hours of sales. Alcoholic beverages may be sold 7 days a week between the hours of 9:00 a.m. and 2:00 a.m.

10. A copy of these conditions shall be retained on the premises in each establishment which sells alcoholic beverages and shall be made available upon request by the Director or County Sheriff.

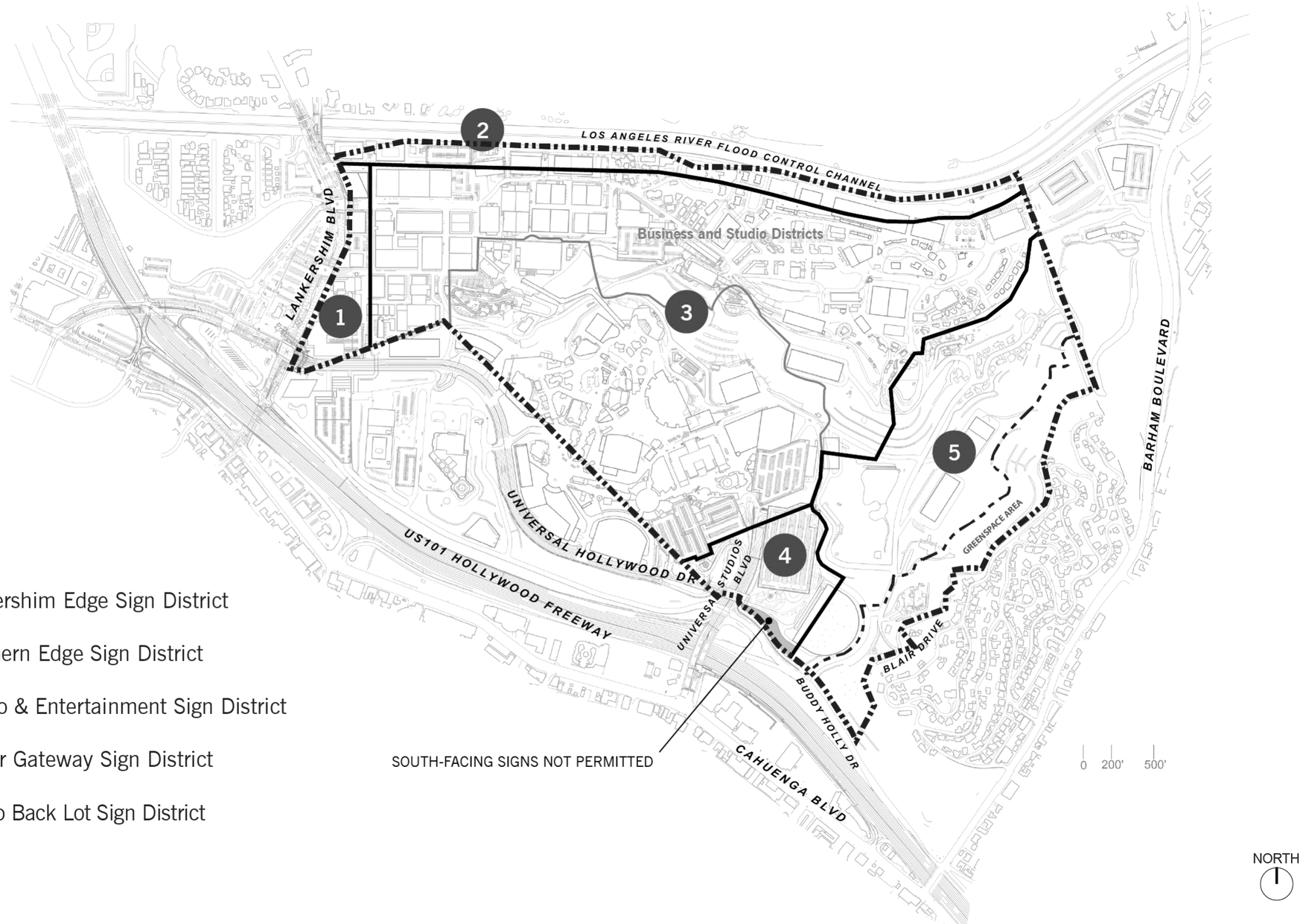

EXHIBIT 9-A – Sign District Map Prior to Annexation/Detachment

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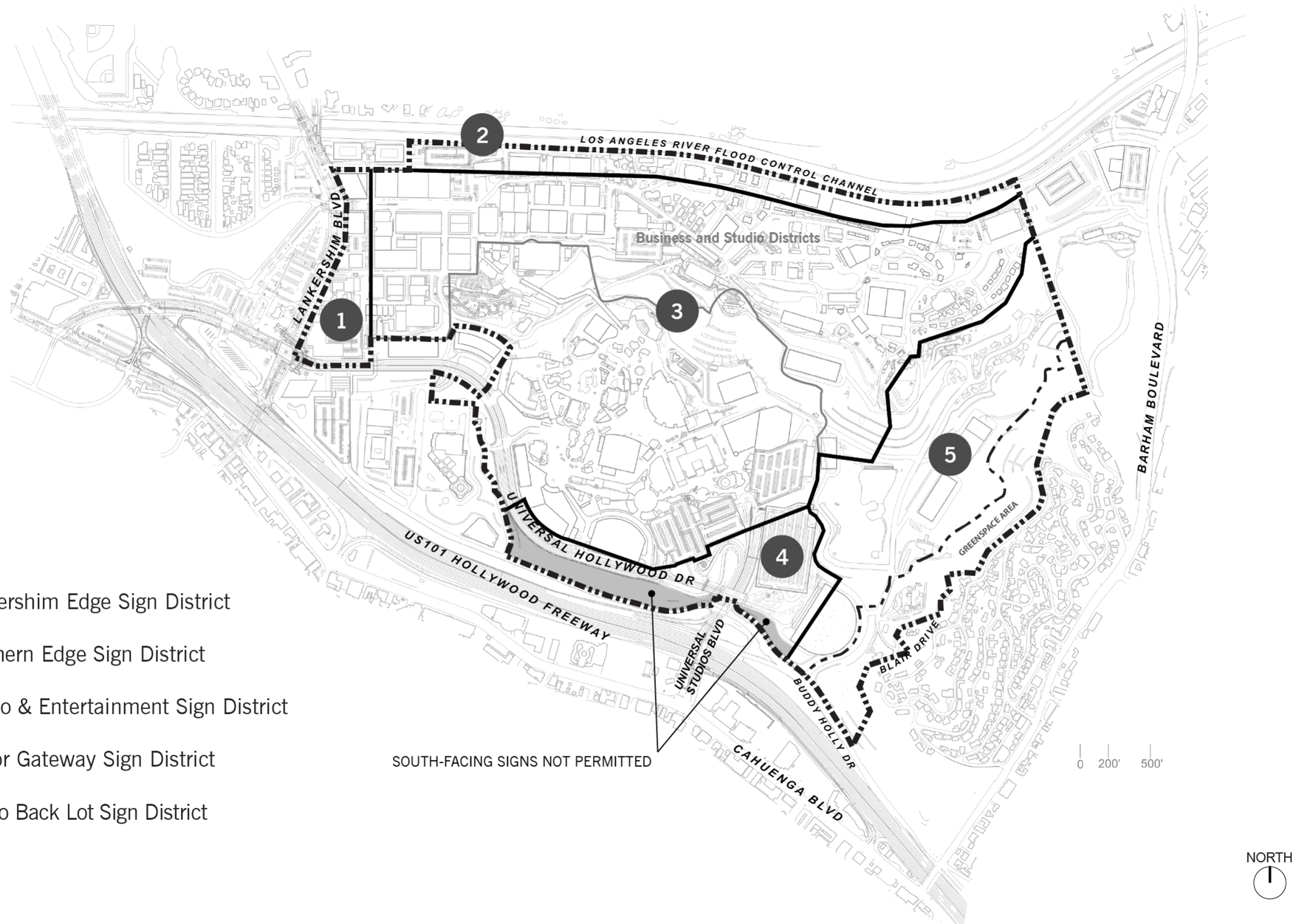

EXHIBIT 9-B – Sign District Map After Annexation/Detachment

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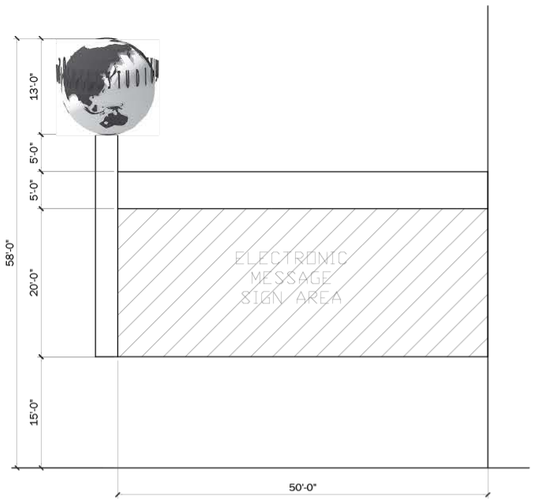
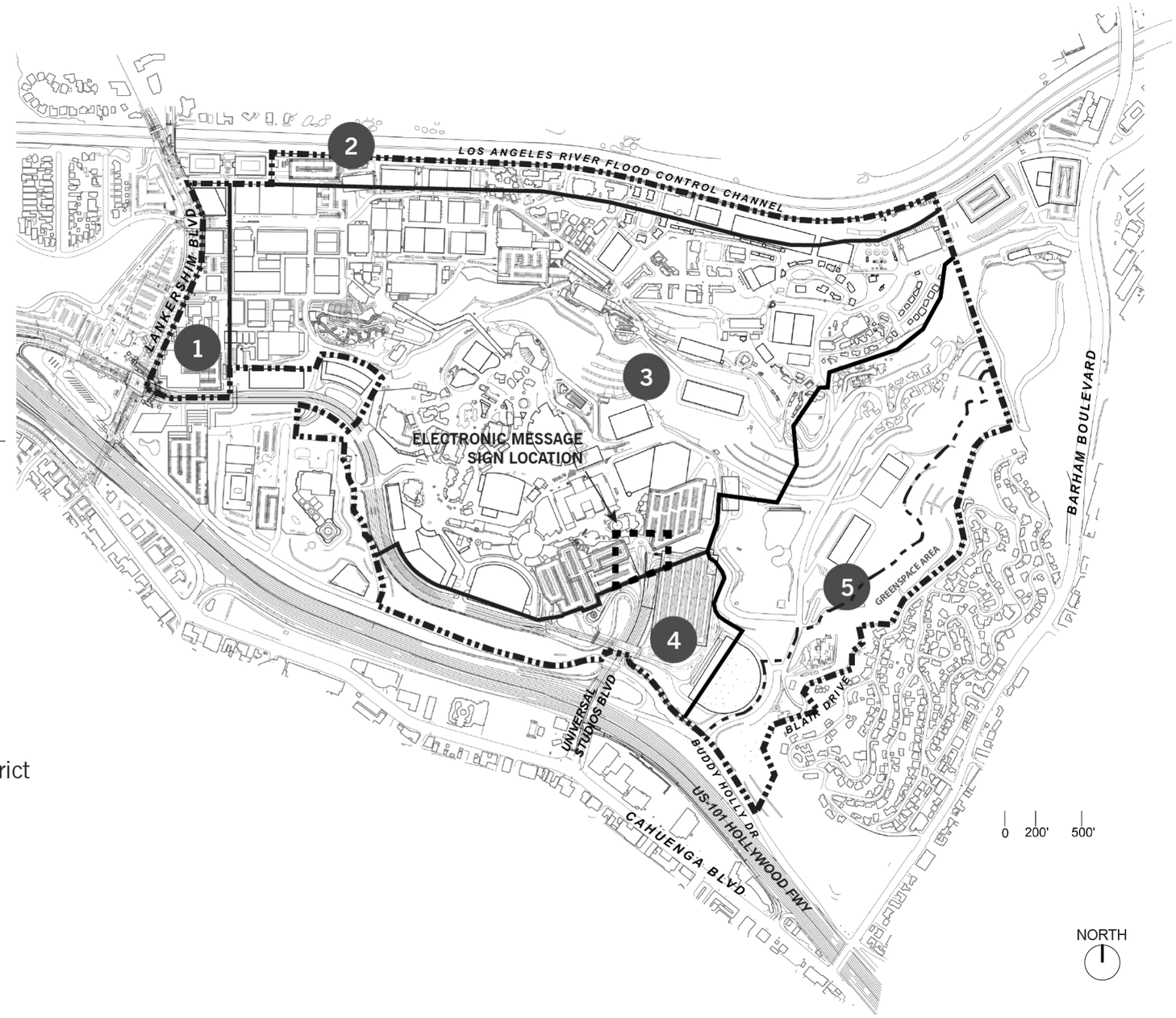


SOUTH ELEVATION



1 Lankershim Edge Sign District

2 Northern Edge Sign District

3 Studio & Entertainment Sign District

4 Visitor Gateway Sign District

5 Studio Back Lot Sign District

EXHIBIT 9-C – Proposed Area Identification Sign with Electronic Message Sign in Studio and Entertainment Sign District

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EXHIBIT 10-A

Form of Affidavit of Acceptance

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Please complete and return to:
Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, California 90012

AFFIDAVIT OF ACCEPTANCE

STATE OF CALIFORNIA }ss
COUNTY OF LOS ANGELES

REGARDING: PROJECT NO. TR068565-(3)
SPECIFIC PLAN NO. 200700001
100 Universal City Plaza, Universal City, CA 91608
APN(S): 2424-043-019, 2424-043-020, 2424-043-021, 2424-043-022, 2424-043-024, 2424-044-009, 2424-044-023, 2424-045-009

_____ hereby states:

_____ is the owner of the property described above. _____ is aware of and accepts the provisions of the Universal Studios Specific Plan (Ordinance No. _____) as those provisions were set forth in the Universal Studios Specific Plan adopted on, [date]. Nothing in this affidavit shall limit the Universal Studios Specific Plan property owner(s) from challenging or defending the application of any provision of the Universal Studios Specific Plan, or challenging the constitutionality or enforceability of any amendment or modification to the initially adopted Universal Studios Specific Plan.

Executed this _____ day of _____ ,20 _____

I/We declare under the penalty of perjury that the foregoing is true and correct.

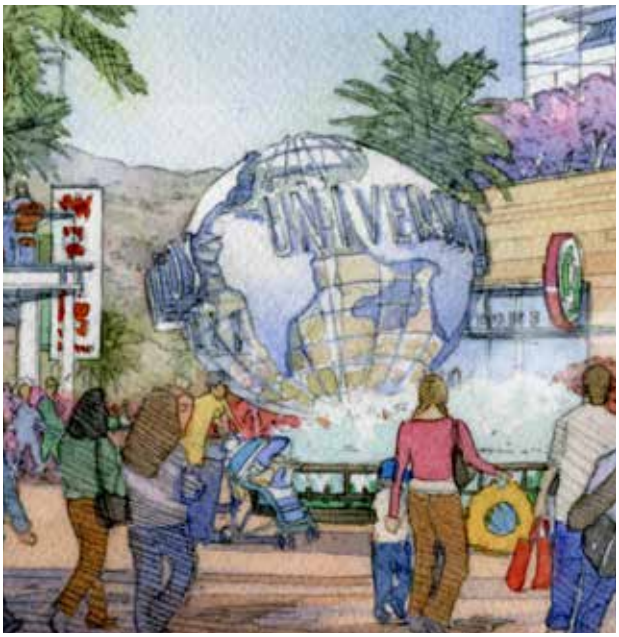
Signature must be acknowledged by a Notary Public. Affix seal or appropriate acknowledgements.

Owner's Name: _____

Address: _____

City, State, Zip: _____

Signature: _____



UNIVERSAL STUDIOS SPECIFIC PLAN GUIDELINES

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CA 90012

DRAFT - FEBRUARY 13, 2013

UNIVERSAL STUDIOS SPECIFIC PLAN GUIDELINES

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CA 90012

DRAFT - FEBRUARY 13, 2013

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chapter 1: INTRODUCTION

chapter 1: INTRODUCTION

FOREWORD: THE NBC UNIVERSAL EVOLUTION PLAN

The NBC Universal Evolution Plan (the "Evolution Plan") is a comprehensive planning and development effort to maintain Universal City's status as a center of entertainment and tourism, to meet the future needs of Southern California's entertainment industry, and to allow the site to grow in a way that is compatible with Los Angeles. The Evolution Plan includes additions to the existing studio, theme park, retail and entertainment uses including CityWalk, and the introduction of new hotels on approximately 391 acres in the Universal City area. The Evolution Plan Site is located within both the City of Los Angeles ("City") and the County of Los Angeles ("County") jurisdictions and is generally bounded by the Los Angeles River Flood Control Channel to the north, Barham Boulevard to the east (except in the area of the Hollywood Manor residential area), the Hollywood Freeway to the south (except for the southwest corner of the Evolution Plan Site which abuts hotel and office towers), and Lankershim Boulevard to the west.

The County Specific Plan is created for the portions of the Evolution Plan Site within the County and is known as the "Universal Studios Specific Plan" and allows for the expansion of existing facilities as well as the addition of new entertainment, studio, retail, hotel, and office uses. If fully built out as planned, up to approximately 1.89 million square feet of net new commercial development may be added including new studio, entertainment, retail, hotel, office and related space.

A second area encompasses those portions of the Evolution Plan Site within the City. This area of the project site consists of the development in the City including approximately 363,000 square feet of studio and studio office uses, and a 500 room hotel.

Exhibit 1.1: NBC Universal Evolution Plan Conceptual Plan

LEGEND

- STUDIO
- BUSINESS
- ENTERTAINMENT
- EXISTING UNIVERSAL FACILITIES

1 PURPOSE OF THE SPECIFIC PLAN

The Universal Studios Specific Plan (the "Specific Plan") has two parts: the Universal Studios Specific Plan Guidelines describe the purpose of the Specific Plan, and contain text, drawings, plans, diagrams, tables and other information describing the Specific Plan policies in narrative form. The Universal Studios Specific Plan Guidelines also describe the issues addressed by the Specific Plan and the overall methodology undertaken to understand these issues. Generally, this methodology is described in Chapter 2: Plan Description and Chapter 3: Design Plan. The Universal Studios Specific Plan is the second part of the Specific Plan and contains the County ordinance and regulations that govern future development within the Specific Plan Area (as shown on page 4).

The Specific Plan is intended to be a comprehensive planning and regulatory tool which will guide development. It not only establishes the maximum Floor Area in square feet of development permitted, but also regulates building heights, requires landscaping and visual buffers, sets standards for signs and lighting, and provides for the design, construction and maintenance of public improvements, among other things. The Universal Studios Specific Plan provides a ministerial review and approval process for subject projects, as well as appropriate operational requirements, regulations and/or other criteria as requirements for implementation. As individual projects submit applications for development permits, each will be reviewed by the County to verify compliance with all regulations and operational requirements in the Universal Studios Specific Plan.

2 SPECIFIC PLAN GOALS

An important goal of the Specific Plan is to respond to the importance of film, video, television, music and family recreation businesses including Universal Studios Hollywood (Theme Park) and CityWalk as important economic drivers for Los Angeles County. To achieve this, the Specific Plan provides a positive link between the entertainment and tourism industries and the Southern California economy. In addition, the Specific Plan provides a higher level of certainty about anticipated development while retaining flexibility. Finally, the Specific Plan recognizes the important relationship between Universal Studios and its neighbors and the value of creating a desirable urban community. To meet these purposes, the Specific Plan establishes the following goals:

PROVIDE COMPREHENSIVE GUIDELINES FOR GROWTH

The Specific Plan provides for a clear set of guidelines under which anticipated development of the Specific Plan Area will occur and sets forth the implementation mechanisms for the development. These mechanisms include development regulations, development standards, and design guidelines.

EXPAND ENTERTAINMENT INDUSTRY AND COMPLEMENTARY USES

The Specific Plan includes a development strategy, which expands and contributes to the existing on-site motion picture, television production and entertainment facilities, while introducing new complementary uses. As the entertainment industry transitions to incorporate new technologies and operations, implementation of the Specific Plan will continue the Specific Plan Area's important role in the entertainment industry by providing for studio, post-production, studio office and office uses to meet the growing and changing needs of the industry.

MAINTAIN AND ENHANCE THE SITE'S ROLE IN THE ENTERTAINMENT INDUSTRY

The Specific Plan seeks to maintain and embrace the existing studio and entertainment-

related facilities within the Specific Plan Area in order to continue its historic role in the ever evolving entertainment industry. The Specific Plan Area is located in the heart of the County's entertainment industry, which is a major component of the regional economy. Universal Studios is located close to Warner Brothers, Disney Studios and the Media District in the City of Burbank. Despite significant competition from other states and areas, the largest segment of the television, motion picture production and supporting industries is still located in Los Angeles County. The County maintains its long-standing competitive edge because of the high concentration of film, television, and commercial production studios and their allied creative and technical businesses in the region. For nearly a century, Universal City has been an important part of Southern California's television, motion picture production and entertainment industries.

CREATE A FULLY INTEGRATED SITE

By expanding existing uses while creating new entertainment facilities, the Specific Plan allows for the creation of an integrated development where entertainment is both produced and experienced. The Specific Plan aims to capitalize on the relationships between the on-site studio production facilities, the entertainment and retail uses, and business office uses, in order to create a coherent connection between these uses and to further advance sustainable development within the Specific Plan Area.

CONTINUE THE TRADITION OF OUTDOOR USES

The Specific Plan continues the tradition of film and television production facilities uniquely integrated with the Universal Studios Hollywood (Theme Park), CityWalk and business uses, which utilize the Southern California environment in conjunction with their businesses. Many of the entertainment uses take advantage of the pleasant weather found in the region. Outdoor facilities play an important role for the on-site television and movie production activities, as well as the Theme Park, Universal Studio Tour, and other commercial attractions. This tradition of outdoor uses will continue as the Specific Plan Area is developed.

ESTABLISH JURISDICTIONAL BOUNDARIES REFLECTING HISTORIC AND PLANNED ON-SITE LAND USE PATTERNS

Portions of the Evolution Plan Site within the County are anticipated to be annexed into the City of Los Angeles, while other areas may be detached from the City of Los Angeles and returned to the jurisdiction of the County. The annexation/detachment actions achieve the objectives to establish jurisdictional boundaries that follow historic and planned on-site land use patterns. Implementation of the Evolution Plan is not dependent, however, on these annexations/detachment actions.

FULFILL ADOPTED LAND USE AND TRANSPORTATION POLICIES

The Specific Plan implements a number of key County land use and transportation policies by locating the Specific Plan's growth at a regional transportation hub and in proximity to a jobs-rich area.

MAXIMIZE OPPORTUNITIES FOR THE LOCAL AND REGIONAL ECONOMY

The Specific Plan aims to create a wide range of jobs and provide additional resources for the development of Universal Studios, Universal Studios Hollywood (Theme Park), CityWalk, retail and entertainment uses and assist in the implementation of a development

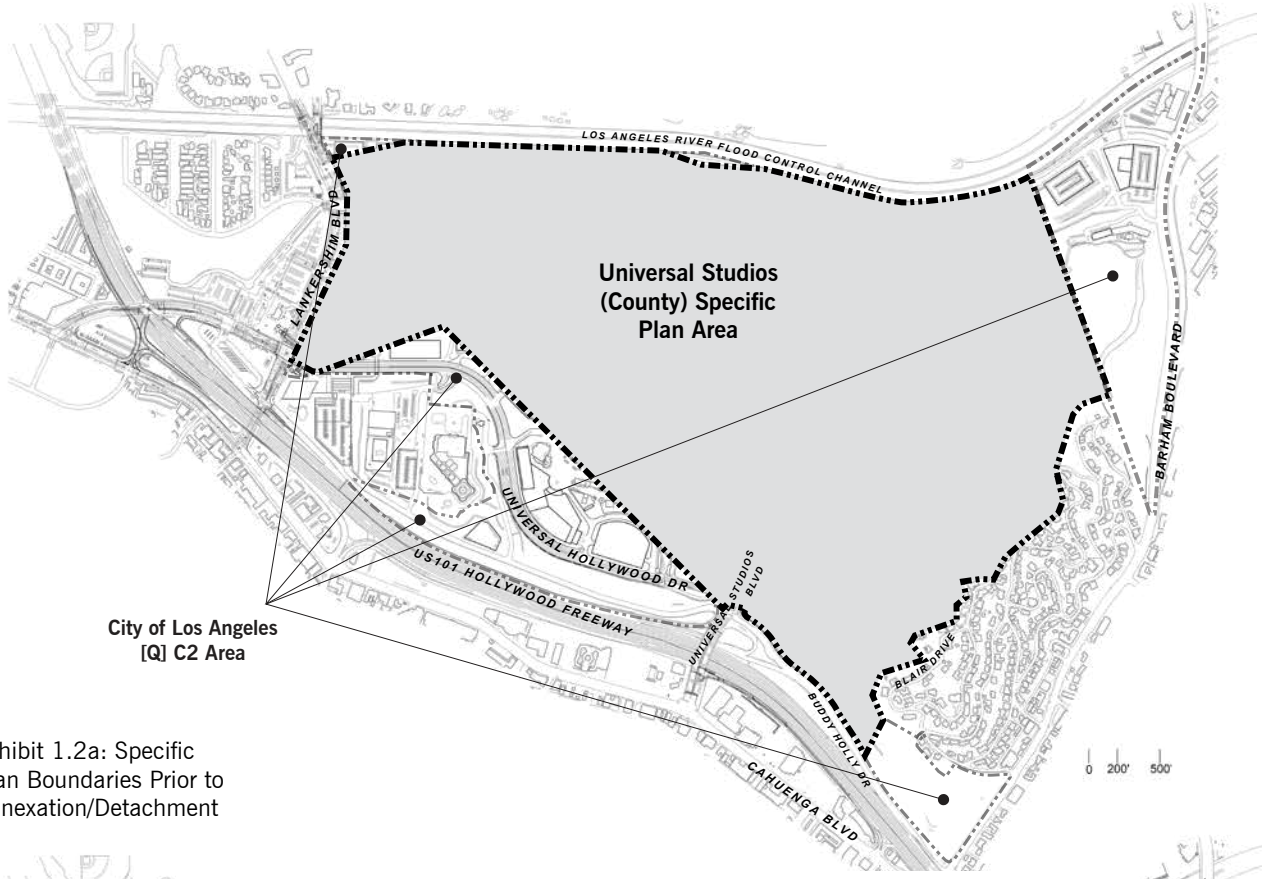


Exhibit 1.2a: Specific Plan Boundaries Prior to Annexation/Detachment

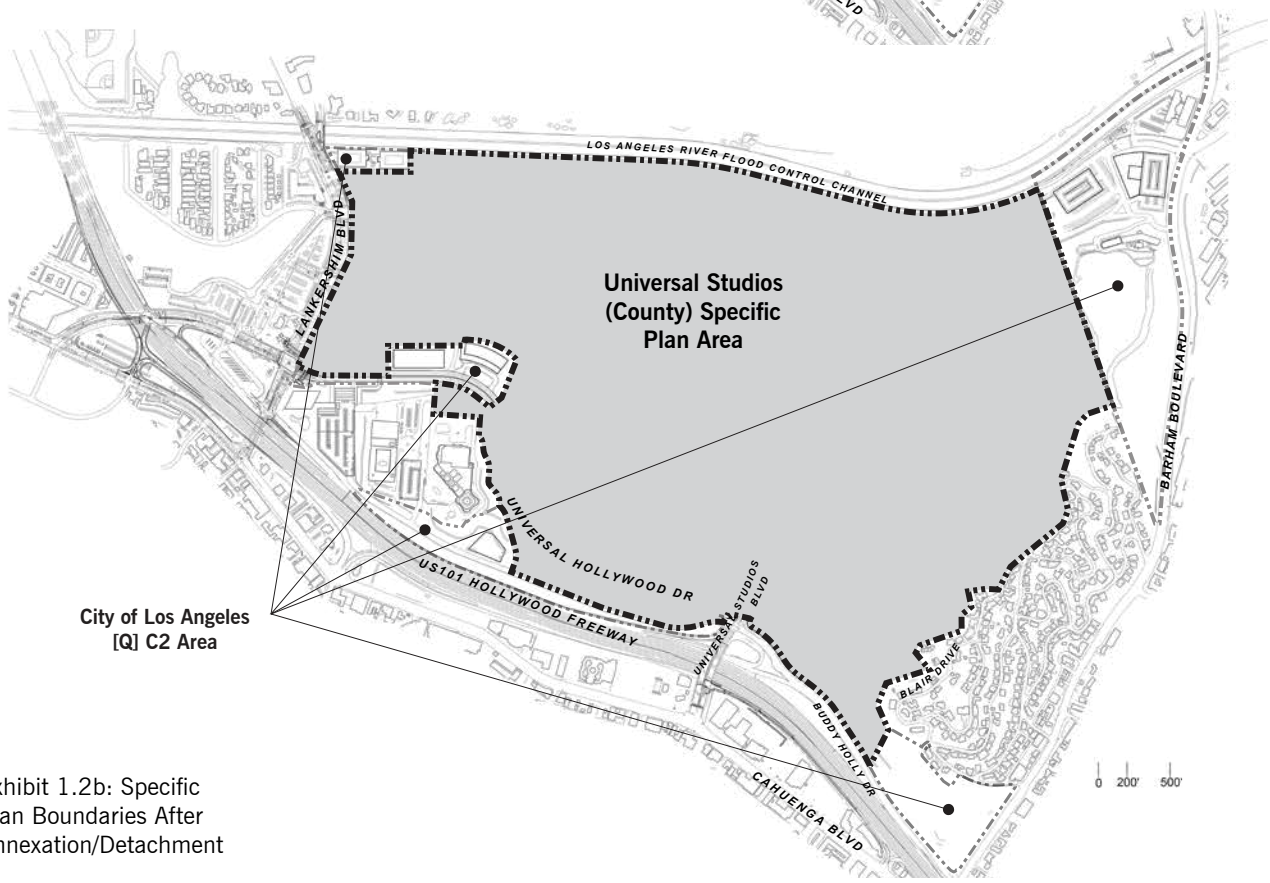


Exhibit 1.2b: Specific Plan Boundaries After Annexation/Detachment

program that will contribute to the regional economy. The Specific Plan Area currently provides a variety of entertainment and tourism jobs, and implementation of the Specific Plan will create additional jobs in these important segments of the regional economy in close proximity to existing transit and housing opportunities. Because the Specific Plan Area is a uniquely large property located in the middle of Los Angeles County and nearby transportation systems, it is uniquely situated to maximize opportunities to accommodate anticipated regional needs for new jobs and economic growth.

PROVIDE CERTAINTY FOR FUTURE DEVELOPMENT

The Specific Plan provides regulatory mechanisms for the implementation of the Evolution Plan within the Specific Plan Area, as well as providing the particular planning controls needed to ensure that compatible future development will proceed with the necessary infrastructure being provided.

ENHANCE THE IDENTITY OF THE SITE AS AN ENTERTAINMENT AND MEDIA-ORIENTED COMMERCIAL DISTRICT

The Specific Plan aims to provide an architecturally distinct development that includes a signage program that contributes to the Specific Plan Area as an entertainment and media center.

RECOGNIZE RELATIONSHIPS WITH NEIGHBORS

A goal of the Specific Plan is to recognize and protect the neighboring off-site residential and commercial developments through implementation of specific zoning regulations that govern the development of the Specific Plan Area. In addition, improvements on-site and to the local and regional street systems will be implemented to accommodate future traffic growth through careful transportation planning.

Exhibit 1.3a: Regional Location

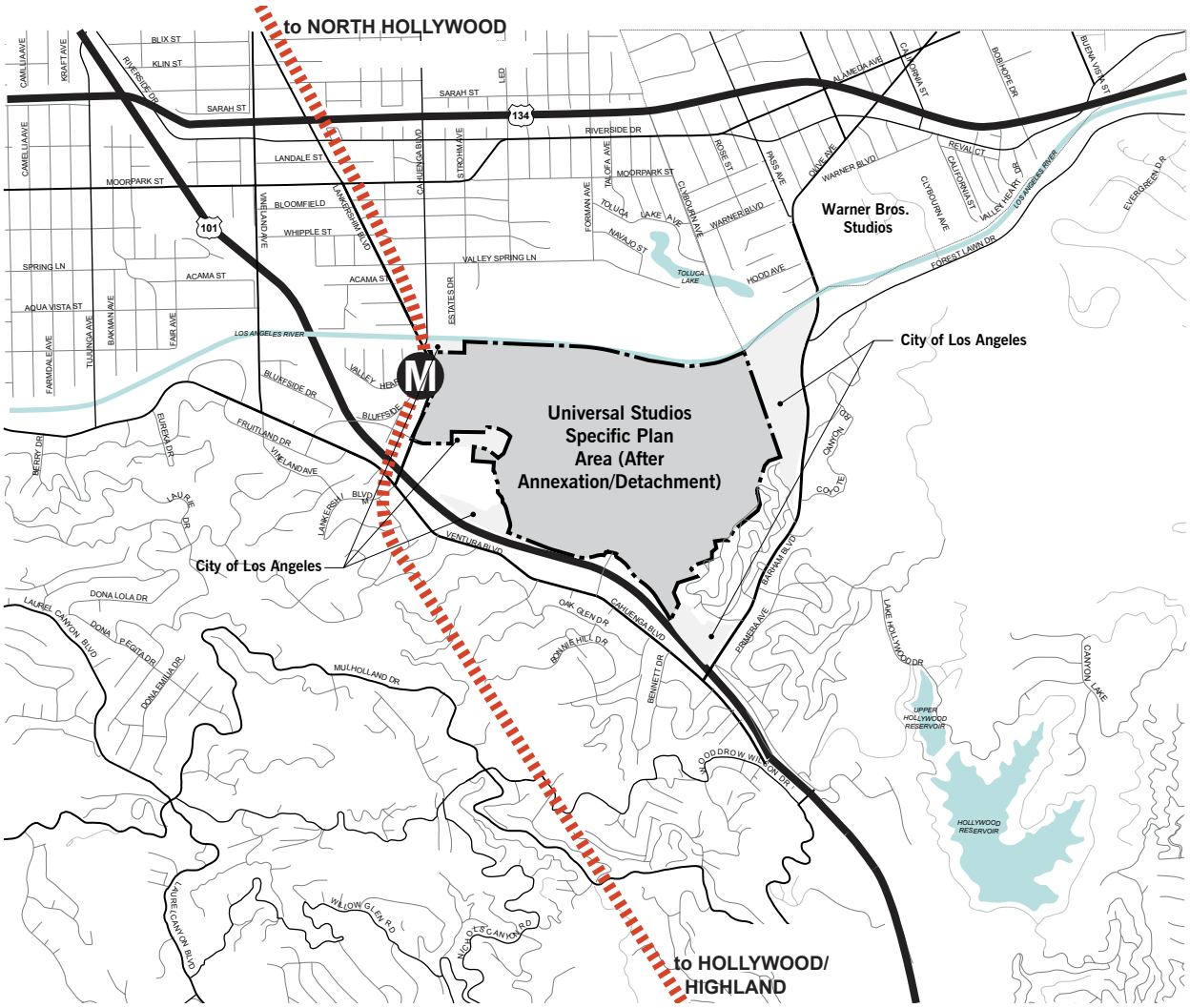


Exhibit 1.3b: Specific Plan Area Location

3 REGIONAL LOCATION

The Specific Plan Area encompasses an approximately 323-acre portion of the 391-acre Project site, which is located two miles north of Hollywood and 10 miles northwest of downtown Los Angeles, in central Los Angeles County. The Specific Plan Area is located approximately 1.5 miles south and east of the junction of U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway) in the east San Fernando Valley near the north end of the Cahuenga Pass. Hollywood is located south of the Specific Plan Area, starting at the south end of the Cahuenga Pass. The City of Burbank is located generally to the northeast. The Specific Plan Area is generally bounded by the Los Angeles River Flood Control Channel to the north, the portion of the project area in the City of Los Angeles and Hollywood Manor residential area to the east, the Hollywood Freeway to the south (except for the southwest corner of the Specific Plan Area, which abuts hotel and office towers), and the former Technicolor buildings and Lankershim Boulevard to the west.

4 EXISTING SETTING

As of the effective date of the Specific Plan, the Universal Studios Specific Plan will encompass the area generally bounded by the Los Angeles River Flood Control Channel on the north, the adjacent NBC Universal property and existing residential properties within the City of Los Angeles to the east, the Hollywood Freeway to the south (except for the southwest corner of the area, which abuts hotel and office properties in the City of Los Angeles), and Lankershim Boulevard to the west, as shown on Exhibit 1.2a within the heavy dashed lines. The full legal description of the boundaries of the Universal Studios

Specific Plan is set forth in the zone change ordinance (Ordinance No. _____).

After the adoption of the Universal Studios Specific Plan, portions of the Universal Studios Specific Plan area existing within the County as of the effective date of the Specific Plan may be annexed into the City and areas of the NBC Universal properties within the City detached from City and made part of the Universal Studios Specific Plan area upon approval of the annexation and detachment actions by the Local Agency Formation Commission for the County of Los Angeles. If the proposed annexation and detachment actions are approved by the Local Agency Formation Commission, then the Universal Studios Specific Plan area shall encompass those areas shown within the heavy dashed lines on the Universal Studios Specific Plan Map shown on Exhibit No. 1.2b on the effective date of the annexation and detachment actions.

The Universal Studios Specific Plan addresses the pre-annexation and detachment and post-annexation and detachment conditions. Hereafter, the Universal Studios Specific Plan Guidelines will discuss only the post-annexation and detachment conditions since the post-annexation and detachment condition is the intended final configuration for the Specific Plan Area.

The Specific Plan Area consists of a unique collection of land uses involving movie and television production, offices, cinemas, amphitheater, restaurants, entertainment and themed attractions. For more than 90 years Universal Studios has been a motion picture and television studio, entertainment attraction, and business center. The Specific Plan Area is directly accessible from the Hollywood Freeway at Universal Studios Boulevard, as well as from the adjacent major arterials: Lankershim and Barham Boulevards. To the south, the Hollywood Freeway provides connections to the regional freeway network that connects the Specific Plan Area with all major areas of the Los Angeles basin. Directly north of the Specific Plan Area, the Ventura Freeway is accessible from Forest Lawn Drive, and from Lankershim and Barham Boulevards.

The Specific Plan Area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City MTA Red Line Station. This facility, located on the west side of Lankershim Boulevard, includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership.

In general, the area located immediately adjacent to the Specific Plan Area is characterized by low to moderate intensity urban development, including a golf course and residential uses, and varying street types (local residential to commercial arterial). At a greater distance from the Specific Plan Area, the foothills of the Santa Monica Mountains can be seen, which are characterized by low density residential uses and widely varying topography, canyons and vegetated areas.

Primary artificial light sources in the vicinity of the Specific Plan Area include freeway and street lights, commercial/office buildings and signage, outdoor activity lights, parking lights, security lights and automobile headlights. These are generally located along the Hollywood Freeway and Lankershim, Ventura, Barham and Cahuenga Boulevards. Other light sources in the area include residential street lights and interior lights, generally located in the nearby residential neighborhoods.

The Specific Plan Area is located at the northern flank of the Santa Monica Mountains. Soils within the surrounding area are primarily comprised of young surficial deposits and include gravel, sand and silty-clay. Bedrock units within the Specific Plan Area are complex due to folding, faulting or tilting induced by the active geology of the Southern California region. The Specific Plan Area is located within the seismically active Los Angeles Basin in Southern California.

Major drainage courses and surface water features located near the Specific Plan Area

include the Los Angeles River Flood Control Channel, Toluca Lake (located approximately one-quarter mile to the north of the Specific Plan Area), and the Hollywood Reservoir (located approximately one-half mile east of the Specific Plan Area).

The Specific Plan Area is located within the densely populated San Fernando Valley, and is surrounded on all sides by urban development. Natural biological diversity and resources in the area have been greatly reduced due to urbanization, resulting in fragmented or isolated habitats. The most substantial natural area nearby is Griffith Park, which is located approximately 2.5 miles east of the Specific Plan Area.

As a large island of unincorporated Los Angeles County surrounded by the City of Los Angeles, the Specific Plan Area's public services and infrastructure are provided by a variety of City, County, and private sector entities.

5 AUTHORITY AND SCOPE OF SPECIFIC PLAN

The authority to prepare, adopt and implement specific plans is provided by California Government Code Sections 65450 through 65457. Procedures for the adoption, implementation and amendment of specific plans are provided in Chapter 22.46 of the Los Angeles County Code. Specific plans may be adopted by ordinance or resolution by the Los Angeles County Board of Supervisors after the Los Angeles County Regional Planning Commission has made a recommendation to the Board of Supervisors. The Universal Studios Specific Plan Guidelines are adopted by resolution, and the Universal Studios Specific Plan is adopted by ordinance.

As required by the County of Los Angeles and the California Government Code, the Specific Plan includes text and diagrams which specify the following in detail:

- The nature, location and extent of existing and proposed land uses;
- Vehicular and pedestrian circulation within the boundaries of the Specific Plan Area and surrounding area;
- The provision of essential urban services including, but not limited to public safety, public utilities and similar services as may be required by the development anticipated by the Specific Plan;
- Pertinent land use regulations for implementation of the Specific Plan; and,
- A statement regarding the Specific Plan's relationship to the County's General Plan.

In addition, the Specific Plan addresses subjects, such as design, which are necessary for the implementation of the General Plan.

6 RELATIONSHIP TO COUNTY PLANNING DOCUMENTS AND REGULATIONS

This section describes the relationship of the Specific Plan to other relevant County planning documents.

UNIVERSAL STUDIOS SPECIFIC PLAN CONSISTENCY WITH COUNTY GENERAL PLAN

The Los Angeles County General Plan is a comprehensive long-range policy document that guides the growth and development of the unincorporated areas of Los Angeles County. The General Plan includes state-mandated elements related to land use, circulation, housing, conservation, open space, noise, and safety. Whereas the General Plan provides a broad general policy directive for the County, a specific plan is a policy statement and regulatory implementation tool that is used to address a single planning area. As stated in the General Plan Introduction: "the General Plan neither promises nor guarantees the

achievement of any goal or objective nor strict adherence to any single policy statement." (General Plan Introduction, p.2 adopted November 25, 1980). Pursuant to California Government Code Section 65454, a specific plan must be consistent with the General Plan by furthering its objectives and policies while not obstructing their attainment, but also need not adhere to every goal and policy.

The Universal Studios Specific Plan Area was classified prior to the effective date of the Specific Plan in the Industrial and Commercial categories on the General Plan Land Use Policy Map, which allows a wide variety of uses including motion picture studio, office, restaurants, retail, and entertainment park. As of the effective date of the Specific Plan, the Specific Plan Area shall be SP (Specific Plan) on the General Plan Land Use Policy Map. The Specific Plan is consistent with the applicable goals and policies in the various elements of the Los Angeles County General Plan as more fully detailed in Appendix B.

The Specific Plan meets the goals of situating commercial activities in a viable cluster that conveniently serves the market area, encouraging design compatible with, and sensitive to, the natural and man-made environment, and coordinating land use with existing and proposed transportation networks. Provisions to implement these goals are provided below.

RELATIONSHIP TO THE COUNTY ZONING REGULATIONS

The Specific Plan includes regulations and development standards that will apply within the Specific Plan Area. Certain uses will require a ministerial review, provided the project or use meets the provisions and requirements of the Specific Plan.

The regulations of the Specific Plan are in addition to those set forth in Title 22 of the County Code (Zoning Code). The Specific Plan addresses a variety of issues, which are otherwise covered by various County Code provisions, in order to provide comprehensive planning for the Specific Plan Area. Where the Specific Plan contains provisions that establish regulations that are different from, more restrictive, or more permissive than would otherwise be allowed pursuant to the provisions contained in the Zoning Code, the Specific Plan shall prevail and supersede those applicable provisions of the Zoning Code. The Specific Plan modifies or replaces certain County regulations relating to signage, oak trees, alcoholic beverages, and parking, among others.

In cases where the Specific Plan does not address a particular topic or issue, the regulations and development standards contained within the Zoning Code shall apply. Where the Specific Plan differs from the Zoning Code, the Specific Plan's policies, design guidelines, regulations and development standards shall apply.

CEQA COMPLIANCE

Pursuant to local and state California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles was the lead agency and prepared an Initial Study, which determined that certain potentially significant environmental impacts may be associated with the development planned under the Evolution Plan as implemented by the Specific Plan and the portion of the project area located in the City of Los Angeles. Accordingly, an Environmental Impact Report ("EIR") for the Evolution Plan, including the implementing County Specific Plan and City ordinances and related actions, was prepared in compliance with CEQA. The City and County entered into a Memorandum of Understanding concerning cooperative efforts to process the Project's environmental documents and entitlements. The Memorandum of Understanding states that the City and the County shall work jointly and cooperate in the preparation of the EIR for the Project and that, notwithstanding the designation of lead agency, the City and County shall each be involved in the preparation and evaluation of the EIR, as set forth in the Memorandum of Understanding. The EIR (State Clearinghouse No.2007071036) identified impacts which may result from implementation of the Evolution Plan by the applicable ordinances including the

Universal Studios Specific Plan ordinance, and includes recommended mitigation measures to address these impacts. The Final EIR was certified by the City on November 14, 2012. A Mitigation Monitoring and Reporting Program was developed, incorporating all of the approved project design features and mitigation measures. The Mitigation Monitoring and Reporting Program is to be implemented and monitored by the County to ensure completion and compliance with all of the County required project design features and mitigation measures. Additional detail can be found in Appendix C, Mitigation Monitoring and Reporting Program.

RELATIONSHIPS TO OTHER PLANNING EFFORTS IN NEARBY JURISDICTIONS

There are several adopted specific and redevelopment plans which regulate parcels near the boundaries of the Specific Plan Area.

- **Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan**
  City of Los Angeles
  The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan is one of the 35 community plans that comprise the land use element of the City of Los Angeles General Plan, and it implements the applicable standards and policies of the City's General Plan at the local level. The Community Plan is intended to guide the location and intensity of the private and public use of land and to promote an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the people who live and work in the Community Plan area.

- **Ventura-Cahuenga Boulevard Corridor Specific Plan**
  City of Los Angeles
  The Ventura/Cahuenga Boulevard Specific Plan is a City planning effort that establishes entitlements, design standards and public improvements for the development of a 17-mile stretch of Ventura and Cahuenga Boulevards between Woodrow Wilson Drive on the east and the City limit in Woodland Hills on the west.

  Land use development intensity, vehicle trips generated, parking, setbacks, lot coverage and sign limitations are also governed by provisions of the Ventura-Cahuenga Boulevard Corridor Specific Plan.

- **Media District Specific Plan**
  City of Burbank
  The Media District Specific Plan is a planning effort in the City of Burbank that governs an area northeast of the Barham Boulevard/Forest Lawn Drive intersection. The studio-related properties encompassing Warner Brothers, Disney and NBC studios located within the Media District Specific Plan Area are designated as industrial uses. Main corridors are designated as commercial areas, including an area facing the river channel across from the northeast corner of the Specific Plan Area. The Media District Specific Plan imposes development intensity, height and development standards for all projects within its boundaries.

- **Mulholland Scenic Parkway Specific Plan**
  City of Los Angeles
  The Mulholland Scenic Parkway Specific Plan is a City planning effort that provides for the preservation and maintenance of a scenic corridor along Mulholland Drive. The Mulholland Specific Plan establishes three levels of requirements, one for Mulholland Drive right-of-way, one for properties located

within the “Inner Corridor” (500 feet from the right-of-way) and one for properties located within the “Outer Corridor” (500 feet to one-half mile from the right-of-way).

- **Los Angeles River Plans**
  County of Los Angeles/ City of Los Angeles
  The Los Angeles River Master Plan was approved by the Los Angeles County Board of Supervisors in June 1996. The intent of the River Master Plan is to “serve as a long-term guide for the coordinated use, enhancement, development, and management of all the resources within the Los Angeles River and Tujunga Wash including adjacent lands within one-half mile radius of the center line of the River.” The River Master Plan envisions certain improvements and enhancements adjacent to the River, including trail and aesthetic improvements and tree planting along the River.

  A related planning effort led by the City is the Los Angeles River Revitalization Master Plan, approved in May 2007. The Los Angeles River Revitalization Master Plan includes recommendations for physical and green space improvements to the River corridor; public access, health and safety policies; river governance and management structure; and short- and long-term priority projects and potential funding strategies. The City Planning Commission has recommended the draft Los Angeles River Improvement Overlay (LA-RIO) District for approval. If approved by the City Council, the LA-RIO would help implement the Los Angeles River Revitalization Master Plan through development regulations for projects near the River, including landscaping, screening, lighting, and access regulations.

7 ORGANIZATION OF THE SPECIFIC PLAN

The Universal Studios Specific Plan Guidelines has five Chapters. Chapter 1— Introduction—includes a brief overview of the Specific Plan, its purpose, the authority and scope of the Specific Plan, and its relationship to other planning documents and regulations. Chapter 2—Plan Description—describes land uses and conditions within the Specific Plan Area and describes the Specific Plan. Chapter 3—Design Plan—establishes the design goals and principles for the Specific Plan Area. Chapter 4—Infrastructure—describes the infrastructure improvements to be completed to support the Specific Plan. Chapter 5—Implementation—describes how the Universal Studios Specific Plan is to be implemented. The Universal Studios Specific Plan ordinance includes the detailed development standards that regulate development within the Specific Plan Area.

chapter 2:
PLAN DESCRIPTION

chapter 2: PLAN DESCRIPTION

1 INTRODUCTION

This Chapter describes the Specific Plan, the principles and development requirements of the Universal Studios Specific Plan, and the Conceptual Plan illustrating one possible buildout of Universal Studios consistent with the Specific Plan. Because of the importance of the existing development patterns on-site, this Chapter first discusses background and existing conditions of Universal Studios. This preliminary discussion of conditions allows the reader to be introduced to the terminology and basis for the development of the Specific Plan.

2 SPECIFIC PLAN BACKGROUND

Since its beginnings, Universal Studios has grown to become one of Southern California's important employment and entertainment assets. The original 296-acre site served as the location for one of Southern California's first motion picture studios, and beginning in 1915, the studio began regular public tours. This practice, which was unique among motion picture studios when it began, has established Universal Studios as a catalyst for the development of a myriad of related entertainment and visitor facilities at the Universal Studios site.

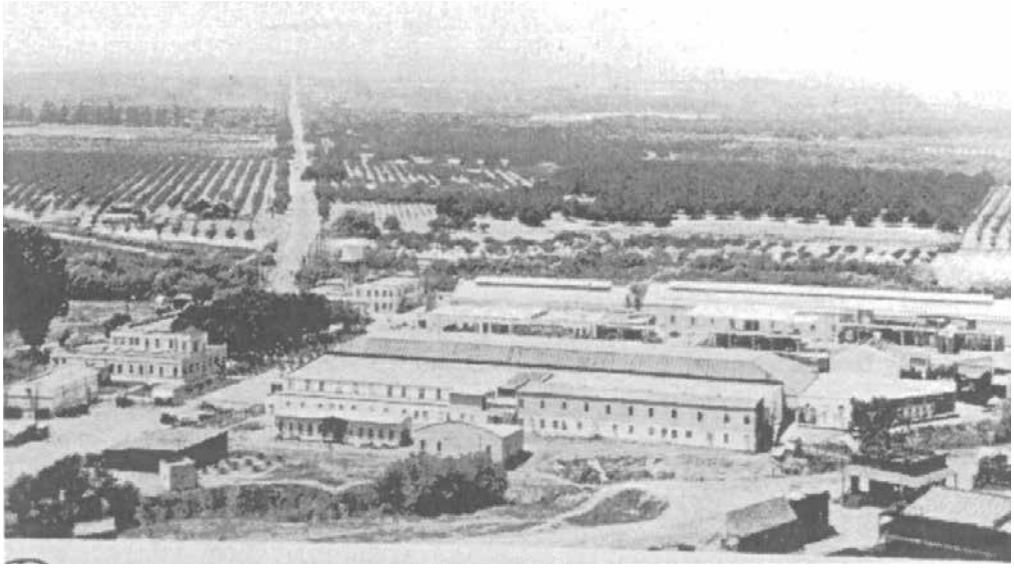


Exhibit 2.2a: Construction of permanent studio begins (circa 1914)

Through the years, both the studio facilities and entertainment attractions have grown, and today Universal Studios is home to Universal Studios, Universal Studios Hollywood (Theme Park), Universal Studio Tour, Universal CityWalk, Universal Amphitheater, Universal Studios Cinemas, and offices. The evolution of Universal Studios into a mixed-use entertainment and motion picture production facility has been gradual and incremental, which accounts for much of the overall character of Universal Studios. Each new component has added its own contribution to the overall experience.

Now, the Universal Studios Specific Plan proposes to continue what began nearly 100 years ago – to enhance Universal Studios as one of Los Angeles' valuable entertainment resources and significant Southern California entertainment centers. As proposed, the Universal Studios Specific Plan will help meet Southern California's employment needs by directly creating more than an estimated 6,300 new jobs within the entertainment and tourism industries, as well as providing for thousands of construction jobs and indirectly, thousands of other jobs. Importantly, further development of Universal Studios will provide

an entertainment center for the local community, Southern California residents, and visitors from around the world. Entertainment and tourism are two of Southern California's most important growth industries, and continue to be vital to the economic health of the region.

Exhibit 2.2b: Universal Studios front lot sound stages and backlot sets (circa 1940)

3 EXISTING CONDITIONS

UNIVERSAL STUDIOS

For many years, those who have worked at or visited Universal Studios have recognized Universal Studios' unique geography. Its physical location within the Hollywood Hills, Cahuenga Pass and the San Fernando Valley creates a sense of enclosure. The Hollywood Freeway separates Universal Studios on the south from other urbanized areas, further reinforcing this quality. The central hilltop, which is the location for Universal Studios Hollywood and Universal CityWalk, is a prominent feature of the Specific Plan Area, allowing it to be visible from both the surrounding hills and from afar.

The Specific Plan Area varies in character from low land adjacent to the Los Angeles River Flood Control Channel, to landscaped hillsides, to urban development on the central hilltop, which is a microcosm of the kind of geographical diversity one expects to find in a city. Like a city, Universal Studios grew incrementally over time, with an informal character that is reinforced by the variety of activities taking place at Universal Studios.

UNIVERSAL STUDIOS DISTRICTS

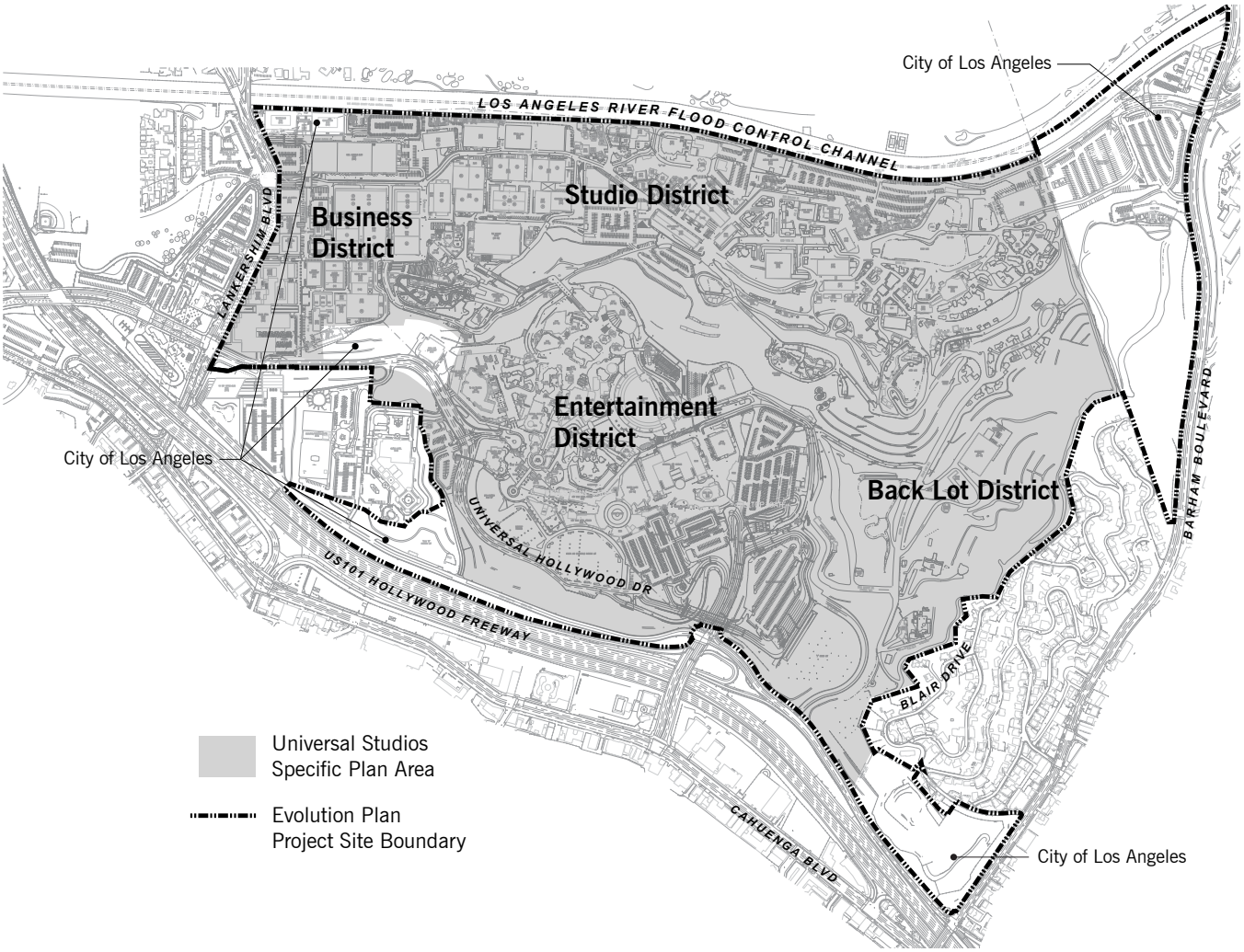
Universal Studios is like a city in another important way. The people who work and visit have come to recognize that there are identifiable districts within Universal Studios, which are generally differentiated by geography, dominant land uses, typical users and visual character.

The major districts at Universal Studios are distinguished by the difference in their typical uses. Currently, there are three main types of uses: motion picture and television production, entertainment and business.

In some instances, the distinctions between one district and another may be blurred—an area of Universal Studios that might appear to be part of Studio Production is, in fact, a visitor attraction. This condition is typical of the overlap that occurs between districts in any city. The intermingling of land uses between one district and another is integral to the character of Universal Studios.

This characteristic also reinforces another important feature of the districts at Universal Studios: the connectivity of one district to another. Universal CityWalk, the entertainment retail area adjacent to the entry plaza at Universal Studios Hollywood, has attracted much attention for its playful re-creation of an urban street. The retail shops and restaurants attract people from the surrounding area, as well as tourists and people

Exhibit 2.3a: Existing Districts



from all of Southern California. Universal CityWalk's "street" begins or ends at the entry plaza to Universal Studios Hollywood, and its eclectic character is consistent with the entertainment facilities at Universal Studios Hollywood. More important is the pedestrian connection that Universal CityWalk provides between the parking structures of the Universal Studios Cinemas and Universal Studios Hollywood and the Universal Amphitheater. Universal CityWalk has enhanced the approach to Universal Studios Hollywood by establishing a seamless experience between the point of entry (e.g., a parking area) and the entry to the entertainment venue. This is a characteristic feature of Universal Studios, and the Specific Plan provides the means which will permit land uses to cross districts in the future.

The districts at Universal Studios are defined by:

- Their basic geography—location, topography and relationship to other districts;
- The land uses which occur primarily within the district—studio production, entertainment, retail, and office;
- The primary users—business people, entertainment industry employees and visitors;
- The visual character—industrial buildings, themed facades, outdoor sets, and office buildings; and,
- The connections to other neighboring districts.

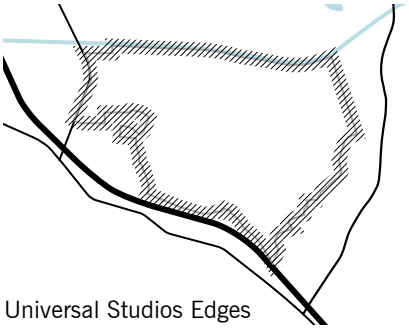
Because of the intent of the Specific Plan to build upon what is already present, the districts provide a framework for the expansion of Universal Studios. For most of Universal Studios, new development will be consistent with the established character of the district while maintaining the opportunity of intermingling of land uses between districts.

UNIVERSAL STUDIOS EDGES

The Universal Studios Specific Plan Area has well-defined edges, which enclose it and make it easy to identify from the outside. Universal Studios' edges consist of both Perimeter Edges and Visual Edges. Perimeter Edges occur at the physical edge of the property. Visual Edges are edges which can be seen from outside Universal Studios because of topography, but which are not necessarily located at the property's physical edge.

The Perimeter Edges of Universal Studios consist of the Freeway Edge to the south, the Urban Edge adjacent to Lankershim Boulevard on the west, the Channel Edge to the north, and the Back Lot Edge to the east.

The Freeway Edge currently consists of areas of dense landscaping planted on the hillside. Along the Urban Edge, the visual character is established by the architecture of the existing office buildings and the several entries into Universal Studios. The Channel Edge is much like the edge of a "backyard" with varying conditions and fencing, and is separated from the concrete flood control channel by an access road adjacent to the Los Angeles River Flood Control Channel. The Back Lot edge borders the City of Los Angeles portions of the project area adjacent to Barham Boulevard and the Hollywood Manor neighborhood to the east and is primarily characterized by steep topography and landscaping.



Universal Studios Edges

The natural topography at Universal Studios defines another type of edge. Because of the plateau in the middle of the Universal Studios Specific Plan Area and the location of residential neighborhoods on the hills, which surround Universal Studios on two

sides, it is possible to see Universal Studios in a way which would be impossible if it were located on flat terrain. As a result, Visual Edges may extend into the Specific Plan Area, beyond its perimeter, at the hilltop. These Visual Edges can be seen from surrounding hillside neighborhoods, the Hollywood Freeway and some areas of the San Fernando Valley north of the Los Angeles River Flood Control Channel. As much as the Perimeter Edges, the Visual Edges create a recognizable identity for Universal Studios.

Universal City's Visual Edges provide both an opportunity and constraint to the future development of Universal Studios. In a positive sense, the Visual Edges help establish Universal Studios' distinct image and provide a means to visually communicate the identity and location of Universal Studios. However, some of the same means could potentially be unappealing to the neighbors on surrounding hillsides who can see Universal Studios from their homes.

Because of this, the Specific Plan contains measures to ensure that future development within Universal Studios will be visually compatible with the surrounding community. The particular measures required vary depending upon topography, location within Universal Studios, relationship to surrounding neighbors and the type of development intended. These measures include, but are not limited to: building height, lighting restrictions, restrictions upon use of glare-producing building materials, and screening requirements. Together, these measures will help guide future development in a way that is compatible with the surrounding neighborhoods.

UNIVERSAL STUDIOS ENTRIES

Universal Studios currently has two major entries and six private entry gates. As the Specific Plan is implemented, this will increase to seven private studio gates and three public entries into the area. All entries have signs, landscaping and/or access control gates which help visually define Universal Studios' identity and establish arrival points.

The existing entries to Universal Studios fall into two general categories. The first category includes the Universal Hollywood Drive and Universal Studios Boulevard Gateways, which provide access to Universal Studios from Lankershim Boulevard and the Hollywood Freeway, respectively. Both of these gateways are accessible to visitors and together serve as the main access to Universal Studios' Entertainment and Business Districts. These gateways have a character that is intended to welcome visitors. Signs at each gateway identify each as an entry to Universal Studios, while landscaping at the entry and along arrival drives helps create a positive initial impression on visitors. Directional signs within the gateway guide visitors to their destination. Traffic is controlled with a variety of devices, including stop signs, traffic signals, changeable directional signs and special turn lanes. Pedestrian paths connect

Exhibit 2.3b: Rendering of Universal Studios Visual Edge showing Existing and Proposed Development

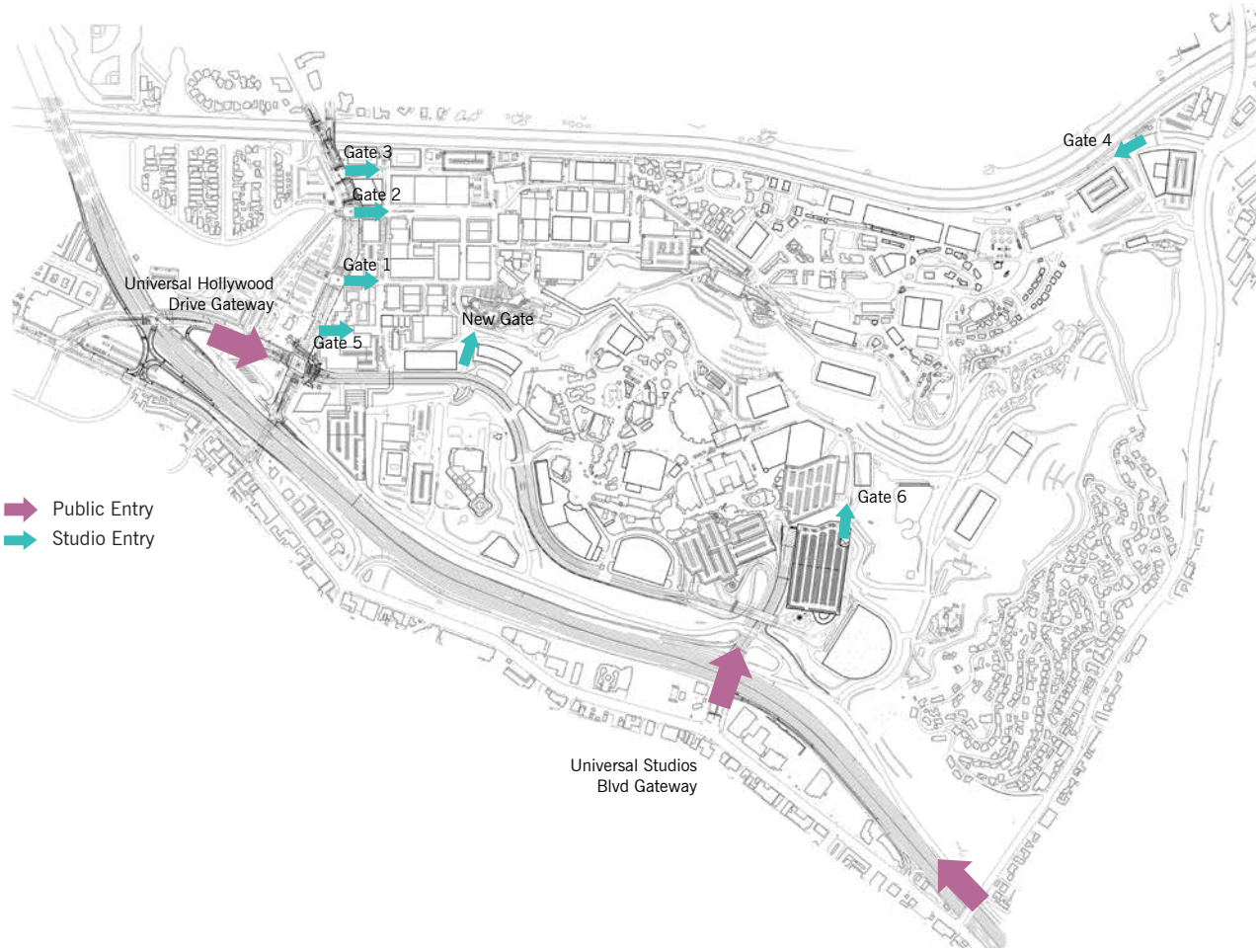


Exhibit 2.3c: Existing and Future
Universal Studios Area Entries

Universal Studios to surrounding streets at these gateways.

The second category of existing entry includes the four private entry gates along Lankershim Boulevard, one off of Universal Studios Boulevard, and one at Lakeside Plaza Drive. These gates provide access to Universal Studios' production and studio areas. Each gate has staffed control stations and only studio employees, authorized visitors and delivery persons may enter Universal Studios through these gates. Generally, they have a more functional appearance than the visitor-serving gateways.

4 DEVELOPMENT PRINCIPLES

The Development Principles are the basic planning and development concepts influencing the Universal Studios Specific Plan, which will guide future development at Universal Studios. They are a direct outgrowth of both existing conditions and the development goals, and describe the overall intent of the Specific Plan. These Development Principles are supplemented by Design Principles discussed in the following Chapter, Design Plan.

BUILD UPON UNIVERSAL STUDIOS' EXISTING DISTRICT SYSTEM

The existing recognizable system of districts at Universal Studios makes it the logical method on which to plan future development. Existing districts are identified and described, including a description of how each district's land use overlaps and interacts with the adjacent districts. Each district has its own typical uses, which are particular to the needs and characteristics of that district.

ENHANCE UNIVERSAL STUDIOS' EDGES AND ENTRIES

Universal Studios' edges and entries are an important part of the way Universal Studios connects to the local community and the larger Southern California region. The Specific Plan proposes ways in which these edges can be enhanced and reinforced to improve the site's appearance and function. The Specific Plan includes circulation improvements at major entries, the addition of a new private entry gate on Universal Hollywood Drive and a new public entry at the intersection of W. C. Fields Drive (formerly Buddy Holly Drive) and Donald O'Connor Drive, and design guidelines that will improve the overall visual character of Universal Studios, including landscaping in highly visible edges.

ESTABLISH DESIGN PRINCIPLES FOR NEIGHBORHOOD COMPATIBILITY

Universal Studios desires continued compatibility with adjacent neighborhoods. The Specific Plan recognizes the important role that future development at Universal Studios plays by providing standards and guidelines, which will help improve the quality of the overall neighborhood environment. Among the provisions of the Specific Plan which address this need are:

- Development standards that regulate building height, which are not regulated in the Industrial zone;
- Limits to the total developable floor area as compared to the 13:1 allowed under the M1½ Industrial zone;
- Incorporation of green building and landscape standards for appropriate areas;
- A vehicular circulation plan, which directs traffic away from local streets by improving accessibility to the freeways;
- Lighting requirements, which are compatible with nearby residential areas;
- Limitations on operational sound generation;
- Limits to the amount and type of signage visible outside the Specific Plan Area;
- Restrictions upon use of glare-producing building materials, and screening requirements for parking structures, mechanical rooftop equipment, and outdoor storage areas; and
- Limits on permitted uses as compared to the M1½ Industrial zone.

ESTABLISH A CIRCULATION SYSTEM WHICH INTEGRATES TRANSIT, VEHICULAR, PEDESTRIAN AND BICYCLE SYSTEMS

The Specific Plan Area's location near the Hollywood Freeway, the Ventura Freeway and the Universal City Metro Red Line Station provides Universal Studios with excellent connections to the surrounding region. The Specific Plan proposes a number of improvements, which will enhance Universal Studios' connections to these regional systems, as well as internal systems, which will improve on-site visitor and employee circulation while encouraging pedestrian rather than vehicular access. These include: expanded use of a shuttle system from Lankershim Boulevard up Universal Hollywood Drive to the Entertainment District (and to the areas of the project site in the City of Los Angeles beyond), improvements at Universal Studios Boulevard, a vehicle parking system that minimizes traffic on-site while addressing potential impacts in adjoining communities, and creation of a pedestrian network, which connects the districts and surrounding community.

ESTABLISH DEVELOPMENT STANDARDS TO PROPERLY SIZE INFRASTRUCTURE AND PROVIDE FLEXIBILITY FOR THE FUTURE

The Specific Plan establishes a total permitted amount of development so that infrastructure—such as roads, sewers, water service—can be coordinated with future

development to meet Universal Studios' needs. Maintaining flexibility to meet future business needs is an important part of the Specific Plan. As such, it includes Equivalency Program regulations that permit land uses to be exchanged with other permitted land uses, based on their potential for environmental impacts. (For further discussion of the Equivalency Program, see Section 5 in the Specific Plan Guidelines Implementation Chapter.)

5 REGULATING FUTURE DEVELOPMENT

The Specific Plan provides a framework for the growth of Universal Studios by establishing general goals and principles, as well as specific requirements, which will regulate future development. The Specific Plan's goals and principles describe the intent of the Specific Plan and provide the conceptual basis for the overall development. The regulations established by the Specific Plan provide the overall limits and specific means by which future development can be measured.

The permitted uses are primarily those related to motion picture and TV production, music production, offices, entertainment and tourism. Because of the nature of motion picture and TV production, as well as the location of Universal Studios within an urban setting, the amount of development intensity in the Specific Plan Area is an important planning consideration. The availability and further coordinated development of infrastructure (such as vehicular access, water and sewer capacity and storm drainage facilities) is also a key consideration in the future development potential of the Specific Plan Area. Therefore, the Specific Plan establishes a maximum intensity of land uses, which will help assure that development of Universal Studios will be compatible with proposed infrastructure improvements, as well as with the surrounding business and residential community.

Table 2.5a: Floor Area Permitted by Use

LAND USE CATEGORY	EXISTING (SF)	ADDITIONAL PERMITTED (SF)	TOTAL PERMITTED (SF)
Studio Use	1,228,100	257,949	1,486,049
Studio Office	671,564	334,774	1,006,338
Office	463,430	495,406	958,836
Entertainment Use	775,132	337,895	1,113,027
Entertainment Retail Use	632,244	63,116	695,360
Amphitheater	110,600	-50,600	60,000
Hotel	0	450,000	450,000
TOTAL	**3,881,070**	**1,888,540**	**5,769,610**

The land uses listed above represent the primary uses allowed. These land uses are general categories and include related support and accessory uses. For example, the Specific Plan permits additional studio production uses. Included in these uses could be various support uses, such as a post office for studio employees. While a post office may represent a retail or service activity, it would be considered "Studio Use," since its purpose is to serve studio activities in the Specific Plan Area.

6 DEVELOPMENT DISTRICTS

There are distinguishable existing districts within Universal Studios that can serve as a planning element of the overall Specific Plan. The following sections describe each of the existing districts with respect to the following topics:

- The geographic location of the district;
- The typical existing uses currently present within the district;
- The visual character of the district;
- Anticipated incremental new development within the district; and,
- The relationship of the district to surrounding areas.

While each district may be characterized by typical uses, which represent the dominant land use within a district, the Specific Plan allows most permitted land uses to be developed in any district and allows development of various mixes of land uses in each district. This is consistent with the existing blending of land uses across areas that is integral to the character of Universal Studios.

STUDIO DISTRICT

The Studio District is located along the majority of the northern portion of the Specific Plan Area, adjacent to the Los Angeles River Flood Control Channel. The Studio District currently comprises a portion of the television, motion picture, and video production facilities within the Specific Plan Area. Existing facilities in this District include production

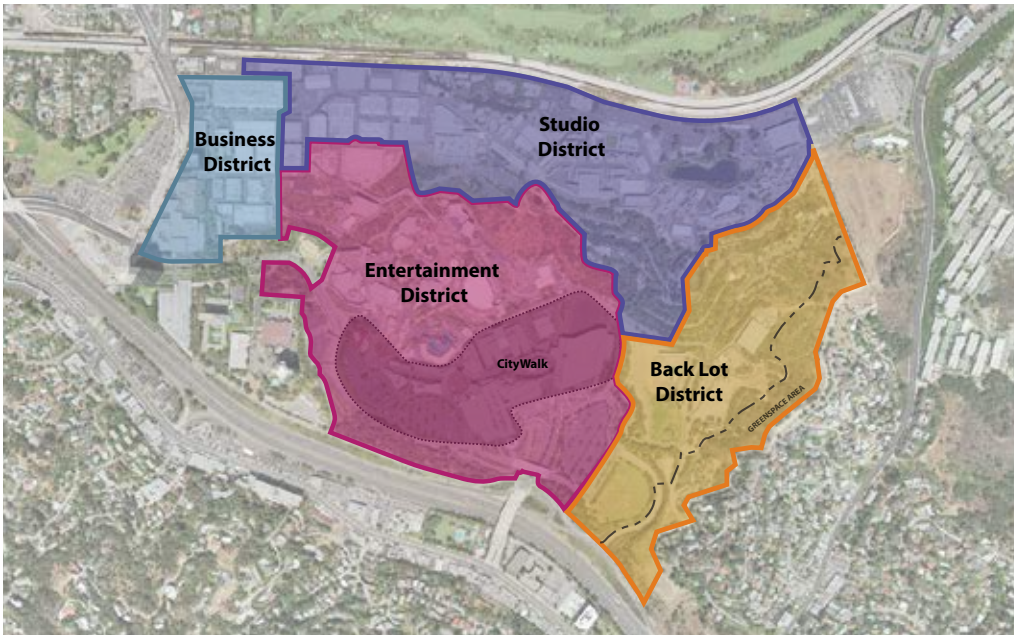


Exhibit 2.6a: Universal Studios Specific Plan Districts

Studio District

space, production facilities, live audience venues, studio office space, technical support/storage space and ancillary facilities. Portions of the Studio District are accessible to the general public through Universal Studios Hollywood facilities (e.g., Universal Studio Tour). Existing activities and related uses will continue in the Studio District. Based on the Conceptual Plan (see Section 11 in this chapter), new or refurbished facilities in the Studio District may include production offices, sound stages, tour attractions, film vaults, an expanded mill, support structures, and parking facilities.

The Studio District primarily includes production activities, production facilities and related uses. The Studio District contains sound stages, studio offices, parking areas, sets/facades and other facilities used primarily for motion picture and television production. Typical of other studios, the Studio District also contains several office buildings which have a character similar to the office buildings in the Business District. The Studio District is also home to two additional property types, sound stages and bungalows. It is expected that the majority of these will be retained as Universal Studios is developed in the future. The Specific Plan envisions that these activities continue in the future and that construction of new facilities be permitted. Demolition and renovation of some existing buildings will take place in order to accommodate new, updated facilities.

Unlike other Southern California studios, portions of the Studio District at Universal Studios are accessible to the public through Universal Studios Hollywood "Studio Center" facilities. Escalators bring visitors down the hill into a portion of the on-site motion picture production area, which currently includes entertainment attractions such as Revenge of the Mummy and Jurassic Park. The Specific Plan proposes that this mix of uses continue within the Studio District to maintain and enhance Universal Studios' unique character of blended land uses.

Business District

BUSINESS DISTRICT

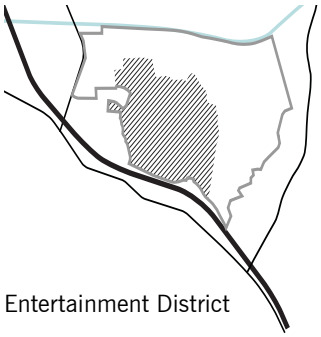
The Business District is located on the western portion of the Specific Plan District fronting Lankershim Boulevard, stretching from Universal Hollywood Drive to the Los Angeles River Flood Control Channel. This District currently provides office and production facilities, meeting rooms and other related facilities. With this range of uses, the Studio District and Entertainment District uses blend into the Business District. Existing office and production uses currently include low-rise, mid-rise and high-rise development along Lankershim Boulevard, such as the former Technicolor buildings, the Bank of America building, and the Lew R. Wasserman building.

Office uses will continue to be developed within the Business District. Based on the Conceptual Plan, new facilities in the Business District may include new offices, production facilities, a theater, and parking facilities.

ENTERTAINMENT DISTRICT

The Entertainment District contains the primary visitor attractions in the Specific Plan District and is located at the highest elevations within its central portions. There are currently two subareas within the Entertainment District: Universal Studios Hollywood and Universal CityWalk. The existing Universal Studios Hollywood is an admission-based entertainment venue, which includes the Universal Studio Tour passing through the existing Studio District and the Back Lot District, other enclosed and

outdoor attractions, merchandising, food services and administrative/support space. Universal CityWalk is an entertainment venue and entertainment retail venue, which provides retail, restaurant, and theater uses, including the Universal City Cinemas. Within Universal CityWalk, there are also several existing administrative and employee support offices, along with some office and studio uses. In this way, Business District uses blend into the Entertainment District. In addition, Universal CityWalk serves to connect the public parking areas and the Universal City Cinemas with the entry to Universal Studios Hollywood.



Based on the Conceptual Plan, Universal Studios Hollywood may be expanded and updated to include new and/or refurbished attractions, theaters, and administrative support facilities. Universal CityWalk is anticipated to provide improved pedestrian facilities and updated food and merchandising venues. In addition, the Gibson Amphitheater may be replaced by a smaller facility with reduced seating capacity. Universal Studios also anticipates that a new hotel, offering up to 500 guest rooms and related hotel facilities, will be developed in the Entertainment District. New parking facilities will be provided to support the new anticipated uses.

- **Universal Studios Hollywood**
  Universal Studios Hollywood is a major entertainment resource in Southern California. The Specific Plan permits expansion, enhancement, renovation and replacement of existing attractions in Universal Studios Hollywood.

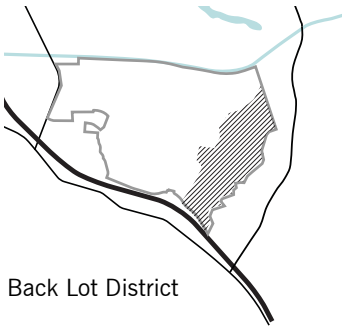
  One of the attractions at Universal Studios Hollywood is the Universal Studio Tour, which permits visitors to see the working studio areas of Universal Studios. In recent years, attractions have been added in the Studio District. This enhances the connection between these districts and helps integrate Universal Studios Hollywood into the overall Universal Studios environment. The Specific Plan permits this kind of overlap within Universal Studios in order to preserve the existing character and enhance the connections between areas.

- **Entertainment Retail Venue**
  Universal CityWalk is a unique entertainment retail center in the region. Universal CityWalk's location between existing and future parking areas, the Universal Studios Cinemas and the Gibson Amphitheater, and the entrance gates to Universal Studios Hollywood helps link these core areas together. The main entrance plaza to Universal Studios Hollywood is located adjacent to Universal CityWalk.

BACK LOT DISTRICT

The Back Lot District is an important part of the movie and television motion picture production facilities at Universal Studios and is used regularly in the production of movies, television shows and commercials. The Back Lot District is located south of the Los Angeles River Flood Control Channel, between the portion of the project site in the City of Los Angeles on the east, and the Entertainment District and the Studio District on the west.

The Back Lot District currently contains outdoor sets, outdoor storage areas, circulation and parking areas, production buildings, and other entertainment production uses. In


Back Lot District

addition, attractions such as the Bates Motel and Earthquake, which are used both as sets as well as for the Universal Studio Tour, are located in this District.

The Back Lot District will continue to contain production facilities with its current character and provide set exhibits and attractions for the Universal Studio Tour. New production-related facilities will be constructed in the Back Lot District over time.

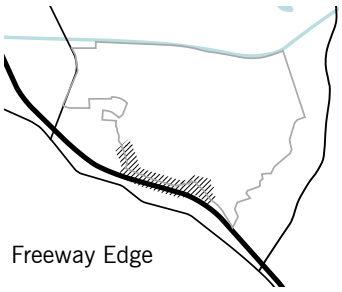
There is often overlap between the Studio and Back Lot Districts. The distinction between the two districts has changed through time, and is likely to change in the future as new production technology and needs are developed. This is typical within a studio and the intent of the Specific Plan is to continue to allow this kind of variation. There is also intermingling of uses between the Studio District and the Entertainment District since tours originating in the Entertainment District travel through the Studio District and attractions are intermixed with production facilities.

7 UNIVERSAL STUDIOS EDGES

Enhancement of its perimeter and visual edges and entries is an important part of Universal Studios' development since each edge has a distinct character. Creating visually cohesive, attractive edges compatible with surrounding areas is desirable. This section describes the existing conditions of each edge and shows how they relate to the overall development of Universal Studios.

FREEWAY EDGE

The Freeway Edge is visible to both northbound and southbound vehicles traveling the Cahuenga Pass and to residents in the Studio City and Cahuenga Pass areas to the west and south. The Freeway Edge is visible from Cahuenga Boulevard, though the views are obstructed by Universal Studios buildings and other development along this major roadway. Visitors arriving from the north or departing to the south usually use Cahuenga Boulevard to approach the Universal Studios Boulevard entry to Universal Studios.


Freeway Edge

For northbound traffic, the first view of the Specific Plan Area occurs at the Cahuenga Pass, from which the central hilltop is visible. The existing Universal Studios sign is located on a parking garage at the top of this hill and is oriented south to visitors arriving via the Hollywood Freeway. Buffered by trees, vegetation, and a retaining wall, the Specific Plan Area is not substantively visible to southbound traffic on the Hollywood Freeway.

South of Cahuenga Boulevard, the residential neighborhoods of Studio City and Cahuenga Pass rise to Mulholland Drive. In contrast to the brief, close or midrange views experienced by those on the Hollywood Freeway or Cahuenga Boulevard, these residential areas have long-range views, which encompass much of the Freeway Edge. Because of the topography, Visual Edges are perceived on the perimeter of the site and central hilltop.

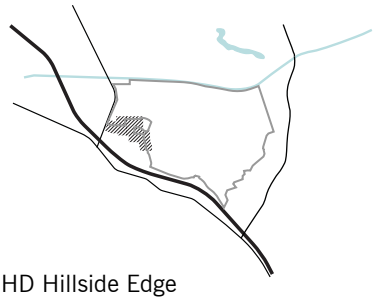
The primary visitor entry to Universal Studios along the Freeway Edge is the Universal Studios Boulevard Gateway. On-site circulation improvements may include additional

parking facilities and will be designed to prevent traffic congestion on local streets. The landscape treatment of this entry may be renovated as part of the development of the new vehicular circulation improvements. Additional signs may add to the entertainment character of the entry, and help direct arriving guests and provide place-making identity. West of the Universal Studios Boulevard Gateway, W. C. Fields Drive (formerly Buddy Holly Drive) will continue to function as a frontage and access road parallel to the Hollywood Freeway.

HILLSIDE EDGE

The UHD Hillside Edge is comprised of the areas along and adjacent to Universal Hollywood Drive, starting at the main Universal Hollywood Drive gateway and dropping down the hill to the Lankershim intersection.

This edge almost exclusively faces the existing hotels on the south and west sides of the street. Any new development in this area will primarily be visible by hotel guests and those travelling on Universal Hollywood Drive. Implementation of the Specific Plan includes the re-grading of Universal Hollywood Drive to have a gentler slope, as well as a re-alignment to create additional room for a new hotel or entertainment use. The realignment will also bring streetscape improvements, including pedestrian and bicycle facilities.



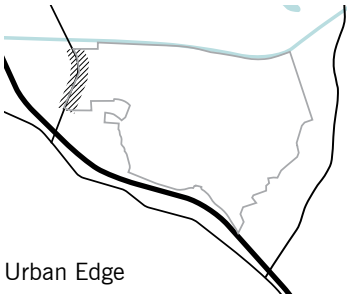
UHD Hillside Edge

URBAN EDGE

Lankershim Boulevard has the most defined urban character among the Specific Plan Edges. The location of the MTA Red Line Station across Lankershim Boulevard from Universal Hollywood Drive and the continued presence of mid- and high-rise office buildings reinforces this image.

As new development takes place along Lankershim Boulevard, it is anticipated the area will take on a more defined studio identity, stronger urban character, and a greater level of pedestrian friendliness. In this area, new buildings, with trees, shrubs, and groundcover, and pedestrian amenities are anticipated to help further define the urban character of this Edge. New signage will enhance the studio and entertainment identity of the Urban Edge.

Within this Edge, the four existing controlled-access gates on Lankershim Boulevard will continue to serve Universal Studios. Their primary purpose is providing access to the Business District's offices and to the production facilities of the Studio District. Generally, visitors to the Entertainment District will not use these gates.

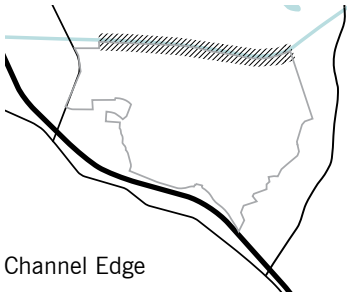


Urban Edge

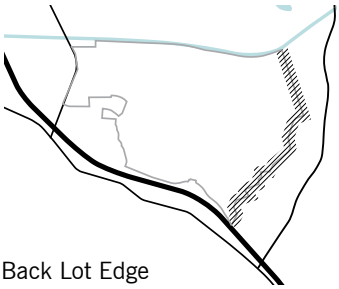
CHANNEL EDGE

The Los Angeles River Flood Control Channel and adjacent County road border the entire northern edge of Universal Studios. The Channel and road are under the jurisdiction of the Los Angeles River Flood Control District. On the north side of the Los Angeles River Flood Control Channel is a portion of the Toluca Estates single-family neighborhood and the private Lakeside Golf Course.

Within Universal Studios, the existing character of the Channel Edge varies depending on the adjacent use. Next to the industrial-style support buildings of the Back Lot, the character is functional, while adjacent to office buildings, trees and other landscape have been planted. In the future, additional visual buffering will supplement the existing landscape to enhance the appearance for the neighborhood and golf course north of the Channel.



Channel Edge



Back Lot Edge

BACK LOT EDGE

This edge is home to both production activities and Universal Studio Tour attractions. With implementation of the Evolution Plan, the Back Lot Edge will be comprised of steep topography and landscaping. A greenspace area will be maintained along the portion of the Back Lot Edge adjacent to the existing off-site residential uses to the east.

VISUAL EDGES

The variable topography of Universal Studios makes development visible which would not otherwise be visible because of its location in the elevated center of the Specific Plan Area. The Specific Plan requires visual screening of future rooftop parking, outdoor storage areas, and rooftop equipment.

The Specific Plan allows a variety of treatments to buffer development such as parking structures. These treatments will vary depending upon the space available, the particular use to be screened and the visibility of the area to be screened from the outside. In some locations, minimum landscape areas may be planted with dense masses of evergreen trees; in other areas, structures may be planted with evergreen vines, or freestanding landscape structures may feature vines or other plant materials and/or painted scenic treatments.

8 HEIGHT ZONES

The Specific Plan provides for protection of the surrounding neighborhoods by establishing height limits consistent with similar urban development. The heights were established after considering the following issues:

- Existing building heights;
- Existing topography;
- View corridors of and from surrounding neighborhoods; and,
- The proposed development program.

For example, the height limit along the Los Angeles River Flood Control Channel considers the width of the River relative to potential shade/shadow impacts on its north side, as well as existing structures and future studio operational needs. Height limits along Lankershim are taller in recognition of their lessened potential for impacts and its existing urban character.

Because of the undulating topography and the wide architectural variation on-site (including sound stages, entertainment venues, office development and hotels), all building height requirements contained in the Universal Studios Specific Plan are defined by reference to the elevation above Mean Sea Level (MSL) to the top of the structure, including all building features such as penthouses and mechanical equipment.

For the purposes of measuring height, roof structures shall include roof top equipment and architectural elements; however, roof structures shall not include Communication Facilities which are located on high-rise buildings containing ten or more stories. Existing buildings which exceed the height limitations may remain; however, most additions to existing buildings would be required to comply with the Specific Plan height limitations.

Following is a description of the nine Height Zones within the Universal Studios Specific Plan. For purposes of understanding what the height limits are intended to accomplish the description of the Height Zone includes a reference to the approximate maximum building height in feet. Typical office buildings consist of a 15- to 20-foot

high ground floor and 10- to 14-foot upper stories. Building story heights for other uses may vary. For example, retail uses may be 20 feet per floor, hotel uses may be 10 feet per floor, and studio uses may be 60 feet high. The Height Zone regulations are found in Section 6 of the Universal Studios Specific Plan .

625 HEIGHT ZONE

The 625-foot Height Zone corresponds to the northernmost portion of the Specific Plan Area that stretches along the Los Angeles River Flood Control Channel east of the former Technicolor buildings to the eastern boundary of the Universal Studios Specific Plan Area. This Height Zone encompasses portions of the Studio District. Existing ground elevations in this area are approximately 550 feet above MSL. Therefore, the tops of new buildings within this Height Zone would be up to 75 feet in height (relative to existing and proposed grade).

650 HEIGHT ZONE

The 650-foot Height Zone corresponds to the northeastern portion of the Specific Plan Area which encompasses approximately one-third of the Studio District. Existing ground elevations vary from 535 feet to approximately 595 feet above MSL. Depending on the specific location, the tops of new buildings within this Height Zone would range up to 115 feet in height (relative to existing and proposed grade).

720 HEIGHT ZONE

The 720-foot Height Zone corresponds to the northwest corner of the Business District along the western edge of the property. Existing grades range between 550 feet and 560 feet above mean sea level, and as such, would allow the tops of building development of approximately 160 feet in height above grade.

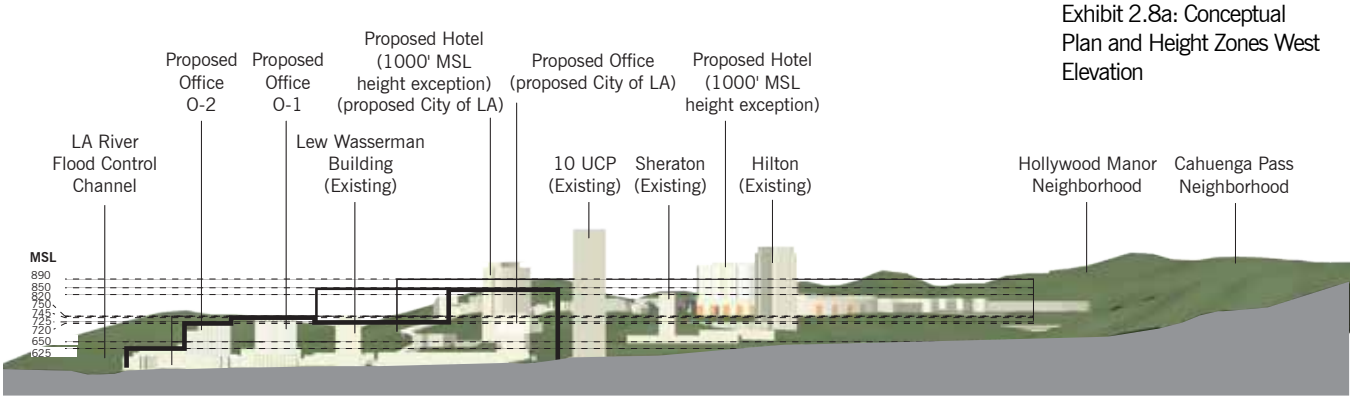
725 HEIGHT ZONE

The 725-foot Height Zone includes a small portion of the Business District within the western portion of the Specific Plan Area, between the existing Main Gate and the existing Producer's Building, fronting Lankershim Boulevard. Existing ground elevations within this Height Zone are at approximately 570 feet above mean sea level, and as such, would allow the tops of building development of approximately 155 feet in height above grade.

745 HEIGHT ZONE

The 745-foot Height Zone corresponds to the northwest corner of the Business District along the western edge of the property just to the north of the 725 Height Zone and south of the 720 Height Zone. Existing grade is approximately 560 feet above mean sea level, and

Exhibit 2.8a: Conceptual Plan and Height Zones West Elevation



Summary of Height Zones

Height Zone (ft above MSL)	Corresponding District(s)	Existing Grade (ft)	Approximate Maximum Building Heights Above Existing and Future Grade (ft)
625 Height Zone	Studio	550	Up to 75
650 Height Zone	Studio	535-595	Up to 115
720 Height Zone	Business	550-560	Up to 160
725 Height Zone	Business	570	Up to 155
745 Height Zone	Business	560	Up to 185
750 Height Zone	Back Lot	560-700	Up to 190
	Studio	560	Up to 190
	Business	560	Up to 190
	Entertainment	570-650	100 to 180
820 Height Zone	Back Lot	700-780	40 to 120
850 Height Zone	Business	560-655	Up to 290
890 Height Zone **(1000 Height Exception)**	Entertainment*	700 to 800	Up to 190* Up to 300

Note: ft = feet; MSL = mean sea level.

* The 890-foot Height Zone includes Height Exception areas as shown on Exhibit 2.8b, which allows buildings to be developed up to a maximum height of 1,000 feet above MSL. Buildings constructed above 890 feet above MSL shall have a cumulative floorplate area of no more than 25,000 square feet.

Table 2.8a: Height Zones

as such, would allow the tops of building development of approximately 185 feet in height above grade.

750 HEIGHT ZONE

The 750-foot Height Zone corresponds to the north-central area of the Specific Plan Area which encompasses approximately two-thirds of the Studio District and small portions of the Business District, Entertainment District, and Back Lot District.

Existing ground elevations within this Zone vary between 560 and 700 feet above MSL within the Studio, Business, Back Lot, and Entertainment Districts. Therefore, new building heights within this Height Zone would range up to 180 feet above grade in the Entertainment District and 190 feet above grade in the Back Lot, Studio, and Business Districts.

820 HEIGHT ZONE

The 820-foot Height Zone corresponds to the southern portion of the Back Lot District south of the 750-foot Height Zone. This portion of the property borders the Greenspace area to the east. Existing ground elevations within this Height Zone are between 700 ft. and 780 ft., and as such, would allow the tops of building to range between 40 and 120 feet above existing grade.

850 HEIGHT ZONE

The 850-foot Height Zone corresponds to much of the Business District and the western-most portion of the Entertainment District. This portion of the 850-foot Height Zone fronts Lankershim Boulevard stretching from Universal Hollywood Drive to the southern edge of the 725 Height Zone at Gate 5. Existing ground elevations within this portion of the Height

Zone vary between 560 to 655 feet above MSL. Therefore, the tops of new buildings could attain a height 290 feet (relative to existing and proposed grade).

890 HEIGHT ZONE

The 890-foot Height Zone corresponds to the majority of the Entertainment District within the central and southern areas of the Specific Plan Area, which includes Universal Studios Hollywood and Universal CityWalk. The 890-foot Height Zone abuts the Hollywood Freeway and neighboring hotel and office buildings. Existing ground elevations within this Height Zone vary between 700 feet and 800 feet above MSL. Therefore, this Height Zone allows the tops of buildings ranging up to approximately 190 feet in height (relative to existing and proposed grades).

The 890-foot Height Zone includes Height Exception areas that allow buildings to be developed up to a maximum height of 1,000 feet MSL. Buildings constructed pursuant to the Height Exception shall have a cumulative floorplate area of no more than 25,000 square feet. (Floorplate is defined as that area in square feet of the single largest horizontal plane of a building above the Height Zone within the Height Exception.) In those instances where a single building contains two or more distinct building segments that extend into the Height Exception, the floorplate is the sum total of the single largest horizontal plane

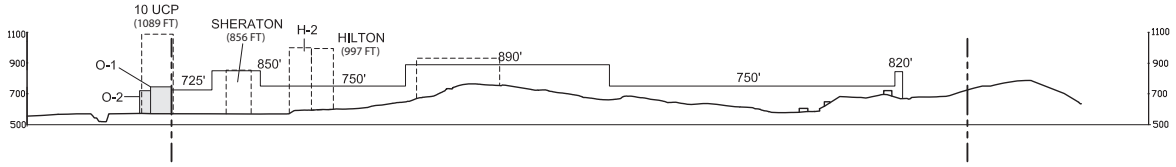
Exhibit 2.8b: Height Zones Map

of each building segment. The tops of building(s) constructed under the Height Exception could range up to a maximum of approximately 200 feet to 300 feet in height relative to existing and proposed grades. The Height Exception only applies to the portions of the 890-foot Height Zone within the Entertainment District denoted on the height zone map.

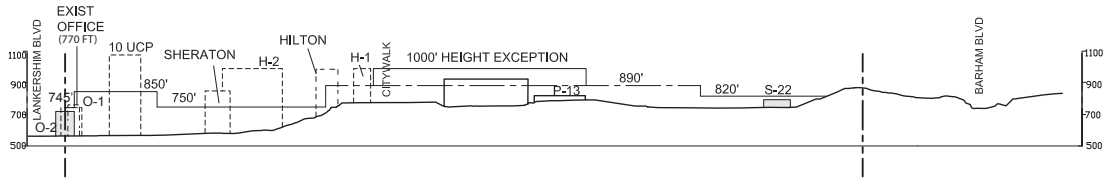
The maximum number of stories of structures that use the Height Exception could be anywhere up to 20-30 stories, depending on several factors. First, topography varies up to 100 feet in elevation among the Height Exception areas. At the lowest point of ground elevation among these areas, a structure could potentially include up to 30 stories. In most Height Exception areas on the top of the hill, up to 20 stories is possible. Finally, building configurations may vary, and depending on individual programming, may or may not extend all the way up to 1,000 feet MSL, further varying the potential number of stories.

Exhibit 2.8c: Site Section Key Map

Exhibit 2.8d: Site Sections
(Key: Map Ex. 2.8c)



Site Section – 1 (Facing N)



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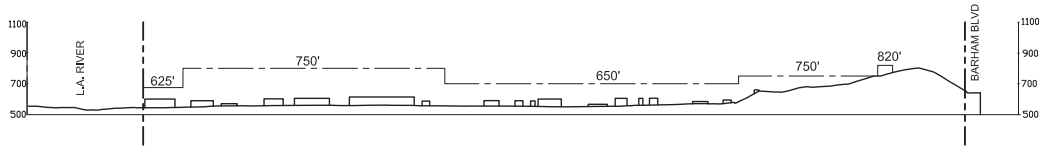

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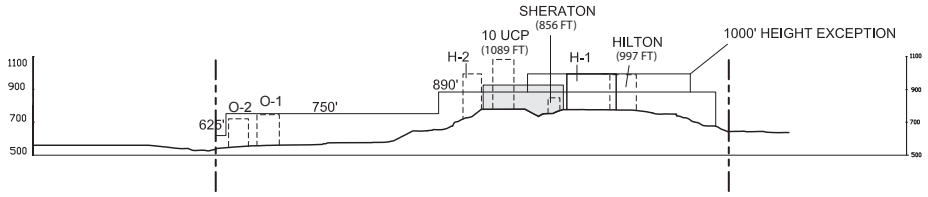

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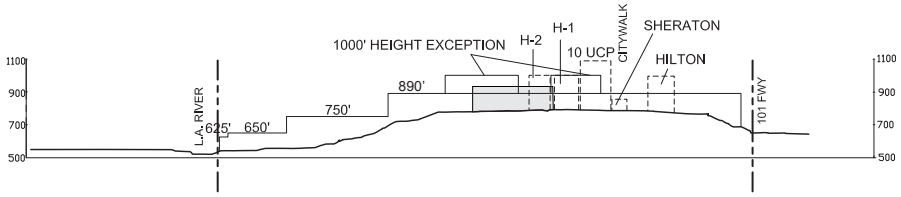
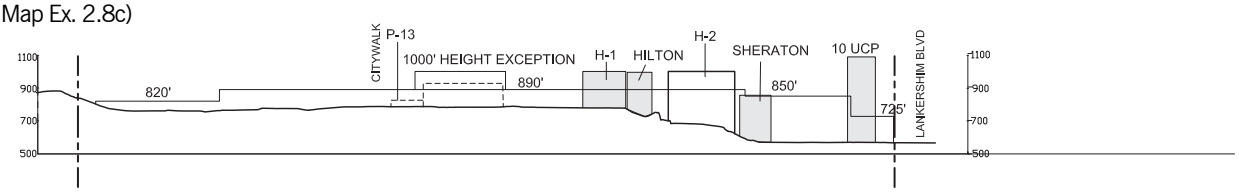


Site Section – 5 (Facing E)

LEGEND

- Building Beyond Section Plane
- Building Behind Section Plane
- Building Being Cut Through

Exhibit 2.8d [cont.]: Site Sections (Key: Map Ex. 2.8c)



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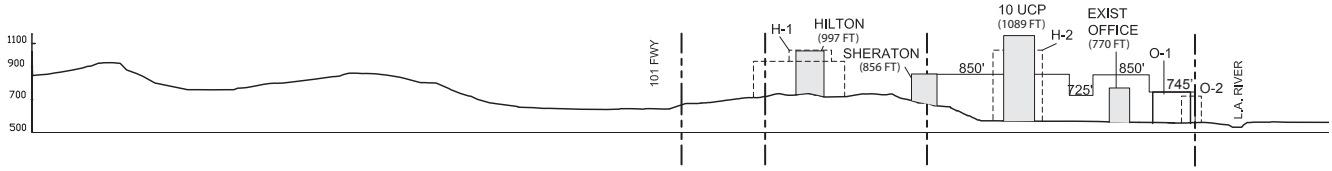

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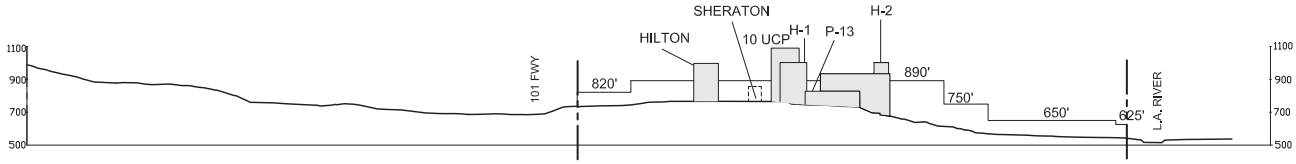
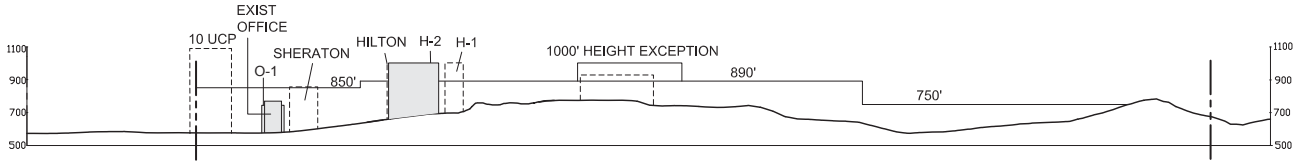
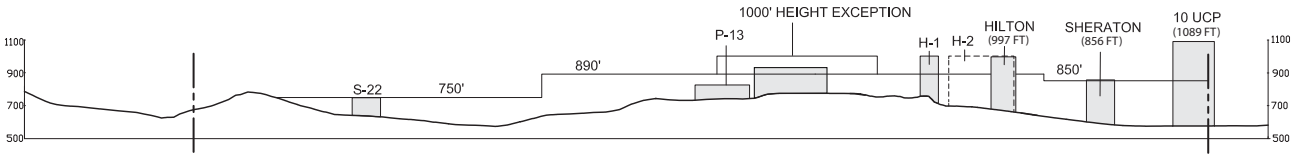


Site Section – 8 (Facing W)



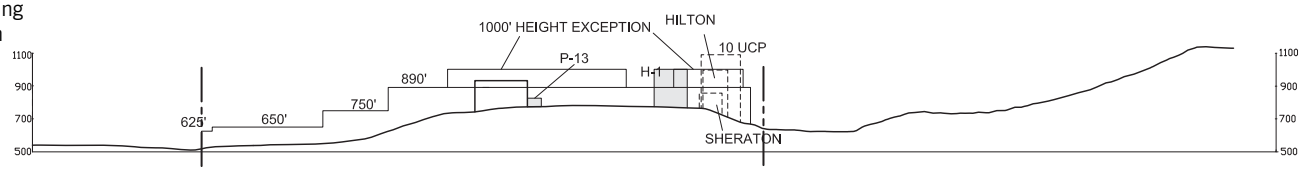
Site Section – 9 (Facing N)



Site Section – 10 (Facing S)

LEGEND

- Building Beyond Section Plane
- Building Behind Section Plane
- Building Being Cut Through



Site Section – 11 (Facing SE)

9 CIRCULATION PLAN

The Circulation Plan consists of proposed improvements to Specific Plan Area access, enhanced internal circulation, internal/external circulation/"connections", and convenient parking opportunities necessary to support on-site activities and uses.

ENTRY POINTS

A total of 10 entry points (3 public and 7 studio) will be available, including upgrades to the existing gateways and studio gates.

GATEWAYS

The Specific Plan Area has two existing visitor-serving gateways, one at the intersection of Universal Studios Boulevard north of the Hollywood Freeway and one at the intersection of Universal Hollywood Drive and Lankershim Boulevard. Distinctive landscape and signage identity features will be added to these two existing public gateways. A third public entry point will be added at W. C. Fields Drive (formerly Buddy Holly Drive) near Barham Boulevard.

STUDIO GATES

The four existing Studio Gates along Lankershim Boulevard at James Stewart Avenue, Main Street, Jimi Hendrix Drive and the visitor gate south of the former Technicolor buildings will remain. Two existing Studio Gates entering off Lakeside Plaza Drive and Universal Studios Boulevard, and a new gate off of Universal Hollywood Drive would provide direct, controlled access for employees, authorized visitors and deliveries to the Specific Plan Area (see Exhibit 2.9).

VEHICULAR CIRCULATION

The proposed Circulation Plan, as shown in Exhibit 2.9, would serve to separate the types of traffic by destination and minimize co-mingling of visitor and service traffic. There are two levels of roadways under the Circulation Plan: (1) primary access roads; and (2) internal streets or service roads.

- **Primary Access Roads**
  Universal Hollywood Drive and Universal Studios Boulevard will continue to provide the primary east-west and north-south access to and within the Specific Plan Area, respectively. Universal Hollywood Drive, which extends between Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and Universal CityWalk, will be realigned and widened to facilitate travel between these two roadways. Universal Studios Boulevard extends over the Hollywood Freeway between Cahuenga Boulevard and W. C. Fields Drive (formerly Buddy Holly Drive) and continues on to parking structures within Universal CityWalk. W. C. Fields Drive may also be widened to a two-way roadway. The main function of these primary access roads is to lead visitors into parking structures, where they leave their personal vehicles, and then move around the Entertainment District on foot or by the Universal shuttle system.

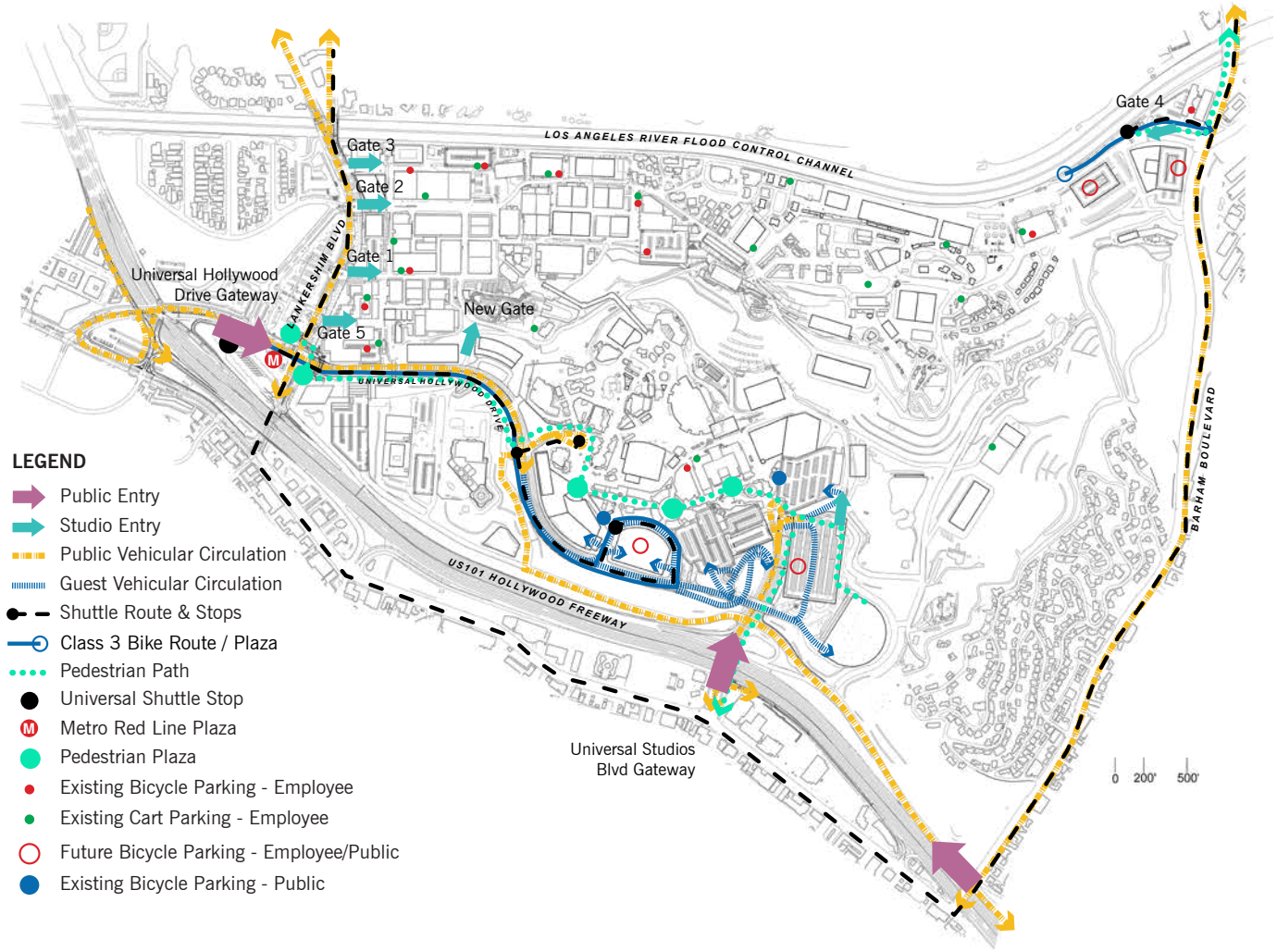
- **Internal Streets**
  Internal circulation roadways, consisting of private streets, will be developed in accordance with applicable design guidelines and emergency vehicle access requirements. The internal street system will continue to be restricted to authorized vehicles, as well as vendor-owned service vehicles and vehicles driven by studio employees and guests.

PEDESTRIAN CIRCULATION AND PUBLIC TRANSIT

Combined with the portions of the project area in the City of Los Angeles, the Universal Studios Specific Plan will be a transit-oriented development, generating greater pedestrian circulation than currently exists. The new development calls for the realignment of Universal Hollywood Drive to improve overall circulation both on-site and off-site. This provides opportunities for new shaded sidewalks and new bike routes. Connections from the MTA Red Line Rail Station at Lankershim Boulevard and Universal Hollywood Drive will encourage the use of transit for employees and visitors. The four existing pedestrian plazas within the Entertainment District will remain.

In areas of the property with substantial grade differentials (e.g., between Universal CityWalk and offices in the Studio District), shuttles, escalators, exterior stairways, moving sidewalks and/or elevators may be provided. Pedestrian access to the property will be maintained via sidewalks located along Universal Hollywood Drive, Universal Studios Boulevard, and Lakeside Plaza Drive. A tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the center of the Specific Plan Area. This tram service

Exhibit 2.9: Circulation Plan



will continue operating. In addition, a shuttle would provide connection between the MTA Red Line Station, the Entertainment District, and uses within the portions of the project site within the City of Los Angeles.

BICYCLE TRANSPORTATION

Bicycle transportation features including bicycle racks and lockers to secure personal property are currently provided within the Specific Plan Area. These features will be expanded with additional bike racks and lockers provided at various locations. As shown in the Circulation Plan provided in Exhibit 2.9, new bike routes will be introduced in the realigned Universal Hollywood Drive passing south of CityWalk, connecting to the portions of the project area within the City of Los Angeles. Long term County bikeway plans include the potential for a future Class I bike path along the existing L.A. River north of the project site. The existing River Road along the County right-of-way is currently leased to Universal Studios for internal circulation purposes.

PARKING

Existing parking facilities will be maintained, and expanded parking options added throughout the Specific Plan Area with several new parking facilities. The Specific Plan provides parking requirements for the proposed uses based on the following general objectives:

- Provide adequate and convenient parking for visitors and employees;
- Provide linkages to destination venues, parking facilities, and transit services with shuttles, trams, escalators, landscaped walkways, and pedestrian plazas;
- Clearly marked directions to parking facilities to provide adequate decision times for arriving vehicles;
- Wherever possible, locate parking facilities in places that allow visitors to park quickly and conveniently in order to lessen peripheral traffic impacts;
- Permit shared parking when it is demonstrated, based upon an analysis of parking demand, that parking spaces utilized by more than one use would not affect the availability of required parking for each use, taking into account their hours of operation; and
- Provide a coherent parking payment and wayfinding system that facilitates the flow of vehicles, thus minimizing potential traffic congestion and idling on access roads and within parking lots/structures.

To achieve these objectives, a site-wide parking strategy is proposed that provides a series of destination parking facilities which, where appropriate, may be capable of shared use during varied peak demand periods pursuant to the limitations and regulations of the Specific Plan. The locations of future parking facilities are not fixed under the Specific Plan, but facilities would be provided, as appropriate and necessary, to meet projected parking demand and Specific Plan goals. Entrances to parking facilities will be provided with an appropriate number of control lanes and adequate queuing area to avoid back-up or congestion onto public roadways.

10 CONCEPTUAL PLAN

The Conceptual Plan is an illustration of how development within the Universal Studios Specific Plan Area may occur and how such development would conform to the Specific Plan. The Conceptual Plan represents a reasonable scenario of how buildout of the Specific Plan Area may appear based on current market conditions and existing and planned primary uses. Actual development will be governed by the requirements of the Specific Plan and not by what is shown in the Conceptual Plan.

The Conceptual Plan is consistent with the overall allocation of land uses shown in Table 2.5a, and with all development limits and regulations of the Specific Plan. While the illustration of the Conceptual Plan presented in Exhibit 2.10 suggests how the future Specific Plan Area may appear, the precise location and orientation of actual future buildings has not been determined.

Exhibit 2.10: Conceptual Plan

chapter 3:
DESIGN PLAN

chapter 3: DESIGN PLAN

1 INTRODUCTION

This Chapter describes the built and natural features influencing the Specific Plan Area, and establishes Design Goals that are the basis of physical and design-related Specific Plan regulations.

The purpose of the Design Plan is to establish a physical design framework for Universal Studios that improves the overall function and appearance of Universal Studios; and enhances Universal Studios' relationship with existing and proposed surrounding neighborhoods.

The Design Plan addresses several areas of design: overall site layout, urban design and architecture, landscape, lighting and signs. The illustrations in this chapter show how these elements might be implemented to create the effects described by the Design Plan. They are intended to convey general design intent and represent one of many possible design solutions consistent with the Specific Plan, and final designs may change as the property is developed over time. The Specific Plan regulations contain the required design standards applicable to development of Universal Studios.

2 DESIGN INFLUENCES

The Design Plan of the Universal Studios Specific Plan has several important influences, which overlap to create the framework for the physical development of the Specific Plan Area. The height limits, total Permitted Floor Area, and sustainability measures of the Specific Plan are derived from the combination of these influences and factors.

Exhibit 3.1: CityWalk

ENTERTAINMENT IDENTITY

The primary influence of the Specific Plan Area is the identity of Universal Studios in the entertainment industry and its role as an "entertainment city"—a place where entertainment is conceived, created, produced, and enjoyed. Universal Studios was the first studio to open for visitors and this is an important element in the design framework for the Specific Plan Area.

OPERATIONAL COMPATIBILITY AND FLEXIBILITY

The production of entertainment such as film, television, and theme park venues, and the combination thereof, requires the physical and functional flexibility typically afforded industrial uses. From sound stages to outdoor filming locations to theme rides, Universal Studios requires flexibility in the siting, physical envelope, and circulation among its varied uses to remain competitive.

Exhibit 3.2a: Illustration of Production Activity in the Studio District

PHYSICAL CHARACTER

The Specific Plan Area's physical character and, in particular, the prominent hill located in its center, adjacent to the Hollywood Freeway, also plays a role in the Design Plan. This hill is an important visual feature of the Specific Plan Area and represents an opportunity to enhance Universal Studios' image as the Specific Plan is implemented.

Both on-site and adjacent off-site buildings play a role in the physical character of the Specific Plan Area, influencing the Design Plan in terms of the location and size of potential future structures. The existing circulation system also plays a substantial role in the Design Plan. This includes continuing to efficiently move visitors into, out of, and through the Theme Park, allowing general employee circulation, and transporting equipment around the Specific Plan Area as needed.

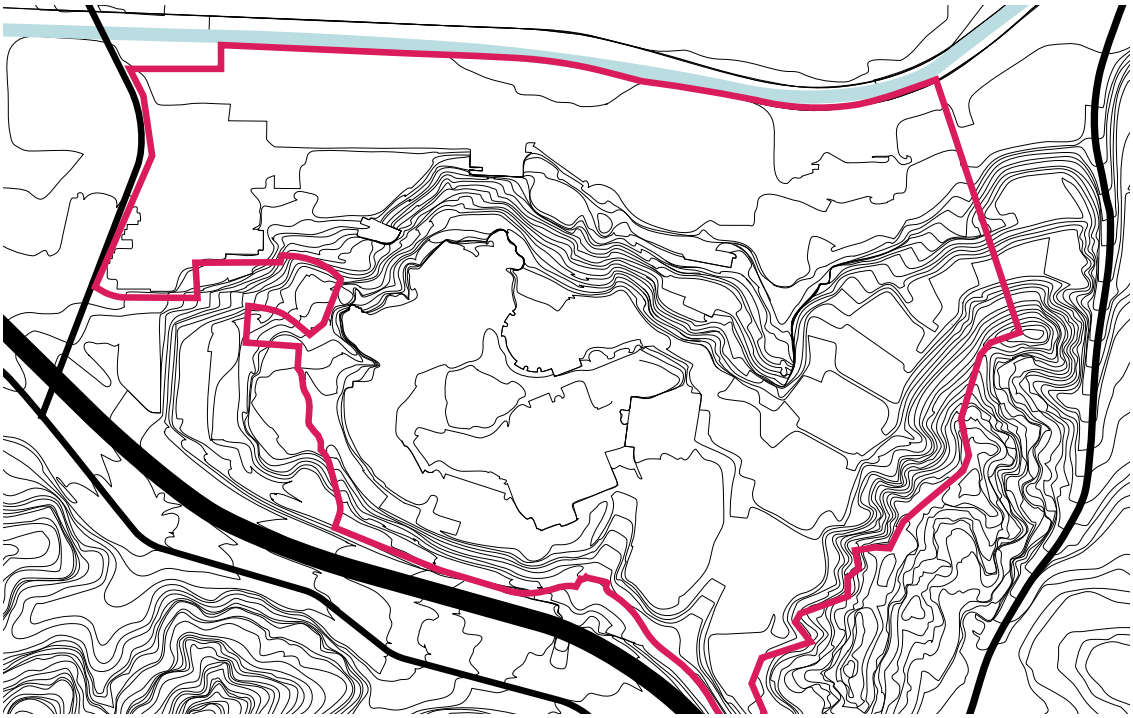


Exhibit 3.2b: Area Topography

Discussed in greater detail in the Plan Description Chapter, the Specific Plan Area's existing physical character can be portrayed by four overlapping districts: Entertainment, Studio, Back Lot and Business Districts. The Entertainment District includes CityWalk and Universal Studios Hollywood (Theme Park), and can primarily be identified by the imaginative, thematic, and iconic structures currently present. Large, pedestrian-oriented gathering spaces and plaza-like areas are important and valuable components of the Entertainment District. Parking structures and surface lots are also visible elements of this District.

Thematic structures and areas can also be found in the Studio District, which is also comprised of a wide variety of stage, production, post-production, and other structures, as well as open spaces for outdoor production. The Studio District may at any one time be home to several outdoor stages designed and built to represent any real or imagined location or time period.

The Back Lot District is primarily characterized by outdoor sets, outdoor storage areas, circulation and parking areas, production buildings, and other entertainment production

uses that are part of both the behind-the-scenes aspect of Universal Studios as well as the more public Universal Studio Tour. It is less densely developed than other districts on the property and is thus defined by its comparatively lower buildings and more ample open space.

The Business District primarily includes office and parking structures, with production, post-production, and theme park uses spilling in. It is important to note that despite these general characterizations, a diverse mix of uses is present across the entire Universal Studios Specific Plan Area. The Universal Studio Tour and the northern portion of the Theme Park offer examples of how Districts within the Universal Studios Specific Plan Area may overlap. Additionally, office structures may be present in either the Studio or Entertainment Districts.

DIVERSE PERIMETER CONDITIONS

The Universal Studios Specific Plan site is surrounded by a variety of uses and conditions. This necessitates unique design solutions that vary according to the specific situation and particular site requirements. For example, the design character of a prominent office building facing Lankershim Boulevard will likely be different from the design of a functional sound stage located internal to the site. Height limits and development standards related to character are influenced by the uses adjacent to the Specific Plan Area.

ENVIRONMENTAL SUSTAINABILITY

The Universal Studios Specific Plan recognizes the importance of environmental stewardship, and measures consistent with those implemented by the County of Los Angeles are part of the Design Plan. As applicable, new buildings will meet established sustainable design goals and landscaped areas will use drought-tolerant plants. These measures are more fully described below.

3 DESIGN GOALS

The Design Goals are general statements that establish the overall intent of the Design Plan. Additional text describes the rationale for each Design Goal and clarifies the purpose and meaning of each. An important aspect of the Design Goals is their interrelationship—each affects and influences the others, and is affected itself by the others. This interplay is intended to strengthen their overall effectiveness.

CREATE A VISUALLY COHERENT PLACE TO SERVE AS A MODEL FOR THE ENTERTAINMENT INDUSTRY AND THE GREATER LOS ANGELES REGION.

As a leading Southern California entertainment destination, it is important for Universal Studios to continue to create a memorable impression to both passersby and visitors. The existing CityWalk skyline treatment on the prominent central hilltop, for example, plays an important part in establishing Universal Studios' image. In addition, iconic signs, architectural features, landscape treatments and other elements currently help establish Universal Studios' image. This goal acknowledges the importance of a memorable image to Universal Studios' long-term success.

CREATE AN ATTRACTIVE, APPEALING ENVIRONMENT FOR VISITORS, BUSINESSES, EMPLOYEES AND THE GREATER COMMUNITY

Universal Studios currently attracts local, regional, national, and international visitors, as well as innovative entertainment companies and their employees. To maintain its business position and improve visitor attendance at its attractions, Universal Studios will continuously be improved. Ongoing improvements to the Studio and Business Districts are intended to attract new entertainment business and their supporting services. New

entertainment venues and/or attractions will be added and older ones retired or renovated; and the appearance of the Specific Plan Area improved. A new hotel will allow visitors to stay for extended periods of time. Outdoor uses, including entertainment attractions and production activities, will continue to be enhanced. Maintaining and enhancing a visually exciting, attractive and appealing site will help Universal Studios maintain its role in the entertainment world.

ENCOURAGE FLEXIBLE, IMAGINATIVE, SUSTAINABLE AND CREATIVE DESIGNS

This goal recognizes the need for flexibility as development occurs in Universal Studios, balanced with the need for environmental responsibility. Flexibility is required not only because of the variety of uses, activities and existing conditions within the Specific Plan Area, but also because the Specific Plan will be implemented over a number of years, and situations are likely to occur that cannot be predicted today. In addition, the entertainment industry will likely undergo changes and improvements as a result of the development of new technology and changes in demographics. To achieve flexibility, the Design Plan describes the design concepts of the Specific Plan without specifying particular design solutions. The intent is to allow creative, imaginative design solutions within the limitations established in the Specific Plan.

Exhibit 3.3a: Illustration of imaginative attractions created at Universal Studios Hollywood

PROMOTE COMPATIBILITY WITH SURROUNDING NEIGHBORHOODS, INCLUDING PRESERVATION OF VIEWS AND VISUAL RESOURCES

Because of its location on a hilltop and at the edge of the Hollywood Hills, Universal Studios is visible from surrounding streets and neighborhoods. The fourth goal acknowledges Universal Studios' desire to be a good neighbor to those who live, work, or play near the Specific Plan Area. The Design Plan describes how future Universal Studios development will be compatible with surrounding uses and neighborhoods.

ACKNOWLEDGE AND BUILD ON THE INHERENT STRENGTHS OF THE SITE AND EXISTING DEVELOPMENT IN RESPONSE TO EXISTING SITE OPPORTUNITIES AND CONSTRAINTS

Although the Specific Plan proposes new development, much of what exists today will continue to be present through its lifespan. This goal of the Design Plan recognizes the need to incorporate future development into an existing context. It also acknowledges the varying physical character of the Specific Plan Area, which consists of a prominent central hilltop, gentle hillsides, and a flat valley bottom next to the Los Angeles River Flood Control Channel.

4 GENERAL DESIGN PRINCIPLES

The General Design Principles describe general concepts, which implement the Design Goals of the Specific Plan and are consistent with the definitions of the Universal Studios Specific Plan. They reflect design approaches that may be used to address aesthetic, environmental, and functional considerations.

AESTHETIC AND ENVIRONMENTAL PRINCIPLES

- **Create a "hilltop skyline" image that takes advantage of the site's topography**
  The Specific Plan Area's central hilltop is one of its most prominent features and is already an architectural focus of Universal Studios. This focus may be expanded and enhanced through the creation of a visible skyline (subject to height restrictions specified in the Specific Plan).

- **Encourage a variety of architectural character that responds to Universal Studios' unique mix of uses and activities**
  An important element of Universal Studios' existing visual character is the variety of building types and architectural characters found on-site. This variety is encouraged as a means to further Universal Studios' diverse Entertainment, Studio, Back Lot, and Business uses.

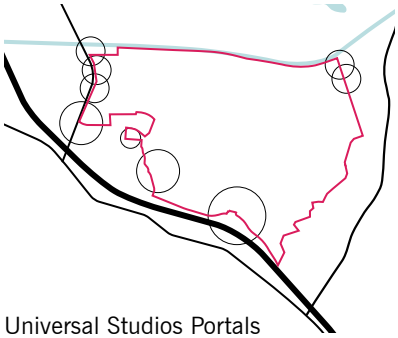
- **Establish a unifying background of large-scale evergreen plants utilizing a traditional Southern California plant palette**
  The landscape of the Specific Plan Area can help visually unify its diverse uses, architecture, and varying terrain. A traditional Southern California plant palette should be used (see Section 7 in Chapter 5) to emphasize evergreen trees and shrubs, as well as exotic and colorful plants, which have contributed to Southern California's reputation as a world-class garden environment.

- **Create special entries at each portal to Universal Studios**
  There are a limited number of access points into Universal Studios. These portals should be framed as special entries that are distinctive places in and of themselves. Designs which express Universal Studios' image, and which include the imaginative landscape, hardscape, architecture, lighting, signs, and thematic elements of the Studio Tour, Theme Park, and City Walk are envisioned.

- **Identify Universal Studios as a unique place with imaginative signs and thematic elements**
  The entertainment industry has always utilized signs in imaginative and creative ways to create image, advertise, and identify its products. The continuing evolution of signs and thematic elements that help establish Universal Studios' image as a unique entertainment experience is envisioned.

- **Permit creative signs, consistent with Universal Studios' "entertainment city" image**
  Universal Studios' large area, varied edges, and regionally prominent central hilltop enable placement of creative signs that identify the Specific Plan Area as an entertainment destination. Universal Studios' identifying elements should be of a scale consistent with the site's size.

- **Acknowledge the site's hilltop location with visual buffers and other measures to enhance Universal Studios' off-site image**
  To respond to the views of the Specific Plan Area from surrounding hillsides, visual buffers such as landscaping and other screening treatments should be provided to better integrate Universal Studios within its context.


Universal Studios Portals

- **Respond to the varying conditions of each of the site's five edges**
  Each of Universal Studios' edges has a different character and relationship to its surroundings. Each edge and its particular conditions should be considered as part of the design of development adjacent to that edge. For example, the urban streetscape character of Lankershim Boulevard, adjacent large-scale buildings and flat terrain, is qualitatively different than the high speed Hollywood Freeway edge, with its rolling terrain and landscaped hillside.

- **Integrate illumination and lighting effects with architecture, signs and landscape to reinforce and enhance Universal Studios' "entertainment city" image**
  As a nighttime, as well as daytime attraction, lighting will continue to be an integral part of the Universal Studios experience. Lighting and its effects should be integrated into the design of other elements, such as buildings, signs, thematic elements, entries and landscapes. The intent is for lighting to reinforce these elements to create an expression of Universal Studios' image while recognizing limitations required for adjacent uses.

- **Establish a hierarchy of lighting and lighting effects in which the most important elements have the most distinct illumination**
  Nighttime lighting should promote an organization that better reflects the hierarchy of importance of Universal Studios attractions or buildings. For example, the apparent importance of a parking garage should be reduced by screening its internal lighting so that a main entry Gateway would appear more visually prominent.

FUNCTIONAL CONSIDERATIONS

This group of Design Principles is intended to address the functional design needs of Universal Studios. These Design Principles are intended to provide for the safety and convenience of visitors and employees, as well as the flexibility in specific design solutions.

- **Allow flexibility in location and orientation of buildings**
  Although the Specific Plan regulates land uses, building heights, and other development standards, building orientation may vary according to the requirements of the particular building program. Accordingly, buildings may have an "outward" (towards the perimeter boundary), "inward" (towards the center of Universal Studios), or other orientation, independent of other considerations.

- **Signs that direct and inform visitors will be an integral part of Universal Studios development**
  Because of the size and location of uses within Universal Studios, signs will be required throughout the site to direct and inform visitors coming to Universal

Studios, and to facilitate vehicular and pedestrian circulation; some signs will be regulatory (e.g., "no parking"). The design of these signs should be coordinated with other development within Universal Studios.

- **Minimize spill over of nighttime illumination off-site**
  Although some lighting will be used to establish an entertainment studio image, lighting intended to serve more functional purposes, such as along roads, in parking areas, or within parking structures, should be reduced where appropriate. Such illumination will be at minimum safe levels, will be directed away from neighboring residential areas, and shielded to comply with the Universal Studios Specific Plan.

- **Establish a fence and wall hierarchy**
  Fences and walls should be designed to observe a hierarchy in which the most visually prominent will be considered part of the overall design of the particular feature. For example, a security fence hidden from view may be a simple functional design, while a fence intended to be part of a major entry treatment may be more elaborate in design. Sound or retaining walls should be similarly considered.

5 EDGE DESIGN PRINCIPLES

To address considerations of off-site visibility, the Design Plan identifies two types of edges: Perimeter Edges and Visual Edges. As the name suggests, Perimeter Edges occur at the Specific Plan Area perimeter. The Specific Plan utilizes traditional means of addressing Perimeter Edges and promotes screening of parking lots, service areas, and blank walls. A Visual Edge is a portion of development, which is visible off-site, but which may occur away from the Perimeter Edge and which may be difficult to address with visual buffers within Perimeter Edge treatments. Because of the topography of the central hilltop and the hillsides surrounding Universal Studios, some interior development creates a Visual Edge. The Design Principles in this section are intended to address the need for screening from view development within the Universal Studios Specific Plan Area, which is not intended to enhance its overall image, but which would otherwise be visible. The intent is to provide visual cohesion to the overall image of Universal Studios and to focus opportunities for architectural design to enhance the hilltop skyline.

- **Visually buffer development not intended to enhance Universal Studios' image**
  Parking areas, parking structures, or service areas should be visually buffered when the facade of the development itself is not designed to enhance Universal Studios' image. Visual buffers for signs, lighting, or thematic elements oriented inward, towards visitors at Universal Studios attractions, may also be appropriate. This Design Principle addresses the need for visual buffering on both Perimeter and Visual Edges.

- **Permit a variety of approaches to visual buffers**
  Visual buffers may be created by a variety of means. Where there is sufficient space, dense planting of large-scale evergreen trees are frequently an appropriate screening method. Where space is limited or insufficient soil exists to allow trees to reach their mature height, other screening methods may be used. They may include screening by another building, a landscape structure (such as a trellis), graphic treatment (i.e., painted surfaces which disguise the element), a thematic element or a combination of these techniques.

6 EDGE DESIGN IMPLEMENTATION

This section describes potential design applications of the Specific Plan's Design Principles to four edge areas in the Universal Studios Specific Plan Area. These guidelines, which follow the description of the relevant design considerations, are intended to describe how the regulations contained in the Specific Plan will address existing design considerations, as well as conditions likely to be created as new development occurs.

THE URBAN EDGE

The portion of Lankershim Boulevard between the Hollywood Freeway and the Los Angeles River Flood Control Channel is the most urban in character among the edges. The Universal Studios Specific Plan side of Lankershim includes the former Technicolor buildings and Bank of America, as well as the Lew R. Wasserman and Jules Stein office buildings. The CityView Lofts multifamily residential building, Campo de Cahuenga, and an MTA Red Line subway station with existing surface parking. The 10 UCP office tower is also on the south side of Universal Hollywood Drive in this area and is a significant visible feature of the area.

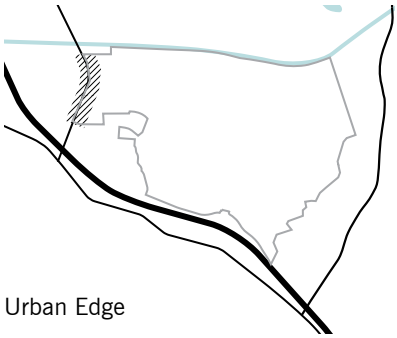
Transit ridership at the MTA Red Line is expected to continue to increase over the life of this Specific Plan, as the Specific Plan Area and its surroundings continue to mature and develop.

- **Lankershim Boulevard Streetscape**
  Future improvements to Lankershim Boulevard, combined with the anticipated development of new offices and other facilities within Universal Studios, represent an opportunity to create an integrated streetscape design. The streetscape should visually integrate public and private improvements so that the area between the Hollywood Freeway and the Los Angeles River Flood Control Channel has a distinct, individual character which uniquely defines Universal Studios. Proprietary product signs featuring current productions or other attractions of Universal Studios will continue to be part of the character of the Lankershim streetscape.

  As new buildings are constructed along the Lankershim frontage, streetscape improvements would be implemented on the east side of Lankershim Boulevard according to the Conceptual Lankershim Streetscape Plan (Exhibit 3.6a). Proposed improvements include a streetscape zone from the curb of Lankershim Boulevard to the security fencing and walls along the Specific Plan Area, typically providing an average sidewalk width of 8 feet, while narrowing to approximately 6 ½ feet adjacent to street trees.

  Street Trees & Sidewalk Plantings

  A consistent street tree, such as Canary Island Palms, is proposed for the entire Lankershim frontage adjacent to the Specific Plan Area (see Chapter 5, Section 7). The same tree species could also be used by the City of Los Angeles on the southbound (west) side of the street to provide a unified treatment to both sides of the boulevard. The street trees typically would be spaced at 35 feet on center,



Urban Edge

with 4-foot square decomposed granite tree wells. Between each street tree, consistently sized and spaced planting areas adjacent to the curb would provide a low-height landscaping using a consistent plant palette.

Security Fencing

To maintain a level of security that meets existing and future studio needs, new fencing and vehicle barriers are planned adjacent to the sidewalk on the Specific Plan Area side of the streetscape zone. New security would include a planting area at the base of an approximately 3-foot high concrete vehicle barrier topped with a painted 7-foot high steel-bar fence. While providing important and necessary security for the Specific Plan Area, the design of the vertical steel bar fencing would be attractive and open, allowing views of the property instead of a solid wall.

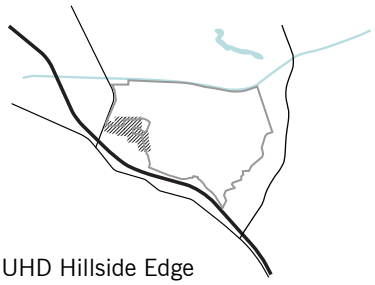
Landscape Area Inside Security Fencing

The landscape areas inside the security fencing, wholly within the Specific Plan Area, would vary greatly in width and size. These areas would be landscaped in accordance with the general landscape requirements in the Specific Plan, and maintain consistency with a conceptual planting palette (see Chapter 5, Section 7).

- **Studio Gates**
  Lankershim Boulevard is the current and future location of the four main gates to the Studio District. Staffed gatehouse checkpoints at these gates will continue to control the flow of vehicles onto the Studio premises. As development of the Studio and Business Districts proceeds, enhancements will be made to the gates, which may include special architectural treatments, new landscape, gatehouse renovation, improved pedestrian access and development of image-enhancing signs and thematic elements.

THE UHD HILLSIDE EDGE

As previously mentioned, this edge is comprised of the areas along and adjacent to Universal Hollywood Drive, starting at the main Universal Hollywood Drive gateway and dropping down the hill to the Lankershim intersection. The edge includes a new vehicular entry to the studio.



UHD Hillside Edge

- **Universal Hollywood Drive Gateway**
  The Universal Hollywood Drive Gateway may undergo changes as a result of improvements to Lankershim Boulevard. These changes may include new landscaping, signs, thematic elements, architectural and lighting treatments.

- **Universal Hollywood Drive Streetscape**
  Universal Hollywood Drive will be realigned as part of the Evolution Plan, and with this change, topographic grading is also proposed to make the hill less steep. Streetscape improvements along Universal Hollywood Drive will help define this edge. The street-facing facade of hew buildings and new identity signage will also further define the character of the streetscape and the UHD Hillside Edge.

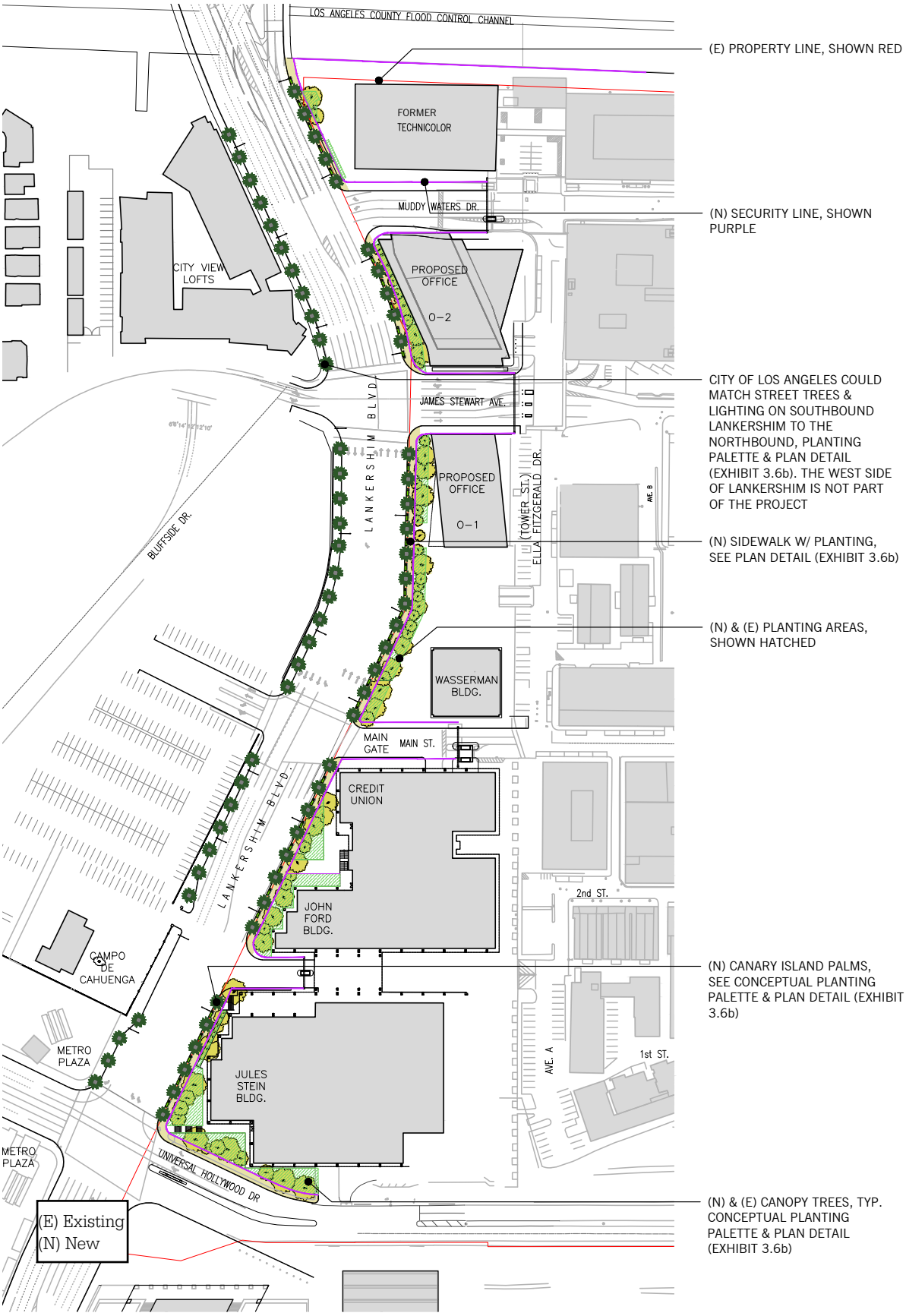


Exhibit 3.6a: Conceptual Lankershim Streetscape Plan

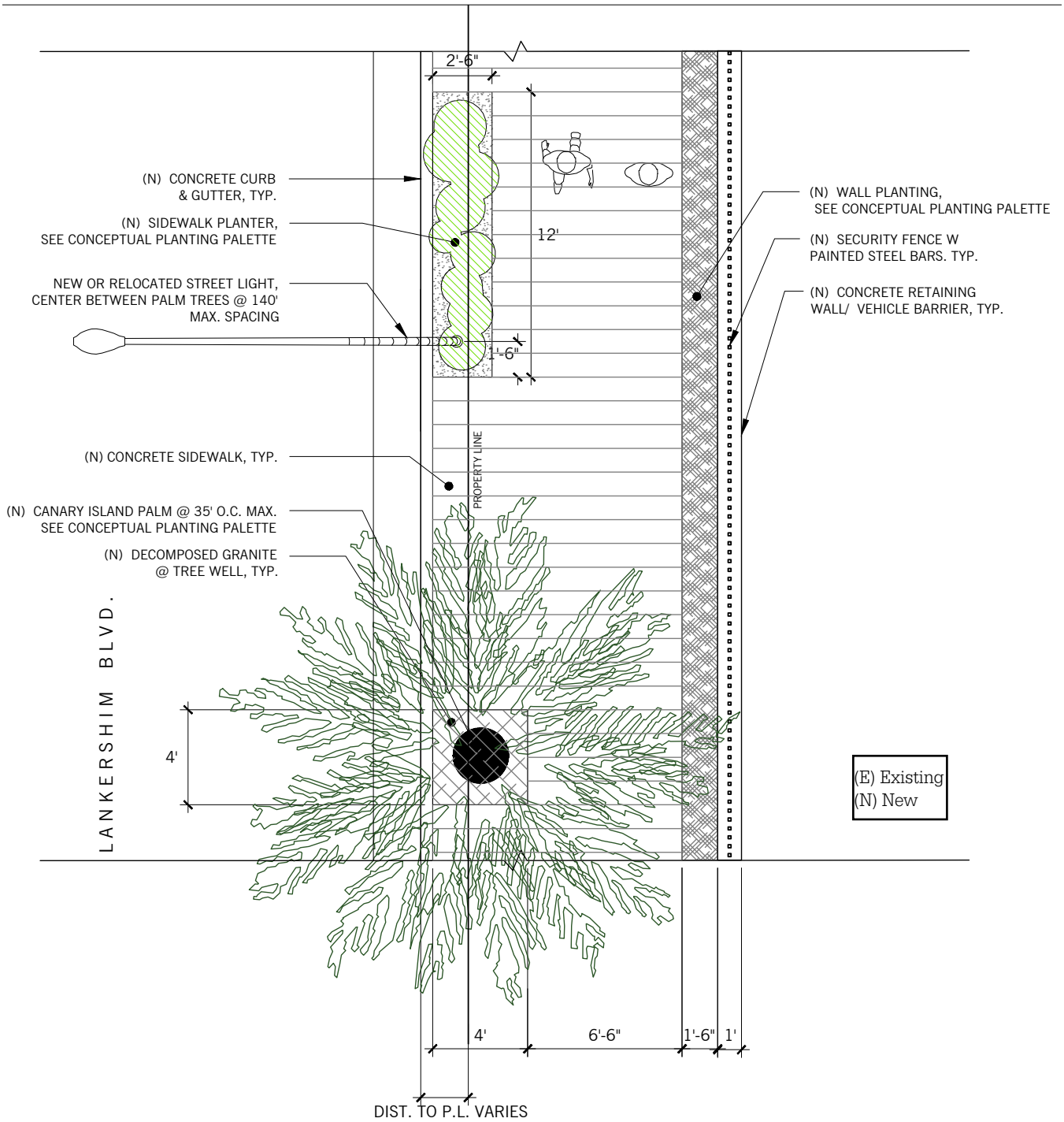
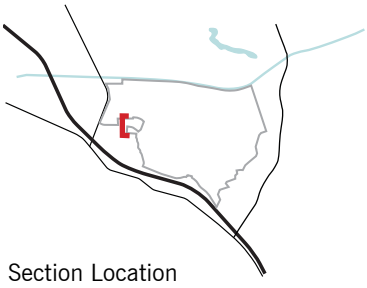


Exhibit 3.6b: Conceptual Lankershim Streetscape Plan Typical Detail

Exhibit 3.6c: Illustration of an enhanced Lankershim streetscape, which will contribute positively to the image of the studio and its surroundings



Section Location

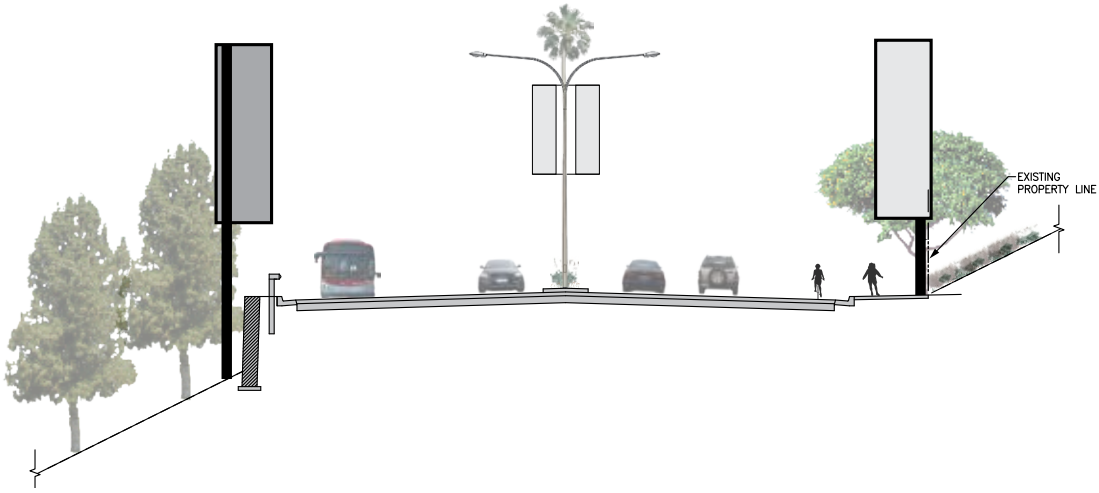
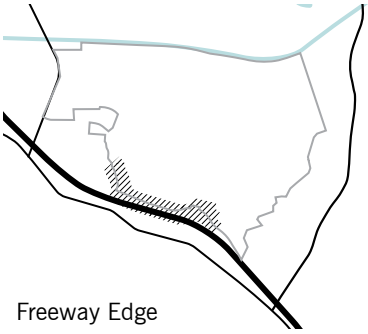


Exhibit 3.6d: Conceptual section of Universal Hollywood Drive reconfiguration along UHD Hillside Edge

THE FREEWAY EDGE

The Freeway Edge includes the portion of the Universal Studios Specific Plan Area adjacent to the Hollywood Freeway between Barham Boulevard and Lankershim Boulevard. It also includes portions of the Specific Plan Area's central hilltop that are visible from Cahuenga Boulevard and the residential areas to the south.



Freeway Edge

- **Skyline silhouette**
  The prominence of the central hilltop and its location within the Entertainment District makes it suitable for a skyline silhouette treatment, which continues and extends the treatment already begun with the existing views of CityWalk. Within the height limits established by the Specific Plan, the architectural skyline treatment will evolve as development of the Entertainment District continues. Other elements of the skyline silhouette will include thematic elements, landscape, signs, illuminated surfaces and lighting elements.

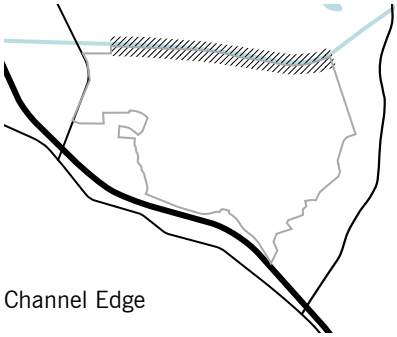
- **Landscaping**
  Landscaping will be established to create visual definition to screen views of certain parking structures and outdoor storage areas. Landscaping may consist of dense masses of tall-growing evergreen trees, trellis structures or frames, or other landscape treatments.

  New landscaping should supplement and enhance the existing landscape. Where new buildings displace existing landscape, new landscape and facade treatments should be planned to provide visual continuity.

- **Directional and information signs**
  Many of Universal Studios' guests will arrive via the Hollywood Freeway. Since some visitors are not familiar with the area, directional and information signs will be needed to guide them to the appropriate Universal Studios entries.

- **Large-scale site thematic elements**
  Because of its central hilltop, the Freeway Edge is a prime location for iconic thematic elements which help create Universal Studios' image. Thematic elements may include arches, gateways, sets, attraction icons, towers, spires, monuments and sculptures. Special lighting of these elements will further enhance the distinct identity of Universal Studios' skyline.

- **Universal Studios Boulevard Visitor Gateway**
  The Universal Studios Boulevard Visitor Gateway is one of Universal Studios' major arrival points. It is particularly important to visitors at Universal Studios' entertainment venues. The treatment of this entry should consist primarily of landscaping supplemented with thematic elements, entertainment, directional and informational signs. Special architectural treatments of buildings, which border the Visitor Gateway area may also occur, as well as special lighting treatments.



Channel Edge

THE CHANNEL EDGE

The Los Angeles River Flood Control Channel and the County Flood Control District access road form the northern boundary of Universal Studios. Because of the limited public access, this edge is less visible than the Universal Studios Specific Plan Area's other edges. The principal viewpoints are from private residences in the Toluca Lake area, a private golf course immediately north of the Channel, and from southbound

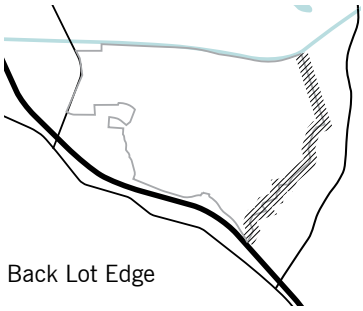
lanes of Barham Boulevard to the northeast. The Specific Plan Area's central hilltop and adjacent north-facing hillside forms the backdrop to the views of this edge of Universal Studios.

Existing on-site uses in the Back Lot District, such as sound stages and production facilities have an industrial character similar to other motion picture production facilities in Southern California. Future development will likely include more buildings with uses similar to the existing uses. Outdoor production sets may be also developed in this area.

- **Property line buffers**
  Existing and future uses immediately adjacent to the Channel Edge should be buffered from view by screening elements as development proceeds and where there is sufficient space. Landscaping in this area should consist of large-scale evergreen and deciduous trees.

THE BACK LOT EDGE

The Back Lot Edge consists of two areas: one portion adjacent to the portion of the project area in the City of Los Angeles adjacent to Barham Boulevard in the northeast corner of the property and the area bordering the Hollywood Manor neighborhood and the southeastern portio of the project area in the City of Los Angeles. Some of these edges are comprised of steep topography and landscaping and include sets/facades used in connection with production activities. A greenspace area will be maintained along the portion of the Back Lot Edge adjacent to the existing off-site residential uses to the east, as shown in Exhibit 2-C Universal Studios Specific Plan Greenspace Area, of the Universal Studios Specific Plan.



chapter 4: INFRASTRUCTURE

chapter 4: INFRASTRUCTURE

This Chapter addresses infrastructure improvements other than transportation circulation improvements which are addressed in Chapter 5, 'Specific Plan Implementation.' The detailed sequence of the implementation of the Infrastructure Plan will be developed as projects are submitted for Substantial Conformance Review pursuant to the Universal Studios Specific Plan.

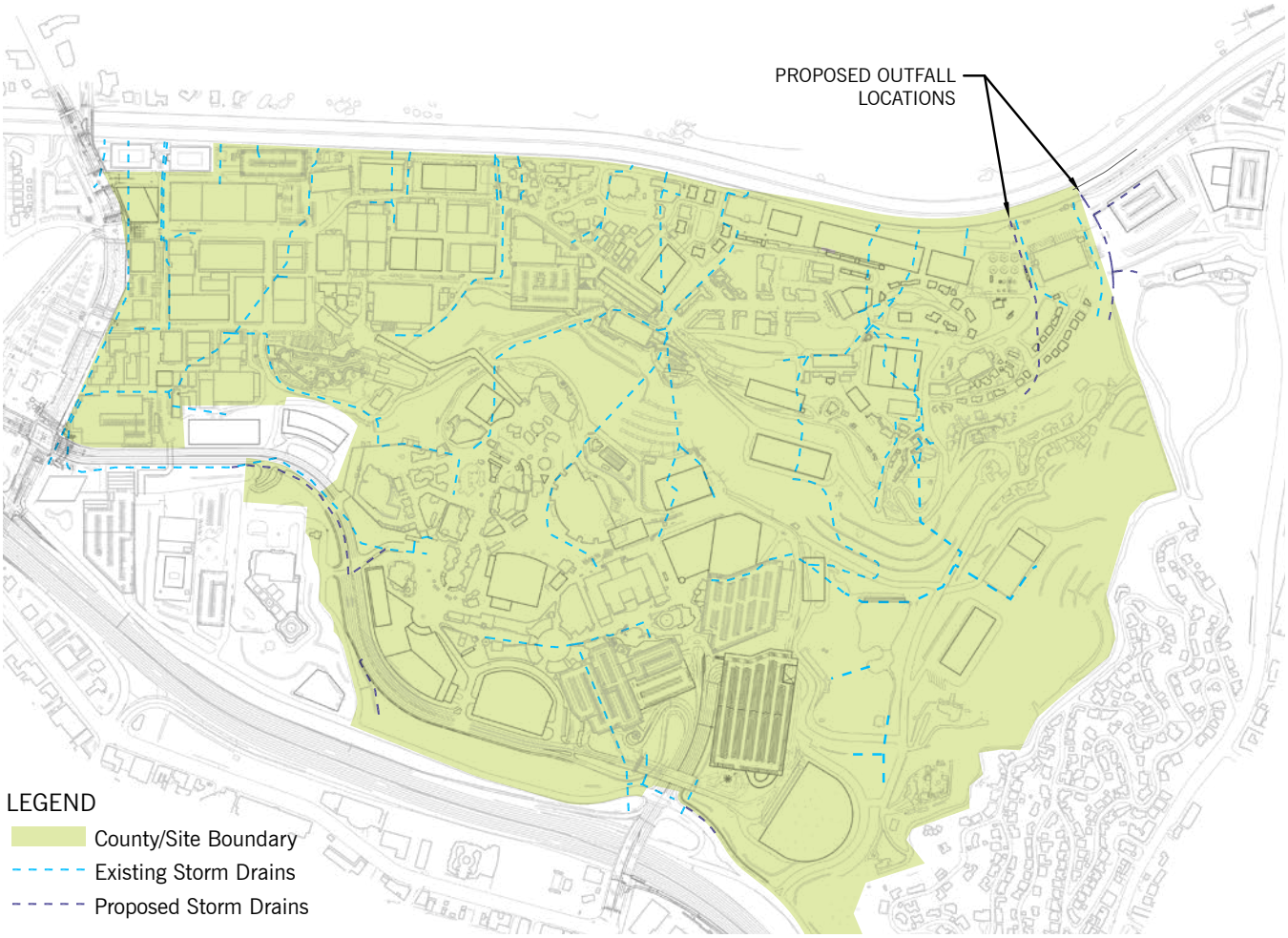
1 STORM DRAIN

The majority of the Specific Plan Area currently drains northerly to the Los Angeles River Flood Control Channel via an on-site storm drain system. Additionally, some storm water flows drain easterly towards Barham Boulevard and southerly towards the Hollywood Freeway. The on-site proposed improvements will include specific on-site flood control infrastructure as needed for new development. The remainder of the Specific Plan Area will continue to utilize existing storm drain lines. (See Exhibit 4.1.)

Implementation of the Universal Studios Specific Plan includes the potential construction and/or relocation of several outfalls to the Los Angeles River Flood Control Channel. These off-site improvements would be limited to the access road adjacent to the Los Angeles River Flood Control Channel and no changes will occur to the off-site storm drains.

Development within the Specific Plan Area requires the construction of development-specific minor flood control infrastructure to convey stormwater flows associated with each new project to the major stormwater infrastructure described above.

Exhibit 4.1: Conceptual storm drain plan



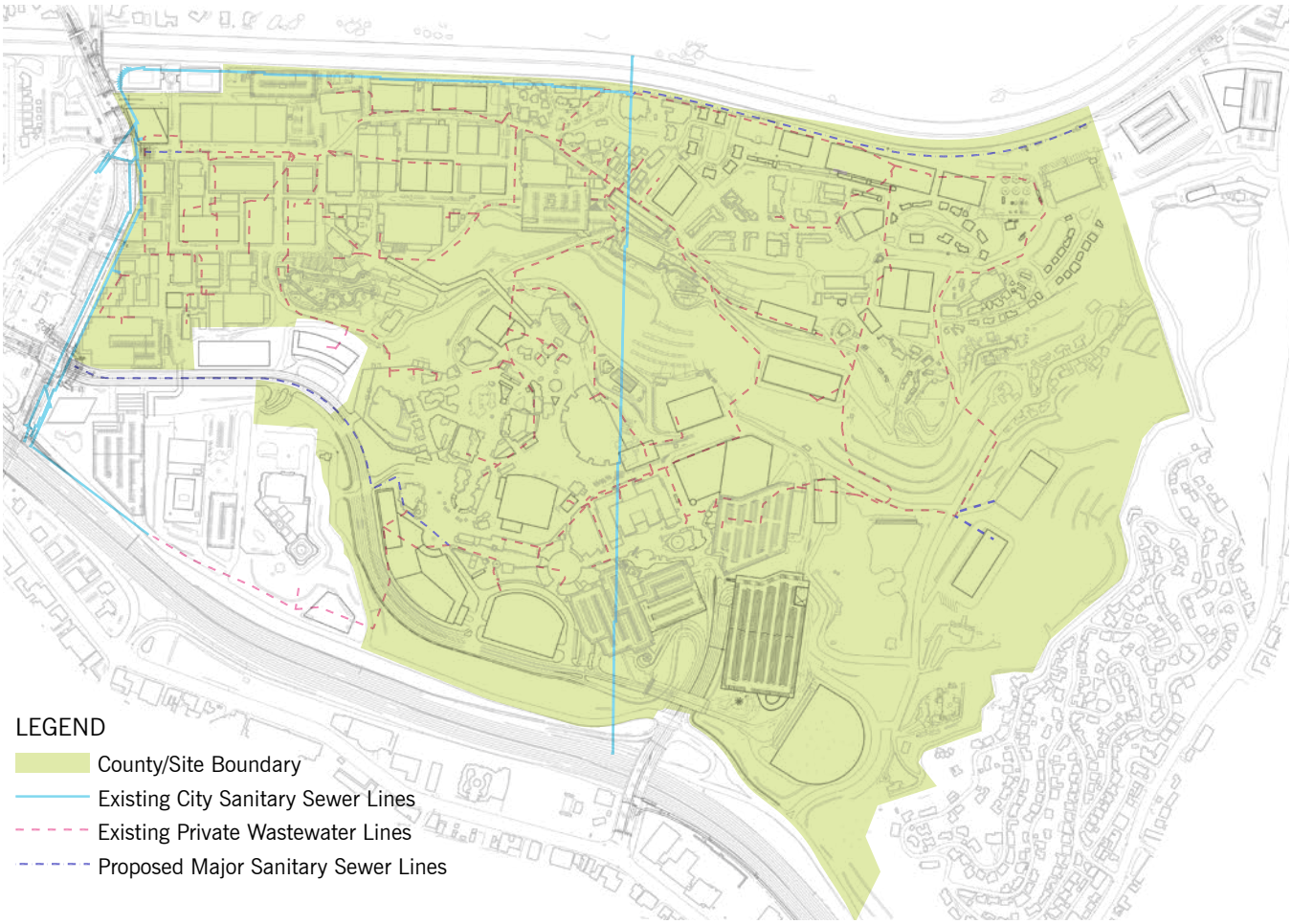
2 SANITARY SEWER

A sewer collection system is maintained and operated on-site within the Universal Studios Specific Plan Area. All collected wastewater flows to a central point located adjacent to the Los Angeles River Flood Control Channel where the wastewater discharges into the relief sewer operated by the City of Los Angeles. This wastewater is treated at the Hyperion Treatment Plant also owned and operated by the City of Los Angeles.

Development within the Specific Plan Area will provide new on-site sanitary sewer system improvements as needed to accommodate any additional development. Any additional on-site sanitary sewers will conform to the applicable standards of the Los Angeles County Department of Public Works.

Planned infrastructure improvements are illustrated in Exhibit 4.2, Conceptual sanitary sewer plan.

Exhibit 4.2: Conceptual sanitary sewer plan



3 WATER (POTABLE WATER AND RECLAIMED WATER)

Water service to the Specific Plan Area is provided by the Los Angeles Department of Water and Power (LADWP). Connections to the LADWP water system pipelines are at or within the Universal Studios Specific Plan Area. LADWP provides water for both domestic and fire service. Fire protection is maintained and operated on-site with domestic water system pipelines.

Implementation of the Universal Studios Specific Plan includes expansion of and improvements to the existing on-site water systems as needed to serve new buildings. Additional connections will be required for the potable water system and for the fire protection system, and the design and installation of new water lines will meet applicable County standards.

Planned potable water and recycled water infrastructure improvements are illustrated in Exhibit 4.3a, Conceptual water facilities plan and Exhibit 4.3b, Conceptual reclaimed water facilities plan. Exhibit 4.3c shows existing and proposed facilities for fire water.

Recycled water is provided to the Specific Plan Area by LADWP. A recycled water distribution system is used to irrigate most of its landscaped areas, and for other approved industrial uses within the Specific Plan Area. New recycled water mains and underground storage tanks to accommodate the increase in recycled water demand will be constructed within the Specific Plan Area.

Exhibit 4.3a: Conceptual water facilities plan

4 SOLID WASTE

Solid waste collection, reuse, recycling and disposal are regulated by the County of Los Angeles Sanitation District and the Department of Public Works. Currently both public and private refuse collection services and disposal facilities are used.

The Universal Studios Specific Plan Area will continue to implement conservation and recycling measures as part of its solid waste reduction program.

Exhibit 4.3b: Conceptual reclaimed water facilities plan

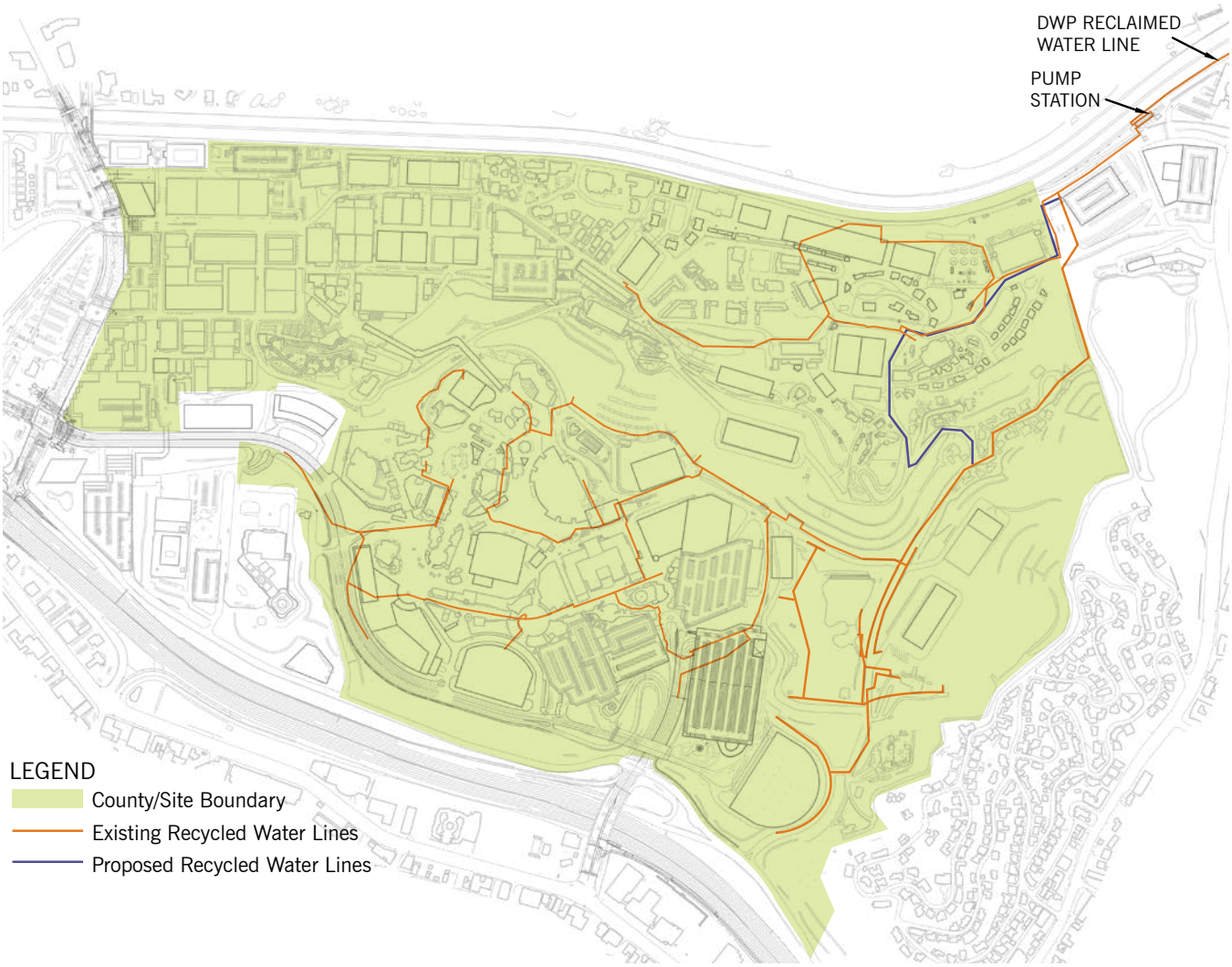
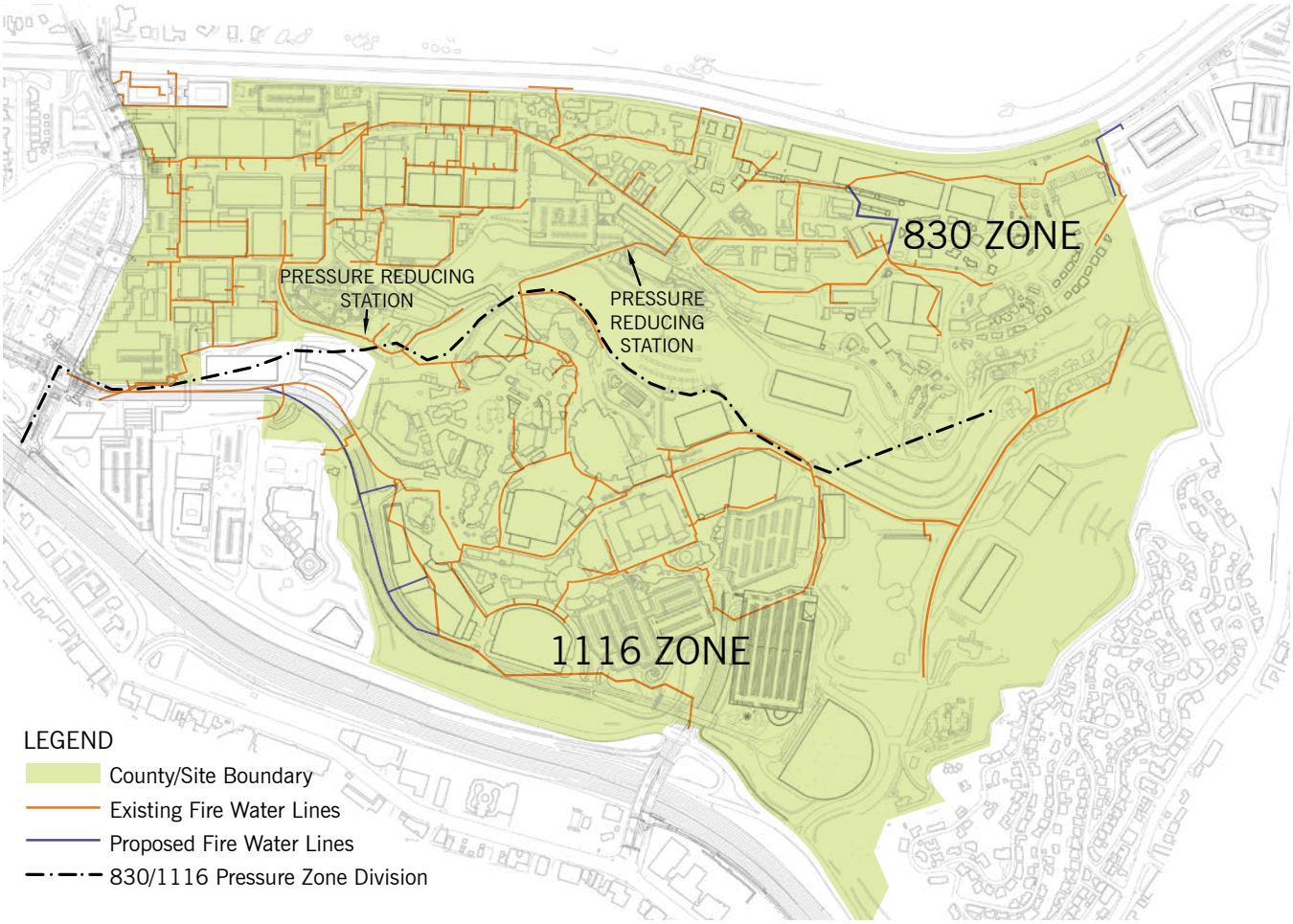


Exhibit 4.3c: Conceptual fire water facilities plan



5 ELECTRICITY

The Universal Studios Specific Plan Area currently receives service from two electric utility suppliers. Southern California Edison (SCE) serves the County of Los Angeles portion of the property and the Department of Water and Power serves facilities on the property currently in the City of Los Angeles. SCE will continue to serve the Universal Studios Specific Plan Area. An electrical substation is maintained and operated on-site that receives bulk power directly from SCE, transforms it, and then provides it within the property with its own distribution system.

Additional electrical capacity will be provided in conjunction with future development as necessary to serve future on-site needs. The existing Edison Universal Substation has a capacity of 22 MVA and the existing Studio Master Substation has a capacity of 40 MVA.

Planned improvements include expansion of the Studio Master Substation, connection to the Edison Universal Substation and installation of an additional 66kV transmission line to supply an additional 60 MVA for the Specific Plan Area. This additional 60 MVA would increase the total capacity of the Studio Master Substation to 100 MVA. The private on-site electrical system will have a new distribution substation as well as new electrical lines to serve new buildings constructed pursuant to the Specific Plan. Planned infrastructure improvements are illustrated in Exhibit 4.5a, Conceptual electrical facilities plan.

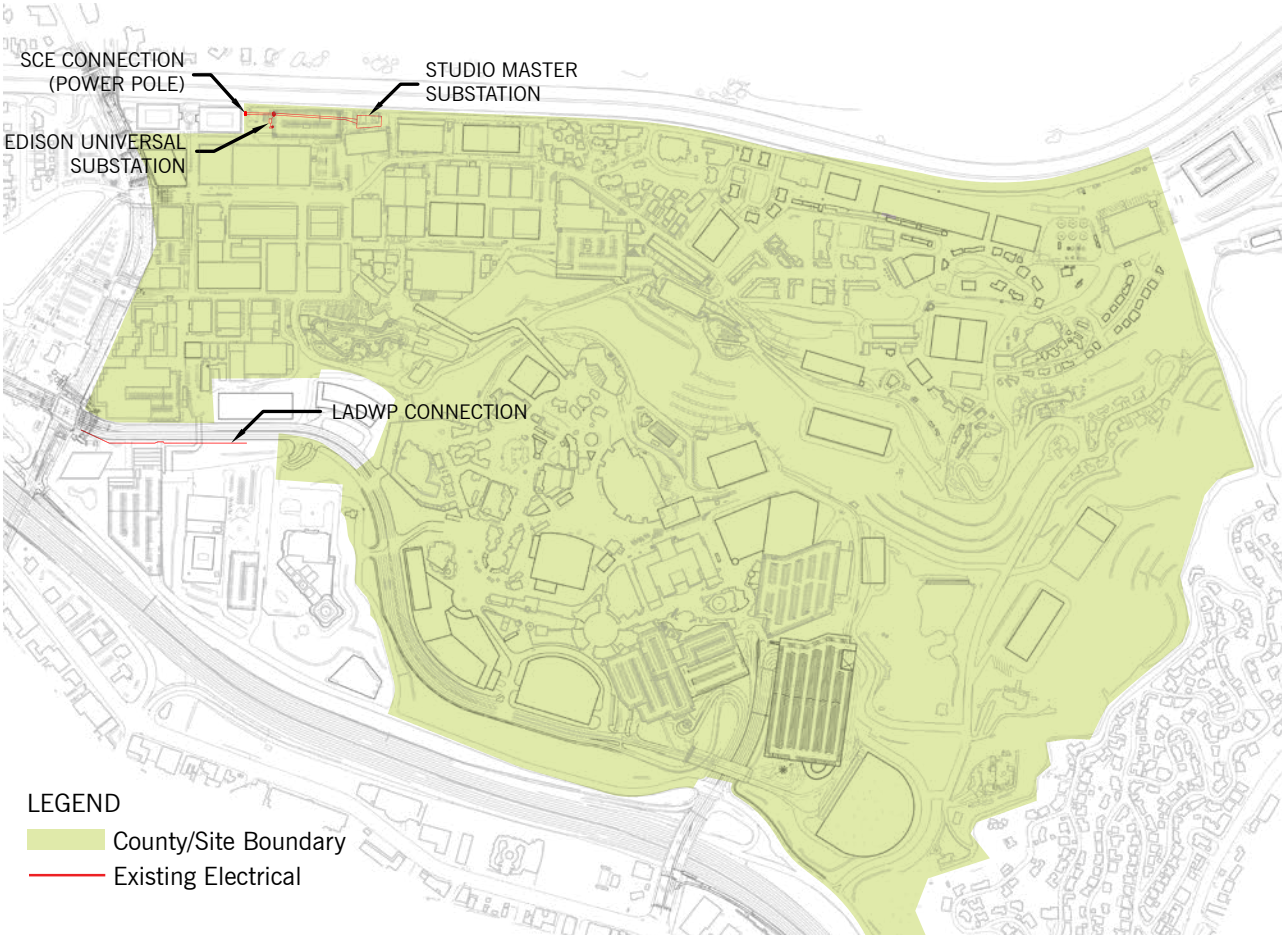


Exhibit 4.5: Conceptual electrical facilities plan

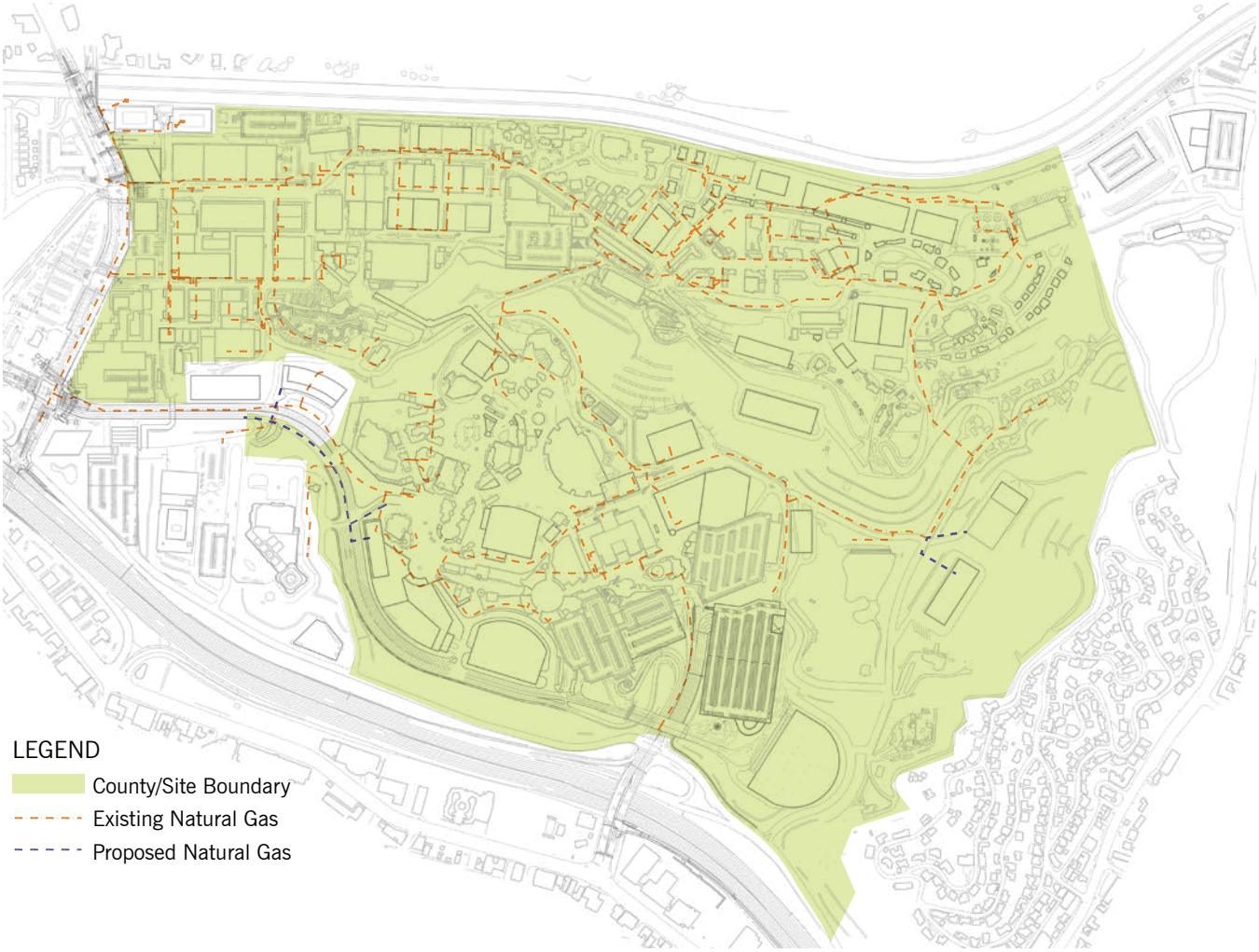
6 NATURAL GAS

The Southern California Gas Company currently provides natural gas service to the Specific Plan Area. Existing off-site gas mains connect to the on-site gas distribution system at the property boundary.

Natural gas will continue to be provided to the Specific Plan Area via the existing gas lines at the property boundaries from either Lankershim Boulevard or Barham Boulevard. The property owner will continue to own and maintain the gas distribution network within the Specific Plan Area.

The proposed improvements to the on-site system of natural gas distribution lines includes new gas lines to serve the portions of the project area in the City of Los Angeles. A portion of the existing gas main located in Universal Hollywood Drive would need to be relocated consistent with the proposed realignment of Universal Hollywood Drive. Additional gas lines may be added on-site to distribute natural gas. The natural gas infrastructure improvements which are planned to implement the Specific Plan are illustrated in Exhibit 4.6, Conceptual natural gas facilities plan.

Exhibit 4.6: Conceptual natural gas facilities plan



chapter 5: IMPLEMENTATION

chapter 5: IMPLEMENTATION

1 SPECIFIC PLAN ZONE

As part of the actions related to the Universal Studios Specific Plan, a single zone will be established over the entire Specific Plan Area. That zoning designation, "SP" (Specific Plan), refers to uniform and extensive land use development regulations contained in the Universal Studios Specific Plan, which will govern future development of the property. In cases where the Specific Plan does not address a particular situation, the regulations and development standards contained within the Los Angeles County Zoning Code (Title 22), as of the effective date of the Specific Plan, will apply. (See Appendix A for applicable County Code Title 22).

2 SUBSTANTIAL CONFORMANCE REVIEW

The Universal Studios Specific Plan establishes a procedure called Substantial Conformance Review to ensure the provisions of the Specific Plan are met. This Substantial Conformance Review procedure is a ministerial process that requires Projects within the Universal Studios Specific Plan boundary to be reviewed by the designated County Planning Department staff to verify compliance with the regulations of the Specific Plan. As part of the Substantial Conformance Review process, the applicant must demonstrate that the proposed Project complies with all requirements, including, but not necessarily limited to: maximum development restrictions, visual buffers, and building height limitations.

The Specific Plan defines a "Project" for the Substantial Conformance Review procedure as the construction, erection, addition to, or structural alteration of, any building or structure, a use of building or land, or change of use of building or land, on a lot located in whole or in part within the Specific Plan area, which requires the issuance of a grading permit, foundation permit, building permit, or land use permit, and which results in a net increase of Floor Area or a change in Land Use Category. A Project does not include the following:

- Sets/Facades (temporary or permanent)
- Temporary Uses (as defined)
- Signs (as defined)
- Production Activities (as defined including outdoor production)

As a further assurance of compliance, an annual report will be prepared yearly by the property owner(s), which describes the progress of implementation of the Specific Plan in a number of areas, including the total Floor Area (square feet) developed in each land use category and information on completed Projects.

3 TRANSPORTATION AND CIRCULATION

A number of circulation improvements are planned in and around the Universal Studios Specific Plan Area. These include internal circulation improvements, and a Transportation Demand Management Program. These improvements will help improve circulation on-site, in the vicinity of Universal Studios, and regionally.

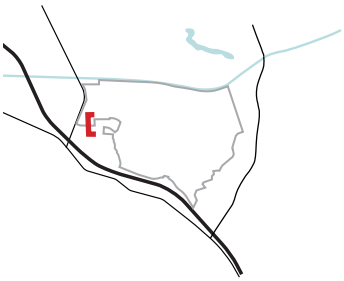
PLANNED INTERNAL CIRCULATION IMPROVEMENTS

As the Specific Plan Area is developed, internal circulation improvements will be implemented to adequately service the development areas. The following internal circulation improvements are planned for the Specific Plan Area:

- Improved connection of Universal Hollywood Drive from Lankershim Boulevard to Universal Studios Boulevard;
- Widening of Universal Hollywood Drive to three lanes in each direction from the Entertainment District to Lankershim Boulevard;
- New gate entrance from Universal Hollywood Drive;
- Improvement of internal service access roads.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The proposed Transportation Demand Management Program will be implemented by the Universal Studios Specific Plan Area property owner. Prior to the issuance of the first Substantial Conformance Review for the first project developed under this Specific Plan, the Applicant shall provide documentation satisfactory to the Director that a Transportation Demand Management program has been prepared to the satisfaction of the City of Los



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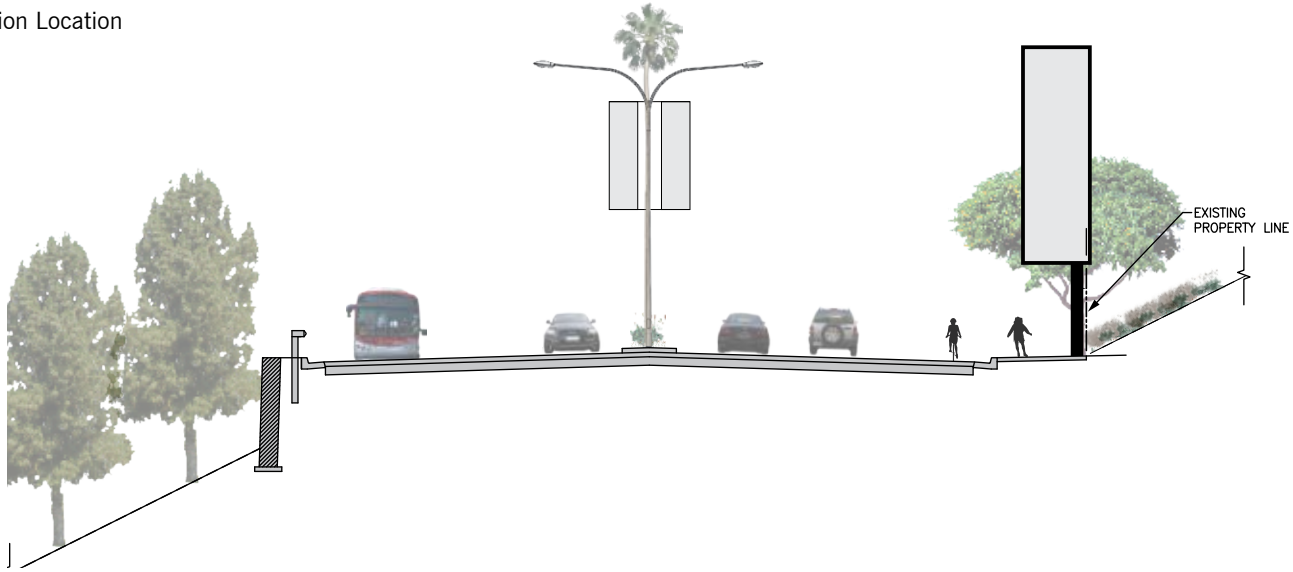


Exhibit 5.3a: Conceptual section of Universal Hollywood Drive reconfiguration near Lankershim

Angeles Department of Transportation. These strategies would generally help reduce employee and patron trips on the street and freeway system during the most congested time periods of the day. They include, but are not limited to, the following:

- Flexible work schedules and telecommuting programs;
- Alternative work schedules;
- Pedestrian-friendly environment;
- Bicycle amenities;
- Rideshare/carpool/vanpool promotion and support;
- Education and information on alternative transportation modes;
- Transportation Information Center;
- Guaranteed Ride Home Program;
- Join an existing or form a new Transportation Management Association;
- Participation in a flex cars program ; and
- Discounted transit passes.

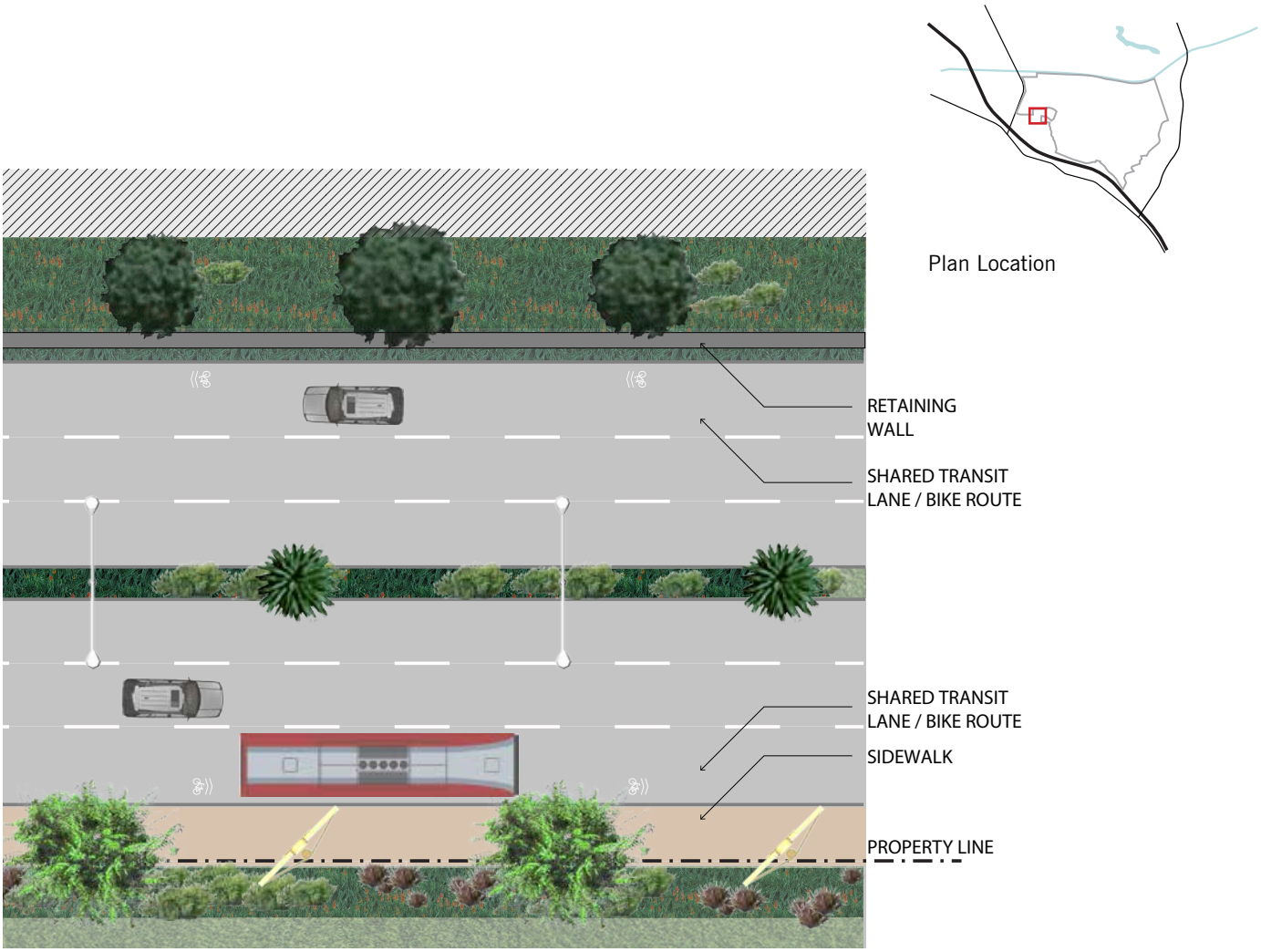


Exhibit 5.3b: Conceptual plan of Universal Hollywood Drive reconfiguration

4 PERMITTED USES

The uses and facilities allowed within the Studio, Business, and Entertainment Districts include the following:

- Amphitheater
- Amusement games or arcades
- Ancillary Support Facilities
- Animal care and boarding facilities
- Athletic Facilities
- Billiard or pool halls
- Bowling alleys
- Charitable events
- Civic events
- Communication Facilities
- Conference facilities
- Construction offices
- Educational facilities
- Emergency medical facilities (for on-site employees, guest and visitors)
- Entertainment Attractions
- Entertainment Retail Uses
- Entertainment shows
- Entertainment Uses
- Entry facilities, including but not limited to parking payment booths
- Fences/walls
- Financial institutions
- Fueling stations (for businesses and activities conducted on-site or related to on-site businesses and activities)
- Fundraisers
- Government facilities
- Health and exercise spas and physical fitness centers
- Hotels
- Landscape nurseries and related uses
- Museums, art displays, art shows, art galleries (indoor/outdoor)
- Nightclubs
- Offices
- Outdoor Special Light Effects
- Overnight sleeping quarters for security personnel, fire protection personnel, and on-site managers
- Parades and street performers shows
- Parking structures and surface parking lots including but not limited to payment parking booths
- Pedestrian or vehicular tours
- Power facility (to provide power for on-site purposes)
- Premieres (film, television, audio, and other media events)
- Production Activities (including outdoor production)
- Production Facilities
- Promotional activities
- Public dancing and live entertainment
- Public Services Facilities
- Pyrotechnic special effects and storage
- Recreational facilities
- Recycling facilities
- Research and development facilities
- Restaurants, cafes, coffee shops, bars, dinner theaters and nightclubs (indoor/outdoor)
- Retail uses, indoor and outdoor, including the display, rental and sale of new or second-hand goods in shops, retail facilities, carts, kiosks and other facilities.
- Roads
- Sale of alcoholic beverages for on-site and off-site consumption
- Seasonal uses
- Security facilities and short-term detention facilities for on-site security purposes
- Sets/Facades (permanent and temporary)
- Signs
- Special events
- Stockpiling/On-site storage of graded materials (less than 50,000 cubic yards)
- Storage, outdoor and indoor (ancillary to uses on-site)
- Storage tanks, underground and above ground (ancillary to uses on-site)
- Studio Offices
- Studio Support Facilities
- Studio Uses
- Temporary Uses
- Theaters, motion picture theaters, live performance theaters
- Thematic Elements
- Theme Park, Universal Studio Tour and related activities
- Trailers (non-residential)
- Transportation Facilities
- Utilities, underground and above ground
- Vehicle maintenance and repair facilities
- Wall Murals
- Warehouses
- Other uses which are similar, accessory or incidental to permitted uses, as determined by the Planning Director

The uses and facilities allowed within the Back Lot District include the following:

- Ancillary Support Facilities
- Animal care and boarding facilities
- Charitable events
- Civic events
- Communication Facilities
- Construction offices
- Emergency medical facilities (for on-site employees, guests and visitors)
- Entertainment Attractions
- Entertainment shows
- Entertainment Uses
- Entry facilities, including but not limited to parking payment booths
- Fences/walls
- Fueling stations (for businesses and activities conducted on-site or related to on-site businesses and activities)
- Fundraisers
- Landscape nurseries and related uses
- Offices
- Outdoor Special Light Effects
- Overnight sleeping quarters for security personnel, fire protection personnel, and on-site managers
- Parking structures and surface parking lots including but not limited to parking payment booths
- Pedestrian or vehicular tours
- Power facility (to provide power for on-site purposes)
- Premieres (film, television, audio, and other media events)
- Production Activities (including outdoor production)
- Production Facilities
- Promotional activities
- Pyrotechnic special effects and storage
- Recycling facilities
- Roads
- Seasonal uses
- Security facilities and short-term detention facilities for on-site security purposes
- Sets/Facades (permanent and temporary)
- Signs
- Special events
- Stockpiling/On-site storage of graded materials (less than 50,000 cubic yards)
- Storage, outdoor and indoor (ancillary to uses on-site)
- Storage tanks, underground and above ground (ancillary to uses on-site)
- Studio Offices
- Studio Support Facilities
- Studio Uses
- Temporary Uses
- Thematic Elements
- Theme Park, Universal Studio Tour and related activities
- Trailers (non-residential)
- Transportation Facilities
- Utilities, underground and above ground
- Vehicle maintenance and repair facilities
- Wall Murals
- Warehouses
- Other uses which are similar, accessory or incidental to permitted uses, as determined by the Director

The Specific Plan also includes special conditions and standards for some uses, including establishments that sell or serve alcohol, Communications Facilities, Hotels, and Temporary Uses.

PROHIBITED USES

The following uses and facilities are expressly prohibited by the Specific Plan:

- Adult Business Establishments
- Gun shops
- Gambling establishments
- Medical Marijuana Dispensaries
- Tattoo Parlors
- Any other uses and facilities not listed as permitted uses or determined by the Director not to be similar to permitted uses and facilities.

5 LAND USE EQUIVALENCY PROGRAM

The Specific Plan establishes the total Permitted Floor Area development in square feet in several land use categories including: Office, Studio Office, Studio, Hotel, Entertainment and Entertainment Retail, and Amphitheater uses. These amounts of development are based on projections of future need. They are, however, estimates, and it is reasonable to assume that some adjustments to the totals within each category will need to be made over the life of the Specific Plan. The Specific Plan permits such change pursuant to the Land Use Equivalency conversion rates in the Specific Plan.

6 ARCHITECTURE

The intent of the Specific Plan is to provide for a harmonious relationship between buildings within the Specific Plan Area without requiring a particular architectural theme. This can be achieved by careful attention to building massing, building materials and color in new construction and with the renovation of existing buildings. The intent is to promote building massing, which is visually rich, creates an exciting and varied urban landscape, in which each building positively contributes to the overall image of Universal Studios as a

Exhibit 5.3c: Illustration of the Conceptual Plan skyline

singular place.

The Specific Plan primarily addresses massing through floor area and height limits. Roof materials and colors will be selected to complement the building design and create an attractive roofscape where visible from neighboring properties. Mirrored or highly reflective glass is prohibited. As discussed below, parking structures visible within 500 feet of the Specific Plan Area will be screened.

7 LANDSCAPE

Landscaping plays a large role in ensuring the aesthetic character of the Specific Plan Area. Landscaping is an integral part of the overall vision for the Specific Plan Area, as a natural feature of some of its steeply-sloped areas, as a means of welcoming visitors, as a feature that improves the aesthetic environment, and in absorbing stormwater and providing shade. The Design Plan Chapter discusses landscaping as it applies to specific edges of the Specific Plan Area in more detail.

REQUIRED LANDSCAPE

To maintain flexibility for studio production and entertainment uses, landscaping is only specifically required for screening and buffering of blank walls facing public rights-of-way, parking garages, or other uses that do not contribute to a positive site aesthetic, such as outdoor storage areas and rooftop equipment. All landscaping not associated with Entertainment Attractions, Sets/Facades, the Theme Park, Production Activities, or certain visitor entry points will be required to meet County standards for drought-tolerant plants.

CONCEPTUAL PLANT PALETTES

The following pages illustrate conceptual planting palettes for different districts and edges of the Universal Studios Specific Plan Area. The intent of the Conceptual Planting Palettes is to provide a general guide for future landscaping that should be considered when improvements are made, and not specific requirements for certain plant species.

8 BUILDING FACADES AND SCREENING

The Universal Studios Specific Plan establishes regulations which require visual buffers

LANKERSHIM EDGE CONCEPTUAL PLANTING PALETTE

Canopy Trees:

Coral Tree
Erythrina sp

New Zealand Christmas Tree
Metrosideros excelsa

Gingko
Gingko biloba

Chinese Pistache
Pistacia chinensis

Sydney Golden Wattle
Acacia longifolia

Rosewood
Tipuana tipu

Wall Planting:

Aloe
Aloe sp

Kangaroo Paw
Anigozanthos flavidus

Street Trees:

Canary Island Palm
Phoenix canariensis

Sidewalk Planters:

New Zealand Flax
Phormium tenax

Wild Rye
Leymus sp

Deer Grass
Muhlenbergia sp

Mexican bush sage
Salvia leucantha

BUSINESS DISTRICT CONCEPTUAL PLANTING PALETTE

Ficus Hedge
Ficus

Fern Pine
Podocarpus Gracilior

Boxwood
Buxus microphylia japonica

Star Jasmine
Trachelospermum Jasminoides

Boxwood
Buxus microphylia japonica

Coast Rosemary
Westringia fruticosa

Lily Turf
Liriope muscari

STUDIO DISTRICT CONCEPTUAL PLANTING PALETTE

Paving Options

Permeable Paving

Flexible Space

Planted Wall

Flexible space

Date Palm
Phoenix dactylifera

Planted Wall

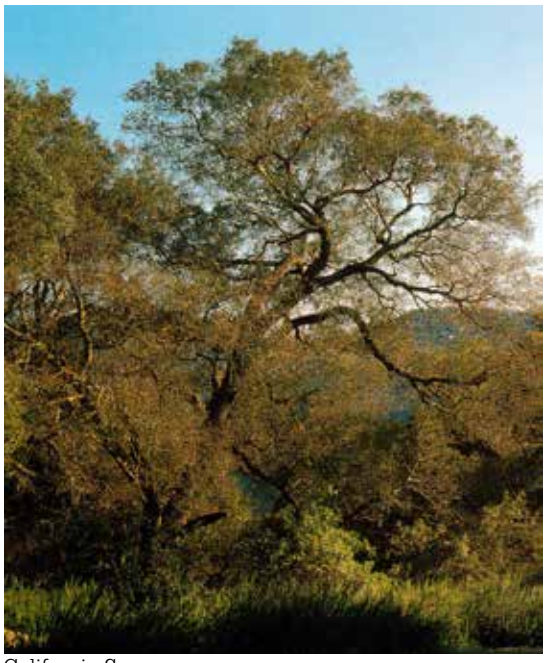
Blood-Red Trumpet Vine
Distictis buccinatoria

Lavender Trumpet Vine
Clytostoma

Black-eyed Susan Vine
Thunbergia alata

Queen Palm
Syagrus romanzoffiana

HILLSIDE CONCEPTUAL PLANTING PALETTE



California Sycamore
Platanus racemosa

Monterey Pine
Pinus radiata

Dwarf Coyote Brush
Baccharis pilularis

Douglas Iris
Iris douglasiana

Pacific Wax Myrtle
Myrica californica

Mahonia
Mahonia

Wild Lilac
Ceanothus spp.

Evergreen Currant
Ribes viburnifolium

Coral Bells
Heuchera maxima

Manzanita
Arctostaphylos spp.

CHANNEL CONCEPTUAL PLANTING PALETTE

California Sycamore
Platanus racemosa

Carolina Laurel Cherry
Prunus caroliniana

Planted wall

California Coffeeberry
Rhamnus californica

Giant Wild Rye
Elymus condensatus 'canyon prince'

Common Rush
Juncus patens

Island Bush Snap Dragon
Galvezia speciosa

Mahonia
Mahonia

Bush Anemone
Carpenteria californica

Ever Green Currant
Ribes viburnifolium

Deer Grass
Muhlenbergia rigens

ENTERTAINMENT DISTRICT CONCEPTUAL PLANTING PALETTE

Queen Palm
Syagrus romanzoffiana

Italian Stone Pine
Pinus pinea

Jacaranda
Jacaranda mimosifolia

Acacia Tree
Acacia

Rosemary
Rosmarinus

Cedar
Cedrus spp.

Tipu Tree
Tipuana tipu

Date Palm
Phoenix dactylifera

Golden Rain Tree
Koelreuteria paniculata

Lily Turf
Liriope muscari

Kleinia
Senecio mandraliscae

Bush Morning Glory
Convolvulus cneorum

Trailing Lantana
Lantana montevidensis

Gazania
Gazania

Foxtail Agave
Agave attenuata

Century Plant
Agave americana

Redhot Poker
Kniphofia uvaria

Kangaroo Paw
Anigozanthus flavidus

Mexican Fan Palm
Washingtonia robusta

Pride of Madeira
Echium fastuosum

Coast Rosemary
Westringia fruticosa

Blue Oat Grass
Helictotrichon sempervirens

Plumbago
Plumbago auriculata

Pineapple Guava
Feijoa sellowiana

Hens & Chicks
Echeveria imbricata

BACK LOT DISTRICT CONCEPTUAL PLANTING PALETTE

Camphor Tree
Cinnamomum camphora

Blue Finger
Senecio mandraliscae

Jacaranda
Jacaranda mimosifolia

Palo Verde
Parkinsonia aculeata

Festuca glauca
Blue Fescue

Perovskia atriplicifolia
Russian Sage

Mexican Feather Grass
Nassella tenuissima

Platanus racemosa
California Sycamore

Aloe
Aloe arborescens

Lantana montividensis
Trailing Lantana

Lamb's Ears
Stachys byzantina

Japanese Boxwood
Buxus japonica

Foxtail Agave
Agave attenuata

New Zealand Flax
Phormium tenax

Pineapple Guava
Feijoa sellowiana

Rosemary
Rosmarinus officinalis

Canyon Prince Giant Wild Rye
Leymus condensatus
'Canyon Prince'

California Lilac
Ceanothus 'concha'

Joyce Coulter California Lilac
Ceanothus 'Joyce Coulter'

Sage
Salvia sp.

Mexican Fan Palm
Washingtonia robusta

Yellowbush Lantana
Lantana camara

Date Palm
Phoenix dactilyfera

Hollywood Juniper

Juniperus chinensis

for certain types of new development likely to be visible from surrounding streets and neighborhoods. Because of the Specific Plan Area's topography and the unique nature of proposed development, the regulations contained within the Universal Studios Specific Plan specially address its particular conditions.

INTENT OF BLANK FACADE AND SCREENING REGULATIONS

The screening regulations are intended to be easily implemented and measured, to ensure that a reasonable degree of visual buffering will be achieved. The regulations allow for a range of visual treatments, which can be used individually or in combination to flexibly address a wide variety of conditions. Building facades within 40 feet of and facing public rights-of-way are required to incorporate one or more visual treatments. The screening regulations are not intended to completely conceal all new development. Rather, they are intended to provide a means to create an attractive, appealing visual context for new development, which helps visually unify the Specific Plan Area.

PROJECTS REQUIRING SCREENING

The Specific Plan requires screening for certain kinds of development in more sensitive locations. Screening is required for the following:

1. Buildings adjacent to the Los Angeles River Flood Control Channel. Visual treatment of the portion of any new buildings located along and facing the Los Angeles River Flood Control Channel edge in the 625 MSL Height Zone is required.
2. Roof-top parking, when located within 500 feet of Existing Off-Site Residential Uses located outside the boundaries of this Specific Plan and the portions of the project area located in the City of Los Angeles.
3. All roof-top equipment, including communication facilities, from the view of public pedestrian locations within 500 feet of the combined boundaries of this Specific Plan and the portions of the project area located in the City of Los Angeles.
4. With the exceptions of sets/facades and production activities, outdoor storage areas from the view of public pedestrian locations within 500 feet of the boundaries of this Specific Plan and the portions of the project area located in the City of Los Angeles.

METHODS OF SCREENING AND VISUAL TREATMENT

Screening may be achieved in several ways, including: articulation of building plane; use of varying building materials; graphic facade treatments and thematic elements; or installation of landscaping. Blank facades may include visual treatments such as articulation of building planes, use of varying building materials to create visual interest, and the regular placement of windows.

9 STREETSCAPE

Lankershim Boulevard and Universal Hollywood Drive will be improved as development in the Specific Plan Area occurs. A conceptual streetscape design for Lankershim can be found in Chapter 3, Section 6. Final detailed streetscape designs are not included within this Specific Plan, but will be reviewed and approved by the appropriate agencies prior to their construction and installation. They may include the following elements:

- Street trees and landscaping;
- Street lights and banner poles;
- Signs;
- Sidewalks and parkways; and,
- Street furniture.

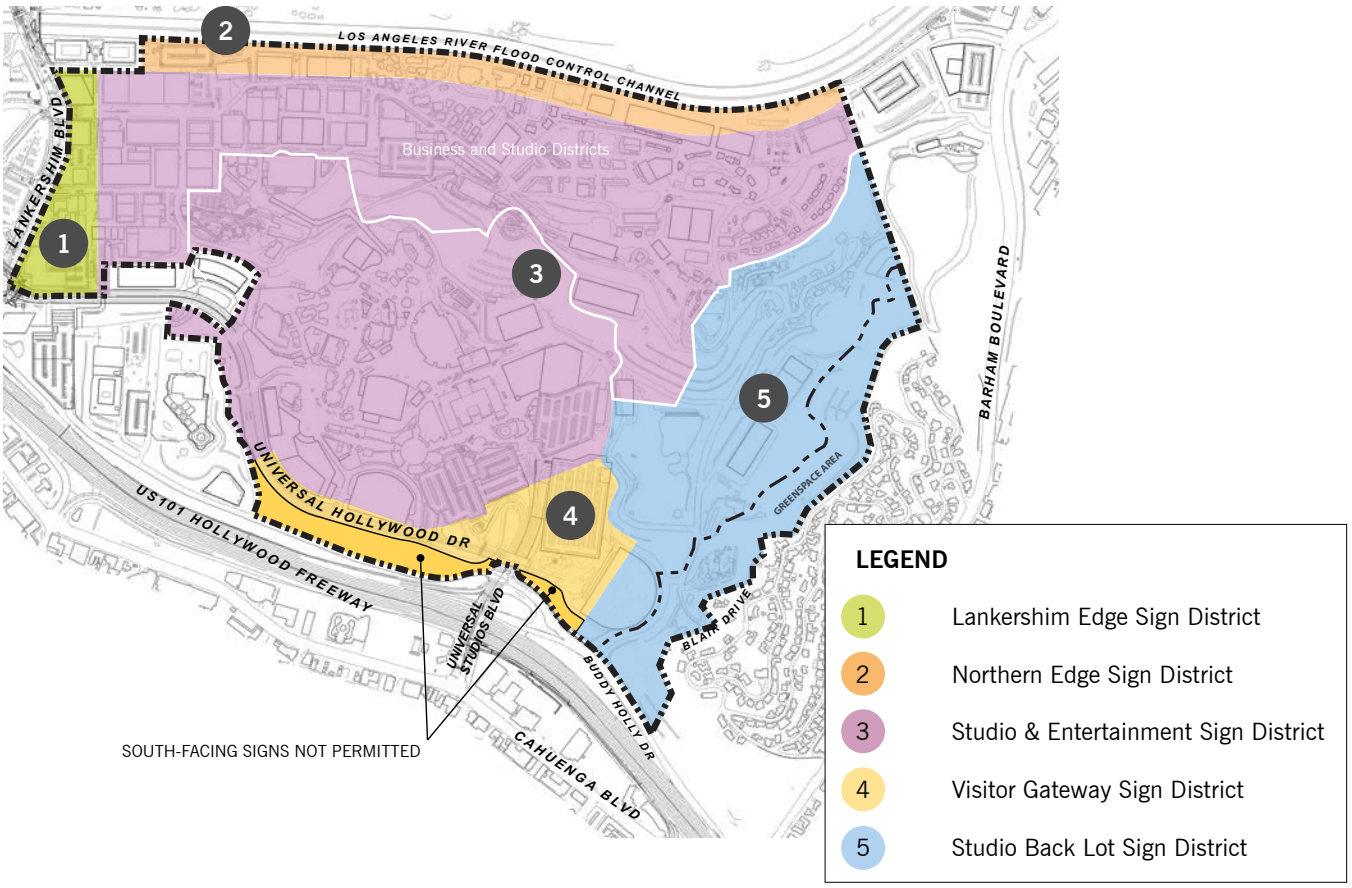
The area between the edge of property lines at the street, up to and including building facades also plays a role in the character of the streetscape. As buildings along Lankershim Boulevard are developed, the character of the street will become more urban and pedestrian friendly. New structures, and the elements separating them from the street, will carefully balance the need for security, contributing to an urban, pedestrian-friendly streetscape, and contributing towards a strong studio identity. This will be achieved through a variety of means, including visually interesting architecture, landscaping, and graphic treatments.

10 SIGNS

The Specific Plan includes a custom set of sign regulations for Universal Studios. The comprehensive sign regulations address the unique qualities of the Specific Plan Area's edges, districts, and topography. They are intended to establish a clear, consistent and cohesive image, while meeting the need for identification, promotion, and providing information. The intent of the Specific Plan is to promote compatibility between signs and the environment, allow an appropriate amount of design flexibility, and enhance the visitor experience.

Five sign districts have been created to regulate the sign size, location, height and total number, as shown on the following exhibit. The Specific Plan introduces a concept of regulating different sign types according to their category, which could be defined as their purpose. For example, a wall sign could be used for area identification or for tenant identification. In this case, 'area identification' and 'tenant identification' are the sign categories; 'wall sign' is the sign type. Sign categories explain their purpose; sign types generally describe their physical form.

Exhibit 5.10: Sign Districts



Each sign district limits and regulates the sign categories, sign types, sizes, and heights allowable. Signs which facilitate vehicular or pedestrian circulation have no limitations except for maximum size and height. Existing signs are allowed to remain and may be replaced.

Internal Signs are a unique category regulated by the Specific Plan. Internal Signs may be any sign category and type, but unlike other signs, are unlimited in number so long as they meet the definition of an Internal Sign, which is based on its lack of visibility outside the Specific Plan Area. These requirements vary by district.

Sign types are defined and regulated within the Specific Plan according to their category and sign district. Permitted Sign Categories include:

- Internal Signs
- Area Identification
- Building Identification
- Tenant Identification
- On-Site Business Signs
- Information (Directional)
- Temporary
- Construction
- Real Estate Signs

The Specific Plan also includes sign illumination standards.

11 LIGHTING CRITERIA

The Specific Plan requires all new lighting improvements to meet specific lighting performance standards defined by the particular application and type of use. These lighting standards establish the brightness, direction, and shielding required for lighting installations. The Specific Plan restricts luminance (the visible brightness of a surface) and brightness contrast levels (the ratio of an illuminated surface to its surrounding space).

The Specific Plan provides for specific angular range of degrees which may not be exceeded (see diagram below).

There are several important exceptions to the lighting regulations, which include the following:

a. Production Activities and Outdoor Special Light Effects. These activities are critical to the ongoing operation of the studio.

b. Decorative lights temporarily installed between September 1 and January 15 of the next year.

c. Emergency Light Sources or temporary Light Sources used for repair or construction as required by governmental agencies.

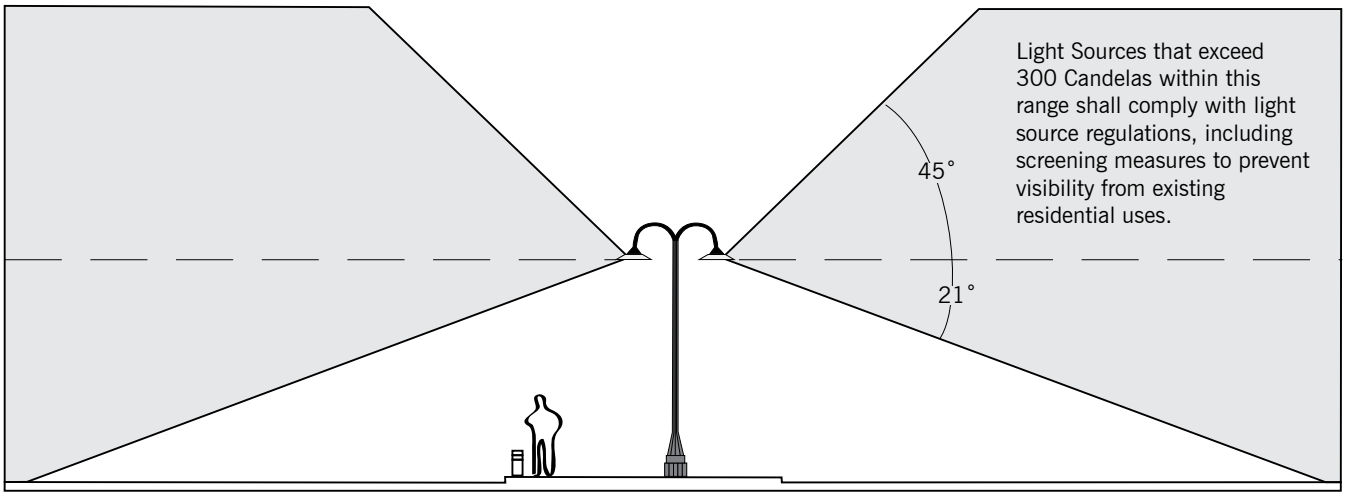
d. Light Sources owned or controlled by any public agency for the purpose of directing or controlling navigation, traffic or for highway or street illumination.

e. Lighting associated with Signs are exempt, and instead subject to the regulations contained in the Signage regulations in Section 17 of the Specific Plan.

f. Hotels. Roof-top lighting on hotels for sports/recreational uses, such as pools, tennis or paddle courts, which would not comply with other lighting standards in the Universal Studios Specific Plan, have special lighting standards. These uses shall be lighted by horizontally mounted, rectilinear-type, sharp cut-off fixtures shielded such that the bulb or lamp is not viewable from existing residential properties outside of the combined boundaries of the Universal Studios and the portions of the project

area in the City of Los Angeles. These Light Sources shall be mounted at a height of 20 feet or less above the roof top surface.

Exhibit 5.11: New Light Source Diagram



12 SOUND GENERATION CRITERIA

The Universal Studios Specific Plan establishes sound generation limits on operational sound sources and establishes monitoring procedures to ensure compliance.

13 CONSTRUCTION AND GRADING

The Universal Studios Specific Plan has established standards for construction and grading activities to reduce impacts on adjacent neighborhoods. These standards include maximum cumulative cubic yards of earth import/export and other measures to reduce potential construction impacts.

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APPENDIX B

CONSISTENCY ANALYSIS OF UNIVERSAL STUDIOS SPECIFIC PLAN WITH COUNTY GENERAL PLAN

This appendix analyzes the consistency of the Universal Studios Specific Plan (the "Specific Plan") with the Los Angeles County General Plan (the "General Plan"). The current Los Angeles County General Plan was approved by the Los Angeles County Board of Supervisors in November 1980. The Elements of the General Plan, several of which have been updated or amended between 1987 and 1993, guide the County's land use policies. Current Elements of the General Plan applicable to the Universal Studios Specific Plan area and analyzed herein are: Land Use; Circulation (Transportation); Conservation and Open Space; Noise; Safety; Water and Waste Management; and Economic Development. For each Element, the goals and policies which are applicable to the Universal Studios Specific Plan are discussed. Where goals or policies are only partly applicable, the relevant portions are analyzed.

The Introduction to the General Plan states the following: "The General Plan serves as an advisory document to provide decision-makers with a policy framework to guide specific, incremental decisions so as to move toward achievement of the Plan's stated goals and objectives. At the time specific decisions are made – whether on land use, the construction of a new highway or an urban renewal project, etc. – the appropriate decision-making authority must interpret and weigh various Plan policies based on the best information available at the time. Thus, the General Plan neither promises nor guarantees the achievement of any goal or objective nor strict adherence to any single policy statement."

Land Use Element

Goal: To provide for land use arrangements that take full advantage of existing public service and facility capabilities.

Analysis

The Universal Studios Specific Plan area is located in central Los Angeles County, approximately two miles north of Hollywood and 10 miles northwest of downtown Los Angeles. The Specific Plan area is approximately 1.5 miles south and east of the junction of the U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway) in the east San Fernando Valley near the north end of the Cahuenga Pass. The City of Burbank is located generally to the northeast. The Specific Plan area is generally bounded by the Los Angeles River Flood Control Channel, the Hollywood Manor residential area, the Hollywood Freeway, hotel and office towers, the portions of the NBCUniversal Evolution Plan project area in the City of Los Angeles, and Lankershim Boulevard. The proposed development under the Universal Studios Specific Plan would concentrate development within a highly urbanized area currently served by public services, and as such, would take full advantage of existing services and infrastructure. In addition, the concentration of development within an existing urbanized area would increase efficiency of service. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Specific Plan area is presently developed with studio production (motion picture, television and commercial), studio office and office uses, and entertainment and entertainment retail uses, with existing public services and infrastructure provided by a variety of City, County, and private sector entities.

Goal: To maintain and enhance the quality of existing residential neighborhoods.

Analysis

The Universal Studios Specific Plan would not result in the removal or re-use of any existing residential neighborhoods. The Universal Studios Specific Plan recognizes and protects the neighboring off-site residential developments through implementation of specific zoning regulations that govern the development of the Specific Plan area. The Specific Plan establishes development and operational regulations for the subject property which are more extensive than the existing County regulations now governing the site, and which better address the needs of and concerns raised by the mix of uses on the property. For example, such requirements as square footage limitations, height limitations, lighting regulations, limitations on permitted uses, and transportation and parking regulations provide additional protections to the surrounding properties, including existing residential neighborhoods. In addition, the Specific Plan requires a greenspace area to be maintained along the portion of the Specific Plan area contiguous with the existing off-site residential uses to the east. Other than use of existing roadways and security and/or maintenance access, and utilities, no new activities or new permanent buildings or structures will occur within the greenspace

area, except that the existing roadways and utilities including recycled water facilities may be modified. No new sets/facades will be developed in the greenspace area; however, existing sets/facades may remain and continue to be utilized for production activities. The Specific Plan also includes screening requirements for certain kinds of development, such as roof-top equipment and outdoor storage areas, and prohibits the use of mirrored glass or other highly reflective building materials.

Goal: To coordinate land use with existing and proposed transportation networks.

Analysis

The Universal Studios Specific Plan supports policies to coordinate land use with existing and proposed transportation networks, by providing for in-fill development adjacent to the Universal City Metro Red Line Station, several regional and local bus lines, and two freeway systems, and including implementation of a Transportation Demand Management program and shuttles that would enhance connections to transit. The Specific Plan area is directly accessible from the Hollywood Freeway at Universal Studios Boulevard, as well as from the adjacent major arterials, Lankershim and Barham Boulevards. To the south, the Hollywood Freeway provides connections to the regional freeway network that connects the Specific Plan area to all major areas of the Los Angeles basin. Directly north of the Specific Plan area, the Ventura Freeway is accessible from Forest Lawn Drive, and from Lankershim and Barham Boulevards. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would generally help reduce employee and patron trips on the street and freeway system. In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally.

Goal: To situate commercial activities in viable clusters that conveniently serve their market areas.

Policy 3: Place major emphasis on channeling new intensive commercial development into multipurpose centers.

Analysis

The Universal Studios Specific Plan concentrates new development within an existing regional commercial center, thereby increasing opportunities and convenience for the regional market while building upon the existing clustering of commercial uses. The Specific Plan allows for the expansion of existing facilities as well as the addition of new entertainment, studio, entertainment retail, hotel, studio office, and office uses. The

range of commercial uses permitted and proposed to be developed pursuant to the Universal Studios Specific Plan serves to enhance the function of this important regional multipurpose center, which provides jobs, entertainment, and services immediately adjacent to mass transit and near existing housing in the vicinity of the Specific Plan area. The Specific Plan area is also immediately adjacent to portions of Universal City in the City of Los Angeles, where additional complementary uses, including studio, studio office, and hotel uses are existing and proposed.

Goal: To provide commercial and industrial lands sufficient to accommodate the projected labor force.

Policy 4: Protect prime industrial lands from encroachment of incompatible uses.

Policy 5: Where appropriate, promote more intensive use of industrial sites, especially in areas requiring revitalization.

Analysis

The Specific Plan area has been used for studio production and entertainment uses since its development approximately 100 years ago. Prior to the effective date of the Specific Plan, the Specific Plan area was classified in the Industrial and Commercial categories on the General Plan Land Use Policy Map; however, aAs the Specific Plan area is not suitable for the full range of industrial uses permitted under the County's Major Industrial designation and corresponding zoning due to its geographic location, off-site uses, and access constraints, the site is not considered prime industrial land and is not located contiguous to or near any current or proposed prime industrial land. As such, no encroachment to prime industrial land would occur. The studio production and studio-related uses permitted pursuant to the Universal Studios Specific Plan represent an enhancement of the type encouraged by this policy. The development permitted pursuant to the Specific Plan will generate additional permanent jobs, significant fiscal benefits to the local economy, as well as revitalization and expansion of studio-related and entertainment uses within the area.

Goal: To encourage high quality design in all development projects, compatible with and sensitive to the natural and manmade environment.

Policy 7: Assure that new development is compatible with the natural and manmade environment by implementing appropriate locational controls and high quality design standards.

Policy 8: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic.

Policy 11: **Promote planned industrial development in order to avoid land use conflicts with neighboring activities.**

Policy 13: **Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards, and in areas where essential services and facilities do not exist and are not planned.**

Analysis

The Universal Studios Specific Plan functionally and aesthetically integrates the various existing and proposed land uses and provides comprehensive design standards that will enhance the compatibility of the proposed development with the natural and manmade environment. The regulations in the Universal Studios Specific Plan will ensure that new development is compatible with the surrounding environment and implement appropriate controls and high quality design standards for the Universal Studios Specific Plan area. The Specific Plan establishes development and operational regulations for the subject property which are more extensive than the existing County regulations now governing the site, and which better address the needs of and concerns raised by the mix of uses on the property. For example, such requirements as square footage limitations, height limitations, limitations on permitted uses, lighting regulations, and transportation and parking regulations provide additional protections to the surrounding properties and represent good planning practices.

The Universal Studios Specific Plan will protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation. The Universal Studios Specific Plan provides for specific uses and facilities that are permitted within each of the Districts within the Specific Plan area. The Specific Plan also includes special conditions and standards for some uses and expressly prohibits certain uses and facilities. The Specific Plan also establishes a procedure called Substantial Conformance Review for Projects within the Specific Plan boundaries to be reviewed by the County Department of Regional Planning to verify compliance with the regulations of the Specific Plan. As part of the Substantial Conformance Review process, the applicant must demonstrate that the proposed Project complies with all requirements of the Specific Plan, including, but not necessarily limited to: maximum development restrictions, visual buffers, noise regulations, and building height limitations. The categorization of uses in this manner and the Substantial Conformance Review process reduce the potential for intrusion of incompatible uses which would create environmental degradation.

For approximately 100 years Universal Studios has been a motion picture and television studio, entertainment attraction, and business center. The uses permitted under the Universal Studios Specific Plan are primarily those related to motion picture and television production, music production, offices, entertainment, and tourism. Because of the nature of production activities, as well as the location of Universal Studios within an urban setting, the amount of development intensity in the Specific Plan area is an

important planning consideration. The availability and further coordinated development of infrastructure is a consideration in the future development potential of the Specific Plan area. Therefore, the Specific Plan establishes a maximum intensity of land uses, which will help assure that development of Universal Studios will be compatible with proposed infrastructure improvements, as well as with the surrounding business and residential community.

Goal: To foster compatible land use arrangements that contribute to reduced energy consumption and improved air quality.

Policy 24: Promote compatible land use arrangements that reduce reliance on the private automobile in order to minimize related social, economic and environmental costs.

Policy 25: Promote land use arrangements that will maximize energy conservation.

Analysis

The Specific Plan implements a number of County land use and transportation policies by locating the Specific Plan's growth at a regional transportation hub and in proximity to a jobs-rich area. The location of new employment opportunities within an established commercial regional center served by mass transit, as well as the provision of pedestrian, tram/shuttle, and bicycle accessibility, would result in the reduction of automobile commuting miles, and as such, would reduce energy consumption and contribute to the improvement of air quality. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would generally help reduce employee and patron trips on the street and freeway system.

In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. The new development includes the realignment of Universal Hollywood Drive to improve overall circulation both on-site and off-site and provides opportunities for improved sidewalks and bike routes. Connections from the Universal City Metro Red Line Station at Lankershim Boulevard and Universal Hollywood Drive will encourage the use of transit for employees and visitors. Pedestrian access to the Specific Plan area will be maintained via sidewalks located along Universal Hollywood Drive, Universal Studios Boulevard, and Lakeside Plaza Drive. A tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the

center of the Specific Plan area. In addition, a shuttle would provide connection between the Universal City Metro Red Line Station, the Entertainment District, and offsite uses.

The Universal Studios Specific Plan recognizes the importance of environmental stewardship, and includes sustainable development measures implementing the County's Green Building regulations, drought-tolerant landscaping design regulations, and low impact development regulations as applicable. In addition, the Specific Plan requires development pursuant to the Specific Plan to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with the Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes standards regarding outdoor and indoor water conservation, including the use of reclaimed water for landscape irrigation, and resource conservation, thus promoting land use arrangements that will maximize energy conservation.

Goal: To provide a land use decision-making process supported by adequate information and ongoing citizen participation.

Policy 27: Provide a land use mix at the countywide, areawide, and community levels based on projected need and supported by evaluation of social, economic and environmental impacts.

Policy 28: Ensure continuing opportunity for citizen involvement in the land use decision-making process.

Policy 29: Improve the land use decision-making process by closely monitoring and evaluating the cumulative impacts of individual projects and by modernizing development regulations.

Policy 30: Promote improved interjurisdictional coordination of land use policy matters between the County, cities, adjacent counties, special districts, and regional and subregional agencies.

Policy 31: Ensure that cities have a voice in land use decisions within their adopted spheres of influence.

Analysis

The Universal Studios Specific Plan includes a development strategy which expands and contributes to the existing on-site motion picture, television production and entertainment facilities while introducing new complementary uses. As the entertainment industry transitions to incorporate new technologies and operations, implementation of the Specific Plan will continue the Specific Plan area's important role in the entertainment industry by providing for studio, post-production, studio office and office uses to meet the growing and changing needs of the industry. The Specific Plan

seeks to maintain and embrace the existing studio and entertainment-related facilities within the Specific Plan area in order to continue its historic role in the ever evolving entertainment industry. The Specific Plan area is centrally located in the County's entertainment industry, which is a major component of the regional economy. Despite significant competition from other states and areas, the largest segment of the television, motion picture production and supporting industries is still located in Los Angeles County. The County seeks to maintain a competitive edge because of the high concentration of film, television, and commercial production studios and their allied creative and technical businesses in the region.

The EIR for the NBCUniversal Evolution Plan, including the Universal Studios Specific Plan, as well as proposed development within the City of Los Angeles adjacent to the Specific Plan area, was prepared pursuant to a Memorandum of Understanding between the County of Los Angeles and the City of Los Angeles, with the City serving as the Lead Agency for purposes of CEQA and the County serving as a Responsible Agency. The County worked jointly with the City in the preparation and evaluation of the EIR, which presented a comprehensive analysis and serves as an informational document to inform public agency decision-makers and the public. The EIR was thoroughly reviewed by staff of the County of Los Angeles Regional Planning Department and the Los Angeles City Planning Department. Portions of the EIR were also reviewed by other County and City departments, such as Libraries, Parks & Recreation, Public Works, Environmental Health, etc.

Public participation occurred throughout the EIR preparation process in support of the General Plan policy of citizen involvement. In July 2007, a Notice of Preparation for the Draft EIR was circulated for public review to receive public input on the scope of the Draft EIR. In addition, a public scoping meeting was held on August 1, 2007. The public comment period for the Draft EIR was extended beyond the initial comment period, resulting in a 93-day public comment period, which substantially exceeds the 45-day minimum public review period requirements set forth by the CEQA Guidelines (Section 15087(c)). In addition, a public comment meeting was held on December 13, 2010. The Draft EIR included a draft of the Universal Studios Specific Plan as an appendix.

The City of Los Angeles held public hearings and conducted its own decision-making process with regard to land use decisions related to the portions of the NBCUniversal Evolution Plan within the City. In addition to public participation in the City entitlement process, County Department of Regional Planning staff attended the City hearings and continued to coordinate with their City Planning staff counterparts, consistent with the General Plan policy promoting interjurisdictional coordination. The citizen participation process for the Universal Studios Specific Plan will continue through the entitlement process for the Evolution Plan in the County.

Goal: To encourage more efficient use of land, compatible with and sensitive to natural ecological, scenic, cultural and open space resources.

Analysis

Development pursuant to the Universal Studios Specific Plan builds upon the existing uses in the Specific Plan area and in so doing takes advantage of existing infrastructure thereby resulting in an efficient use of land. In addition, the development standards set forth in the Universal Studios Specific Plan regulate on-site development in a manner consistent with this objective. By expanding existing uses while creating new studio and entertainment facilities, the Universal Studios Specific Plan allows for the creation of an integrated development where entertainment is both produced and experienced. The Specific Plan capitalizes on the relationships between the on-site studio production facilities, the entertainment and retail uses, and business office uses, in order to create a coherent connection between these uses and to further advance sustainable development within the Specific Plan area.

Because the Specific Plan area is a uniquely large property located in the middle of Los Angeles County and nearby transportation systems, it is uniquely situated to maximize opportunities to accommodate anticipated regional needs for new jobs and economic growth. Further development of Universal Studios pursuant to the Universal Studios Specific Plan will enhance one of Los Angeles' valuable entertainment resources and significant Southern California entertainment centers. The regulations in the Universal Studios Specific Plan will ensure that new development is compatible with the surrounding environment and implement appropriate controls and high quality design standards for the Universal Studios Specific Plan area. The Universal Studios Specific Plan establishes development and operational regulations for the subject property which are generally more extensive than the existing County regulations now governing the site, and which better address the specific mix of uses on the property.

Circulation (Transportation) Element

Goal: To achieve a transportation system that is consistent with the comprehensive objectives of the General Plan and the needs of the residents.

Policy 1: **Provide transportation planning, services, and facilities that are coordinated with and support the County of Los Angeles General Plan.**

Policy 2: **Provide transportation planning, services, and facilities that provide access for equitable employment, educational, housing and recreational opportunities.**

Analysis

The Universal Studios Specific Plan area is approximately 1.5 miles south and east of the junction of the U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway) in the east San Fernando Valley. The proposed development under the Universal Studios Specific Plan would concentrate development within a highly urbanized area currently served by regional transportation infrastructure. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would enhance connections to transit and generally help reduce employee and patron trips on the street and freeway system. In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. Development under the Specific Plan will be designed to integrate modes of travel, accommodate anticipated traffic demands generated by the Specific Plan uses and surrounding development, and provide transportation improvements.

Goal: To achieve a transportation system that is responsive to economic, environmental, energy conservation and social needs at the local community, area and countywide levels.

Policy 3: **Plan and develop bicycle routes and pedestrian walkways.**

Policy 4: **Provide opportunity for timely citizen input and guidance in the transportation decision-making process.**

Policy 8: **Encourage communities to participate with existing transit operators in the improvement or development of community level transit, where financially feasible to the community.**

Policy 10: **Encourage provision of transit service at a reasonable cost to the users and the community.**

Policy 18: **Support use of non-vehicle improvements to reduce peak-hour congestion.**

Policy 20: **Encourage greater use of public transit to special-purpose centers and recreational facilities.**

Policy 21: **Stress environmental compatibility (including air quality, noise, ecology and aesthetics, health and safety), in developing transportation systems.**

Policy 22: **Avoid or minimize the adverse impacts upon people, businesses and communities caused by development of transportation facilities.**

Policy 26: **Encourage the efficient use and conservation of energy used in transportation.**

Policy 30: **Provide transportation facilities that will improve the safety, security and dependability of all transportation modes; provide for seismic safety and be effective in emergency situations.**

Policy 31: **Provide for the safe movement of hazardous materials.**

Analysis

The Universal Studios Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would enhance connections to transit and generally help reduce employee and patron trips on the street and freeway system.

In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. The new development includes the realignment of Universal Hollywood Drive to improve overall circulation both on-site and off-site and provides opportunities for improved sidewalks and bike routes. Connections from the Universal City Metro Red Line Station at Lankershim Boulevard and Universal Hollywood Drive will encourage the use of transit for employees and visitors. Pedestrian access to the

Specific Plan area will be maintained via sidewalks located along Universal Hollywood Drive, Universal Studios Boulevard, and Lakeside Plaza Drive. A tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the center of the Specific Plan area. In addition, a shuttle would provide connection between the Universal City Metro Red Line Station, the Entertainment District, and offsite uses. As the development under the Specific Plan would be located adjacent to transit and other existing transportation systems and incorporate shuttle connections, it would encourage alternative transportation modes and, thereby, conserve energy and enhance environmental compatibility.

With regard to the safe movement of hazardous materials, uses in the Specific Plan area would be subject to compliance with all applicable laws, rules and regulations associated with hazardous materials management. In addition, NBCUniversal's current comprehensive policies and programs specifically related to hazardous materials and waste management would continue to be implemented. As is currently the practice, all hazardous materials in the Specific Plan area would be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Monitoring of hazardous materials management would be conducted by the County Fire Department and other applicable regulatory authorities, as appropriate. Likewise, the disposal of on-site generated hazardous waste would occur in accordance with all applicable regulations.

Goal: To achieve an efficient, balanced, integrated, multimodal transportation system that will satisfy short- and long-term travel needs for the movement of people and goods.

Policy 5: **Coordinate land use and transportation policies.**

Policy 7: **Support continued improvement and expansion of the present bus system as a public service.**

Policy 9: **Support a public transit system that provides accessible service, particularly to the transit dependent.**

Policy 15: **Encourage compatible joint use and interfacing of transportation facilities while minimizing modal conflict.**

Policy 19: **Support traffic-operation improvements for improved flow of vehicles.**

Policy 25: **Develop alternative transportation systems and procedures which will effectively reduce vehicle miles traveled (VMT) by automobiles.**

Analysis

The Universal Studios Specific Plan area is served by existing rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies that would enhance connections to transit and generally help reduce employee and patron trips on the street and freeway system. The Transportation Demand Management program will include implementation of several strategies satisfactory to the Director of Regional Planning, in consultation with the Department of Public Works, which may include, but are not limited to the following:

1. Flexible work schedules and telecommuting programs
2. Alternative work schedules
3. Pedestrian friendly environment
4. Bicycle amenities (bicycle racks, lockers, etc.)
5. Rideshare/carpool/vanpool promotion and support
6. Mixed-use development
7. Education and information on alternative transportation modes
8. Transportation Information Center
9. Guaranteed Ride Home program
10. Join an existing or form a new Transportation Management Association
11. Participation in a flex car program in the vicinity of the Universal Studios Specific Plan area
12. Discounted employee transit passes
13. Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program.

In addition, a number of circulation improvements are planned in and around the Specific Plan area that will help improve circulation on-site, in the vicinity of the Specific Plan, and regionally. Further, a tram currently operates along Universal Hollywood Drive that transports people from near its intersection with Lankershim Boulevard, up the hill to the Entertainment District in the center of the Specific Plan area. In addition, a shuttle would provide connection between the Universal City Metro Red Line Station, the Entertainment District, and offsite uses.

Conservation and Open Space Element

Goal: To support local efforts to improve air quality.

Policy 1: Actively support strict air quality regulations for mobile and stationary sources, and continued research to improve air quality. Promote vanpooling, car pooling and improved public transportation.

Analysis

The Universal Studios Specific Plan locates the Specific Plan's growth at a regional transportation hub and in proximity to a jobs-rich area. The location of new employment opportunities within an established commercial regional center served by mass transit, as well as the provision of pedestrian, tram/shuttle, and bicycle accessibility, would result in the reduction of automobile commuting miles, and as such, would reduce energy consumption and contribute to the improvement of air quality. The Specific Plan area is served by rail and bus lines and is located across Lankershim Boulevard from the Universal City Metro Red Line Station. The Universal City Metro Red Line Station includes a bus transit center and is a major transit node providing transportation alternatives to the highway facilities in the area. The Universal City MTA multimodal facility is expected to accommodate significant growth in future transit ridership. The Universal Studios Specific Plan includes implementation of a Transportation Demand Management Program, with strategies, including the promotion and support of rideshare/carpool/vanpool and the use of public transportation, and a shuttle system, among other strategies, that would generally help reduce employee and patron trips on the street and freeway system.

Goal: To conserve energy resources and develop alternative energy sources.

Policy 2: Support the conservation of energy and encourage the development and utilization of new energy sources including geothermal, thermal waste, solar, wind and ocean-related sources.

Analysis

The Universal Studios Specific Plan recognizes the importance of environmental stewardship, and includes sustainable development measures implementing the County's Green Building regulations, drought-tolerant landscaping design regulations, and low impact development regulations as applicable. In addition, the Specific Plan requires development pursuant to the Specific Plan to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes standards regarding outdoor and indoor water conservation, including the use of reclaimed water

for landscape irrigation, and resource conservation, thus promoting land use arrangements that will maximize energy conservation.

The Specific Plan supports conservation and open space policies to improve air quality by providing tram and shuttle service, bicycle routes and convenient pedestrian routes within the Specific Plan area and to the Universal City Metro Red Line Station. The expanded entertainment, hotel, studio, and office uses and local and regional transit systems would support accessibility between uses. Implementation of these alternative transportation modes would further support General Plan objectives to reduce energy consumption.

Goal: To conserve water and protect water quality.

Policy 4: Protect ground water recharge and watershed areas, conserve storm and reclaimed water, and promote water conservation programs.

Policy 5: Encourage the maintenance, management and improvement of the quality of imported domestic water, ground water supplies, natural runoff and ocean water.

Analysis

In addition to the applicable requirements of Title 22 of the Los Angeles County Code, Projects within the Universal Studios Specific Plan area must also comply with additional sustainable standards as set forth in the Specific Plan. The Specific Plan standards include the requirement that all new buildings be designed to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes outdoor water conservation standards that require Project landscaping to use reclaimed water for landscape irrigation, install the infrastructure to deliver the reclaimed water, if necessary, and the use of high efficiency irrigation systems. In addition, the Specific Plan includes indoor water conservation standards that require water fixtures in new buildings to meet or exceed the water conservation standards set forth in the Specific Plan. Further, the Universal Studios Specific Plan requires education on water conservation to employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

Development pursuant to the Specific Plan would support improved water quality by upgrading surface water drainage facilities and control of surface and groundwater quality through Stormwater Pollution Prevention Plans implemented during construction and Standard Urban Stormwater Management Plans during operation, including implementation of appropriate Best Management Practices. These measures are consistent with the General Plan objective to protect water quality.

Goal: To preserve and protect sites of historical, archaeological, scenic and scientific value.

Policy 16: Protect the visual quality of scenic areas including ridge-lines and scenic views from public roads, trails and key vantage points.

Policy 17: Protect cultural heritage resources, including historical, archaeological, paleontological and geological sites, and significant architectural structures.

Policy 20: Encourage private owners to protect cultural heritage resources.

Analysis

A potential historic district, referred to as the potential Universal Studios Historic District, has been identified within a portion of the Universal Studios Specific Plan area. The Historic Resources section of the Universal Studios Specific Plan regulates the alteration, preservation, relocation, or demolition of Contributing Buildings (as defined in the Specific Plan), and the construction of new structures within the potential Universal Studios Historic District, with respect to their effect within and upon the potential Universal Studios Historic District. As required by the Specific Plan, prior to the issuance of a building permit or demolition permit for any structure within the potential Universal Studios Historic District, the Applicant shall submit to the Director of Regional Planning written verification from a Historic Preservation Expert of compliance with the Historic Preservation Plan, which is incorporated as part of the Specific Plan. With the requirements set forth in the Specific Plan, development pursuant to the Specific Plan would not reduce the integrity of the potential historic district.

With regard to the protection of paleontological and archaeological resources, mitigation measures are included in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan to address the protection of any paleontological and archaeological resources that may be encountered during Project construction. With incorporation of the historic preservation requirements in the Specific Plan and the mitigation measures contained in the Mitigation Monitoring and Reporting Program, development pursuant to the Specific Plan will further the objectives of the General Plan.

Goal: To reduce the risk to life and property from seismic occurrences, flooding, erosion, wildland fires and landslides.

Policy 21: Restrict urban development in areas subject to seismic and geologic hazards.

Policy 24: Manage development in hillside areas to protect their natural and scenic character and to reduce risks from fire, flood, mudslides, erosion and landslides.

Analysis

Projects developed pursuant to the Universal Studios Specific Plan will be required to comply with the applicable project design features and/or mitigation measures set forth in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan. Such measures include provisions related to seismic safety; erosion and sedimentation control measures during grading; the preparation of site-specific geotechnical reports and investigations as Projects are implemented pursuant to the Specific Plan; and the implementation of additional measures as applicable to address slope stability in hillside areas and site-specific conditions for each Project.

In addition, with regard to fire, the Mitigation Monitoring and Reporting Program requires consultation with the County Fire Department in conjunction with the building permit process, and incorporation of fire prevention and suppression features appropriate to the design of each Project pursuant to the Specific Plan. Project development pursuant to the Specific Plan will comply with all applicable County Code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. A number of other measures are required in the Mitigation Monitoring and Reporting Program that are consistent with the General Plan objective to reduce risks associated with fire. For example, additional measures include the requirement to fund a permanent fire inspector at County Fire Station 51 within the Specific Plan area to serve the needs of implementation of development pursuant to the Specific Plan and ongoing expanded operations within the Specific Plan area, as well as the provision of expanded County fire fighting facilities to serve the development in the Specific Plan area.

Goal: To improve opportunities for a variety of outdoor recreational experiences.

Policy 30: Develop a system of bikeways, scenic highways, and riding and hiking trails; link recreational facilities where possible.

Policy 34: Encourage the maintenance of landscaped areas and pollution-tolerant plants in urban areas. Integrate landscaping and open space into housing, commercial and industrial developments especially in urban revitalization areas. Use drought-resistant vegetation.

Policy 35: Support preservation of heritage trees. Encourage tree planting programs to enhance the beauty of urban landscaping.

Analysis

One of the goals of the Universal Studios Specific Plan is to continue the Specific Plan area's tradition of outdoor uses. The Specific Plan continues the tradition of film and television production facilities uniquely integrated with the Universal Studios Hollywood (Theme Park), CityWalk and business uses, which utilize the Southern California environment in conjunction with their businesses. Many of the entertainment uses take advantage of the pleasant weather found in the region. Outdoor facilities play an important role for the on-site television and movie production activities, as well as the Theme Park, Universal Studio Tour, and other commercial attractions. This tradition of outdoor uses will continue as the Specific Plan Area is developed.

The Specific Plan includes implementation of a Transportation Demand Management program that includes various strategies including bicycle amenities. Bicycle transportation features including bicycle racks and lockers to secure personal property are currently provided within the Specific Plan Area. These features will be expanded with additional bike racks and lockers provided at various locations. New bike routes will be introduced in the realigned Universal Hollywood Drive passing south of CityWalk, connecting to the portions of Universal City within the City of Los Angeles. Long term County bikeway plans include the potential for a future Class I bike path along the existing Los Angeles River north of the Specific Plan area.

The Universal Studios Specific Plan includes landscape standards that require, with certain exceptions, compliance with the County's Drought-Tolerant Landscaping design regulations, as applicable.

As explained in the Environmental Impact Report for the NBCUniversal Evolution Plan, including the Universal Studios Specific Plan, there are no heritage trees within the Specific Plan area. The Specific Plan includes oak tree regulations that address the removal and replacement of oak trees within the Specific Plan area. The Mitigation Monitoring and Reporting Program also provides for the replacement of Southern California black walnut trees within the Specific Plan area.

Noise Element

Goal: Reduce transportation noise to a level that does not jeopardize health and welfare.

Goal: Minimize noise levels of future transportation facilities.

Goal: Establish compatible land use adjacent to transportation facilities.

> **Policy 4: Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures.**

Goal: Allocate noise mitigation costs among those who produce the noise.

Goal: Alert the public regarding the potential impact of transportation noise.

Goal: Protect areas that are presently quiet from future noise impact.

> **Policy 3: Establish acceptable noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as building code, noise, sub-division, and zoning ordinances.**

Analysis

The Universal Studios Specific Plan supports the Noise Element's policies to establish compatible land uses adjacent to transportation facilities since the Specific Plan area is adjacent to Lankershim Boulevard (a major arterial) and the Universal City Metro Red Line Station. The range of proposed office, studio, studio office, entertainment, entertainment retail, and hotel uses would be developed within an already developed studio and entertainment site near major arterials, including two freeways, and the Universal City Metro Red Line Station. Development adjacent to existing transit facilities supports the goal to establish compatible uses in high activity areas.

Projects developed pursuant to the Universal Studios Specific Plan shall comply with Title 12 of the Los Angeles County Code. In addition, the Specific Plan requires additional measures to address operational and construction noise including preparation of a Construction Noise Mitigation Plan which shall include a noise hotline to enable the public to call and address specific issues or activities that may be causing problems at offsite locations. The Construction Noise Mitigation Plan shall also include measures to mitigate construction noise which may include, for example, use of the most current methods of equipment noise control, use of highly efficient mufflers, and the use of air inlet silencers on motors, among other measures. Additional standards have been included in the Specific Plan for evening and nighttime operational noises.

The Specific Plan also includes design standards for permanent parking facilities within the Specific Plan area, including a requirement that the paving surfaces within parking structures shall be treated to reduce tire squeal. Additional regulations for certain parking facilities that may be located within the eastern portion of the Specific Plan area are set forth in the Specific Plan to address potential noise related to such facilities.

In addition, the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan includes project design features and mitigation measures to address potential noise impacts associated with implementation of the Specific Plan. For example, when construction staging for a Project pursuant to the Specific Plan occurs within 500 feet of an occupied residential structure, Mitigation Measure C-1 requires the contractor to locate stationary construction equipment away from occupied residential structures or install temporary acoustic barriers around stationary construction noise sources and shut off construction equipment that is not in use.

Safety Element

Goal: Minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake hazards.

Policy 2: **Review projects proposing expansion of existing development and construction of new development, especially critical facilities, and encourage them to avoid localities exposed to high earthquake hazards through such techniques as cluster development and transfer of development rights.**

Policy 3: **Continue enforcement of stringent site investigations (such as seismic, geologic, hydrologic, and soils investigations) and implementation of adequate hazard mitigation measures for development projects in areas of high earthquake hazard, especially those involving critical facilities. Do not approve proposals and projects which cannot mitigate safety hazards to the satisfaction of responsible agencies.**

Goal: Protect public safety and minimize the social and economic impacts from geologic hazards.

Policy 8: **Review proposals and projects proposing new development and expansion of existing development in areas susceptible to landsliding, debris flow, and rockfalls, and in areas where collapsible or expansive soils are a significant problem; and disapprove projects which cannot mitigate these hazards to the satisfaction of responsible agencies.**

Policy 9: **Continue to improve and enforce stringent slope investigation and design standards, and to apply innovative hazard mitigation and maintenance plans for development in hillside areas.**

Analysis

Potential geologic hazards were evaluated in the EIR, and project design features and mitigation measures are provided to reduce potential impacts. Projects developed pursuant to the Universal Studios Specific Plan will be required to comply with the applicable project design features and/or mitigation measures set forth in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan. Such measures include provisions related to seismic safety; erosion and sedimentation control measures during grading; the preparation of site-specific geotechnical reports and investigations as Projects are implemented pursuant to the Specific Plan; and the implementation of additional measures as applicable to address slope stability in hillside areas and site-specific conditions for each Project. The Specific Plan thus supports the

General Plan goals to minimize injury and loss of life, property damage, and the social, cultural, and economic impacts caused by earthquake and geologic hazards since it would comply with applicable building regulations with respect to earthquake and geologic hazards. Adequate geologic hazard mitigation measures would be implemented as recommended by a geologist or geotechnical engineer and approved by the appropriate County departments pursuant to the Mitigation Monitoring and Reporting Program.

Goal: Minimize injury, loss of life, property damage, and economic and social disruption caused by flood and inundation hazards.

Policy 11: Continue to review proposals and projects for expansion of existing development and construction of new facilities, especially critical facilities, within areas subject to floods and other high-risk inundation areas, and disapprove projects which cannot mitigate the hazards to the satisfaction of responsible agencies.

Policy 12: Promote the use of flood plain management measures in high-risk inundation areas, and require expansion of existing and proposed new developments to be flood-proofed and secured to minimize future flood losses.

Policy 13: Encourage improvement of the existing flood control system capacity to ensure that it is capable of protecting existing development from rising amounts of runoff produced by increased urbanization.

Policy 14: Upgrade protection of the public from inundation hazards caused by structural failure and/or breaching of water storage tanks, debris basins, or dam and reservoir facilities.

Analysis

Potential flood and inundation hazards were analyzed in the EIR and project design features and mitigation measures are provided to reduce potential impacts. Projects developed pursuant to the Universal Studios Specific Plan will be required to comply with the applicable project design features and/or mitigation measures set forth in the Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan. Such measures include a requirement that the Applicant construct new storm drains as needed that shall be designed and sized using the Los Angeles County Hydrology Manual method for a minimum 50-year frequency storm event capacity. In addition, for each Project pursuant to the Specific Plan, the Applicant shall prepare detailed drainage plans for review and approval by the Department of Public Works at the time that grading or building permit applications are submitted. These drainage plans shall include detailed hydrologic/hydraulic calculations, as necessary, and drainage

improvement plans, and show quantitatively how projected stormwater runoff in each drainage area of the Project site would be conveyed to off-site stormwater conveyance facilities. With implementation of these measures, development pursuant to the Specific Plan supports the General Plan objectives related to minimizing risks associated with flood and inundation hazards.

Goal: Reduce threats to public safety and protect property from wildland and urban fire hazards.

Policy 15: Maintain and strengthen the review of projects and development proposals; and upgrade County fire prevention standards and mitigation measures in areas of high wildland (mainly Fire Zone 4) and urban fire hazard.

Policy 17: Continue efforts to reduce all fire hazards, with special emphasis on reducing hazards associated with older buildings, multistory structures, and fire-prone industrial facilities; and maintain an adequate fire prevention capability in all areas.

Policy 18: Expand and improve vegetation management efforts in wildland fire hazard areas.

Policy 19: Promote improved watershed management practices to reduce the risk of damaging runoff and debris movement into urban areas.

Analysis

The Mitigation Monitoring and Reporting Program incorporated as part of the Specific Plan requires consultation with the County Fire Department in conjunction with the building permit process, and incorporation of fire prevention and suppression features appropriate to the design of each Project pursuant to the Specific Plan. Project development pursuant to the Specific Plan will comply with all applicable County Code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants. A number of other required measures are incorporated in the Mitigation Monitoring and Reporting Program that are consistent with the General Plan objective to reduce risks associated with fire. For example, additional measures include the requirement to fund a permanent fire inspector at County Fire Station 51 within the Specific Plan area to serve the needs of implementation of development pursuant to the Specific Plan and ongoing expanded operations within the Specific Plan area, as well as the provision of expanded County fire fighting facilities to serve the development in the Specific Plan area.

Goal: Reduce threats to the public health and safety from hazardous materials, especially threats induced by earthquakes.

Policy 20: **Review proposed development projects involving the use or storage of hazardous materials, and disapprove proposals which cannot properly mitigate unacceptable threats to public health and safety to the satisfaction of responsible agencies.**

Policy 21: **Promote the safe transportation of hazardous materials.**

Policy 22: **Encourage businesses and organizations which store and use hazardous materials to improve management and transportation of such materials.**

Policy 24: **Encourage improved, timely communications between businesses and emergency response agencies regarding hazardous materials/waste incidents.**

Analysis

Hazardous materials stored and used within the Universal Studios Specific Plan area are under the jurisdiction of the Los Angeles County Fire Department. NBCUniversal's existing hazardous materials management system (Hazardous Materials Business Plan, hazardous materials inventory, and hazard communication program), which includes on-site tenants, and third-party vendors, must be maintained and updated annually by NBCUniversal, as necessary, to include any additional hazardous materials requiring use, handling, storage or disposal, and must be submitted to the Fire Department for review. As is currently the practice, all hazardous materials in the Specific Plan area will be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Monitoring of the hazardous materials management in the Specific Plan area will be conducted by the Fire Department and other applicable regulatory authorities, as appropriate.

In addition, NBCUniversal has in-house staff trained and designated to respond to accidental releases of hazardous materials associated with the acquisition, use, storage and handling of hazardous materials. Also, NBCUniversal has professional hazardous materials response companies on-call should a release occur at a time when appropriate staff are not available or the magnitude of the release is such that it cannot be handled internally. Therefore, compliance with all applicable existing regulations and plans within the Specific Plan area would prevent exposure of people to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. With continued implementation of hazardous materials management in the Specific Plan area (by NBCUniversal and its tenants and third-party vendors), in accordance with all applicable local, state and federal laws and regulations relating to environmental protection and the management of hazardous materials, development pursuant to the Specific Plan would be consistent with the goals, policies, and objectives of the Safety Element.

Goal: Strengthen County short-term emergency response and long-term recovery capability.

Policy 27: Strengthen the capability of County agencies to effective respond to earthquake and non-earthquake induced emergencies.

Analysis

As required by the Mitigation Monitoring and Reporting Program incorporated into the Universal Studios Specific Plan, the Project Applicant shall submit to the County Fire Department and Los Angeles County Department of Public Works, as applicable, an updated emergency response and/or evacuation plan, as appropriate, to include operation of development pursuant to the Specific Plan. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments. In addition, the Mitigation Monitoring and Reporting Program includes a project design feature requiring on-site streets, street lighting, and street signage for public streets within the Specific Plan area to be designed in accordance with the emergency access requirements of the County. The Project Applicant shall submit the design plans for on-site street widths, street lighting, and street signage to the County for review.

Water and Waste Management Element

Goal: To mitigate hazards and avoid adverse impacts in providing water and waste services and to protect the health and safety of all residents.

Policy 14: Continue to recover off-site costs for capital improvements necessitated by development, including required additional plant capacity, as well as other water and waste management facilities.

Goal: To provide efficient water and waste management services.

Analysis

Water service to the Specific Plan area is provided by the Los Angeles Department of Water and Power (LADWP). LADWP provides water for both domestic and fire service. Fire protection is maintained and operated on-site with domestic water system pipelines. Implementation of the Universal Studios Specific Plan includes expansion of and improvements to the existing on-site water systems as needed to serve new buildings, and the design and installation of new water lines will meet applicable County standards. Recycled water also is provided to the Specific Plan area by LADWP. A recycled water distribution system is used for landscape irrigation. New recycled water mains and underground storage tanks to accommodate the increase in recycled water demand will be constructed within the Specific Plan area. In addition, the applicant will enter into an agreement with LADWP to augment the water supply available to LADWP by acquiring for the LADWP water rights from reliable supply sources as agreed to by LADWP.

With regard to wastewater, a sewer collection system is maintained and operated on-site within the Universal Studios Specific Plan area. All collected wastewater flows to a central point located adjacent to the Los Angeles River Flood Control Channel where the wastewater discharges into the relief sewer operated by the City of Los Angeles. This wastewater is treated at the Hyperion Treatment Plant also owned and operated by the City of Los Angeles. Development within the Specific Plan area will provide new on-site sanitary sewer system improvements as needed to accommodate any additional development. Any additional on-site sanitary sewers will conform to the applicable standards of the County Department of Public Works.

Solid waste collection, reuse, recycling and disposal are regulated by the County of Los Angeles Sanitation District and the Department of Public Works. Currently both public and private refuse collection services and disposal facilities are used. The Specific Plan facilitates the recycling of wastes during construction, as the Specific Plan requires a minimum of 65 percent of the non-hazardous construction and demolition debris by weight from construction of new Project buildings to be recycled and/or salvaged for reuse. To facilitate resource conservation during occupancy and operations, the

Specific Plan establishes a solid waste diversion target of 65 percent of the non-hazardous waste.

Goal: To develop improved systems of resource use, recovery, and reuse.

Policy 8: Promote solid waste technology, including source reduction, to reduce dependence on sanitary landfills.

Policy 9: Promote the advancement of technology to reduce the volume of liquid waste.

Policy 23: Facilitate the recycling of wastes such as metal, glass, paper, and textiles.

Policy 25: Encourage development and application of water conservation, including recovery and reuse of storm and waste water.

In addition to the applicable requirements of Title 22 of the Los Angeles County Code, Projects within the Universal Studios Specific Plan area must also comply with additional sustainable standards as set forth in the Specific Plan. The Specific Plan standards include the requirement that all new buildings shall be designed to exceed Title 24 (2005) energy requirements by at least fifteen percent, or comply with Title 24 energy requirements then in effect, whichever is greater. The Specific Plan also includes outdoor water conservation standards that require Project landscaping to use reclaimed water for landscape irrigation, install the infrastructure to deliver the reclaimed water, if necessary, and the use of high efficiency irrigation systems. In addition, the Specific Plan includes indoor water conservation standards that require water fixtures in new buildings to meet or exceed the water conservation standards set forth in the Specific Plan. Further, the Universal Studios Specific Plan requires education on water conservation to employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

The Specific Plan also facilitates the recycling of wastes during construction, as the Specific Plan requires a minimum of 65 percent of the non-hazardous construction and demolition debris by weight from construction of new Project buildings to be recycled and/or salvaged for reuse. To facilitate resource conservation during occupancy and operations, the Specific Plan establishes a solid waste diversion target of 65 percent of the non-hazardous waste.

Goal: To maintain the high quality of our coastal, surface, and ground waters.

Policy 17: Protect public health and prevent pollution of ground water through the use of whatever alternative is necessary.

Policy 19: Avoid or mitigate threats to pollution of the ocean, drainage ways, lakes, and ground water reserves.

Policy 20: Design flood control facilities to minimize alteration of natural stream channels.

Development pursuant to the Specific Plan would support improved water quality by upgrading surface water drainage facilities and control of surface and groundwater quality through Stormwater Pollution Prevention Plans implemented during construction and Standard Urban Stormwater Management Plans during operation, including implementation of appropriate Best Management Practices. These measures are consistent with the General Plan objective to protect water quality.

With regard to flood control facilities, the on-site proposed improvements within the Specific Plan area will include specific on-site flood control infrastructure as needed for new development.

Economic Development Element

Goal: To create jobs and rising standards of living for the County's residents through a strong and diversified economy.

Policy 7: **Identify the kinds of firms that are most likely to provide stable employment and rising incomes for County residents and that will also conserve land and protect environmental resources. Give special consideration to retaining and attracting industries that show the most favorable combination of such characteristics.**

Policy 19: **Support efforts to promote Los Angeles County and all its cities nationally and internationally as an area with an improved business climate and exceptional advantages for commerce and industry. Particular emphasis should be placed on promoting tourism and international trade and on attracting new firms and private investment to the County.**

Policy 21: **Work closely with existing commercial and industrial firms to maintain a high level of satisfaction with their location in the County.**

Goal: To distribute the costs and benefits of economic development equitably so that all County residents, particularly the poor and the disadvantaged, have the opportunity to improve their well-being.

Goal: To use economic resources efficiently in order to conserve limited supplies.

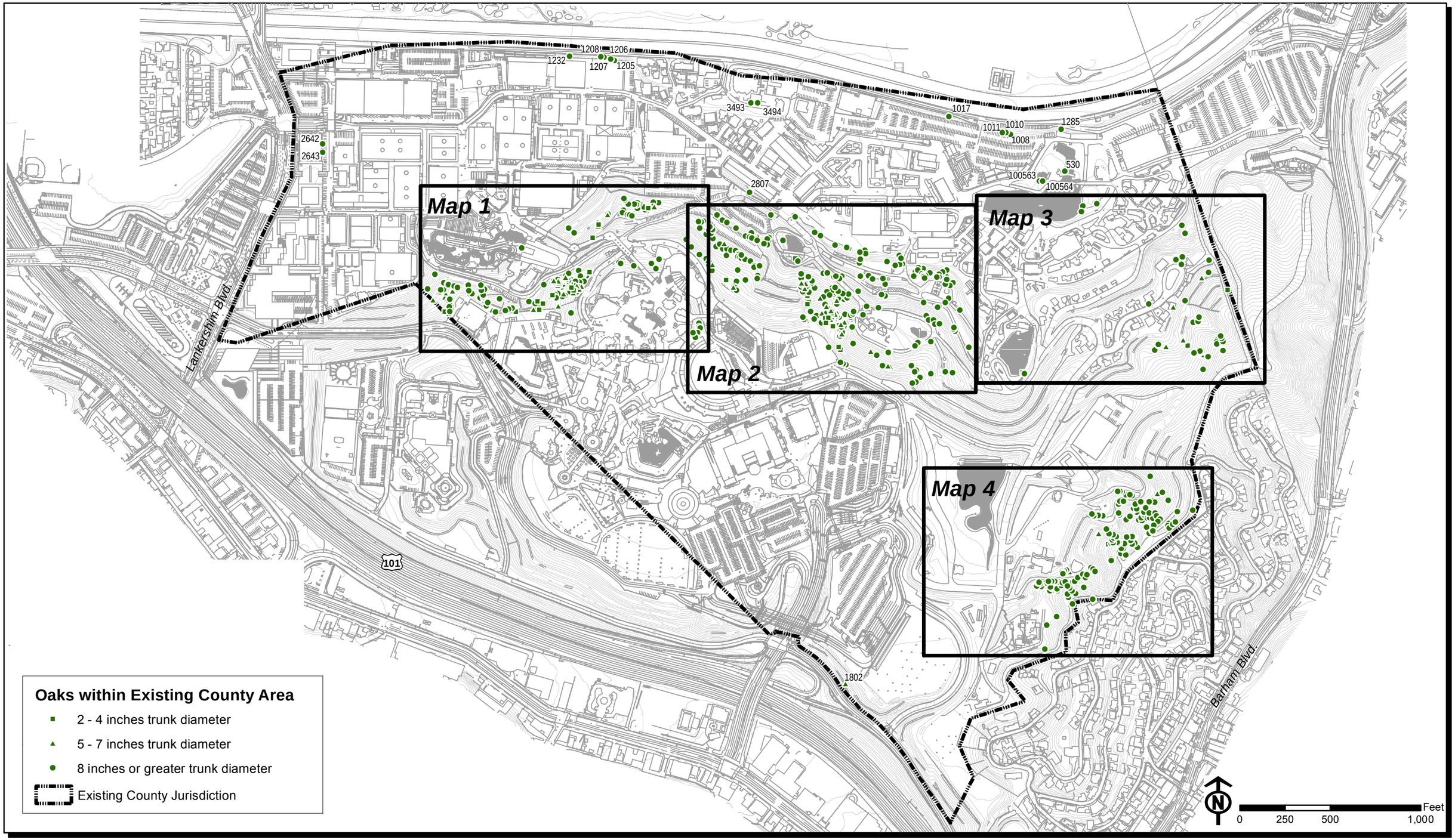
Goal: To promote jobs compatible with the protection of public health, safety and significant environmental resources.

Analysis

The Universal Studios Specific Plan aims to create a wide range of jobs and provide additional resources for the development of Universal Studios, Universal Studios Hollywood (Theme Park), CityWalk, retail and entertainment uses and assist in the implementation of a development program that will contribute to the regional economy. The Specific Plan area currently provides a variety of entertainment and tourism jobs, and implementation of the Specific Plan will create additional jobs in these important segments of the regional economy in close proximity to existing transit and housing opportunities. Because the Specific Plan area is a uniquely large property located in the middle of Los Angeles County and nearby transportation systems, it is uniquely situated to maximize opportunities to accommodate anticipated regional needs for new jobs and economic growth.

The Universal Studios Specific Plan proposes to enhance Universal Studios as one of Los Angeles' valuable entertainment resources and significant Southern California entertainment centers. As proposed, the Universal Studios Specific Plan will help meet Southern California's employment needs by directly creating more than an estimated 6,300 new jobs within the entertainment and tourism industries, as well as providing for thousands of construction jobs and indirectly, thousands of other jobs. Importantly, further development of Universal Studios will provide an entertainment center for the local community, Southern California residents, and visitors from around the world. Entertainment and tourism are two of Southern California's most important growth industries, and continue to be vital to the economic health of the region.

An important goal of the Specific Plan is to respond to the importance of film, video, television, music and family recreation businesses including Universal Studios Hollywood (Theme Park) and CityWalk as economic drivers for Los Angeles County. To achieve this, the Specific Plan provides a positive link between the entertainment and tourism industries and the Southern California economy. In addition, the Specific Plan provides a higher level of certainty about anticipated development while retaining flexibility. Finally, the Specific Plan recognizes the important relationship between Universal Studios and its neighbors and the value of creating a desirable urban community. The Specific Plan provides regulatory mechanisms for the implementation of the Evolution Plan, Alternative 10 – No Residential Alternative, within the Specific Plan area, as well as providing the particular planning controls needed to ensure that compatible future development will proceed with the necessary infrastructure being provided.



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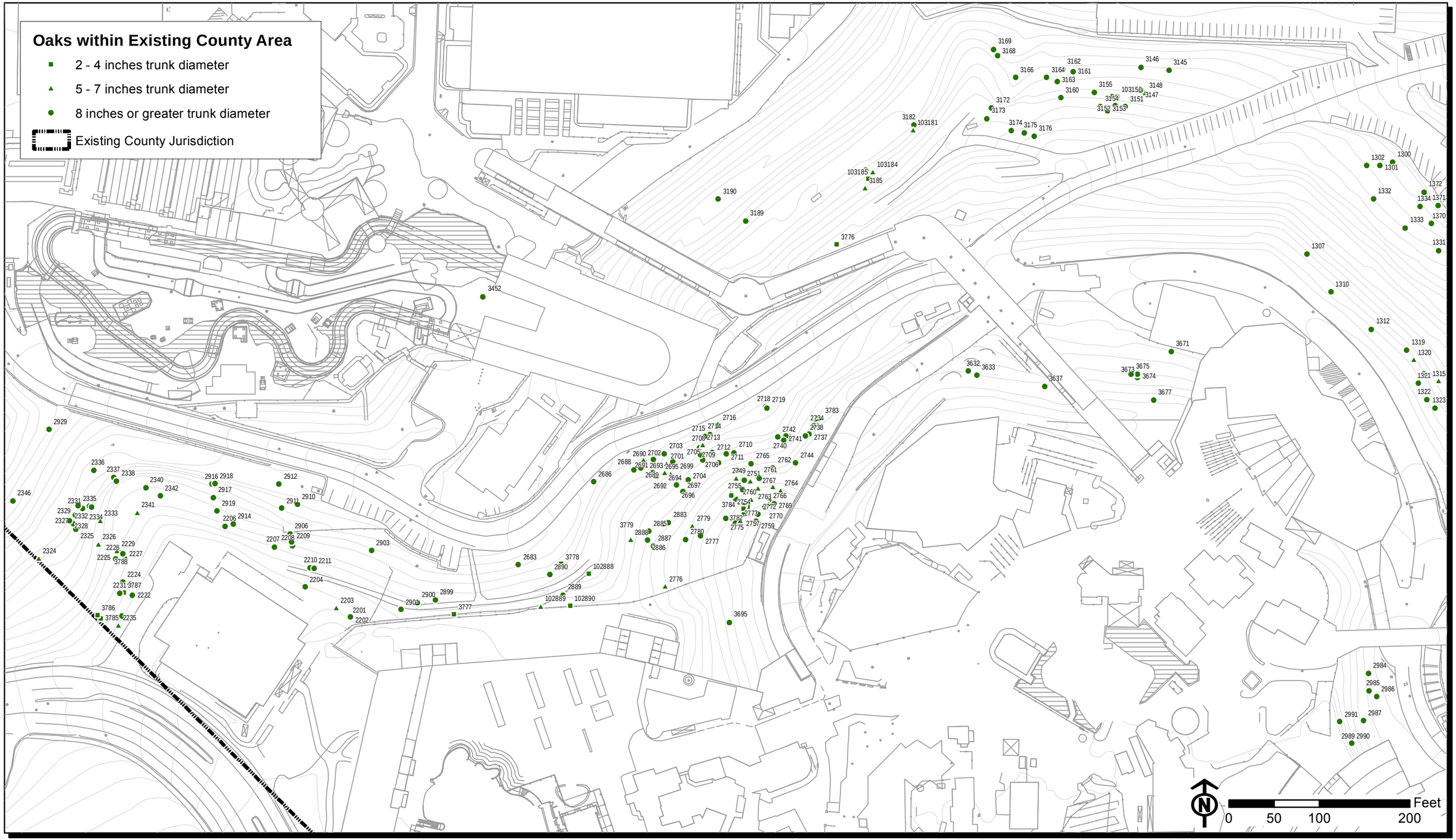
Master Oak Tree Map – Prior to Annexation/Detachment

Key Map



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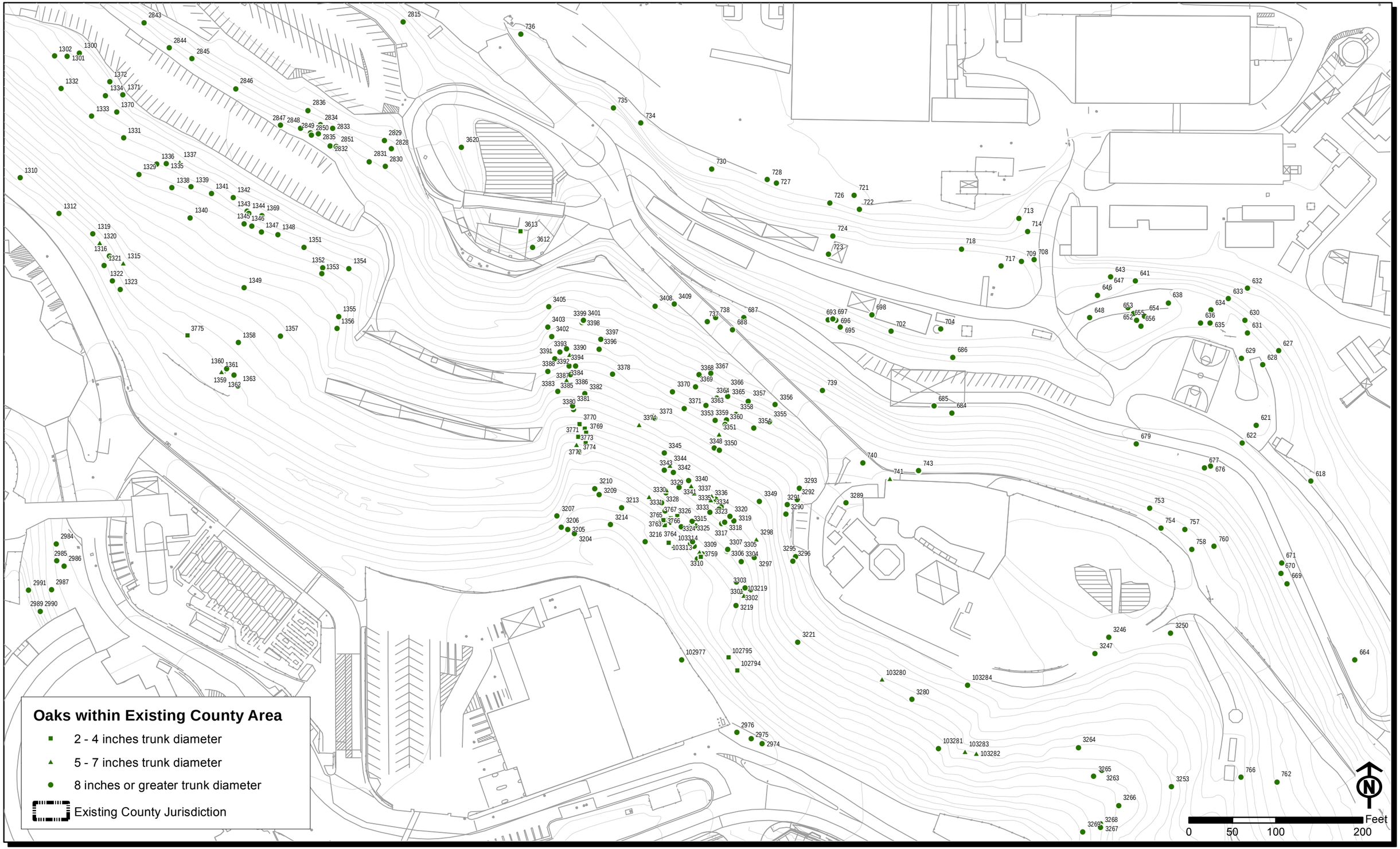
Master Oak Tree Map – Prior to Annexation/Detachment

Map 1



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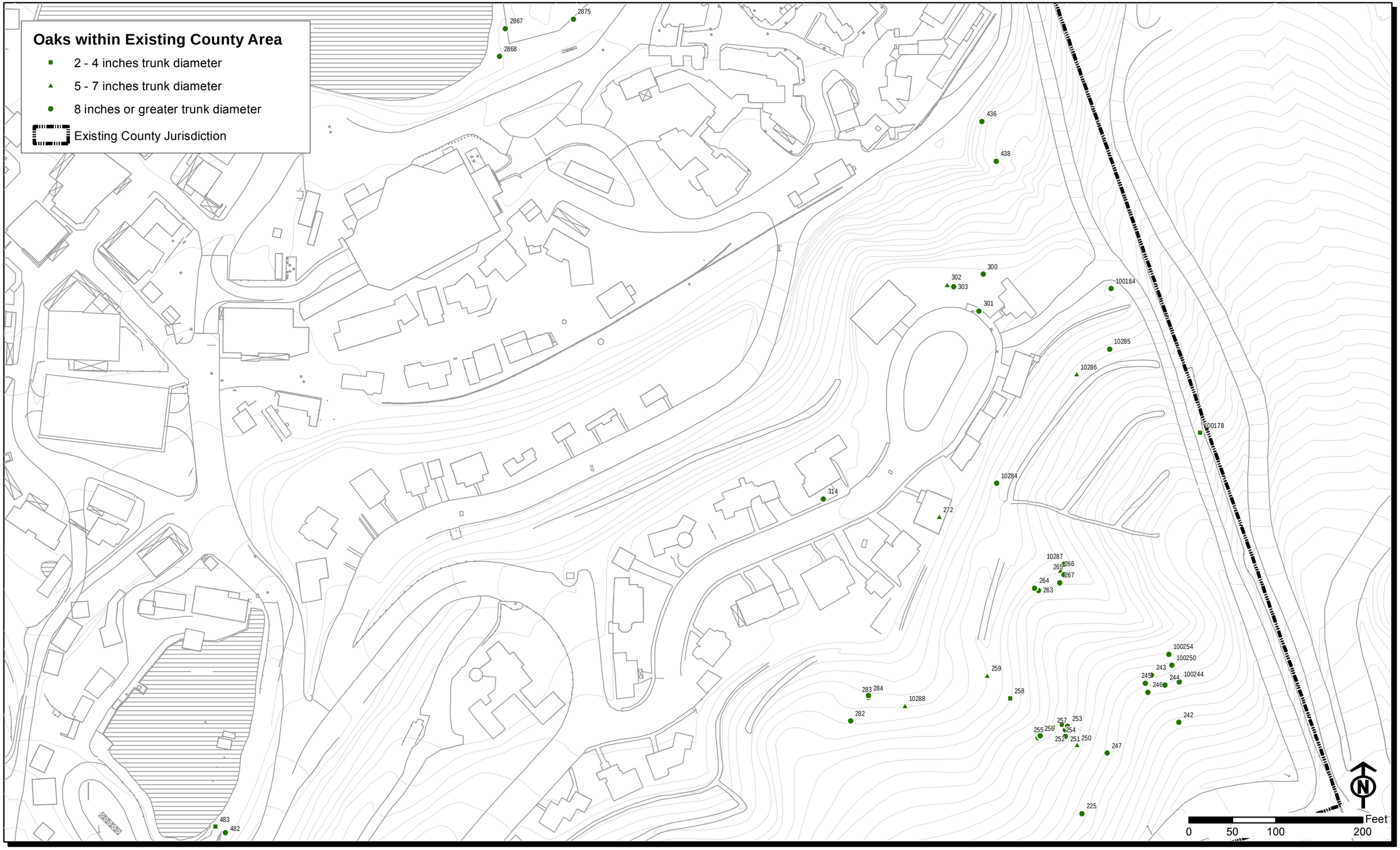
Master Oak Tree Map – Prior to Annexation/Detachment

Map 2



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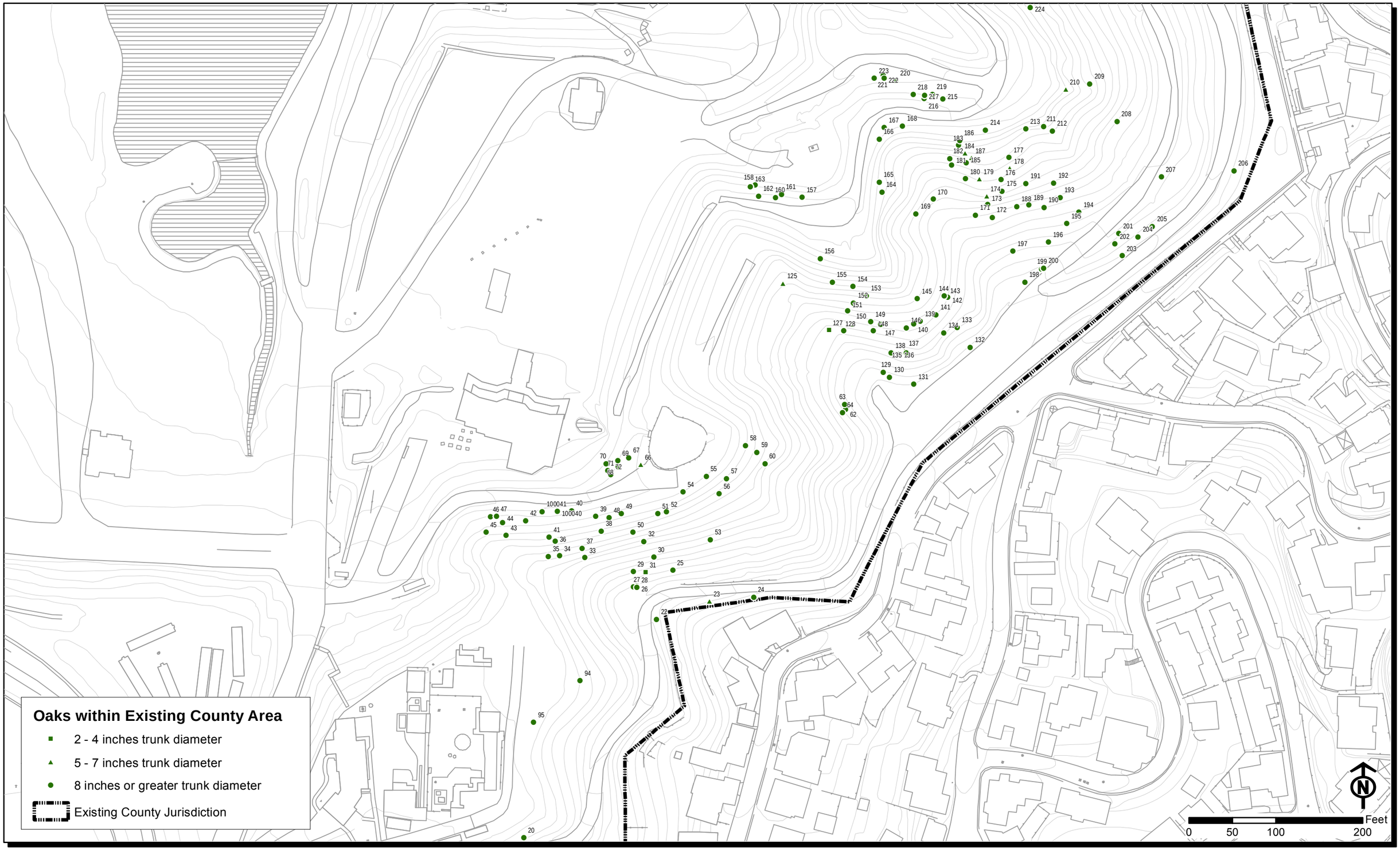
February 2013

Master Oak Tree Map – Prior to Annexation/Detachment

Map 3



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February 2013

Master Oak Tree Map – Prior to Annexation/Detachment

Map 4

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Introduction

As of January 1, 1989, the California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The MMRP describes the procedures the Project Applicant or its successor will use to implement the Mitigation Measures adopted in connection with the approval of the Project and the methods of monitoring and reporting on such actions. Monitoring refers to the observation of mitigation activities at the Project Site, in the design of plans or in the operation of designated agencies. The County of Los Angeles is a Responsible Agency for implementation of the NBC Universal Evolution Plan Project. A MMRP is necessary only for impacts which would be significant if not mitigated.

An Environmental Impact Report (EIR) was prepared to address the potential environmental impacts of the NBC Universal Evolution Plan Project (Project). Where appropriate, the EIR includes recommended mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the Project. The City of Los Angeles and the County entered into a Memorandum of Understanding concerning cooperative efforts to process the Project's environmental documents and entitlements. The City of Los Angeles Department of City Planning served as the lead agency for the EIR, however, the City and County were each involved in the preparation and evaluation of the EIR as set forth in the Memorandum of Understanding. The Project as approved by the City of Los Angeles is "Alternative 10: No Residential Alternative," which the EIR identified as the environmentally superior alternative to the originally proposed project. This MMRP is designed to monitor implementation of these measures that would reduce the Project impacts that are expressly identified as "Mitigation Measures." In addition to Mitigation Measures, which would lessen an otherwise significant Project impact, the Environmental Impact Report includes Project Design Features, which are measures proposed by the Applicant as a feature of the Project, and were taken into consideration in the evaluation of the Project's impacts. As a result, this MMRP lists CEQA Mitigation Measures and Project Design Features together.

Not all Project Design Features and Mitigation Measures will be applicable to all development areas within the Project Site. This MMRP references the Business, Entertainment, Studio, and Back Lot Areas including the streets and roadways in the vicinity as illustrated on Attachment A to this MMRP.

The Project Applicant shall be obligated to provide documentation concerning implementation of the listed Project Design Features and Mitigation Measures to the appropriate Monitoring Agency as listed in the table below. Unless otherwise specified in Project Design Features or Mitigation Measures, the County of Los Angeles shall have sole authority with regard to projects built pursuant to the County Specific Plan and the City of Los Angeles shall have sole authority with regard to projects built within the City's jurisdiction. Project Design Features and Mitigation Measures applicable only to County of Los Angeles Projects are noted (Co), those Project Design Features and Mitigation Measures applicable only to City of Los Angeles

Projects are noted (Ci), and Project Design Features and Mitigation Measures applicable to both City and County Projects are noted (Ci/Co). For those Project Design Features and Mitigation Measures applicable only to the City of Los Angeles Projects noted (Ci), only the alpha-numeric designation is provided to identify those Project Design Features and Mitigation Measures as the responsibility of the City of Los Angeles to enforce. Please refer to the City MMRP for those Project Design Features and Mitigation Measures applicable to projects developed within the City of Los Angeles.

Enforcement

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

Program Modification

The City of Los Angeles as the Lead Agency approved and adopted the final Project MMRP for the Evolution Plan Project on November 14, 2012. Minor changes and modifications to the MMRP are permitted, but can only be made by the Project Applicant or its successor subject to the approval by the Lead Agency for Project Design Features and Mitigation Measures applicable to the Lead Agency. In conjunction with any appropriate agencies or departments, the Lead Agency will determine the adequacy of any proposed change or modification. The County of Los Angeles and other responsible agencies have the authority and requirement under CEQA to approve their own MMRPs for the Project, provided that Mitigation Measures therein address only the direct or indirect environmental effects of those parts of the Project, which the responsible agency decides to carry out, finance, or approve. (Pub. Resources Code § 21081.6(a); CEQA Guidelines §§ 15096(g)(1), 15097(d).) Minor changes and modifications to any MMRP approved by a responsible agency can only be made by the Project Applicant or its successor subject to the approval by that responsible agency. Any revisions to a Mitigation Measure in the final MMRP or any MMRP adopted thereafter by a responsible agency must achieve the same level or more of mitigation as the original mitigation measure and not result in new or more severe environmental impacts.

MMRP Attachments

Attachment A	Project Development Areas
Attachment B	Los Angeles Department of Transportation Assessment Letter
Attachment C	Vibration Mitigation Area in southern portion of the Back Lot
Attachment D	Maximum Allowable Heights
Attachment E	Report of Geotechnical Investigation NBC Universal Evolution Plan (March 2010)
Attachment F	Drainage Areas
Attachment G	Universal Studios Potential Historic District Preservation Plan
Attachment H	Areas designated as high, moderate or low sensitivity for the presence of buried prehistoric archaeological sites *(DEIR Fig. 202)*
Attachment I	Areas designated as high sensitivity for the presence of surface prehistoric archaeological sites *(DEIR Fig. 201)*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
A.1 LAND USE – Land Use Plans/Zoning					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
A.2 LAND USE – Physical Land Use					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
B.1 TRAFFIC / ACCESS – Traffic/Circulation					
The Traffic Access / Traffic Circulation Project Design Features and Mitigation Measures set forth in the Environmental Impact Report and this MMRP include several off-site improvements and fair-share funding obligations. These traffic-related Project Design Features and Mitigation Measures are all part of the Transportation Improvement Program for the Project. The Transportation Improvement Program shall be implemented according to the final adopted phasing program presented in Attachment B to this MMRP, as may be modified and approved by the City of Los Angeles Department of Transportation in accordance with these provisions. The Transportation Improvement Program phasing program may be revised, where appropriate and as determined, by the City of Los Angeles Department of Transportation: (1) upon demonstration that Mitigation Measures for each phase in the revised phasing plan are equivalent or superior to the original Project Design Feature and/or Mitigation Measures, and/or (2) upon demonstration that approval or implementation of Project Design Features or Mitigation Measures have been delayed by other governmental entities, provided that the Project Applicant or its successor has demonstrated reasonable efforts and due diligence to the satisfaction of the City of Los Angeles Department of Transportation.					
Project Design Features					
PDF B-1 (Ci/Co): The Project Applicant or its successor shall prepare and implement a Transportation Demand Management program to reduce traffic impacts of the Project encouraging Project employees and patrons to reduce vehicular	a. Provide documentation satisfactory to the Director that a Preliminary TDM plan	Preliminary TDM plan prior to the issuance of the first Substantial Conformance	Applicant	Director of Regional Planning in consultation with the Department of Public Works, Traffic and	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
traffic on the street and freeway system during the most congested time periods of the day. The Transportation Demand Management program shall include implementation of several Transportation Demand Management strategies, which may include, but are not limited to the following: • Flexible work schedules and telecommuting programs; • Alternative work schedules; • Bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments); • Bicycle amenities; • Rideshare/carpool/vanpool promotion and support; • Mixed-use development; • Education and information on alternative transportation modes; • Transportation Information Center; • Guaranteed Ride Home Program; • Join an existing or form a new Transportation Management Association; • On-site flex cars; • Discounted employee and tenant transit passes; and • Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program. The Transportation Demand Management program shall be subject to the approval of the applicable jurisdiction. In the City, it shall be subject to the approval of the Los Angeles Department of Transportation. In the County, it shall be subject to the approval of the Director of Regional Planning.	has been prepared to the satisfaction of the City of Los Angeles Department of Transportation.	Review for the first Project developed under this Specific Plan.		Lighting Division. *(See City MMRP for projects in the City.)*	
	b. Provide documentation satisfactory to the Director that a Final TDM plan has been prepared to the satisfaction of the City of Los Angeles Department of Transportation.	Final TDM plan prior to the issuance of the permanent certificate of occupancy for the first Project developed under this Specific Plan.		Director of Regional Planning in consultation with County Department of Public Works, Traffic and Lighting Division. *(See City MMRP for projects in the City.)*	
PDF B-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
PDF B-3 (Ci/Co): Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp shall be widened from its current configuration of two westbound lanes to three westbound lanes. The roadway shall continue to accommodate only westbound traffic on this section.	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF B-4 (Ci/Co): Buddy Holly Drive between the US 101 northbound off-ramp to Donald O'Connor Drive shall be widened to accommodate between four and five lanes. At the approach to Donald O'Connor Drive, a dedicated right-turn lane shall be provided, and a dedicated left-turn lane onto the northbound US-101 Freeway shall be provided.	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF B-5 (Ci/Co): The final segment of Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive may be widened to accommodate four westbound travel lanes and two eastbound travel lanes. If this segment of Buddy Holly Drive is widened, the US 101 northbound on-ramp at Universal Studios Boulevard/Buddy Holly Drive shall be relocated maintaining the existing 12-foot travel lane, an 8-foot left shoulder, and a 6-foot right shoulder. Entrance to the on-ramp shall be reconfigured from the	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
existing northbound right-turn lane off of Universal Studios Boulevard to a right-turn off the new westbound lanes on Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive. If operated under two-way flow, the westbound approach on Buddy Holly Drive would include two left-turn lanes, one through lane, and two free-flow right-turn lanes. Also, Universal Studios Boulevard would be restriped to provide a northbound right-turn lane, and the eastbound approach would be restriped to provide one left-turn lane and one shared through/right-turn lane. The entire improvement described above would not be needed if Buddy Holly remains a one-way eastbound street.	improvements in County *(See Attachment B)*.				
PDF B-6 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles*	___/___/____
PDF B-7 (Ci/Co): The new development calls for the realignment and widening of Universal Hollywood Drive, which extends between the Universal Tram stop east of Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and the entrance to CityWalk near Universal CityWalk, to improve overall circulation both on-site and off-site.	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDFs B-8, B-9, B-10, B-11 and B-12 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
PDF B-13: *Deleted due to selection of Alternative 10.*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MMs B-1 and B-2 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MMs B-3 and B-4 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____
MM B-5 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-6 (Ci/Co): The Project Applicant or its successor shall implement the following Lankershim Boulevard Corridor improvements: a. *Deleted due to selection of Alternative 10*; b. *Deleted due to selection of Alternative 10*; c. Restripe James Stewart Avenue at its intersection with Lankershim Boulevard to provide one left-turn, one shared through/left-turn, and dual right-turn lanes in the westbound direction (Co); d. (Ci) *For more information see Attachment B to this MMRP*; e. Widen Main Street at its intersection with Lankershim Boulevard to improve ingress/egress to/from the Project Site (Co); f. *Deleted due to selection of Alternative 10*; g. (Ci) *For more information see Attachment B to this MMRP*; h. (Ci) *For more information see Attachment B to this MMRP*; i. (Ci) *For more information see Attachment B to this MMRP*; j. Widen Universal Hollywood Drive at its intersection with Lankershim Boulevard to provide a separate westbound left-turn lane and additional signal equipment for protected left-turn phasing on the east-west approach (Ci/Co); k. (Ci) *For more information see Attachment B to this MMRP*; l. (Ci) *For more information see Attachment B to this MMRP*; and m. *Deleted due to selection of Alternative 10.*	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MMs B-7, B-8, B-9 and B-10 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-11: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-12 and B-13 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-14: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-15 and B-16(Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-17: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-18, B-19 and B-20 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-21: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-22 and B-23 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____
MMs B-24 and B-25: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM B-26 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____
MMs B-27, B-28 and B-29 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank.*	___/___/____
MM B-30 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank; CALTRANS.*	___/___/____
MM B-31 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank.*	___/___/____
MM B-32: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40 and B-41 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank.*	___/___/____
MM B-42: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM B-43 (Ci/Co): All construction workers shall be prohibited from parking on neighborhood streets offsite. To the extent that parking would not be	Include prohibiting construction worker parking on	On-going during construction.	Applicant / Contractor	Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
available on-site, parking shall be provided by the Project Applicant or its successor at offsite locations. A construction worker shuttle service shall be provided if an offsite parking lot is not within reasonable walking distance of the Project Site.	neighborhood streets off-site in construction traffic management plan.			*(See City MMRP for projects in the City.)*	
MM B-44 (Ci/Co): The Project Applicant or its successor shall prepare construction traffic management plans, including but not limited to street closure information, detour plans, haul routes, and staging plans, satisfactory to the affected jurisdictions. The construction traffic management plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate: 1. Provisions to configure construction parking to minimize traffic interference; 2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person); 3. Scheduling construction activities to reduce the effect on traffic flow on public roadways; 4. Rerouting construction trucks to reduce travel on congested streets; 5. Consolidating construction truck deliveries; 6. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site; 7. Construction-related vehicles shall not park on any residential street; 8. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing, and protection barriers; 9. All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the contractor; 10. Schedule construction-related deliveries, other	Prepare construction traffic management plan with required plan provisions as set forth in mitigation measure.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
than concrete and earthwork-related deliveries to reduce travel during peak travel periods; 11. Construction vehicle travel through neighboring jurisdictions other than the City of Los Angeles shall be conducted in accordance with the standard rules and regulations established by the respective jurisdictions where such jurisdictions would be subject to construction impacts. These include allowable operating times for construction activities, truck haul routes, clearance requirements, etc.; 12. Prior to the issuance of any permit for the Project, required permits for the truck haul routes~~,~~ if applicable~~,~~ shall be obtained from the City of Los Angeles; 13. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and 14. Submit a traffic management plan to Caltrans for approval to avoid potential access restrictions to and from Caltrans facilities. 15. In order to facilitate coordination with funeral processions, the Applicant shall provide the Forest Lawn Memorial-Park Association 72-hour notice of major improvements to Forest Lawn Drive. 16. During construction, lane closures on Forest Lawn Drive shall be limited in terms of scope and duration to the extent feasible. A minimum of one lane of through traffic shall be maintained on Forest Lawn Drive in each direction at all times.					
MM B-45 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MMs B-46 and B-47 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
B.2 TRAFFIC / ACCESS – Parking					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
C. NOISE					
Project Design Features					
PDF C-1 (Ci/Co): The Project shall not utilize pile driving machinery as part of its construction equipment mix.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDFs C-2 and C-3 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
MM C-1 (Ci/Co): When Project construction staging occurs within 500 feet of an occupied residential structure that is located outside of the combined boundaries of the Universal Studios Specific Plan and the City jurisdiction, or along the frontage of Forest Lawn Memorial Park, Hollywood Hills, the contractor shall: Locate stationary construction equipment away from the occupied residential structure or install temporary acoustic barriers around stationary construction noise sources; and Shut off construction equipment that is not in use.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM C-2 (Ci/Co): Project construction or grading activity shall be permitted during the following times: • Monday through Friday (non-legal Holidays) between 7:00 A.M. and 7:00 P.M.; • Saturdays between 8:00 A.M. and 6:00 P.M.,	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
except that no hauling shall occur along Forest Lawn Drive during this time. Exceptions Notwithstanding the above permitted times, the following construction activities may occur between 7:00 P.M. and 7:00 A.M. Monday through Friday (non-legal holidays), between 6:00 P.M. and 8:00 A.M. on Saturdays, and on Sundays and legal Holidays: • Construction activities conducted within an enclosed structure that either: (1) do not result in an audible sound outside of the combined boundaries of the proposed Universal Studios Specific Plan and the City jurisdiction; or (2) are located more than 400 feet from an occupied residential structure that is located outside of the combined boundaries of the proposed Universal Studios Specific Plan and the City jurisdiction. • Those construction activities which must occur during otherwise prohibited hours due to restrictions imposed by a public agency. • Roofing activities in the Studio, Entertainment, and Business Areas which cannot be conducted during daytime hours due to weather conditions, provided at least 72 hour advance written notice is submitted to the County Department of Public Works or City Building and Safety Department, as appropriate to jurisdiction. • Emergency repairs, such as repairs to damaged utility infrastructure. • Project construction activities which cannot be interrupted (e.g., continuous concrete pours and other activities which affect health and safety as approved by the County Department of Public Works or City Building and Safety Department, as appropriate to jurisdiction).					
MM C-3 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM C-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM C-5 (Ci/Co): In the event that there are concurrent cumulative hauling activities from the Project and related projects along or adjacent to Forest Lawn Drive that result in 78 haul trips per hour, the Applicant or its successor shall monitor whether such hauling results in increases of noise greater than 5 decibels above ambient within the Rancho Neighborhood in the City of Burbank. If noise increases generated by the concurrent hauling from the Project and related projects along Forest Lawn Drive exceed 5 decibels above ambient, the Applicant or its successor shall install or contribute to the installation of a sound wall consistent with the following: • The installation of a noise barrier shall occur along the north end of Forest Lawn Drive. The barrier shall extend approximately 0.4 mile along Forest Lawn Drive across from the Rancho Neighborhood. The barrier may consist of plywood panels (fifteen feet in height) and each panel shall overlap each end by 4 inches. • The Applicant or its successor shall post notices on the temporary noise barrier adjacent to the north side of Forest Lawn Drive that no unauthorized materials (such as graffiti or posters) may be posted on the temporary barrier and shall visually inspect and remove graffiti and/or unauthorized posters from the temporary barrier within 24 hours, as necessary.	Include in Construction Management Plan for Projects that would require hauling on Forest Lawn Drive in excess of 78 haul trips per hour.	Prior to issuance of grading or building permit, if applicable.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM C-6 (Ci/Co): During Project construction, the Applicant or its successor shall: • Prior to initiation of Project hauling along Forest Lawn Drive, the Applicant shall coordinate with the Los Angeles Department of Transportation to determine the number of haul truck trips scheduled to occur along Forest Lawn Drive at that time in connection with the Forest Lawn	Include in Construction Management Plan for Projects that would require hauling on Forest Lawn Drive.	Prior to issuance of grading or building permit, if applicable.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Memorial-Park Master Plan and the Oakwood Garden Apartments expansion. • The Applicant shall limit the Project's haul truck trips such that cumulative haul truck trips on Forest Lawn Drive from the Project, Forest Lawn Memorial-Park Master Plan, and the Oakwood Garden Apartments expansion does not exceed 140 haul truck trips per hour. • At such time as the haul truck trips from the Forest Lawn Memorial-Park Master Plan and the Oakwood Garden Apartments expansion are reduced from the level established at the time Project hauling is initiated, the Los Angeles Department of Transportation may allow the Applicant to increase the Project's haul truck trips up to a cumulative total of 140 haul trips per hour.					
MM C-7 (Ci/Co): Prior to the issuance of a City of Los Angeles haul route permit for hauling on Forest Lawn Drive, the Applicant shall have provided notice to Forest Lawn Memorial-Park Association 10 days in advance of any hearing on a haul route permit for Project hauling on Forest Lawn Drive.	Provide notice to Forest Lawn Memorial-Park Association.	10-days prior to hearing for City of Los Angeles haul route permit.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
D. VISUAL QUALITIES – Aesthetics					
Project Design Features					
PDFs D-1, D-2, D-3 and D-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
E.1 LIGHT AND GLARE – Natural Light					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
issue.					
Mitigation Measures					
MM E.1-1 (Ci/Co): Prior to issuance of a building permit for structures proposed to be built within 560-feet of Lankershim Boulevard and 440-feet of Universal Hollywood Drive within the 850-foot or 890-foot MSL Height Zones, the Project Applicant or its successor shall submit a site specific shadow study that illustrates that the proposed structure would not cause the Campo de Cahuenga historic site to be shaded for more than 3.0 continuous hours between 9:00 A.M. and 3:00 P.M. PST during the Spring Equinox or add shading to an area of the Campo de Cahuenga historic site already shaded continuously for 3.0 hours during the Winter Solstice.	Provide shadow study for applicable structure(s).	Prior to issuance of building permit for applicable structure(s).	Applicant / Project Architect	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM E.1-2 (Co): Structures proposed to be built within the 850-foot MSL Height Zone shall conform with the Project's height limitations and setback requirements as shown on Attachment D to this MMRP.	Provide drawings showing building heights and setbacks for applicable structure(s).	Prior to issuance of building permit for applicable structure(s).	Applicant / Project Architect	Department of Regional Planning.	___/___/____
MMs E.1-3 and E.1-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
E.2 LIGHT AND GLARE – Artificial Light					
Project Design Features					
PDF E-2-1 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
E.3 LIGHT AND GLARE - Glare					
Project Design Features					
PDF E-3-1 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
F. GEOTECHNICAL					
Project Design Features					
PDF F-1 (Ci/Co): All Project construction would conform to the requirements of the applicable building code, including all provisions related to seismic safety.	Provide drawings with Project pursuant to the applicable building code.	Prior to issuance of building permit.	Applicant / Project Engineer / Project Architect	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF F-2 (Ci/Co): As part of Project grading, erosion and sedimentation control measures would be implemented during site grading to reduce erosion impacts. The Project Applicant or its successor would also comply with all construction site runoff control and implement construction "Best Management Practices" under applicable state and local requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.	Provide Construction Management Plan including applicable Best Management Practices.	Prior to issuance of grading permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF F-3 (Ci/Co): Dewatering activities would be conducted in accordance with the applicable permit requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.	Obtain permit for discharge of construction dewatering.	Prior to issuance of grading and/or building permits, if required.	Applicant / Project Engineer	Department of Public Works. If NPDES permit also required, Regional Water Quality Control Board. *(See City MMRP for projects in the City.)*	___/___/____
PDF F-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
MM F-1 (Ci/Co): Prior to issuance of the building permit for a building or structure, a site-specific geotechnical report shall be prepared for each Project (not including sets/façades or temporary uses), pursuant to the City's Department of Building and Safety regulations, and as the term is defined in	a. Preparation of site-specific geotechnical report.	Prior to issuance of building permit.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Incorporate	Prior to issuance of	Applicant /	Department of Public	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
the County Specific Plan, in accordance with the City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. The recommendations contained within these site-specific geotechnical reports, including those pertaining to site preparation, fill placement, and compaction; foundations; pavement design; footings; and pile foundations shall be implemented. The site-specific geotechnical reports shall include all applicable recommendations included in the *Report of Geotechnical Investigation NBC Universal Evolution Plan* (March 2010) prepared by Shannon & Wilson, Inc. included as Attachment E to this MMRP. The site specific study shall determine which mitigation measures listed in Mitigation Measures F-3 to F-19 below are applicable for implementation of the Project, required by the City's Department of Building and Safety, and as that term is defined in the County Specific Plan, the study is considering.	applicable site-specific geotechnical recommendations in building design as shown on Project drawings.	building permit.	Project Engineer	Works. *(See City MMRP for projects in the City.)*	
MM F-2 (Ci/Co): During construction, geotechnical observation and testing shall be completed during the placement of new compacted fills, foundation construction, buttresses, stabilization fills, ground improvement, and any other geotechnical-related construction for each Project, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan, in accordance with the City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. The geotechnical firm performing these services for locations within the City of Los Angeles shall be approved by the City of Los Angeles when work is occurring within its jurisdiction.	Undertake on-site geotechnical observation and testing as required by mitigation measure.	As necessary and appropriate during construction.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-3 (Ci/Co): For slope stability hazards identified in Attachment E to this MMRP, such locations shall be mitigated by either reorienting the cut slopes, reducing the slope angle to the angle of the bedding or flatter, or by construction of buttress and stabilization fills. Site-specific geotechnical	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate site-specific	Prior to issuance of building permit.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
investigations shall be performed to the satisfaction of the applicable jurisdiction for the design of all cut and fill slopes in accordance with the City or County of Los Angeles requirements, as applicable.	geotechnical recommendations in design as shown on Project drawings.				
MM F-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM F-5 (Ci/Co): Grading within the hillside areas shall address slope stability. Where favorable bedding exists, the slopes shall be constructed no steeper than a 2:1 (horizontal to vertical) inclination. If the bedding dips unfavorably out of the slopes, the slopes shall either be flattened to the angle of the bedding (or flatter), or the slopes shall be stabilized. The degree of stabilization would depend on the orientation of the bedding with respect to the final slope and the depth of the excavation. Where the bedding dips out of the slopes, buttress fills shall be provided. If the bedding is approximately parallel to the slopes, thinner stabilization fills will suffice. The design of the buttress or stabilization fills and specific design criteria for each slope shall be included to the satisfaction to the applicable jurisdiction in the site-specific geotechnical report prepared prior to construction of each Project, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan, in accordance with the City or County of Los Angeles requirements, as applicable.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate site-specific geotechnical recommendations in design as shown on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-6 (Ci/Co): Site-specific liquefaction hazard studies shall be required to the satisfaction to the applicable jurisdiction for each Project (not including sets/façades or temporary uses), pursuant to the City's Building and Safety regulations, and as the term is defined in the County Specific Plan, within a liquefaction hazard area identified in Attachment E to this MMRP in accordance with the City or County of Los Angeles requirements, as applicable. For areas with a high liquefaction potential, identified in	a. If determined applicable by the site-specific study prepared pursuant to MM F-1, prepare site-specific liquefaction hazard study within a liquefaction hazard area as identified in the mitigation	Prior to issuance of building permit.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Attachment E to this MMRP, where there is potential for more than four inches of settlement resulting from liquefaction, and areas of moderate liquefaction potential, where there is a potential for between one and four inches of settlement resulting from liquefaction, the liquefaction hazard shall be mitigated to the satisfaction to the applicable jurisdiction in accordance with the applicable City or County of Los Angeles requirements. Mitigation for high liquefaction potential could include ground improvement or deep foundations extending through the potentially liquefiable soils and structurally-supported floor slabs. Mitigation for moderate liquefaction potential could include ground improvement, deep foundations, or special foundation design procedures, such as extra reinforcement and strengthening of building foundations and floor slab systems.	measure.				
	b. Incorporate site-specific liquefaction hazard study recommendations, if applicable, in building design as shown on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-7 (Co): Deep foundations shall be provided for any structures located over waste in the closed landfill in accordance with the requirements of the County of Los Angeles. These foundations shall extend through the closed landfill and into the underlying bedrock. Downdrag loads resulting from decomposition and settlement of the closed landfill shall be added to the design loads on the piles.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required foundation design on Project drawings for applicable structures.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-8 (Ci/Co): Any required fill shall be placed in loose lifts not more than 8 inches thick and compacted to the standard as determined by the American Society for Testing and Materials (ASTM) Designation D1557 method of compaction. The fill shall be compacted in accordance with the applicable City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. Cohesive fills shall be compacted to 90%. Granular, non-cohesive soil shall be compacted to at least 95%. Where deep fills are required a greater degree of compaction may be	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required fill and soil specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
required to reduce the settlement of the completed fills.					
MM F-9 (Ci/Co): The on-site excavated materials, less any debris or organic matter, may be used in required fills in accordance with the City or County of Los Angeles requirements, as applicable. On-site clayey soils shall not be used within one foot of the subgrade for floor slabs, walks, and other slabs. Cobbles larger than 4 inches in diameter shall not be used in fill. Any required import material shall consist of relatively non-expansive soils with an Expansion Index of less than 35. The imported materials shall contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. All proposed import materials shall be approved by the geotechnical consultant-of-record prior to being placed at the site.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required fill and soils specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-10: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM F-11 (Ci/Co): All concrete slabs on grade shall be underlain by at least one foot of non-expansive soil with an Expansion Index less than 35 to minimize the expansion potential. In addition, subsurface cutoff walls shall be provided between landscaped and hardscape areas. The cutoff walls shall consist of a concrete-filled trench at least six inches wide and two feet deep. The cutoff walls shall extend at least six inches below any adjacent granular non-expansive material or the paving base course. Drain lines shall also be installed adjacent to landscaped areas.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required design specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-12 (Ci/Co): The geotechnical engineer-of-record shall be provided with a copy of the hardscape and landscaping plans in order to review in terms of movement of water and expansive soils prior to final design.	Provide hardscape and landscape plans to project engineer for review.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM F-13 (Ci/Co): During construction non-engineered fills shall be excavated, and replaced as compacted fill properly benched into suitable materials, to the satisfaction to the applicable jurisdiction, in accordance with the City or County of Los Angeles requirements, as applicable. In general, most of the excavated materials can be reused in the compacted fills. The suitability of the materials shall be confirmed during the site-specific geotechnical report prepared for the individual development.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required design specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-14 (Ci/Co): For new buildings, surface water runoff shall be removed by subdrains from behind building basement walls and retaining walls to prevent development of damaging hydrostatic pressures and to avoid detrimental effects on the strength and compressibility of compacted fills, to the satisfaction to the applicable jurisdiction, in accordance with the City or County of Los Angeles requirements, as applicable.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required design specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MMs F-15, F-16, F-17, F-18 and F-19: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
G.1.A WATER RESOURCES – Surface Water-Drainage					
Project Design Features					
PDF G.1.a-1 (Ci/Co): The Project Applicant or its successor shall construct new storm drains as needed that shall be designed and sized using the Los Angeles County Hydrology Manual method for a minimum 50-year frequency storm event capacity.	If new storm drains needed, provide required storm drain specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF G.1.a-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MM G.1.a-1 (Ci/Co): The Project Applicant or its successor shall prepare detailed drainage plans for each Project, pursuant to City of Los Angeles Department of Public Works and Bureau of Engineering requirements, and as that term is	Provide detailed drainage plans, as applicable, with required specifications on Project drawings.	Prior to issuance of grading or building permits, as applicable.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
defined in the County Specific Plan, for review and approval by the appropriate responsible agency (i.e., Los Angeles County Department of Public Works or the City of Los Angeles Department of Public Works) at the time that grading or building permit applications are submitted. These drainage plans shall include detailed hydrologic/hydraulic calculations, as necessary, and drainage improvement plans, and show quantitatively how projected stormwater runoff in each drainage area of the Project Site would be conveyed to off-site stormwater conveyance facilities.					
G.1.B WATER RESOURCES – Surface Water Quality					
Project Design Features					
PDF G.1.b-1 (Ci/Co): Prior to the issuance of grading permits for Projects (not including sets/façades or temporary uses), pursuant to the City's Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan, that are expected to disturb one acre or more of land, the Project Applicant, its successor, or authorized agent (i.e., contractor) shall provide proof to the applicable jurisdiction (the City or County Department of Public Works), as appropriate, with evidence that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the General Construction Permit and a certification that a Storm Water Pollution Prevention Program has been prepared. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Regional Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan shall include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion, sediment, and other construction-related pollutants to	a. Preparation and approval of Stormwater Pollution Prevention Plan, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Submit documentation to County substantiating the Notice of Intent having been filed with the State Water Resources Control Board.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
meet the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards. The Best Management Practices to be implemented during construction shall address the following: • Erosion Control; • Sediment Control; • Waste and Materials Management; • Non-stormwater Management; • Training and Education; and • Maintenance, Monitoring, and Inspections. The construction site management Best Management Practices shall be implemented for the Project during the dry season and wet season as necessary depending upon the phase of construction and weather conditions. As required by the Construction General Permit, during all phases of construction, the Project shall implement Best Management Practices consistent with the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards.					
PDF G.1.b-2 (Ci/Co): For individual Projects (pursuant to the City Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan), that may occur over time that disturb less than one acre, prior to receiving a grading permit from either the City of Los Angeles or the County of Los Angeles, the Project Applicant or its successor shall certify to the satisfaction of the City or County Department of Public Works, dependent upon the location of the Project, that the Project Applicant or its successor understands and shall implement all applicable Best Management Practices meeting the minimum requirements contained in the Municipal Separate Storm Sewer System Permit (National Pollutant Discharge Elimination System Permit No.	Provide Construction Management Plan including applicable Best Management Practices, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
CAS00400) including: • Retaining sediments generated on the Project Site using adequate Treatment Control or Structural Best Management Practices; • Retaining construction-related materials, wastes, spills, or residues at the Project Site; • Containing non-storm water runoff from equipment and vehicle washing and any other activity at the Project Site; and • Controlling erosion from slopes and channels by implementing an effective combination of Best Management Practices.					
PDF G.1.b-3 (Ci/Co): Prior to issuance of a B-Permit or building permit for any Project, (pursuant to the City's Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan), that triggers the Standard Urban Stormwater Mitigation Plan requirements, the Project Applicant or its successor shall prepare and submit a Standard Urban Stormwater Mitigation Plan to the City of Los Angeles or County of Los Angeles to the satisfaction to the applicable jurisdiction, as applicable, for review. In addition, drawings and specifications of the proposed permanent stormwater quality Best Management Practices, including continuous deflection separator units and media filters (or Best Management Practices of similar technology with equivalent treatment or pollutant removal performance) in Drainage Areas A, D, E, F, J, L, M and O as shown on Attachment F to this MMRP, and bioswales and bioretention/underdrains (or Best Management Practices of similar technology with equivalent treatment or pollutant removal performance) in Drainage Areas M, R and S, as applicable, shall be submitted for review to the City of Los Angeles or County of Los Angeles, as applicable.	a. Prepare and submit Standard Urban Stormwater Mitigation Plan and proposed permanent stormwater quality Best Management Practices, if required.	Prior to issuance of building permits, if applicable.	Applicant / Project Engineer / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Implement approved Standard Urban Stormwater Mitigation Plan and permanent stormwater quality Best Management Practices, if required.	During construction as applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
PDFs G.1.b-4 and G.1.b-5: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
G.2 WATER RESOURCES – Groundwater					
Project Design Features					
PDF G.2-1 (Ci/Co): Should a groundwater monitoring well be discovered during construction, the abandonment or removal of the well shall be in accordance with the applicable guidelines of the California Department of Water Resources, and the California Department of Health Services. As part of the abandonment process, a Well Abandonment Permit shall be obtained from the Los Angeles County Department of Public Health.	a. If during construction a well is discovered, obtain well abandonment permit.	Prior to well abandonment, if well discovered.	Applicant / Contractor	County Department of Public Health in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Abandon well pursuant to Well Abandonment Permit, if required.	During construction as applicable.	Applicant / Contractor	County Department of Public Health in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
H. AIR QUALITY					
Project Design Features					
PDF H-1 (Ci/Co): The Project Applicant or its successor shall implement fugitive dust control measures during Project construction in accordance with South Coast Air Quality Management District Rule 403. The Project Applicant or its successor shall include in construction contracts the fugitive dust control measures in accordance with South	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of demolition or grading permits.	Applicant / Contractor	South Coast Air Quality Management District. Regional Planning in consultation with the Department of Public	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Coast Air Quality Management District Rule 403, with construction controls being at least as effective as the following: • Watering active construction areas at least twice daily to minimize fugitive dust emissions; • Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation; • Suspending earthmoving operations or requiring additional watering to meet Rule 403 criteria if wind gusts exceed 25 mph; • Covering all haul trucks or maintaining at least six inches of freeboard; • Minimizing track-out emissions; and • Limiting vehicle speeds to 15 miles per hour or less in staging areas and on-site haul roads.				Works. *(See City MMRP for projects in the City.)*	
PDF H-2 (Ci/Co): Project Site haul roads during vertical construction shall be paved temporary or permanent paving.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF H-3 (Ci/Co): Diesel-emitting construction equipment greater than 200 horsepower shall use diesel particulate filters having 85% removal efficiency based on California Air Resources Board verified technologies.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Regional Planning in consultation with the Department of Public Works. South Coast Air Quality Management District. *(See City MMRP for projects in the City.)*	___/___/____
PDFs H-4 and H-5: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF H-6 (Ci/Co): New on-site facility NOx emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South	Incorporate emission control measures in building design as applicable.	Prior to issuance of building permit.	Applicant / Project Architect Project Engineer	Department of Public Works. South Coast Air Quality Management District.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Coast Air Quality Management District Regulation XIII, New Source Review.				*(See City MMRP for projects in the City.)*	
Mitigation Measures					
MM H-1 (Ci/Co): The Project Applicant or its successor shall include in construction contracts the following control measures: • Keep all construction equipment in proper tune and maintained in accordance with manufacturer's specifications. • All contractors shall operate in compliance with the California Air Resource Board in-use off-road diesel engine rule.[1] • Limit truck and equipment idling time to five minutes or less. • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export), to the extent available. • Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113, to the extent available. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. • Require the use of pre painted construction materials, to the extent available.	Include control measures in construction contracts and Construction Management Plan.	Prior to issuance of grading or building permits, as applicable.	Applicant / Contractor	Department of Public Works. South Coast Air Quality Management District. *(See City MMRP for projects in the City.)*	___/___/____

[1] *CARB, 2007. Regulation for In-Use Off-Road Diesel Vehicles. Article 4.8, Section 2449. http://www.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm; http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM H-2 (Ci/Co): Construct or build with materials that do not require painting, to the extent available.	Incorporate in building design as applicable.	Prior to issuance of building permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM H-3 (Ci/Co): During Project construction, all internal combustion engines/construction equipment used on the Project Site for purposes of the Project construction shall be designed or retrofitted to meet EPA-Certified Tier 2 emissions standards, or higher, according to the following: • January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards, to the extent available. In addition, construction equipment shall be outfitted with BACT devices certified by CARB to the extent available for such construction equipment. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations to the extent available for such equipment. • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, to the extent available. In addition, construction equipment shall be outfitted with BACT devices certified by CARB to the extent available for such construction equipment. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations to the extent available for such equipment.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of building permit.	Applicant / Contractor	Regional Planning in consultation with the Department of Public Works. South Coast Air Quality Management District. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
• For each applicable unit of construction equipment, a copy of the certified tier specification, BACT documentation, and CARB or SCAQMD operating permit, to the extent such are available for such construction equipment, shall be maintained and made available upon request by the lead agency.					
MM H-4 (Ci/Co): The Project Applicant or its successor shall minimize delivery truck idling times to a maximum of five (5) minutes, per the California Air Resources Board's Airborne Toxic Control Measure.	Post limitation in loading dock area.	Annually at time of MMRP compliance report.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM H-5 (Ci/Co): The Project Applicant or its successor shall route delivery trucks via the most efficient route on the Project Site.	Include in security manual.	Annually at time of MMRP compliance report.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
I. BIOTA					
Project Design Features					
PDF I-1 (Co): The Project Applicant or its successor shall mitigate consistent with Mitigation Measure I-5 below for all impacted oak woodlands that are located within the current County jurisdiction, regardless of the proposed annexation of some of this habitat into the City under the proposed Project.	See Mitigation Measure I-5.	See Mitigation Measure I-5.	Applicant / Contractor	Department of Regional Planning in consultation with the County Fire Department, Forestry Division.	___/___/____
PDF I-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF I-3 (Ci/Co): Three sensitive reptile species (silvery legless lizard, coastal western whiptail, and San Bernardino ringneck snake) have low potential to occur on-site and, if present, are likely to exist in small numbers due to the fragmented and/or disturbed habitat conditions and the Project Site's prolonged isolation, a situation that might lead to their eventual extirpation. The proposed Project includes the following project design feature to avoid or minimize potential impacts to sensitive reptile species:	a. Perform field surveys.	Prior to construction operations in the Back Lot area within the applicable time protocols set forth in the mitigation measure.	Applicant / Project Biologist / Contractor	Department of Regional Planning. California Department of Fish and Game	___/___/____
	b. Prepare and obtain approval of plans, if applicable.	Prior to implementation and prior to vegetation removal or ground	Applicant / Project Biologist / Contractor	Department of Regional Planning. California Department of Fish and Game	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
		disturbance.			
• Prior to construction activities, field surveys would be conducted in oak woodland and scrub habitat in the Back Lot Area during the peak activity season and time of day for each species (ranging from February to May for silvery legless lizard, April to August for coastal western whiptail, and late spring through summer for San Bernardino ringneck snake) to determine the presence or absence of the aforementioned three special status reptiles on the Project Site, and their approximate population size and distribution if present. Surveys would be conducted by a qualified biologist according to standard methods of surveying for reptiles. A report would be submitted to the City Planning Department, County Department of Regional Planning, and California Department of Fish and Game documenting the survey methods and results, including number and location of individuals observed, if any, and estimated population sizes. • Based on the field survey results, a plan would be prepared by a qualified biologist to trap special status reptile individuals present on-site prior to and during ground-disturbing construction activities and release them to nearby suitable protected habitat. This may include preserved habitat areas on-site or public lands in the vicinity if approved through a Memorandum of Understanding with the landholding agency (i.e. the City for Griffith Park, or the Santa Monica Mountains National Recreation Area). This plan would be submitted to and be approved by the City Planning Department and/or County Department of Regional Planning and California Department of Fish and Game prior to implementation and prior to vegetation removal or ground disturbance. A follow-up report documenting trapping and	c. Implement approved plan(s), if applicable.	During construction.	Applicant / Project Biologist / Contractor	Department of Regional Planning. California Department of Fish and Game	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
relocation methods and results would also be submitted to the City Planning Department and County Department of Regional Planning and California Department of Fish and Game following construction. • If special status reptiles are relocated to preserved habitat on-site, this area would be protected during Project construction using silt fencing or other fencing as approved by a qualified biologist. The protective fencing would be installed prior to any ground disturbance or vegetation removal, and would be maintained during all phases of Project construction occurring within or adjacent to suitable habitat for the species; fence maintenance would be regularly monitored by a qualified biologist. No construction-related activities would be allowed in the protected habitat, including storage of materials or equipment, or trespass by construction crew members. This preserved on-site habitat would also be protected in perpetuity from the adjacent development by appropriate permanent fencing as recommended and approved in the relocation plan described above. If special status reptiles are present on-site based on the field survey results, a qualified biologist would be present during vegetation removal and grading activities conducted in the oak woodland and scrub habitat in the Back Lot Area to monitor activities and relocate any special status reptiles in accordance with the above plan in order to avoid impacts to any individuals remaining on-site following pre-construction trapping and relocation activities.					
Mitigation Measures					
MM I-1 (Co): In order to avoid and compensate for impacts to Southern California black walnut trees within the County portion of the Project Site, the following measures shall be implemented:	a. Implement tree protective measures, if applicable.	Prior to issuance of grading or building permits as applicable.	Applicant / Contractor	Department of Regional Planning in consultation with the County Fire	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
a) Southern California black walnut trees that are avoided shall be protected during site development activities in compliance with protective measures described for avoided trees under Mitigation Measure I-4.				Department, Forestry Division. *(See City MMRP for projects in the City.)*	
b) Southern California black walnut trees impacted within the County portion of the Project Site shall be replaced at a minimum 2:1 ratio. Impact includes cutting, relocating, inflicting damage, or encroaching into the root zone or filling the drip line area. Replacement shall generally follow the Oak Tree Removal Regulations of the proposed County Specific Plan, but shall relate specifically to Southern California black walnut trees, including the following: 1. The Project Applicant or its successor shall provide and plant two replacement trees for each single Southern California black walnut tree impacted. The replacement trees shall meet the following minimum requirements: i. shall consist of a range of plant sizes, at a minimum of one gallon in size, in order to approximate a natural habitat condition and the range of sizes of the individuals impacted; ii. shall consist exclusively of indigenous trees and certified as being grown from a seed source collected from an indigenous habitat within valley regions of Los Angeles County; iii. if planted off-site, the replacement walnut trees shall be planted at a location approved by the County Forester, in consultation with the Supervisor's Office; and 2. Additional Requirements. i. The Project Applicant or its successor shall monitor the replacement trees for a minimum of 5 years, to evaluate the	b. Implement tree replacement requirements, if applicable.	Prior to issuance of permanent certificate of occupancy, if applicable.	Applicant / Contractor	Department of Regional Planning in consultation with the County Forester. *(See City MMRP for projects in the City.)*	___/___/____
	c. Monitor replacement trees, if applicable.	Once a year for five years following replacement, if applicable.	Applicant / Contractor	Department of Regional Planning in consultation with the County Forester. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
growth, health and condition of the replacement trees. ii. The soil for new tree plantings shall be appropriately inoculated with beneficial mycorrhizal fungi. iii. The Project Applicant or its successor shall design landscapes and irrigation systems which are adjacent to the replacement trees in a manner that is compatible for the survival of the replacement trees. iv. Trees which are determined to be healthy and structurally sound shall be considered as candidates for relocation, to the extent feasible.					
MM I-2 (Ci/Co): Avoidance of Special Status Plants. To avoid impacts to special-status plants that may not have been detected during focused surveys in June 2006, prior to vegetation clearing for construction in the Back Lot Area, focused surveys for the special-status plants identified below shall be conducted in the Back Lot Area during the blooming period for the species. If any species identified below are detected, then prior to vegetation clearing for construction the plants shall be censused and a special-status plant relocation plan shall be developed and implemented to provide for translocation of the plants. The plan shall be prepared by a biologist and shall include the following components: (1) identify an area of appropriate habitat on-site; (2) depending on the species detected, determine if translocation will take the form of seed collection and deposition, or transplanting the plants and surrounding soil as appropriate; (3) develop protocols for irrigation and maintenance of the translocated plants where appropriate; (4) set forth performance criteria (e.g., establishment of quantitative goals, expressed in percent cover or number of individuals, comparing	a. Prepare focused survey.	Prior to issuance of grading permit and vegetation clearing for construction in the Back Lot Area.	Applicant / Project Biologist or Contractor	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
	b. Prepare and implement relocation plan, if required.	Prior to issuance of certificate of occupancy for buildings in Back Lot Area, if applicable.	Applicant / Project Biologist or Contractor	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
	c. Monitor relocated special-status plants, if applicable.	Every five years following relocation of special-status plant, if applicable.	Applicant / Project Biologist or Contractor	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
the restored and impacted population) and remedial measures for the translocation effort; and (5) establish a five-year monitoring procedures/protocols for the translocated plants. The following species will be targeted for focused pre-construction surveys: • Catalina mariposa lily (*Calochortus catalinae*) • Club-haired mariposa lily (*Calochortus clavatus var. clavatus*) • Plummer's mariposa lily (*Calochortus plummerae*) • Many-stemmed dudleya (*Dudleya multicaulis*) • Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*) • Coulter's matilija poppy (*Romneya coulteri*)					
MM I-3 (Ci/Co): To avoid impacting nesting birds, including migratory birds and raptors, one of the following shall be implemented: • Conduct vegetation removal associated with building demolition and construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below. - OR - • Conduct pre-construction surveys for nesting birds if vegetation removal, building demolition or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct a weekly pre-construction bird survey no more than 30 days prior to initiation of grading to provide	Remove vegetation as specified during applicable time protocol stated in mitigation measure OR conduct pre-construction surveys during nesting season.	Prior to issuance of grading permit according to applicable time protocols stated in mitigation measure.	Applicant / Contractor or Project Biologist	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nest shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum exclusion buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City of Los Angeles, Department of Building and Safety, or County of Los Angeles, Department of Public Works, as applicable, in charge of Mitigation Monitoring, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.					
MM I-4 (Ci/Co): In order to prevent damage to any protected trees that would be avoided within the City or County area during Project construction, the following measures shall be implemented for any such trees within 20 feet of an active construction	a. Implement tree protective measures, if applicable.	Prior to issuance of grading or building permits, if applicable.	Applicant / Contractors / Registered Consulting Arborist	County Fire Department, Forestry Division. Department of Regional Planning.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
area: <u>*Pre-Construction*</u>				*(See City MMRP for projects in the City.)*	
• *Fencing:* Chain link fencing, not less than 4 feet high with tree - protection signs, shall be erected around all undisturbed trees (or tree groups). The protective fence shall be installed at the protected zone boundary of each tree (or tree group), which is defined as five (5) feet beyond the tree canopy dripline. The intent of protection fencing is to prevent root damage and/or compaction by grading equipment. A Registered Consulting Arborist may be required on-site if grading activities occur within the tree protected zone. The fencing shall be secured to 6-foot, heavy gauge t-bar line posts, pounded in the ground a minimum of 18-inches and spaced a minimum of 8-feet on-center. Fencing shall be attached to t-bar posts with minimum 14-gage wire fastened to the top, middle and bottom of each post. Tree protection signs shall be attached to every fourth post. The contractor shall maintain the fence to keep it upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are complete. • *Pre-Construction Meeting:* A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders, etc.) and a Registered Consulting Arborist. The meeting shall focus on instructing the contractors on tree protection practices and to answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices	b. Implement construction period and post-construction protocols, if applicable.	During and following construction, if applicable.	Applicant / Contractors / Registered Consulting Arborist	County Fire Department, Forestry Division. Department of Regional Planning. *(See City MMRP for projects in the City.)*	
	c. Monitoring of protected trees and submittal of monitoring report, if applicable.	Quarterly during post-construction for seven years following construction, if applicable.	Applicant / Contractors / Registered Consulting Arborist	Department of Regional Planning; County Fire Department, Forestry Division. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
that shall accomplish such. *<u>During Construction</u>* • *Equipment Operation and Storage:* Contractors shall avoid using heavy equipment operation around the undisturbed, protected trees. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and subsequently reduces water penetration into the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced protected tree zone, unless where specifically approved in writing and under the supervision of a Registered Consulting Arborist. • *Materials Storage and Disposal:* Contractors shall not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the protected zone, and shall remove all foreign debris within the protected zone. However, the contractors shall leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrient supply. In addition, contractors shall avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. The contractors shall ensure that equipment be parked at least 50 feet from the protected zone to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could result in tree decline and/or mortality. • *Grade Changes:* Contractors shall ensure that grade changes, including adding fill, shall not be permitted within the protected zone without special written authorization and under supervision by a Registered Consulting Arborist. Lowering the grade within the protected zone					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
would necessitate cutting main support and feeder roots, thus jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade would compact the soil further, and decrease both water and air availability to the tree roots. Contractors shall ensure that grade changes made outside of the protected tree zone shall not create conditions that allow water to pond at the base of the tree. Water trapped at the base of a tree could lead to root rot and other detrimental tree impacts. • *Moving Construction Materials:* Contractors shall ensure that care be exercised when moving construction equipment or supplies near the protected trees, especially overhead. Contractors shall ensure that damage to the tree(s) be avoided when transporting or moving construction materials and working around the tree (even outside of the fenced protected zone). Contractors shall flag above ground tree parts that could be damaged (e.g., low limbs, scaffold branches, trunks) with high visibility flagging, such as florescent red or orange. If contact with the tree crown is unavoidable, conflicting branch(es) may be pruned by an ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist and shall adhere to ISA standards. • *Trenching:* Except where specifically approved in writing beforehand, all trenching shall be outside of the fenced protected zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain roots from retained trees, contractors shall use trenching techniques that include the use of either a root pruner (Dosko root pruner or equivalent) or an Air-Spade to limit					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
root impacts. A Registered Consulting Arborist shall ensure that all pruning cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. Root damage caused by backhoes, earthmovers, dozers, or graders is severe and may ultimately result in tree mortality. Use of both root pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench shall be made no deeper than necessary. • *Irrigation:* Irrigation of native oaks retained on-site shall seek to mimic natural rainfall patterns in Southern California. Supplemental irrigation for trees adjacent to construction activity may be necessary during winter or spring months. Summer and fall irrigation may be necessary based on variable climatic and site conditions, but should be conducted judiciously to avoid over-watering. One irrigation cycle should thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should be allowed to dry out between watering to avoid keeping a consistently wet soil. The contractors shall be responsible for irrigating (deep watering) the trees. Soil moisture shall be checked with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that would distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone. Over watering of native oak trees may promote the growth of tree-damaging agents, such as Oak Root Fungus, so proper soil moisture monitoring is critical to prolonged tree health. For any trees that have been substantially root pruned (30% or more of their root zone), irrigation shall be required for the first twelve months. The first irrigation shall occur within 48 hours of root pruning. The tree(s) should be deep watered					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
every two weeks during the summer and once a month during the winter (adjusted accordingly with rainfall). • *Canopy Pruning:* The contractor shall not prune trees until all construction is completed, unless standard pruning would reduce conflict between canopy and equipment. This would help protect the tree canopies from damage. All pruning shall be conducted by an ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist and shall adhere to ISA pruning standards. • *Canopy Washing:* During construction, the contractors shall wash the foliage of trees adjacent to construction activity with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations. • *Inspection:* A Registered Consulting Arborist shall inspect the preserved trees adjacent to grading and construction activity on a monthly basis for the duration of the Project. A report summarizing site conditions, observations, tree health, and recommendations for minimizing tree damage shall be submitted by the Registered Consulting Arborist or Registered Professional Forester following each inspection. *Post-construction* • *Mulch:* The contractors shall ensure that the natural duff layer under all trees shall be maintained. This would stabilize soil temperatures in root zones, conserve soil moisture, and reduce erosion. The contractors shall ensure that the mulch be kept clear of the trunk base to avoid creating conditions favorable to the establishment and growth of decay causing fungal pathogens. Should it be necessary to add organic mulch beneath retained oak trees, packaged or commercial oak					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
leaf mulch shall not be used as it may contain Oak Root Fungus. Also, the use of Redwood chips shall be avoided as certain inhibitive chemicals may be present in the wood. Other wood chips and crushed walnut shells can be used, but the best mulch that provides a source of nutrients for the tree is its own leaf litter. Any added organic mulch added by the contractors shall be applied to a maximum depth of 4- inches where possible. • *Pruning:* Regular pruning of the trees is not required. An ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist shall only prune trees to maintain clearance and remove broken, dead or diseased branches. No more than 15% of the canopy shall be removed at any one time. All pruning shall conform to ISA standards. • *Watering:* The trees should not require irrigation other than the twelve months following substantial root pruning, if applicable. However, soil probing shall be necessary to accurately monitor moisture levels. Especially in years with low winter rainfall supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. • *Watering Adjacent Plant Material:* All plants near the trees shall require moderate to low levels of water. The contractor shall water surrounding plants infrequently with deep soaks and allow them to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet, nor should drainage allow ponding of water beneath the canopy of the oak trees. Irrigation spray shall not hit the trunk of any tree. The contractors shall maintain a 30-inch dry-zone around all tree trunks. An above ground micro-spray irrigation system shall be used in lieu of					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
typical underground pop-up sprays. • *Chemical Applications:* If the trees are maintained in a healthy state, regular spraying for insect or disease control would not be necessary. If a problem does develop, a Registered Consulting Arborist shall be consulted as the trees may require the application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor. • *Monitoring:* A Registered Consulting Arborist shall inspect the trees preserved on-site for a period of seven (7) years following the completion of construction activity. Monitoring visits shall be completed quarterly, totaling twenty-eight (28) visits. Following each monitoring visit, a report summarizing site conditions, observations, tree health, and recommendations for promoting tree health shall be submitted. Additionally, any tree mortality shall be noted and any tree dying during the seven year monitoring period shall be replaced according to regulations of the City's Department of Public Works, or provisions of the County Specific Plan, as applicable.					
MM I-5 (Co): Mitigation for impacts to oak woodland habitat shall be accomplished through one or a combination of the options presented below. 1. Oak Woodland Conservation Easements – Protect existing oak woodlands on or off the Project Site in perpetuity at a 2:1 acreage ratio through a conservation easement approved by the County and the Department of Fish and Game. Priority should be given to oak habitat that is (1) of equal or greater ecological value as the habitat to be removed, and (2) is contiguous with or adjacent to larger areas of existing	a. Implement mitigation as set forth, if applicable.	Prior to issuance of permanent certificate of occupancy for building(s) in Oak Woodlands habitat.	Applicant	Department of Regional Planning in consultation with the County Fire Department, Forestry Division.	___/___/____
	b. Monitor replacement trees, if applicable.	Annually.	Applicant	Department of Regional Planning in consultation with the County Fire Department, Forestry	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
woodlands under conservation easements, public lands, or open space lands. Approval should be contingent on demonstrating that such lands meet these criteria to the maximum extent feasible and available. Mitigation for individual developments shall be clustered into the fewest areas possible, to avoid habitat fragmentation. 2. Plant Replacement Trees - Plant and maintain replacement trees on or off the Project Site at a 2:1 tree ratio, with the intention of recreating the acreage of oak woodlands impacted. The goal is to restore declining woodlands or re-establish them where they once grew. The selection of off-site planting should follow the same criteria as noted in option 1 above (equivalent habitat replacement, contiguous with other protected woodland habitat, consolidation of mitigation to avoid fragmentation). Restoration should result in species composition and density similar to the Project Site and appropriate to the restoration site. This type of mitigation shall not fulfill more than one-half of the mitigation requirements for the Project. The replacement of oak woodland habitat, if pursued as a mitigation option, should be coordinated with the replacement of oak trees during implementation of the proposed County Specific Plan Oak Tree Removal regulations. An option is to propose planting a range of sizes including seedlings, 1 gallon, 5 gallon, 15 gallon, 24-inch box, 36-inch box, 48-inch box, and 60-inch box trees (depending on the planting area and the ability to irrigate). The goal is to stress sustainability and replicate natural oak woodlands by creating a diversity of size and age classes. The mitigation oaks shall be maintained for a period of no less than seven (7) years from the date of planting, and replaced if mortality should occur during that seven year period.				Division.	

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
3. Oak Woodlands Conservation Funding – This final mitigation alternative involves contributing funds to the California Wildlife Conservation Board's Oak Woodlands Conservation Fund or, a segregated trust fund maintained or selected by the County. The contribution amount would equal an in lieu fee of $2,700 for each removed Oak Tree. This fee shall be adjusted by the County Forester consistent with the Consumer Price Index for the Los Angeles-Long Beach metropolitan statistical area on the annual anniversary of the adoption of the proposed County Specific Plan. The contribution should specify that funds should be prioritized for use in acquiring or restoring oak woodland habitat within Los Angeles County. The in lieu fee ($2,700) is the calculated average value of all trees that may be impacted by the proposed Project and the No Annexation scenario. The value of each impacted tree was calculated using the Trunk Formula Method presented in the "Guide for Plant Appraisal," published by the International Society of Arboriculture (Council of Tree and Landscape Appraisers, 2000). Compliance with the proposed County Specific Plan oak tree regulations would also satisfy the Oak Woodland mitigation requirements, except that on-site or off-site tree replacement may only satisfy up to half of the mitigation to oak woodland habitat.					
MM I-6 (Ci/Co): Prior to removal of trees within oak woodland habitat of eight inch diameter at breast height or greater, as well as native or non-native palm trees greater than ten feet in height, which may provide roosting habitat for special-status bat species, conduct pre-construction surveys for bats in the immediate vicinity of the affected trees using sonic bat detectors (e.g. Anabat). The surveys shall	a. Conduct pre-construction survey.	Prior to removal of oak tree(s) of specified size within the oak woodland habitat.	Applicant / Project Biologist / Contractor	Department of Regional Planning in consultation with the County Fire Department, Forestry Division.	___/___/____
	b. Implementation of exclusion device or	Prior to removal of oak tree(s) of	Applicant / Project Biologist	Department of Regional Planning in	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
be conducted at dusk and after nightfall by a biologist. If special-status bats are detected, and based upon the experience of the biologist conducting the surveys, the detected bats are likely roosting in the trees to be removed, then exclusion devices (e.g., netting, canvas, or similar materials) shall be employed once bats have emerged from identified roosts to block access to tree cavities or other roost entry points. If tree removal is to occur during the maternity season (March 1 to September 30), and if during this period the biologist detects maternity roosts, then removal of the trees shall be delayed for the remainder of the maternity season until the young are sufficiently mature to leave the maternity roost as determined by the biologist.	delay of tree(s) removal if required under the mitigation measure.	specified size within the oak woodland habitat.	/ Contractor	consultation with the County Fire Department, Forestry Division.	
MM I-7 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
J.1 CULTURAL RESOURCES – Historic Resources					
Project Design Features					
PDF J.1-1 (Co): As part of the Project, the alteration of contributing buildings, structures and sites within the potential Universal Studios Historic District shall comply with the Universal Studios Historic District Preservation Plan (see Attachment G to this MMRP). The Plan provides appropriate guidance for the alteration of contributing buildings, structures, and sites within the potential Universal Studios Historic District and establishes criteria for new construction to ensure that the historic integrity of the district is maintained. The Plan should serve as the framework for future repair, maintenance, and rehabilitation, and guide architects and designers in designing compatible new construction in the areas identified as potential sites for new buildings within the district. The Plan also includes guidelines for the documentation of historic resources.	Provide documentation of compliance from a Historic Preservation Expert.	Prior to issuance of demolition or building permit(s) for contributing buildings or building permits for new buildings within the potential Universal Studios Historic District.	Applicant / Project Historic Preservation Expert / Contractor	Department of Regional Planning in consultation with the Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Mitigation Measures					
MM J.1-1 (Co): Retain and/or relocate the 1946 Film Vault (#6237) to avoid its demolition.	Provide relocation plans for 1946 Film Vault (#6237), if applicable.	Prior to issuance of relocation permit for the 1946 Film Vault (#6237).	Applicant / Contractor	Department of Public Works.	___/___/____
MM J.1-2 (Co): Retain and/or relocate the Jack Webb (#2250) and William Goetz (#2252) buildings to avoid their demolition.	Provide relocation plans for the Jack Webb (#2250) and/or William Goetz (#2252) buildings, if applicable.	Prior to issuance of relocation permit(s) for the Jack Webb (#2250) and/or William Goetz (#2252) buildings.	Applicant / Contractor	Department of Public Works.	___/___/____
MM J.1-3 (Co): Maintain the Universal Studios Back Lot Area identified on Attachment G to this MMRP as an area of open space primarily used for outdoor filming using large-scale, semi-permanent sets. Retain important character-defining features including: (1) the location in the northeastern portion of the Studio Area, adjacent to the motion picture production facilities; (2) the circulation pattern of streets, roads and trails; and (3) the large scale sets recreating different streetscapes and locations and arranged along key segments of the circulation system.	Maintain Back Lot Area as identified on Attachment G as set forth in mitigation measure.	On-going with report included at time of MMRP compliance report.	Applicant	Department of Regional Planning in consultation with the Department of Public Works.	___/___/____
MM J.1-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
J.2 CULTURAL RESOURCES – Archaeological Resources					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MM J.2-1 (Ci/Co): During construction, an archaeologist and Native American monitor shall be retained by the Project Applicant or its successor to monitor any earth-moving activities, including grading, in areas designated as high, moderate or low sensitivity for the presence of buried prehistoric	Retain archaeologist and Native American monitor, if applicable.	Prior to issuance of grading or building permit for Projects in designated areas.	Applicant / Archaeologist / Native American Monitor / Contractor	Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
archaeological sites (see Attachment H to this MMRP).					
MM J.2-2 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM J.2-3 (Ci/Co): If potentially significant archaeological resources are encountered during Project development, site preparation/ construction activities in the area of potential impact shall be halted until the archaeological consultant and/or Native American monitor, as appropriate, have evaluated the resources and, if necessary, developed a plan to mitigate associated impacts. The construction manager at the Project Site shall be notified, and shall notify the responsible lead agency of the discovery. The archaeologist and/or the Native American monitor, as appropriate, with the concurrence of the City or County, as applicable, shall determine the area of potential impact and the timing when construction activities can resume. a) Discovered cultural resources shall be stored in a protected environment to prevent vandalism, damage, or theft until such time as they are examined by an archaeologist and/or Native American monitor, as appropriate. b) The identification and handling of archaeological resources at the site shall be conducted by a qualified archaeologist and overseen by local Native American monitor. c) All Project-related notes, records, photographs, and artifacts, both prehistoric and historical period, shall be curated at a repository in accordance with 36 Code of Federal Regulations 79. Any items of cultural patrimony, however, shall be returned to an appropriate Native American community, which shall be responsible for the disposition of these materials.	Development and implementation of mitigation plan if resources encountered.	Periodic, as required, if resources encountered.	Applicant / Contractor / Archaeological Consultant and/or Native American Monitor, as appropriate	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM J.2-4 (Ci/Co): If human remains are encountered during construction, work in the affected	Notify required parties and undertake	Periodic, as required, if human	Applicant / Contractor /	Department of Regional Planning in	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the archaeologist and Native American monitor, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City or County, as applicable, shall determine the area of potential impact and the timing when construction activities can resume.	disposition in accordance with County and State regulations, if human remains encountered.	remains encountered.	Archaeologist / Native American Monitor	consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	
MM J.2-5 (Ci/Co): All construction-phase employees shall undergo a cultural resources orientation and awareness training prior to commencing work activities on the Project Site. Such training shall include familiarization with the stop-work restrictions, noticing, and handling procedures, and ultimate disposition of cultural resources as described below. The construction manager shall provide the responsible lead agency with a verification list of the employees completing the orientation.	Include training of construction employees in Construction Management Plan.	Prior to issuance of grading permit.	Applicant / Contractor	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM J.2-6 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM J.2-7 (Ci/Co): An archaeologist shall be retained by the Project Applicant or its successor to monitor any earthmoving activities, including grading, in areas designated as high sensitivity for the presence of buried historical period archaeological sites (see Attachment H to this MMRP).	Retain archaeologist, if applicable.	Prior to issuance of grading permits for designated areas.	Applicant / Contractor / Archaeologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
J.3 CULTURAL RESOURCES – Paleontological Resources					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MM J.3-1 (Ci/Co): The services of a qualified paleontologist approved by the City or County of Los Angeles, as applicable, and the Los Angeles County Natural History Museum Vertebrate Paleontology Department shall be retained prior to earth-moving activities associated with construction in a particular development area or with a particular development phase. Prior to these earth-moving activities, the paleontologist shall develop a site-specific mitigation plan to be implemented in support of the activities in the particular development area or during a particular development phase. The plan shall specify the level and types of mitigation efforts as set forth below, based on the types and depths of any earth-moving activity and the rock unit in which the activity would be conducted.	Retain paleontologist and prepare site-specific mitigation plan, if applicable.	Prior to issuance of grading permits.	Applicant / Contractor / Paleontologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM J.3-2 (Ci/Co): Earth-moving activities shall be monitored by the paleontologist or a monitor only in those areas of the Project Site where these activities would disturb previously undisturbed strata. Monitoring shall be conducted on a full-time basis in areas underlain by the Upper Topanga Formation and at depths greater than 10 feet below current grade in areas underlain by younger alluvium. If no fossil remains are found once 50 percent of earth-moving activities have been completed in an area underlain by one or the other rock unit, monitoring can be reduced or suspended in the remainder of that area following approval from the City or County of Los Angeles, as applicable. Monitoring shall consist of visually inspecting debris piles and freshly exposed strata for larger fossil remains, and	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	Applicant / Contractor / Paleontologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
periodically dry test screening sediment, rock, and debris for smaller fossil remains. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock sample that can be recovered easily. If recovery of a large or unusually productive fossil occurrence is warranted, earth-moving activities shall be diverted temporarily around the fossil site and a recovery crew shall be mobilized as necessary to remove the occurrence as quickly as possible. If the paleontologist or monitor is not on site when a fossil occurrence is uncovered by these activities, the activities shall be diverted temporarily around the fossil site and the monitor called to the site to evaluate and, if warranted, remove the occurrence. If the fossil site is determined by the paleontologist or monitor to be too unproductive or the fossil remains not worthy of recovery, no further action shall be taken to preserve the fossil site or remains, and earth-moving activities shall be allowed to proceed through the site immediately. The location and proper geologic context of any fossil occurrence shall be documented, as appropriate. As part of the monitoring effort, rock or sediment samples of the Upper Topanga Formation and younger alluvium shall be collected from each construction site and processed to allow for the recovery of smaller fossil remains. The total weight of all processed samples from either rock unit at each construction site shall not exceed 6,000 pounds (12,000 pounds total). The results of processing 250-pound test samples shall be used by the paleontologist or monitor in determining how much of the remainder of the total collected shall be processed. More of the samples or more of each sample shall be processed if the recovered remains are sufficiently common (at least 4-5 identifiable specimens per test sample), generally identifiable to genus or species level, and represent a					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
taxonomically diverse faunal assemblage. With the development of each successive construction site, the paleontologist or monitor may specify that less than 6,000 pounds shall be processed, based on the amount of excavation and other earth-moving activities that would occur in areas underlain by either rock unit, and on the results of processing samples from the same rock unit at previous construction sites. Unless potentially fossilized remains are discovered at or near the surface, no paleontological monitoring of earth-moving activities in the younger alluvium shall be conducted at depths less than 10 feet below current grade, and no sample shall be collected or processed.					
MM J.3-3 (Ci/Co): Before the mitigation program begins, the paleontologist or monitor shall coordinate with the appropriate construction contractor personnel to provide information regarding City or County of Los Angeles requirements, as applicable, for the protection of paleontological resources. Contractor personnel shall be briefed on procedures to be followed in the event that fossil remains and a previously unrecorded fossil site are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing shall be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel shall be provided to appropriate contractor personnel. The Project's construction superintendent shall be instructed by the paleontologist or monitor regarding the identification of conditions whereby potential paleontological resources could occur. The construction superintendent shall be sufficiently informed that he/she will be able to recognize when fossil remains have been uncovered and require that grading be temporarily diverted around the fossil site until the monitor has evaluated and, if warranted,	Include contractor training for applicable procedures in Construction Management Plan, if applicable.	Prior to issuance of grading permits.	Applicant / Contractor / Paleontologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
recovered the remains. Similarly, and if necessary, the monitor shall be empowered to temporarily divert grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.					
MM J.3-4 (Ci/Co): The paleontologist shall reach a formal agreement with a recognized museum repository, such as the Los Angeles County Natural History Museum, before the mitigation program begins, regarding final disposition and permanent storage and maintenance of any fossil remains that might be recovered as a result of the mitigation program, the archiving of associated specimen data and corresponding geologic and geographic site data, and the level of treatment (preparation, identification, curation, and cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage. The fossil collection shall be donated to a public, nonprofit institution, such as the Los Angeles County Natural History Museum, with a research interest in the collection. The costs to be charged by the repository for curating and permanently storing the collection should be specified in the agreement.	Include written verification in contract with paleontologist, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor / Paleontologist / Selected Museum	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM J.3-5 (Ci/Co): All fossil specimens recovered at the Project Site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, shall be prepared, identified, curated, and catalogued in accordance with designated museum repository requirements. Rock samples from the Upper Topanga Formation and the younger alluvium shall be submitted to commercial laboratories for microfossil, pollen, or radiometric dating analysis.	Include written verification in contract with paleontologist, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor / Paleontologist,	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM J.3-6 (Ci/Co): The paleontologist or monitor shall maintain daily monitoring logs that record the particular tasks accomplished, locations where earth-moving activities and monitoring were conducted, rock unit(s) encountered, any fossil specimen	Maintain monitoring logs per mitigation measure, if applicable.	On-going during grading, if applicable.	Applicant / Paleontologist	Department of Regional Planning in consultation with the Department of Public	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
recovered, and associated specimen data and geologic and geographic site data.				Works. *(See City MMRP for projects in the City.)*	
MM J.3-7 (Ci/Co): A final technical report of results and findings shall be prepared by the paleontologist in accordance with any City or County of Los Angeles requirements, as applicable. Copies of the final report and any supporting documentation, including the paleontologist's or monitor's field notes and fossil site maps shall be archived at the designated museum repository. The final report shall be prepared upon completion of grading activities for the first Project requiring monitoring by a paleontologist, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan. Subsequent Project reports shall be issued as addenda to the first final report. Projects whose grading activities are completed within a one-year time period may be addressed collectively in one report or addenda.	Prepare final technical report as set forth in mitigation measure, if applicable.	Prior to issuance of permanent certificate of occupancy, if applicable.	Applicant / Paleontologist	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
K.1 PUBLIC SERVICES – Fire					
Project Design Features					
PDFs K.1-1, K.1-2, K.1-3, K.1-4 and K.1-5 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF K.1-6 (Co): In conjunction with the building permit process in the County, the Project Applicant or its successor shall consult with the County Fire Department and incorporate fire prevention and suppression features appropriate to the design of the Project.	Provide Project drawings with fire prevention and suppression features designed pursuant to County Fire Department requirements.	Prior to issuance of building permit.	Applicant / Project Architect / Project Engineer	Department of Public Works County Fire Department.	___/___/____
PDF K.1-7 (Co): Project development in the County shall comply with all applicable County code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.	Provide Project drawings with Project designed pursuant to the applicable codes and ordinances.	Prior to issuance of building permit.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
PDF K.1-8 (Co): The Project shall continue to provide fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration in the County. Final fire flows will be based on the square footage of the buildings, the types of construction used, and the type of sprinkler system within the structure.	Provide Project drawings with fire flows pursuant to County Fire Department requirements.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-9 (Co): Future buildings in the County shall be designed with sprinklers in accordance with the County of Los Angeles Building and Fire Codes. An automatic fire sprinkler system shall be provided for all buildings with four stories or greater above Los Angeles County Fire Department vehicular access (e.g. street level).	Provide Project drawings with sprinklers pursuant to County of Los Angeles Building and Fire Codes.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-10 (Co): All new permanent outdoor facades that fall within the scope of the current edition of Los Angeles County, Fire Department Regulation #29 shall be constructed and maintained in accordance with that Regulation.	Provide drawings with outdoor façade design pursuant to Regulation #29 requirements.	Prior to issuance of Regulation 29 approval.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-11 (Co): Prior to the removal of Park Lake (see Attachment A to this MMRP), a drafting reservoir and drafting appliances shall be provided and maintained with the ability to draft 1.5 million gallons of water designed to the satisfaction of the Los Angeles County Fire Department.	Provide drawings with replacement facilities.	Prior to issuance of permit for removal of Park Lake.	Applicant / Contractor	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-12: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MMs K.1-1, K.1-2 and K.1-3 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM K.1-4 (Co): Upon the issuance of the first building permit for new construction in the County portion of the Project Site, the Project Applicant or its successor shall enter into an agreement with the County to reimburse the County for the cost of staffing Fire Station 51 with a permanent fire inspector to serve the needs of implementation of the	Complete reimbursement agreement.	Prior to issuance of first building permit for new project construction.	Applicant	Department of Public Works. County Fire Department.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Project during construction activities and ongoing expanded operations.					
MM K.1-5 (Co): Expanded County fire fighting facilities shall be provided to serve the Project. The expanded facilities may be a new fire station or remodeling of the existing Fire Station 51 to accommodate additional equipment and staffing (Facility Improvements). The decision to remodel the existing station or construct a second additional station is solely the County Fire Department's based upon its determination of service needs. The new fire station, if this option is selected, shall be a "four-man" station built to County Fire Department's specifications that could accommodate a new "tiller-quint", or similar equipment approved by the County Fire Department, with a minimum of four firefighter positions. The Project Applicant or its successor shall construct or cause to be constructed and furnish the Facility Improvements at no cost to the County as well as providing the quint and ancillary equipment for the quint, or similar equipment at no cost to the County. The County Fire Department shall be responsible for staffing costs. The Facility Improvements shall be constructed / conveyed to the County Fire Department before building permits are issued for: (a) the first new building that is 75-feet or greater in height; (b) the first new building that is 70,000 square-feet in total net new floor area; or (c) the last of multiple buildings less than 75 feet in height that cumulatively exceed 100,000 square feet of net new floor area in the same vicinity. The Project Applicant or its successor and the County Fire Department shall work together to appropriately locate the station.	Completion / conveyance of improvement to County.	Prior to issuance of first building permit(s) for buildings meeting stated criteria.	Applicant	Department of Public Works. County Fire Department.	___/___/____
MM K.1-6 (Co): The Project Applicant or its successor shall engage in an annual review through Project build-out with the County Fire Department to determine fire service needs of the Project Site.	Perform annual review.	Prior to submittal of annual MMRP compliance report.	Applicant	County Fire Department.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM K.1-7 (Co): Prior to the issuance of a certificate of occupancy, the Project Applicant or its successor shall contact the local water purveyor, if the fire hydrant is public, or a private sprinkler contractor, if the fire hydrant is private, to have the closest existing fire hydrant(s) to the location under review verified and tested to the satisfaction of the County Fire Department by conducting a fire flow availability test.	Verify fire flow availability to satisfaction of Fire Department.	Prior to issuance of temporary or permanent certificate of occupancy.	Applicant / Contractor	County Fire Department.	___/___/____
MM K.1-8 (Ci/Co): When the Applicant provides to County Fire Station 51 the tiller-quint pursuant to Mitigation Measure K.1-5 and the City Fire Department obtains the rescue ambulance pursuant to Mitigation Measure K.1-2, the City Fire Department and County Fire Department shall agree upon use of their respective equipment on an automatic response basis pursuant to a mutually acceptable automatic aid agreement.	Provide written verification specified equipment has been provided.	After Applicant provides equipment required by mitigation measure and City and County have reached agreement.	Applicant / City of Los Angeles Fire Department. County Fire Department.	City of Los Angeles Fire Department. County Fire Department.	___/___/____
K.2 PUBLIC SERVICES – Police/Sheriff					
Project Design Features					
PDF K.2-1 (Ci/Co): During Project construction, the Project Applicant or its successor shall implement security measures at Project construction sites that are accessible to the general public. Security measures could include, but are not limited to, fencing, security lighting, and providing security personnel to patrol construction sites.	Include security measures in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	County Sheriff *(See City MMRP for projects in the City.)*	___/___/____
PDF K.2-2 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF K.2-3 (Ci/Co): The Project Applicant or its successor shall design on-site streets, street lighting, and street signage for public streets in accordance with the emergency access requirements of the applicable jurisdiction (i.e., City of Los Angeles or County of Los Angeles). The Project Applicant or its successor shall submit to the applicable jurisdiction (i.e., City or County) for review the design plans for on-site street widths, street lighting, and street	Provide on-site design plans complying with applicable requirements.	Prior to issuance of applicable permits for on-site street widths, street lighting, and street signage.	Applicant / Project Engineer	Department of Public Works in consultation with County Sheriff. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
signage.					
Mitigation Measures					
MM K.2-1: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM K.2-2 (Co): The Project Applicant or its successor shall provide a new up to 16,000 square foot facility within the County portion of the Project Site, for the shared use of the County Sheriff's Department, contract security, and corporate security for the Project Site. Construction of the facility shall meet the operational needs of the County Sheriff's Department and comply with applicable California Code of Regulations Title 15 requirements and County standards. The facility shall include holding cells, office space, locker room, and several access points. The Project Applicant or its successor shall improve the facility at its cost. The facility shall be available once certificates of occupancy have been issued for a cumulative total of 765,000 square feet of net new Project development within County portions of the Project Site or 2022, whichever comes first, and once constructed shall replace the existing on-site County Sheriff's Department facility.	Provide 16,000 square-foot County facility as set forth in mitigation measure.	At the time of issuance of certificate of occupancy for cumulative total of 765,000 square feet or year 2022, whichever comes first.	Applicant	Department of Public Works. County Sheriff.	___/___/____
MM K.2-3 (Ci/Co): Extra private security personnel shall be deployed at important entertainment events (i.e., visits to the Project Site by state, national, or international dignitaries and red carpet events), in order to reduce the need for sworn officer response.	Provide extra security.	At the time of applicable event.	Applicant	County Sheriff. *(See City MMRP for projects in the City.)*	___/___/____
MMs K.2-4 and K.2-5: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
K.3 PUBLIC SERVICES – Schools					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Mitigation Measures					
MM K.3-1 (Ci/Co): The Project Applicant or its successor 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.	Payment of LAUSD fees.	Prior to issuance of first building permit for each building.	Applicant	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
K.4 PUBLIC SERVICES – Parks and Recreation					
Project Design Features					
PDFs K.4-1, K.4-2, and K.4-3: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
K.5 PUBLIC SERVICES – Libraries					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MMs K.5-1, K.5-2, K.5-3 and K.5-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
L.1 UTILITIES – Sewer					
Project Design Features					
PDF L.1-1 (Ci/Co): Prior to the development of a new building, the capacity of the on-site sewer lines serving the building shall be evaluated and replacement or new sewer lines shall be installed as necessary.	Provide required specifications on Project drawings.	Prior to issuance of permits for sewer lines.	Applicant / Project Engineer	County of Los Angeles Sanitation District. City of Los Angeles, Department of Public Works, Bureau of Sanitation.*(See City MMRP for projects in*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
				the City.)	
PDF L.1-2 (Ci/Co): Gauging stations shall be installed in the proposed sewer lines in the County areas of the Project Site at the point of connection with the City-owned sewer for wastewater flows to pass through before entering a City-owned sewer.	Provide required specifications on Project drawings	Prior to issuance of permits for the sewer connection.	Applicant / Project Engineer / Contractor	County of Los Angeles Sanitation District. City of Los Angeles, Department of Public Works, Bureau of Sanitation. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.1-3 (Ci/Co): New sanitary sewers in the City areas of the Project Site shall be designed to conform to the standards of the City's Bureau of Sanitation. New sanitary sewers in the County areas of the Project Site shall be designed to conform to the standards of the County of Los Angeles Sanitation District. The Project Applicant or its successor shall construct the additional on-site sanitary sewer system improvements required to support the additional development per these standards.	Provide required specifications on Project drawings.	Prior to issuance of permits for sewers.	Applicant / Project Engineer	County of Los Angeles Sanitation District. City of Los Angeles, Department of Public Works, Bureau of Sanitation. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
L.2 UTILITIES – Water					
Project Design Features					
PDF L.2-1 (Ci/Co): Any additional water lines and hydrants that may be needed to provide additional fire flows to new buildings shall be constructed as necessary. The new water lines shall be designed and installed in accordance with applicable City and County standards and would be sized to accommodate both fire flow demand and peak day domestic demand.	If applicable, include new lines and hydrants in Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer / Contractor	Department of Public Works. County Fire Department *(See City MMRP for projects in the City.)*	___/___/____
PDF L.2-2 (Ci/Co): All water lines that are constructed that deliver both domestic and fire water	If applicable, include new lines in Project	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
shall be constructed with the necessary materials and appropriate size to deliver the highest instantaneous demand on the individual water line.	drawings.		/ Contractor	County Fire Department *(See City MMRP for projects in the City.)*	
PDF L.2-3 (Ci/Co): The following water conservation features shall be incorporated into the proposed outdoor and indoor areas of the Project: *Outdoor* • Use recycled water for landscape irrigation. • Installation of the infrastructure to deliver and use recycled water. • Expanded use of high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping. • Use of native/drought tolerant plant materials (for at least 25 percent of new landscaping) and use of water efficient landscaping such as proper hydro-zoning, turf minimization, and landscaping contouring (to minimize precipitation runoff) for new landscaping in areas other than production activities, entertainment attractions, sets/façades, the theme park, and visitor entries to the theme park and Universal CityWalk. Other than the exempted areas described above, areas of the Project Site within the County's jurisdiction would also comply with the County's landscaping design regulations, as applicable. • Provide education on water conservation for employees. *Indoor* • Install high efficiency toilets that use 1.28 gallons per flush or less. • Install high efficiency urinals that use 0.5 gallons per flush or less for commercial applications. • Install restroom faucets that use 1.5 gallons per	Include water conservation measures set forth in mitigation measure on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
minute or less for all applications. • Install pre-rinse spray valves that use 1.6 gallons per minute or less for commercial kitchens. • Install self-closing faucets for public restrooms for commercial applications. • Install high efficiency clothes washers with a water savings factor of 7.5 or less for commercial applications. • Install cooling tower conductivity controllers or cooling tower pH conductivity controllers, as applicable.					
PDFs L.2-4 and L.2-5 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
MM L-2-1 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
L.3 UTILITIES – Solid Waste					
Project Design Features					
PDF L.3-1 (Ci/Co): During new construction a minimum of 65 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings (not including sets/façades, production activities, and temporary uses) shall be recycled and/or salvaged for reuse.	Include recycling requirement in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDFs L.3-2, L.3-3 and L.3-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.3-5 (Ci/Co): During occupancy and operations, the Project shall have a solid waste diversion target of 65 percent of the non-hazardous waste (not including production activities and temporary uses), pursuant to the City's Department of Building and Safety, and Bureau of Sanitation regulations and County Specific Plan.	Documentation of agreement with waste hauler(s).	Annually at time of MMRP compliance report.	Applicant	County of Los Angeles Sanitation District. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Environmental Impact Report for this environmental issue.					
L.4 UTILITIES – Electricity					
Project Design Features					
PDF L.4-1 (Ci/Co): Where available, spare conduits in the existing underground cable and conduit system within the Project Site would be utilized in lieu of providing new conduits. For areas with no spare conduits, additional conduits would be provided. New cables, electrical lines, and facilities would be provided for the Project in currently underdeveloped areas.	For new conduits, include in Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-2 (Co): Under the Project, additional power would be supplied to meet the increased demand for the County portion of the Project Site through relocation of the Studio Master Substation and upgrades to the substation owned and operated by Southern California Edison. Specifically: • A new Project Applicant-owned and operated distribution substation would be located east of the existing Studio Master Substation. The Project Applicant-owned facility currently housed within the existing Studio Master Substation would be relocated and expanded with new equipment to the new location. • Additional electricity would be supplied to the existing Studio Master Substation through an additional 66kV transmission line for an additional 60 MVA for the Project Site, which will increase the total capacity of the existing Studio Master Substation to 100 MVA. The substation would also be equipped with an outdoor 66kV Gas Insulated Switchgear which would be configured in an operating and transfer bus arrangement. All 66kV lines and transformer bank feeders would enter the Gas Insulated Switchgear equipment by means of an underground riser pedestal. The substation	Completion of new substation and related electrical system improvements by the applicant.	As determined by Southern California Edison.	Applicant / Project Engineer	Department of Public Works in consultation with Southern California Edison.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
would also have a Mechanical-Electrical Equipment Room to house all controls, switches, relay protection equipment, alarms, meters, batteries, HVAC and the station AC and DC distribution panels. • Once expanded, operation of the existing Studio Master Substation facility would transfer from the Project Applicant or its successor to Southern California Edison, and the substation would be connected to the Edison Universal Substation via subterranean electrical lines on Southern California Edison's 66kV subtransmission system. The Edison Universal Substation has an existing capacity of 22 MVA. The combined substations that would be operated by Southern California Edison would have a total capacity of 122 MVA and would supply power to the new Project Applicant-owned and operated distribution substation, which would distribute electricity within the County portion of the Project Site. • The private on-site electrical system would have new electrical lines to serve new buildings constructed as part of the Project.					
PDFs L-4-3 and L.4-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles*.	*Not applicable to County*.
PDF L.4-5 (Ci/Co): Each of the Project's buildings would be subject to the State Energy Conservation Standards for New Non-Residential Buildings (Title 24, Part 6, Article 2, California Code of Regulations). The Project shall incorporate energy conservation measures to exceed Title 24 (2005) requirements by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the Project shall comply with the amended Title 24.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-6 (Ci/Co): Install efficient lighting and lighting control systems.	Provide required specifications on	Prior to issuance of building permits.	Applicant / Project Architect	Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
	Project drawings.		/ Project Engineer	*(See City MMRP for projects in the City.)*	
PDF L.4-7 (Ci/Co): Install light colored "cool" roofs.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-8 (Ci/Co): Install energy efficient heating and cooling systems, appliances (e.g., ENERGY STAR) and equipment, and control systems.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-9 (Ci/Co): Install light-emitting diodes for private on-site traffic and street lighting.	Provide required specifications on Project drawings.	Prior to issuance of applicable permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-10: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.4-11 (Ci/Co): Provide education on energy efficiency, water conservation, waste diversion, and recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through the company website, exhibits, or meetings on energy conservation.	Provide employee education as specified in the mitigation measure.	At employee orientation and three times annually.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
L.5 UTILITIES – Natural Gas					
Project Design Features					
PDFs L.5-1 and L.5-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.5-3 (Ci/Co): A portion of the existing gas main located beneath Universal Hollywood Drive shall be removed and relocated by the Project Applicant or its successor to the extent necessary in connection with	Submit plans for replacement gas main as required.	Prior to issuance of applicable permit(s) for new gas main and realignment of	Applicant / Project Engineer	Department of Public Works Southern California	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
the proposed re-alignment of the road. The relocation of this line would not impact its capacity nor its ability to supply natural gas to the Project Site, as the relocated line would be fully operational prior to abandoning the existing line.		Universal Hollywood Drive		Gas Company. *(See City MMRP for projects in the City.)*	
PDF L.5-4 (Ci/Co): State Energy Conservation Standards for New Non-Residential Buildings, pursuant to Title 24, Part 6, Article 2, California Code of Regulations (Title 24) (2005), shall be exceeded by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, Project shall comply with the amended Title 24.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.5-5 (Ci/Co): Install energy efficient heating and cooling systems, appliances (e.g., ENERGY STAR) and equipment, and control systems.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.5-6: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.5-7 (Ci/Co): Provide education on energy efficiency, water conservation, waste diversion, and recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.	Provide employee education as specified in the mitigation measure.	At employee orientation and three times annually.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
M. ENVIRONMENTAL SAFETY					
Project Design Features					
PDF M-1 (Ci/Co): Prior to the issuance of any demolition permit or building permit for remodeling of existing buildings, the Project Applicant or its successor shall provide evidence to the City of Los	Provide written verification of qualified asbestos abatement contract, as	Prior to issuance of demolition or building permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Angeles, Department of Building and Safety or County of Los Angeles, Department of Public Works, as applicable, that the demolition contract provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with all applicable federal, state and local regulations.	applicable.				
PDF M-2 (Ci/Co): Prior to the issuance of any demolition permit or building permit for remodeling of existing buildings, the Project Applicant or its successor shall provide evidence to the City of Los Angeles, Department of Building and Safety, or County of Los Angeles, Department of Public Works, as applicable, that the demolition contract provides for a qualified lead-based paint abatement contractor/specialist to remove or otherwise abate or manage lead-based paint during demolition or renovation activities in accordance with all applicable federal, state and local regulations.	Provide written verification of qualified lead-based paint abatement contract, as applicable.	Prior to issuance of demolition or building permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF M-3 (Ci/Co): The Project Applicant or its successor shall implement a soil management plan, or other applicable plan, approved by the Department of Toxic Substances Control, pursuant to Department of Toxic Substances Control's Voluntary Cleanup Program, or other applicable state or local regulatory agency providing oversight, to address contamination in soil in the Back Lot Area. The approved soil management plan or other applicable plan shall include procedures for soil sampling and remedial options that may include removal (excavation), treatment (*in-situ* or *ex-situ*), or other measures, as appropriate.	Include soil management plan, or other applicable plan, in Construction Management Plan.	Prior to issuance of grading, foundation, other earth-moving, or building permits for work in the Back Lot Area.	Applicant / Project Environmental consultant / Contractor	Department of Public Works. California State Department of Toxic Substances Control. *(See City MMRP for projects in the City.)*	___/___/____
PDF M-4 (Ci/Co): The Project Applicant or its successor shall submit to the County Fire Department, City Fire Department, and Los Angeles County Department of Public Works, and City Department of Building and Safety, as applicable, an updated emergency response and/or evacuation	Submit updated emergency response and/or evacuation plan.	Annually prior to MMRP compliance report.	Applicant	County Fire Department. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
plan, as appropriate, to include operation of the Project. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments.					
Mitigation Measures					
MM M-1 (Ci/Co): If soil contamination is suspected to be present, prior to excavation and grading, the South Coast Air Quality Management District's Rule 1166 shall be implemented, as appropriate. If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) by a qualified professional during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in Southern California Air Quality Management District's Rule 1166, so as to render the area suitable for grading activities to resume. The contaminated soil discovered shall be evaluated and excavated/disposed of, treated *in-situ* (in-place), or otherwise managed in accordance with all applicable regulatory requirements.	Implement Rule 1166 as applicable.	Prior to issuance of grading or excavation permits if contamination suspected in advance of work, or as soon as contaminated soils encountered during grading and excavation activities.	Applicant / Contractor / Project Environmental Consultant	Department of Public Works. South Coast Air Quality Management District *(See City MMRP for projects in the City.)*	___/___/____
MM M-2 (Ci/Co): As required by the Occupational Safety and Health Administration, Construction Worker Safety Plan shall be developed by each contractor working within the footprint of the landfill. The Construction Worker Safety Plan shall comply with Occupational Safety and Health Administration Safety and Health Standards 29 Code of Federal Regulations 1910.120, the California Code of Regulations, Title 8, General Industry Safety orders, and U.S. Occupational Safety and Health Administration. The Plan shall include requirements associated with potential exposure to landfill gases. In addition, construction personnel shall wear protective equipment and clothing and other safety	Prepare Construction Worker Safety Plan for Projects within the footprint of the landfill and include in the Construction Management Plan, if applicable.	Prior to issuance of building permits for buildings within the footprint of the landfill.	Applicant / Contractor	Department of Public Works. Occupational Safety and Health Administration. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
equipment, as appropriate, in accordance with the Construction Worker Safety Plan and/or Project site-specific safety plans, as applicable.					
MM M-3 (Co): Construction of all new development within 1,000 feet of the landfill shall be designed and constructed to prevent gas migration into the buildings in accordance with the recommendations of a licensed civil engineer. The recommendations shall be subject to the review and approval of the Los Angeles County, Department of Public Works.	Provide required specifications on Project drawings for buildings within 1,000 feet of landfill.	Prior to issuance of building permits for buildings within 1,000 feet of landfill.	Applicant / Contractor	Department of Public Works.	___/___/____
MM M-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM M-5 (Ci/Co): During operation, monitoring of methane safety systems shall occur in accordance with County or City requirements, as applicable.	Monitoring of methane safety systems, if applicable.	During operations.	Applicant	Department of Public Works *(See City MMRP for projects in the City.)*	___/___/____
MM M-6 (Ci/Co): The Project Applicant or its successor shall locate and operate satellite-uplink antennas with an absolute minimum of 1 foot of separation between the eye level and all waveguide connections, waveguide components, and flexible waveguide. Exposure within 1 to 3 feet from waveguide shall be limited to less than one minute.	Provide required specifications on Project drawings.	Prior to issuance of applicable permit.	Applicant	Department of Public Works. Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM M-7 (Ci/Co): The Project Applicant or its successor shall develop and use a simple lockout, tagout procedure prior to the maintenance activities of satellite-uplink antennas (i.e., reflector antennas) to ensure that the high-power amplifiers cannot be energized while anyone is working on an antenna.	Provide maintenance and safety procedures for applicable antennas.	Prior to installation of applicable antenna(s).	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM M-8 (Ci/Co): If a 2.4-meter-diameter antenna is installed so that the bottom lip of the antenna is less than 7 feet above ground, the Project Applicant or its successor shall install a barrier, such as a chain and stanchion barrier to be added in front on the antenna, to prevent access to the area directly in front of the antenna. As appropriate, the width of the restricted access area shall be 10 feet wide, to ensure that no	Provide required specifications on Project drawings, as applicable.	Prior to issuance of applicable permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

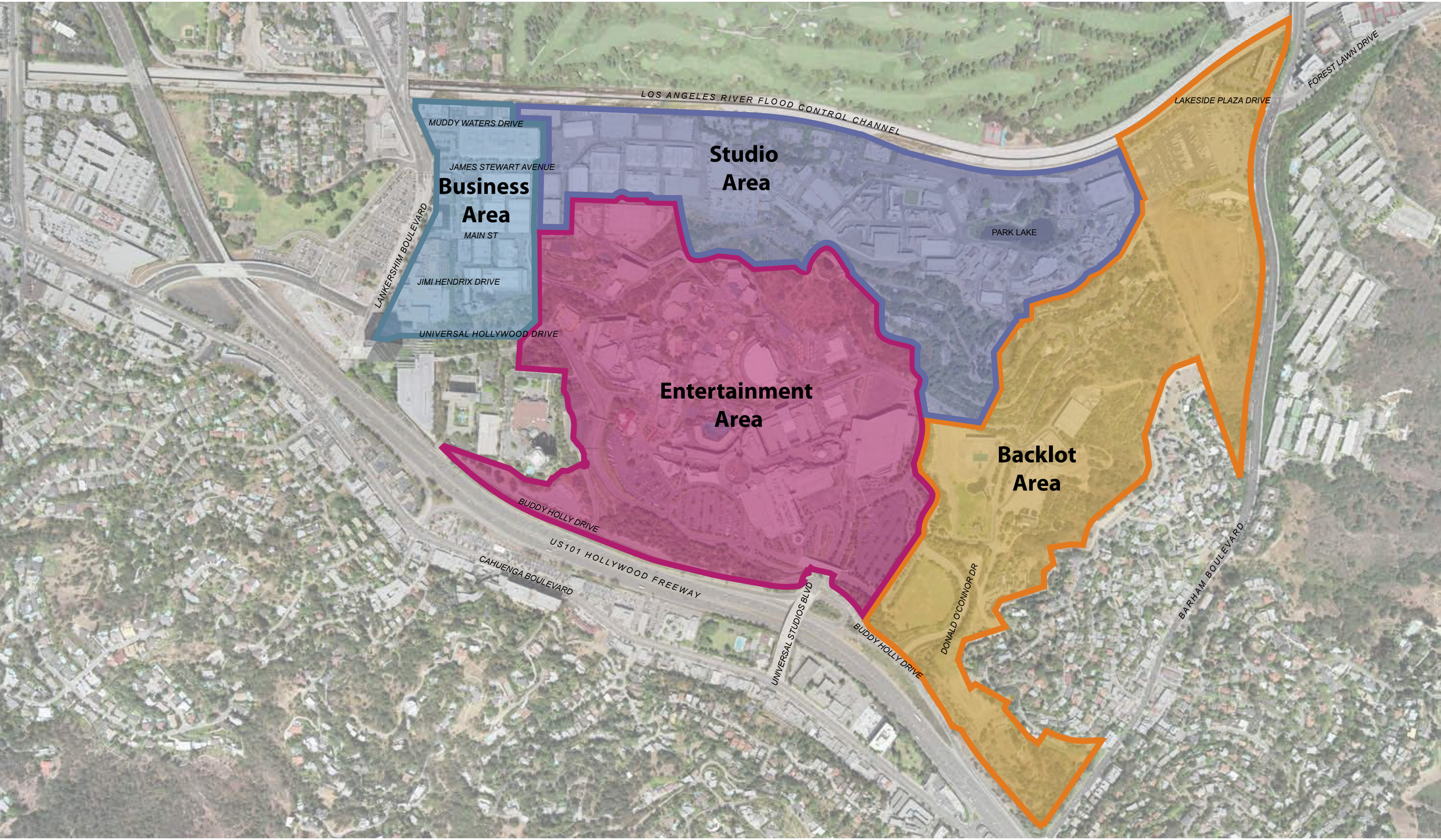
Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
access to the area is possible by leaning over the chain. The distance in front of the antenna shall be determined based on the minimum elevation angle and height of the bottom lip of the antenna above the ground. The bottom lip of the antenna shall be a minimum of 7 feet above ground level at the chain. In addition, a warning/notice sign shall be hung on each side of the enclosure. As an alternative, 2.4-meter-diameter antenna(s) shall be mounted on a platform, with a chain and warning/notice sign on the platform stairs. The bottom lip of the antenna shall be a minimum of 7 feet above ground level.					
MM M-9 (Ci/Co): The Project Applicant or its successor shall restrict access to the beam of the 2.4-meter-diameter antenna(s) only to workers trained in radio frequency safety.	Provide maintenance and safety procedures for applicable antennas.	Prior to installation of applicable antenna(s).	Applicant	Department of Public Works Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM M-10 (Ci/Co): Prior to operation of new antennas on the Project Site, the Project Applicant's or its successor's existing Radio Frequency Radiation Safety and Health Program shall be updated and additional training given to maintenance personnel, as appropriate.	Provide maintenance and safety procedures for applicable antennas.	Prior to operation of new antenna(s).	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
N.1 EMPLOYMENT					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
N.2 HOUSING					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
N.3 POPULATION					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
O. CLIMATE CHANGE					
Project Design Features					
PDF O-1 (Ci/Co): Construction of new buildings shall exceed Title 24 (2005) energy requirements by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the building shall comply with the amended Title 24.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF O-2 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF O-3 (Ci/Co): The Project shall include the following energy saving and emission reducing features that would be implemented during the design and construction of each new building (other than sets/facades): • Installing energy efficient heating and cooling	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
systems, equipment, and control systems; • Installing energy efficient appliances (e.g., Energy Star refrigerators, clothes washers, clothes dryers, dishwashers, ventilation fans, and ceiling fans); • Installing efficient lighting and lighting control systems; • Installing light-emitting diodes for private on-site traffic and street lighting; • Installing light colored 'cool' roofs; • Providing education on energy efficiency, waste diversion, recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation; • Prohibit Heating, Ventilation, and Air-Conditioning, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons; • For mechanically or naturally ventilated spaces in the building, meet the minimum requirements of Section 121 of the California Energy Code or the applicable local code, whichever is more stringent; • Adhesives, Paints, Stains, Coatings, and Carpet shall be low volatile organic compound; and • Minimum Efficiency Reporting Value 6 or higher filters are installed on central air and heating systems.					
PDF O-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF O-5 (Ci/Co): The Project shall implement the following indoor and outdoor water conservation project design features: *Outdoor:* • Use of native/drought tolerant plant materials (for	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
at least 25 percent of new landscaping) and use of water efficient landscaping such as proper hydro-zoning, turf minimization, and landscaping contouring (to minimize precipitation runoff) for new landscaping in areas other than production activities, entertainment attractions, sets/facades, the theme park, and visitor entries to the theme park and Universal CityWalk. Other than the exempted areas described above, areas of the Project Site within the County's jurisdiction would also comply with the County's landscaping design regulations, as applicable; • Use of available reclaimed water for landscape irrigation; • Installation of the infrastructure to deliver and use reclaimed water; • Expanded use of high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping; and • Provide education on water conservation to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation. *Indoor:* • High Efficiency Toilets: 1.28 gallons/flush or less (All Applications); • High Efficiency Urinals: 0.5 gallons/flush or less (Commercial Applications); • Restroom Faucets: 1.5 gallons/minute or less (All Applications); • Pre-rinse Spray Valve: 1.6 gallons per minute or less for commercial kitchens; • Public Restroom: self-closing faucets					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
(Commercial Applications); • High efficiency clothes washers (water factor of 7.5 or less) (Commercial Applications); and • Cooling tower conductivity controllers or cooling tower pH conductivity controllers, as applicable.					
PDF O-6 (Ci/Co): The Project shall implement the following: • Establish a solid waste diversion target of 65 percent for non-hazardous operational waste (not including production activities and temporary uses); • During new construction, a minimum of 65 percent of non-hazardous demolition and construction debris by weight from construction of new Project buildings (not including sets/façades, production activities and temporary uses) would be recycled and/or salvaged for reuse; and • Recycling Centers: Provide readily accessible areas to serve the entire building for depositing, storage, and collection of non-hazardous materials for recycling.	• Documentation of agreement with waste hauler(s). • Include recycling requirement in Construction Management Plan. • Include in design of Project.	• Annually at time of MMRP compliance report. • Prior to issuance of building permit. • Prior to issuance of building permit.	• Applicant • Applicant / Contractor • Applicant / Contractor / Project Architect	County of Los Angeles Sanitation District; Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*



ATTACHMENT A - PROJECT DEVELOPMENT AREAS

AUGUST 15, 2012

ATTACHMENT B

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DOT Case No. CEN 10-5270
NBC Universal Evolution Plan

Date: August 13, 2012

To: Jon Foreman, Senior City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: TRAFFIC ASSESSMENT OF ALTERNATIVE 10 OF THE NBC UNIVERSAL EVOLUTION PLAN PROJECT (EIR NO. ENV 2007-07-1036)

On April 2, 2010, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed NBC Universal Evolution Plan project located within the 391-acre Universal City property. However, in response to public comments submitted on the project's Draft Environmental Impact Report, the applicant has presented a new "no residential" alternative that is of reduced density and considered environmentally superior as it is estimated to result in 35% fewer afternoon peak hour vehicle trips compared to the project that was the subject of DOT's original report. The applicant has submitted a new traffic study to reflect the changes resulting from the new scenario (Alternative 10). Therefore, DOT submits this traffic impact assessment report for Alternative 10.

DOT has reviewed the traffic analysis dated August 2012, prepared by the applicant's traffic engineering consultant team of Gibson Transportation Consulting, Inc. and Raju Associates, Inc., for Alternative 10 of the NBC Universal Evolution Plan project. The project, located within the 391-acre Universal City property, proposes additions to the existing studio, theme park, retail and entertainment uses, and the addition of new hotel uses. Alternative 10 represents a substantial reduction in the overall density of the proposed project that was the subject of a traffic impact study dated March 2010. Alternative 10 would eliminate the proposed 2,937 residential units and 180,000 square feet of neighborhood retail, while increasing the area for studio office, entertainment space and hotels. The Alternative 10 project involves the net increase of approximately 2.68 million square-feet of new commercial development, including additional retail space within Universal CityWalk, expansion of the Universal Studios Theme Park, two 500-room hotels and additional studio and office space. This includes approximately 3.25 million square-feet of new development and the demolition of approximately 585,000 square-feet of existing uses. A detailed breakdown of the project components is listed in **Attachment A**.

The project site, which is illustrated in **Attachment B**, is divided into the following three development subareas for planning purposes:

- Studio/Business Areas West - *includes the offices and related structures located on the western portion of the project site fronting Lankershim Boulevard*
- Studio/Business Areas East and Back Lot Area - *includes the studio offices and production facilities for movie, television and commercial production located along part of the northern portion of the project site adjacent to the Los Angeles River Flood Control Channel*

- Entertainment Area - *includes the Universal Studios Hollywood theme park, Universal CityWalk and related uses located in the center and southern portion of the project site*

The project is expected to be built over various phases, with the project buildout completed by year 2030. The following report summarizes the assumptions used to prepare the traffic impact analysis, the anticipated significant project traffic impacts, and the recommended transportation mitigation plan to offset the impacts. This report represents DOT's revised assessment of the project's traffic impacts as reflected in Alternative 10. Revisions or amendments to this letter may follow as the project proceeds through the environmental review and certification process, or if any further revisions to the project are proposed.

I. TRAFFIC IMPACT ANALYSIS

The transportation analysis adequately addresses the traffic impacts of the project. The study describes a comprehensive set of transportation mitigation measures deemed necessary to fully or partially mitigate the project's significant traffic impacts.

A. Study Area

In preparing the traffic impact analysis, 164 intersections were identified for detailed analysis. Of these intersections studied, 96 are entirely within the City of Los Angeles, 28 are within the City of Burbank, and four are within the City of West Hollywood. There are 36 intersections that are under the shared jurisdiction of the City of Los Angeles and another agency, including the freeway ramp intersections that are under the joint jurisdiction with Caltrans. The study intersections are generally located within the area bounded by Buena Vista Street in the City of Burbank to the east, Burbank Boulevard to the north, Sepulveda Boulevard to the west, and Santa Monica Boulevard to the south. The study area is illustrated in **Attachment C** and was examined to ensure that all potential project impacts are appropriately evaluated. **Attachment D** lists all of the 164 study intersections and identifies the agency with jurisdiction over each intersection. Of these intersections, 148 are signalized intersections under future conditions that were evaluated for potential project impacts. The remaining 16 unsignalized intersections were individually analyzed solely to evaluate if a new traffic signal is warranted.

B. Trip Generation

The Alternative 10 project is estimated to generate a net increase of approximately 2,241 trips during the a.m. peak hour, 2,197 trips during the p.m. peak hour, and 23,601 trips on a typical weekday (see **Attachment E**). As shown in Attachment E, the trip generation estimates for Alternative 10 are significantly lower than the trip generation for the project alternative evaluated in the traffic study dated March 2010. It should be noted that the trip generation figures are conservative estimates that do not include any trip reductions that are typical of mixed-use developments and of projects within close proximity of a Metro transit station. DOT's traffic study guidelines allow projects to reduce their total trip generation to account for likely transit usage to and from the site, and for the internal-trip making opportunities that

are afforded by mixed-use projects. Since the project is located across the street from a Metro Red Line station and bus transfer facility, a trip reduction of the project's total trip generation rate to account for the use of transit to and from the site is acceptable.

The source of the trip generation rates used for the office, retail, and hotel land uses is the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 7th Edition." However, since the proposed studio-related and theme park uses are unique and are not characterized in the ITE handbook, empirical data from the project site and from other similar studio uses were evaluated. Traffic surveys of the studio-related uses in the existing NBC/Universal campus were used to validate these special use trip generation rates.

C. Travel Demand Simulation Model

A traffic forecasting model was developed to forecast future traffic volumes and to estimate the expected distribution of the project's traffic. The model for the traffic impact analysis was developed using the 2004 Regional Transportation Plan travel demand model prepared by the Southern California Association of Governments (SCAG) as the base. Enhancements and refinements to the SCAG model were necessary to add the detail needed in preparing an intersection-level traffic impact analysis for this project. The enhancements included expanding the SCAG roadway network to include additional nodes (intersections), links (roadways), and traffic analysis zones (TAZ). Also, the SCAG network was updated to reflect the current number of lanes, link capacities and link speeds. The traffic model for the project was calibrated consistent with DOT guidelines, which require the model results for link volumes in the existing conditions scenario to be reasonably comparable to actual observed roadway counts. Then, using SCAG socioeconomic forecasts, and the estimated traffic and travel patterns of the 256 related projects in the area (including the previously proposed Metro Universal project), the model was used to simulate future traffic demands for year 2030.

D. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. DOT has determined that, before accounting for the trip reduction benefits afforded to projects adjacent to Metro Line stations, of the 148 signalized intersections studied, the project would result in significant traffic impacts at 60 intersections with TDM before mitigation. The proposed transportation mitigation program (discussed in the next section) is expected to fully or partially mitigate these project impacts. However, the remaining impact at four intersections would be considered significant and unmitigated after implementation of the proposed mitigation program. The intersections expected to experience unmitigated impacts during one or both of the peak commute hours are:

1. US-101 Northbound Ramps / Campo de Cahuenga Way (p.m. peak hour)
2. Cahuenga Boulevard / Moorpark Street (both peak hours)
3. Lankershim Boulevard / Main Street (p.m. peak hour)
4. Lankershim Boulevard / Campo de Cahuenga Way / Universal Hollywood Drive (a.m. peak hour)

Of these four intersections, two are expected to operate at a level-of-service (LOS) of C or better after build-out of the project, and two are adjacent to the project site. **Attachment F1** summarizes the morning and afternoon peak hour LOS calculated for the 148 signalized study intersections for the different scenarios and indicates the extent of the project-related traffic impacts. Similarly, **Attachment F2** summarizes the LOS for the 16 stop-controlled intersections. To address project impacts, a comprehensive set of transportation improvements is necessary to fully or partially mitigate these anticipated impacts. The results of the proposed transportation mitigation measures are also shown on Attachment F1, which summarizes the benefit of the improvements in terms of V/C ratio at the study intersections.

F. Shared Mitigation

Consistent with DOT policies, the cost of traffic mitigation measures can be shared between two or more development projects, provided that the mitigation can fully or partially mitigate the combined impact of these projects. This would be applicable in those cases where there are other proposed developments in the vicinity that may also contribute toward the cost of the improvement.

II. PROJECT TRANSPORTATION MITIGATION PROGRAM

Sustainability, smart growth and the reduction of greenhouse gas emissions have become prime concerns for the City in addition to traditional mobility considerations. Therefore, under the direction of DOT, the mitigation program was designed to first focus on providing project employees and visitors with usable and accessible transit options, and on developing an aggressive trip reduction program. A clear goal of the project's transportation mitigation plan is to implement enhancements and strategies that reduce the number of project-generated vehicle trips and that make the use of transit a convenient, reliable and cost-effective option for project visitors. However, freeway, street and intersection improvements to enhance mobility and remove bottlenecks were also evaluated and, if feasible, are included in the mitigation program. A comprehensive mitigation program has been developed for the Alternative 10 project that includes the following major elements: trip reduction program, transit system enhancements, freeway improvements, traffic signal system upgrades, intersection upgrades and improvements, and neighborhood traffic management measures.

Several physical traffic mitigation improvement options at the impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, in some cases, no feasible mitigations were identified due to the constraints of the existing physical conditions. Also, for other locations, street widening was not an option due to right-of-way constraints or it was not considered practical nor desirable to widen the street at the expense of reduced

sidewalk widths. In other cases, traffic flow improvements that required the removal of on-street parking along a roadway with a high demand for parking were not recommended. The recommended traffic mitigation program includes the following improvements to be implemented in accordance with the Transportation Improvement Phasing Plan:

A. Transportation Demand Management (TDM) Program

The purpose of implementing a TDM program is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool, bus, or rail. To minimize external trips, the project should be designed to provide patrons with viable and convenient options that include high quality and convenient transit service. Through thoughtful building design and orientation, the project should provide a pedestrian-friendly environment, promote non-automobile travel and implement an aggressive trip-reduction program. Also, given the amount of transit services provided in the area and that the project is proposed across the street from an existing Metro Red Line station and bus terminal facility, there is an inherent incentive for project employees and visitors to search for alternative commute options other than driving. Additionally, developing a mixed-use project can aid in the effort of minimizing off-site traffic impacts and encouraging more internal trips by providing project tenants, employees and visitors with the necessary resources for shopping, entertainment, day care, and employment within a single community. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, to substantially reduce SOV trips to the project, a transit-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- flexible & alternative work schedules and telecommuting programs
- internal mobility and support for first and last mile connections (see shuttle system program discussed below)
- bicycle and pedestrian-friendly environment
- bicycle amenities like racks and showers for employees
- convenient and secure pedestrian, shuttle and/or bicycle connections linking the Project Area to transit via walkways, paths, or paseos
- education and information on alternative transportation modes
- transportation information center
- join or create a Transportation Management Association (TMA) or Transportation Management Organization (TMO)
- on-site shared (“flex”) cars
- pursuant to Internal Revenue Code Section 132(f), information should be provided to employees regarding pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees
- a guaranteed ride home program

- discounted monthly or annual transit passes provided to all eligible project employees
- contribute a one-time fixed-fee of **$500,000** to be deposited into the City's Bicycle Plan Trust Fund that is currently being established (CF 10-2385-S5). These funds would be used by DOT to implement bicycle improvements within the project vicinity.

The TMA or TMO for this project would promote non-traditional travel alternatives and would educate project employees and patrons of the available trip-reduction services provided in the TDM plan. Specific components of the TMA may include, but not be limited to, the following:

- rideshare matching
- administrative support for formation of carpools/vanpools
- bike and walk to work promotions
- emergency rides home
- preferential loading/unloading for ridesharers
- transportation information center, which would provide a centrally-located commuter information center that allows employees to obtain information on ridesharing, telecommuting, transit schedules, bicycle plans, flex cars, etc.
- monitoring and reporting on the effectiveness of different TDM measures

B. Transit Enhancements

A major component of the transportation mitigation program is to enhance and expand the area's transit system by augmenting existing regional transit service, and by providing a new demand-responsive, fixed-route shuttle system. The following enhancements are proposed:

1. Transit System Upgrades

The traffic analysis included a review of the existing and future transit system serving the project study area. Passenger boarding and alighting information was collected for the transit lines currently servicing the project vicinity to determine where the need for additional buses or enhanced service exists. Metro Local 150/240 and Metro Rapid 750 travel along Ventura Boulevard and serve the project site. Based on a review of the boarding information, Metro Rapid 750 currently exceeds the seated capacity in the peak direction during most of the peak commute period. Given the number of project trips expected along Ventura Boulevard, the current ridership demands and capacity deficiency on the Metro lines along this corridor, the applicant proposes to provide one additional articulated bus, to be operated by Metro, to supplement the Metro Rapid Line 750 service along Ventura Boulevard.

This proposal is acceptable to DOT; however, the applicant shall contribute towards net operations and maintenance (O&M) costs for the new bus during peak commute hours (7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.) for the first three years. To ensure continued operations, the project shall compensate for the unsubsidized portion of these costs for an

additional seven years. Farebox revenues and state/ federal transit subsidies shall be credited against O&M costs. The applicant shall work with Metro to ensure that this enhanced service is provided in a timely manner consistent with the traffic mitigation phasing plan. The applicant shall record a covenant and agreement, to the satisfaction of DOT, to guarantee the provisions of this transit improvement.

2. **Shuttle System**

The traffic study proposes to provide a demand-responsive shuttle system that provides viable and convenient transit options for Project visitors, employees, and the surrounding community. This system will focus on providing connections to key destinations such as the Universal City Metro Red Line station, downtown Burbank, Burbank Media District, CityWalk, and other nearby destinations. Connections to regional transit service shall be provided at the Universal City Metro Red Line station and the Downtown Burbank Metrolink station. The shuttle system is expected to provide approximately 15 minute headways during the morning and afternoon peak hours and 30 minute headways during off-peak daytime and early evening hours. This shuttle system will consist of the following key features:

a. Business Area East Shuttle

This shuttle would travel from the Universal City Metro Red Line station to Lakeside Plaza Drive area providing the employees in the Business Area East with a connection to the Universal City Metro Red Line station. From the Metro Red Line station, the shuttle is expected to travel along Lankershim Boulevard, Cahuenga Boulevard West, and Barham Boulevard to reach Lakeside Plaza Drive, then the shuttle would travel along Pass Avenue to connect with the Burbank Shuttle.

b. Downtown Burbank Shuttle

This shuttle from the Universal City Metro Red Line Station to the city of Burbank would provide a connection from the project site to the Downtown Burbank Metrolink station and to the Burbank Media District. The shuttle is expected to travel along Lankershim Boulevard, Riverside Drive and Olive Avenue. The final configuration of this shuttle would also be subject to review and approval by the City of Burbank.

c. Specially Equipped Shuttles

The shuttles, which will be low or zero emission vehicles, shall be equipped with GPS (global positioning system) or other vehicle tracking system devices and communications systems in order to be able to provide “Next Bus” locational and status information.

d. Real-Time Information

Information on shuttle location and status shall be available over the Internet and at bus shelters using “next bus” technologies.

e. Bus Call Capability
Patrons at bus stops outside of the project site along the routes shall have the ability to call for the shuttle from a designated shuttle stop. Upon doing so, information on the status of the bus and the anticipated wait time would then be given to the patron.

f. Bus Shelters
All stops for the shuttle system within or adjacent to the Project Area should include shelters, benches, shaded sidewalks, street lighting, ADA accessibility and pedestrian amenities.

The proposed Shuttle System program is acceptable to DOT; however, the program should be guaranteed for 20 years. The applicant shall work with DOT, Metro and neighboring cities when developing the final shuttle routes and stop locations prior to implementation of the shuttle program. Also, to maximize the benefits of the shuttle program, the routes, stops, headways and hours of operation should be revisited periodically after deployment of the shuttle program to determine if the program can be improved consistent with the financial commitment guaranteed by the Applicant for 20 years. The applicant shall work with DOT to ensure that this enhanced service is provided in a timely manner consistent with the traffic mitigation phasing plan. The applicant shall record a covenant and agreement, to the satisfaction of DOT, to guarantee the provisions of the Shuttle System. Together with the TDM program, the provision of the Shuttle System program can effectively reduce the number of SOV trips related to both the Project and neighboring communities by providing other viable and convenient travel options.

C. Freeway Interchange Improvements
The applicant has met and consulted with staff from DOT and Caltrans' District 7 regarding the design and feasibility of freeway system improvements. The project would construct a new on-ramp from Universal Studios Boulevard to the southbound US-101 freeway, and would modify the interchange at the US-101 freeway at Universal Terrace Parkway (Campo de Cahuenga Way). In accordance with the traffic mitigation plan for Alternative 10, the applicant should enter into a Highway Improvement Agreement with Caltrans that ensures the applicant's involvement in the design, funding and timely completion of these improvements.

Also, in the event these proposed freeway improvements become infeasible or are not approved by Caltrans, substitute mitigation measures shall be provided subject to approval by DOT or Caltrans, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact. DOT recommends that the applicant be required to construct the following freeway improvements:

1. **US-101 Southbound On-Ramp at Universal Studios Boulevard**
The Project proposes to build a new southbound on-ramp to the US-101 Freeway from Universal Studios Boulevard. Direct access to this ramp would be provided from the Entertainment Area via the intersection of Buddy Holly Drive and Universal Studio Boulevard. Providing this connection is expected to relieve congestion on Cahuenga Boulevard West and at the US-101 southbound ramps from Cahuenga Boulevard. This proposed improvement is illustrated in Figure 49 of the original traffic study dated March 2010.

2. **US-101 Freeway / Universal Terrace Parkway (Campo de Cahuenga Way) Interchange**
The Project proposes to improve the operation of the US-101 Freeway interchange at Universal Terrace Parkway by constructing new southbound ramps and redesigning the existing northbound off-ramp. This improvement would provide direct access to the Project Site and the Universal City area. The enhanced interchange is expected to reduce traffic congestion on Ventura Boulevard, Lankershim Boulevard, Cahuenga Boulevard, and the US-101 southbound ramps at Regal Place by allowing southbound traffic to use the US-101 interchange at Universal Terrace Parkway. The major components of this interchange improvement are illustrated in Figure 50 of the original traffic study dated March 2010.

The applicant has met and consulted with staff from Caltrans' District 7 regarding the design and feasibility of this interchange improvement. A Project Study Report (PSR) required by Caltrans that evaluates the feasibility and cost of this improvement and other interchange alternatives was completed and approved by Caltrans in March 2009. While DOT supports this interchange improvement as currently proposed, it should be noted that during the Project Report process led by Caltrans, additional alternatives will be evaluated. DOT would be supportive of another alternative if it is demonstrated that it provides similar or enhanced benefit and if it is environmentally equal or superior to the current proposal.

D. Freeway Mainline Improvements
According to the traffic study, which includes a freeway impact analysis, Alternative 10 is expected to result in significant traffic impacts on the freeway system. The applicant has worked with Caltrans' District 7 staff to identify a set of potential freeway mainline improvements to off-set these impacts and to address existing deficient traffic conditions. To mitigate impacts on the freeway system, Caltrans typically requires a fair-share contribution toward specific mainline improvements. Caltrans staff will lead this effort and will determine the required freeway mitigations or fair-share financial requirements for this Project. It is expected that the applicant will continue to work with Caltrans to explore alternatives, to evaluate the feasibility of each proposal, to prepare design plans and to prepare any necessary environmental documents.

To be conservative and since alternatives are still being evaluated, the traffic impact analysis did not include any mitigation credit that would result from freeway mainline improvements. The applicant should continue to work with Caltrans to develop meaningful freeway enhancements that can serve to alleviate commuter congestion. Consideration of improvements to the US-101 freeway adjacent to the Project site should also include the improvement of the Barham Boulevard bridge over the freeway. This is a chronic bottleneck location and should be included in any regional improvement program for this area.

E. Roadway Improvements

The Project proposes key roadway improvements needed to address the expected traffic demands resulting from the Project. For these proposed improvements, the final determination on the feasibility of street widenings and of narrowing of sidewalk widths shall be made by the Department of Public Works, Bureau of Engineering. The following roadway improvements are proposed:

1. **Barham Boulevard Corridor Improvements**

   Barham Boulevard currently carries two lanes in each direction from Forest Lawn Drive/Lakeside Plaza Drive to Buddy Holly Drive/Cahuenga Boulevard East. The project proposes to dedicate right-of-way along the west side of Barham Boulevard, and widen the roadway to accommodate three lanes in the southbound direction and left-turn lanes at minor intersections along the entire segment. This corridor improvement should also include streetscape and pedestrian enhancements along the project site boundary.

2. **Lankershim Boulevard Corridor Improvements**

   The project proposes to improve the traffic flow along key intersections on Lankershim Boulevard between Cahuenga Boulevard and the US-101 northbound off-ramp. This segment includes the western boundary of the project site. These intersection improvements, that include upgrading or installing new traffic signal equipment and/or providing additional roadway capacity, would improve traffic flow along Lankershim Boulevard and enhance ingress/egress to the project site. These intersection improvements are described in more detail below - see “Intersection Improvements.”

3. **Forest Lawn Drive Roadway Improvements**

   The project proposes to provide a continuous four-lane cross-section along Forest Lawn Drive between Barham Boulevard/Lakeside Plaza and the State Route (SR) 134 eastbound ramps by widening Forest Lawn Drive between Zoo Drive and the SR 134 Freeway. This improvement is expected to improve the connection between the project and the SR 134 freeway.

F. Project-Related Transportation Improvements

The proposed project includes the construction of new roadway connections and private driveways to serve the access and circulation needs of the development. The applicant shall work with DOT and the Bureau of Engineering on the design of the Project’s internal street system layout in the city of Los Angeles, which includes,

but is not limited to, lane configuration, connectivity to existing street system, implementation of any necessary traffic control devices, etc. As part of the project's design features and description, the following key enhancements are proposed as project-related roadway improvements:

1. **Lakeside Plaza Drive**
   Since Lakeside Plaza Drive is expected to serve as a main access point from Barham Boulevard for Business Area East employees, the project proposes to widen Lakeside Plaza Drive to provide a minimum of two travel lanes in each direction from the Business Area entrance to Barham Boulevard.

2. **Buddy Holly Drive**
   The project proposes to facilitate traffic flow along Buddy Holly Drive between Universal Studios Boulevard and Barham Boulevard by providing additional lanes and enhanced access to the freeway and the project site. Along Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp, the road will provide three westbound travel lanes - this segment will continue to operate as a one-way westbound street. Between the US-101 northbound off-ramp and Donald O'Connor Drive, Buddy Holly Drive will accommodate four or five lanes. At the approach to Donald O'Connor Drive, a dedicated right-turn lane will be provided, and a dedicated left-turn lane onto the northbound US-101 Freeway will also be provided. Between Donald O'Connor Drive and Universal Studios Boulevard, Buddy Holly Drive may operate as a two-way roadway providing four westbound lanes and two eastbound lanes. This proposed improvement will also require review and approval by Caltrans.

3. **Universal Hollywood Boulevard**
   Universal Hollywood Boulevard between Lankershim Boulevard and Universal Studios Boulevard (a private street) would be realigned and improved to enhance traffic circulation, accommodate transit priority lanes and wider sidewalks. Since the project's mixed-use and transit-oriented development features are expected to increase the level of pedestrian activity over what currently exists today, this improvement can serve to enhance the connections between the Universal City Metro Red Line station and the project site.

4. **Universal Studios Boulevard / Buddy Holly Drive**
   This intersection would be improved as part of the Buddy Holly Drive improvement described above. The segment of Buddy Holly Drive between Universal Studios Boulevard and Donald O'Connor Drive may be improved to operate as a two-way roadway to allow access to the new theme park parking structure. If operated under two-way flow, the westbound approach on Buddy Holly Drive would provide two left-turn lanes, one through lane, and two free-flow right-turn lanes. Also, Universal Studios Boulevard would be restriped to provide a northbound right-turn lane, and the eastbound

approach would be restriped to provide one left-turn lane and one shared through/right-turn lane. This configuration would not be needed if Buddy Holly Drive remains a one-way eastbound street.

The Applicant shall provide the necessary infrastructure for all of the intersections internal to the project site that are expected to be signalized by the expected build out year and connected to DOT's traffic signal system. The traffic signals for these intersections should be constructed to ATCS specifications including, but not limited to, all required system loops, interconnect (conduit and twisted pair cable), and miscellaneous communications equipment needed to provide an operating ATCS intersection. Also, the project-related roadway improvements listed above should be constructed in accordance with the Traffic Mitigation Phasing Plan described below.

G. Intersection Improvements

Several intersection improvements are proposed to mitigate the traffic impacts of the project and enhance traffic flow and improve safety at key intersections. These mitigations include upgrades to the traffic signal system, the installation of new traffic signals, and physical improvements including approach widening to provide additional lanes. Intersection improvements, needed to reduce and mitigate the project's traffic impacts, are proposed as follows:

Traffic Signal System Upgrade

Many of the signalized intersections within the City of Los Angeles in the project study area require an upgrade to the signal equipment and hardware. The traffic signals at these intersections currently operate using a Type 170 traffic signal controller. Newer controllers (Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by CCTV cameras at key locations, DOT can identify the causes of delay and implement instant signal timing remedies to improve the flow of vehicles and buses. The applicant shall fund the upgrade of the traffic signal controllers and the installation of CCTV cameras at the intersections listed in **Attachment G**.

New Traffic Signals

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. Additionally, when choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. Nonetheless, to be conservative, the project's traffic study identified several off-site unsignalized intersections to evaluate. Based on traffic signal warrant analyses conducted at 16 intersections, the applicant proposes to fund the installation of nine new traffic signals at the following intersections:

- Barham Boulevard and C Street
- Buddy Holly Drive, Donald O'Connor Drive and US-101 NB on-ramp *(required only if Buddy Holly Drive or Donald O'Connor Drive operate as two-way streets)*

- Cahuenga Boulevard and US-101 southbound ramps
- Cahuenga Boulevard and Valley Spring Lane
- Forest Lawn Drive and SR-134 westbound ramps
- Lankershim Boulevard and Muddy Waters Drive
- Riverside Drive and SR-134 eastbound on-ramp
- US-101 southbound ramps and Ventura Boulevard / Fruitland Drive
- Universal Studio Boulevard and US-101 southbound on-ramp

The satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The design and construction of these traffic signals, if deemed warranted by DOT, would be required of the applicant pursuant to the schedule identified in the traffic mitigation phasing plan. DOT's East Valley District Office will issue a Traffic Control Report (TCR) authorizing the installation of each traffic signal within the City of Los Angeles that is warranted per DOT's requirements. The traffic signal warrant analysis shall be prepared pursuant to Section 353 of DOT's Manual of Policies and Procedures and submitted by the applicant to DOT for review. Furthermore, it is the responsibility of the applicant to secure approval and any necessary permits by Caltrans for the traffic signal proposed at freeway ramps. An officially approved TCR does not remove the responsibility of the applicant from securing the acceptance and/or approval by Caltrans where State right-of-way is involved.

If left-turn phasing is proposed at any intersection within the City of Los Angeles, the applicant shall submit a left-turn study analysis pursuant to Section 531 of DOT's Manual of Policies and Procedures. Each left-turn study shall be submitted to DOT's Signal Timing and Operations Division and to DOT's East Valley District Office for review, approval, and preparation of an official TCR for each location.

Physical Improvements (City of Los Angeles)

As stated above, for some locations, street widening was not an option due to right-of-way constraints or DOT did not approve street widening at the expense of reduced sidewalk widths. In other cases, proposals that would require the removal of on-street parking along a roadway with a high demand for parking were not recommended. Traffic mitigations were proposed to mitigate project impacts at intersections along Cahuenga Boulevard. However, since these proposals were in conflict with a city project along Cahuenga Boulevard, these proposed mitigations were not accepted. The city project was awarded grant funding to construct an improvement along Cahuenga Boulevard between Magnolia Boulevard and Lankershim Boulevard. The scope of this improvement was developed with input from Council District 4 and community stakeholders. Therefore, the traffic mitigations that were considered on Cahuenga Boulevard between Magnolia Boulevard and Lankershim Boulevard were not accepted since these designs were not consistent with the intent of the design of the city project. The following intersection improvements are proposed within the City of Los Angeles:

1. Barham Blvd and Cahuenga Blvd West (IS #47) – widen to install an additional westbound through lane on Cahuenga Boulevard. The westbound approach would provide two through lanes, and one right-turn lane. This mitigation would require right-of-way acquisition from Caltrans; therefore, this impact would remain unmitigated if the applicant is not successful in acquiring the necessary right-of-way.

2. Barham Blvd and Buddy Holly Dr/Cahuenga Blvd (IS #48) – in addition to funding the upgrade of the traffic signal controller, widen the westbound approach to provide a separate left-turn only lane and widen the southbound approach to provide a separate right-turn only lane.

3. Barham Blvd and Coyote Canyon Rd (IS #54) – in addition to funding the upgrade of the traffic signal controller, an additional southbound through lane will be installed per the Barham Boulevard roadway improvement described above.

4. Barham Blvd and De Witt Dr (IS #52) – an additional southbound through lane will be installed per the Barham Boulevard roadway improvement described above.

5. Barham Blvd and Lake Hollywood Dr (IS #53) – an additional southbound through lane will be installed per the Barham Boulevard roadway improvement described above.

6. Barham Blvd and Lakeside Plaza/Forest Lawn Dr (IS #55) – in addition to funding the upgrade of the traffic signal controller, this intersection will be improved as part of both the Barham Boulevard roadway improvement and the Lakeside Plaza Drive project-related improvement. When fully improved, the intersection will accommodate: two left-turn lanes, two through lanes, and one right-turn lane on the eastbound approach; two left-turn lanes, one shared through/left-turn lane, and one right-turn lane on the westbound approach; and one left-turn lane, two through lanes, and one shared through/right-turn lane on the southbound approach.

7. Cahuenga Blvd and Riverside Dr (IS #29) – in addition to funding the upgrade of the traffic signal controller, restripe the westbound approach on Riverside Drive to install a right-turn lane. The westbound approach would provide one left-turn lane, two through lanes, and one right-turn lane.

8. Cahuenga Blvd and SR 134 Eastbound Ramps (IS #28) – in addition to funding the upgrade of the traffic signal controller, provide Caltrans with a fair-share contribution to install a shared left-right-turn lane on the SR 134 Eastbound off-ramp. The eastbound off-ramp approach would provide one left-turn lane, one shared left-right-turn lane, and one right-turn lane. To alleviate expected queues at the ramp that can potentially spill-over onto Cahuenga Boulevard, this improvement would also provide additional

storage by widening the SR 134 eastbound on-ramp to provide two lanes beyond the ramp meter. This mitigation requires approval by Caltrans.

9. Cahuenga Blvd and US 101 southbound ramps (IS #162) – a new traffic signal is proposed at this intersection with permitted left-turn phasing for the southbound approach. Due to the proximity of this intersection to the intersection of Cahuenga Boulevard and US 101 northbound off-ramp (IS #68), a single controller design is proposed to coordinate the signal timing for these two intersections. The installation of a traffic signal at this intersection would require review and approval of a signal warrants analysis by Caltrans and by DOT's East Valley District Office.

10. Cahuenga Blvd and Valley Spring Ln (IS #32) - a new traffic signal is proposed at this intersection. However, as discussed above, the installation of a traffic signal at this intersection would require a review and approval of a signal warrants analysis by DOT's East Valley District Office.

11. Forest Lawn Dr & SR 134 eastbound ramps (IS #60) – an additional southbound through lane would be installed per the Forest Lawn Drive roadway improvement described above.

12. Forest Lawn Dr & SR 134 westbound ramps (IS #61) – install a traffic signal at this intersection and restripe Forest Lawn Drive to install an additional southbound through lane. This intersection is included in the Forest Lawn Drive roadway improvement described above. The installation of a traffic signal at this intersection would require review and approval by Caltrans and DOT's East Valley District Office.

13. Forest Lawn Dr & Zoo Drive (IS #59) – widen Forest Lawn Drive to install an additional southbound through lane and to allow for two through lanes and one right-turn lane on the northbound approach. This intersection is included in the Forest Lawn Drive roadway improvement described above.

14. Lankershim Blvd and Moorpark St (IS #20) – widen Moorpark Street and install an eastbound right-turn only lane. However, to prevent the permanent elimination of on-street parking, the right-turn lane would be operational only between 7 a.m. and 7 p.m. The widening and posting of "No Stopping between 7 a.m. and 7 p.m." signs would accommodate the right-turn lane. The eastbound approach would provide one left-turn lane, one through lane, and one right-turn lane.

15. Lankershim Blvd and Riverside Dr (IS #19) – widen to provide a right-turn lane on the westbound approach of Riverside Drive. The westbound approach would provide one left-turn lane, two through lanes, and one right–turn lane.

16. Lankershim Blvd and US 101 northbound off-ramp (#37) - restripe the US

northbound off-ramp to provide a shared through/right lane. The US 101 northbound off-ramp would provide one left-turn lane, a shared through/right lane, and two right-turn lanes. This intersection is included in the Lankershim Boulevard roadway improvement described above. However, if the Metro Universal project is not built, then this improvement would not be needed.

17. Ledge Ave/Moorpark Wy and Riverside Dr (IS #40) – in addition to funding the upgrade of the traffic signal controller, the Project proposes to remove the raised median on the east leg of the intersection to accommodate an additional left-turn lane on the westbound approach of Riverside Drive. However, since this mitigation would remove the existing raised median, the applicant should be responsible for the relocation of the median island and a community monument sign to an alternate location. This would require input from Council District 4 and community stakeholders.

18. Metro Driveway and Campo de Cahuenga Wy (IS# 23) – upgrade the traffic signal to provide protected left-turn phasing operation for eastbound Campo de Cahuenga Way, and to provide a right-turn signal phase for southbound motorists exiting the Metro Driveway - this right-turn phase will overlap with the eastbound Campo de Cahuenga Way left-turners. If the Metro Universal project is not built, then this improvement would not be needed.

19. Moorpark St and Vineland Ave (IS #11) – remove or reconstruct the median to accommodate a right-turn lane on the southbound approach. The southbound approach would provide one left-turn lane, three through lanes, and one right–turn lane. To enhance safety by improving visibility, DOT also recommends that the Project remove the raised median islands on the north and south legs to better align the north and southbound left-turn lanes.

20. Riverside Dr and SR 134 eastbound on-ramp (IS #15) – a new traffic signal with protected left-turn phasing for the eastbound approach is proposed at this intersection. The eastbound would be striped to provide two left-turn lanes and two through lanes. As discussed above, the installation of a traffic signal at this intersection would require review and approval of a signal warrants analysis by Caltrans and by DOT's East Valley District Office.

Physical Improvements (Los Angeles County/City of Los Angeles)
Additionally, several intersection improvements are proposed in other jurisdictions or at intersections shared with another jurisdiction. The following intersection mitigations, which are all included in the Lankershim Boulevard corridor improvement described above, are also subject to review and consent by Los Angeles County. It should be noted that the design of these improvements assumed the future traffic volumes of the proposed Metro Universal project (one of the 256 related projects) that has been delayed. If the Metro Universal project is not built, then the following intersection improvements should be redesigned since

the projected traffic demands along Lankershim Boulevard would be overstated.

1. Lankershim Blvd and Campo de Cahuenga Wy/Universal Hollywood Dr (IS #36) – widen the northbound approach to provide two left-turn lanes, two through lanes, one shared through-right lane, and one right-turn; restripe Campo de Cahuenga Way to provide an additional left-turn lane in the eastbound approach; provide a right-turn overlap arrow for southbound Lankershim Boulevard and restripe southbound Lankershim Boulevard to provide two left-turn lanes, two through lanes, one shared through/right-turn lane, and one right-turn only lane; widen the westbound approach to provide one left-turn lane, two through lanes and one right-turn lane. Included in this improvement are the necessary traffic signal upgrades and improvements to accommodate any necessary left-turn arrows.

   DOT would like to reduce the use of dual right-turn lanes to minimize potential pedestrian conflicts. However, the proposed dual right-turn lanes at this intersection may not result in such conflicts in the future since there is a programmed improvement that would eliminate the north leg crosswalk. This improvement would install a pedestrian bridge connecting the Metro Red Line portal to the east side of Lankershim Boulevard. The Los Angeles County Metropolitan Transportation Authority is currently finalizing the design of this pedestrian overpass.

2. Lankershim Blvd and Main St (IS #35) – in addition to funding the upgrade of the traffic signal controller, widen to install a second northbound left-turn lane and upgrade the traffic signal to provide protected left-turn signal phasing operation for northbound Lankershim Boulevard. Also, widen the east leg (Main Street) to enhance ingress and egress from the project site. This improvement would not be needed if the proposed Metro Universal project is not built.

3. Lankershim Blvd and Muddy Waters Dr (IS #72) – a new traffic signal is proposed at this intersection. If approved, the new traffic signal would provide protected left-turn phasing operation for southbound Lankershim Boulevard. The installation of a traffic signal at this intersection has not yet been approved by DOT. A review and approval of the traffic signal warrants analysis for this signal is required by DOT's East Valley District Office.

4. Lankershim Blvd and Valleyheart Dr/James Stewart Ave (IS #34) – in addition to funding the upgrade of the traffic signal controller, widen the eastbound approach on Valleyheart Drive to provide dual left-turn lanes and a shared through/right lane. Restripe the westbound approach on James Stewart Avenue to provide one left turn, one shared through/left, and dual right-turn lanes. Also, widen Lankershim Boulevard to provide an additional southbound left-turn lane. This improvement would not be needed if the proposed Metro Universal project is not built.

Intersection Improvements (City of Burbank)
The following intersection mitigations are subject to review and approval by the City of Burbank:

1. Evergreen St/Riverside Dr & Alameda Ave (IS #77) – fund the upgrade of the traffic signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System (CSCS).

2. Pass Ave and Alameda Ave (IS #79) – fund the upgrade of the traffic signal equipment to connect the intersection to the City of Burbank's CSCS. The project would also widen the westbound approach to add a right-turn lane. The westbound approach would provide one left-turn lane, two through lanes and one right-turn lane.

3. Pass Ave and Olive Ave (IS #81) – widen to install an additional northbound left-turn lane on Pass Avenue. The northbound approach would provide two left-turn lanes and three through lanes. This improvement should also include any necessary upgrades to the traffic signal equipment.

4. Pass Ave and SR 134 eastbound off-ramp (IS #78) – fund the installation and upgrade of the traffic signal equipment needed to connect the intersection to the City of Burbank's Traffic Signal Interconnect/Signal Timing System and CSCS.

5. Pass Ave and Verdugo Ln (IS #75) – fund the installation and upgrade of the traffic signal equipment needed to connect the intersection to the City of Burbank's Traffic Signal Interconnect/Signal Timing System and CSCS.

6. Olive Ave and Warner Brothers Studio Gate 2/Gate 3 (IS #82) – fund the upgrade of the traffic signal equipment to connect the intersection to the City of Burbank's CSCS.

7. Olive Ave and Warner Brothers Studio Gate 1/Lakeside Dr (IS #83) – widen the eastbound approach to add a right-turn lane. The eastbound approach would provide one shared through/left-turn lane, and one right-turn lane.

H. Neighborhood Traffic Management Program (NTMP)
According to the residential street impact analysis included in the traffic study, three neighborhoods were identified for their potential to be impacted by the project's traffic. A local residential street is considered to be impacted based on an increase in the average daily traffic volumes. The objective of the residential street impact analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from the project. Cut-through trips are measured as vehicles that bypass a congested arterial by instead opting to travel along a residential street. These local street impacts are typically mitigated through the implementation of neighborhood traffic calming measures such as installing speed humps. The traffic study identified three neighborhood boundaries that can

potentially experience increases in cut-through traffic.

The applicant has offered up to $300,000 to fund any necessary NTM measures within these three neighborhood boundaries. This amount, which is commensurate with the size of the project and with the level of residential street impacts that are expected, is acceptable to DOT. Working within this budget, it would be the applicant's responsibility to coordinate with DOT, the affected neighborhood residents, and the local City Council office to design and implement NTM measures approved by DOT and supported by stakeholders.

The applicant has submitted an initial NTMP Implementation Plan to DOT (see **Attachment H**) that sets key milestones and identifies a proposed process in developing a NTM plan for the three identified neighborhoods consistent with DOT policy. This implementation plan should be formalized through an agreement between the applicant and DOT prior to the issuance of the first building permit for this project. As discussed in the initial plan, the agreement should include a funding guarantee, an outreach process and budget for each of the identified neighborhoods, selection and approval criteria for any evaluated NTM measures, and an implementation phasing plan. The final NTM plan, if consensus is reached among the stakeholders, should be completed to the satisfaction of DOT and should consider and evaluate neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

I. Traffic Mitigation Phasing Plan

The project is proposed to be built over four phases. To ensure that the full occupancy of the project does not take place until all of the required transportation mitigations are implemented, a mitigation phasing plan has been prepared that coordinates all mitigation measures, project development and the associated permitting (see **Attachment I**). The phasing plan attempts to maintain an appropriate balance between development and corresponding transportation capacity/enhancements. This phasing plan may be modified in the future to adjust the mitigation sequencing or as a result of changes in the project phasing. Any changes to the mitigation phasing plan shall be subject to approval by DOT.

III. Additional Transportation Enhancements

The applicant has committed to fund the following voluntary transportation improvements in addition to the traffic mitigation measures identified above. The anticipated benefit to traffic flow associated with these enhancements has not been quantified; therefore, the project impacts at the study intersections are likely overstated.

A. Traffic Flow and Safety Enhancements

To address local traffic flow and safety needs within the study area, the applicant has agreed to install left-turn arrows at several key intersections. These locations

have been identified by DOT as candidate intersections for the installation of left-turn phasing. If left-turn arrows are deemed warranted by DOT's East Valley District Office, the applicant would design and implement the left-turn signals at the following intersections:

1. Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard (westbound approach)
2. Lankershim Boulevard & Riverside Drive (eastbound approach)
3. Lankershim Boulevard & Moorpark Street (northbound/eastbound approaches)
4. Cahuenga Boulevard & Camarillo Street (all approaches)
5. Cahuenga Boulevard & Moorpark Street (northbound/southbound approaches)
6. Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue (northbound approach)
7. Cahuenga Boulevard & SR 134 Eastbound Ramps (southbound approach)
8. Radford Avenue/Ventura Place & Ventura Boulevard (westbound/eastbound approaches)
9. US 101 Southbound On-Ramp/Fruitland Avenue & Ventura Boulevard (westbound approach)
10. Lankershim Boulevard & Chandler Boulevard North (northbound approach)
11. Vineland Avenue & Moorpark Street (eastbound approach)

Also, as part of these voluntary traffic improvements, the applicant would fund the design and installation of a new traffic signal at the intersection of Riverside Drive and Strohm Avenue, if deemed warranted by DOT's East Valley District Office.

B. Hollywood Event Management Infrastructure

The Project proposed to fund the design and installation of up to five fixed or portable dynamic roadway message signs that can be utilized to guide motorists during events, alert motorists of traffic conditions and street closures, recommend alternate routes, etc. These signs operate similar to changeable message signs but require significantly less public right-of-way to install. These signs would provide motorists on arterial streets leading up to Hollywood from other parts of the region with advance information and warning regarding lane closures due to special events in Hollywood. Providing motorists with advance information regarding street closures would assist motorists in choosing alternative routes of travel. Alternative routes can be selected early thus avoiding long delays and preventing further congestion. The design, size and placement of these signs will be determined by DOT at a later date.

IV. SITE ACCESS AND CIRCULATION

Currently, the project site provides ten access points - one along the US-101 freeway, five along Lankershim Boulevard, two along Barham Boulevard, and two that are internal to the site. The proposed project would enhance the existing studio entry points and visitor gateways and would install two new public gateways to the project. The two new access points include a public gateway at a proposed new signalized intersection on Barham

Boulevard south of Lakeside Plaza Drive and a public entry/exit point at Buddy Holly Drive and Donald O'Connor Drive. The attached graphic (**Attachment J**) illustrates the proposed vehicular and pedestrian circulation features for the Project.

The project would continue to provide the four existing studio gates along Lankershim Boulevard at James Stewart Avenue, Main Street, Jimi Hendrix Drive, and the visitor gate south of the Technicolor Building at Muddy Waters Drive. Two relocated studio gates entering off Lakeside Plaza Drive would provide direct, controlled access for studio employees, authorized visitors, and deliveries to the Business and Studio Areas.

Universal Hollywood Drive and Universal Studios Boulevard would continue to provide the primary east-west and north-south access to and within the project. As part of the project, Universal Hollywood Drive, which extends between Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and Universal CityWalk, would be realigned and widened to facilitate travel between these two roadways. Universal Studios Boulevard extends over the US-101 freeway between Cahuenga Boulevard and Buddy Holly Drive, and connects to the parking structures within Universal CityWalk. Buddy Holly Drive would also be widened and may operate as a two-way roadway between Universal Studios Boulevard and Donald O'Connor Drive. The main function of these primary access roads would continue to be to lead visitors into parking structures, allowing them to then access the rest of the site on foot or by the Universal shuttle system.

Internal project roadways, consisting of public and private streets, would be developed within the project site as needed in accordance with the applicable design guidelines to emergency vehicle access requirements and to ensure efficient circulation. The internal street system within the Studio, Entertainment, and Business Areas would continue to be largely restricted to authorized vehicles, as well as vendor-owned service vehicles and vehicles driven by Universal City studio employees.

This determination does not include approval of the final design plans of the project's driveways, internal circulation, or parking scheme. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, work with DOT regarding driveway width and internal circulation requirements, so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. Final DOT approval shall be obtained prior to issuance of building permits for such phase by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to DOT.

V. GENERAL CONDITIONS

The following conditions are in addition to the traffic mitigation measures identified in DOT's determination.

- In accordance with the project's traffic mitigation phasing plan, all transportation improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through the B-Permit process of the Bureau of Engineering, prior to the issuance of the building permits for such phase and **completed** prior to the issuance of the certificates of occupancy for such phase. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

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

- All improvements along state highways and at freeway ramps require approval from the State of California Department of Transportation (Caltrans). The applicant may be required to obtain an encroachment permit or other approval from Caltrans for each of these improvements before the issuance of any building permits, to the satisfaction of Caltrans, DOT, and the Bureau of Engineering.

- For all of the proposed roadway and intersection improvements within the City of Los Angeles, the final determination on the feasibility shall be made by the Department of Public Works, Bureau of Engineering.

- For all buildings in the City of Los Angeles, a parking and driveway plan shall be submitted to DOT for approval of access and circulation prior to the submittal of building plans for plan check to the Department of Building and Safety.

- A construction work site traffic control plan should be submitted to DOT for review and approval prior to the start of any construction work in the City. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic should avoid peak commute hours unless otherwise approved by DOT.

- All temporary construction traffic control plans in the City involving temporary traffic signal modifications, the relocation of any signal equipment, and the installation of crash cushions or temporary roadway striping shall be prepared, submitted and signed by a registered Civil or Traffic Engineer in the state of California, on DOT-standard plan format, for review and approval by DOT's Design Division.

- Unless detour plans, worksite traffic control plans, and/or traffic circulation plans are pre-approved by DOT's Design Division, all construction traffic control proposals involving temporary signal modifications and/or relocations of any signal equipment,

and utilizations of temporary traffic striping and crash cushions, are the responsibility of the applicant, and must be submitted, signed and sealed by California Registered Civil Engineers and Traffic Engineers on DOT-standard plan submittal format for approval by DOT's Design Division.

- Pursuant to LAMC 41.20, the applicant shall be advised of the necessity of obtaining Street Use Permits from the Board of Public Works, which normally delegates such permitting authority to the Department of Public Works, Bureau of Street Services, for any proposed street closures.

- All other temporary construction traffic control proposals in the City involving the use of flashing arrow boards, traffic cones, barricades, delineators, construction signage, etc., shall require the review and approval by DOT's East Valley District Office.

- An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council. Ordinance No. 180542, effective March 28, 2009, identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

VI. OTHER COMMENTS

A. Los Angeles River Bike Path

In February 2007, the City of Los Angeles announced the start of a comprehensive Los Angeles River revitalization plan that includes the completion of the bike path along the river to connect Downtown Los Angeles with Canoga Park. In addition to revitalizing the river, the goal of this project is to provide a continuous and functional riverfront bike path that extends through the City of Los Angeles and is part of an integrated Countywide bicycle plan. DOT fully supports the Los Angeles River Bike Path project. The close proximity of this Project and the Metro Red Line station to a bike path along the Los Angeles River Flood Control Channel can provide for an enhanced multi-modal transportation system in this area that provides commuters with more options and alternatives to driving a vehicle. However, the project does not propose providing public access along the Los Angeles River Flood Control Channel (the site's northern boundary) due to existing constraints and since the Applicant does not own the right-of-way. The County of Los Angeles Flood Control District owns the majority of the right-of-way for River Road along the northern end of the project site. DOT is aware of these right-of-way issues and of the constraints that include buildings and electrical substations currently located within the anticipated footprint of any future bike path along the south side of the river channel.

While DOT supports the bicycle system features proposed in the project's design, a truly comprehensive multi-modal system would include a riverfront bike path. This project does not propose to construct any new buildings within 20-feet of the

edge of the Los Angeles River Flood Control Channel, but the project scope does not include the removal of the existing constraints. To preserve the future right-of-way for any Los Angeles River bike path options, DOT recommends that any future plans for the northern edge of the project site prohibit construction within the anticipated footprint of a future Los Angeles River bike path (currently estimated at 20-feet from the edge of the channel).

B. Barham Boulevard Bridge
As stated above, the applicant should continue to work with Caltrans to develop meaningful freeway enhancements that can serve to alleviate commuter congestion. Improving traffic flow along the freeway mainline can provide for enhanced travel along the City's street network. However, any improvements to the US-101 freeway adjacent to the project site should also include the replacement (or retrofitting) and expansion of the Barham Boulevard bridge over the freeway.

CONCLUSION

Under the Alternative 10 scenario, the project is expected to result in four unmitigated traffic impacts after implementation of the proposed transportation mitigation program. Of these four intersections, two are expected to operate at a level-of-service (LOS) of C or better after build out of the project, and two are adjacent to the project site. While mitigations are proposed at these locations that partially mitigate the project's impacts, a significant impact still remains. Overall, Alternative 10 reduces the total number of unmitigated traffic impacts as it would generate 35% less traffic during the afternoon peak hour than the alternative that was the subject of DOT's report dated April 2, 2010.

If you have any questions, please call me at (213) 972-8476 or Christopher Hy of my staff at (213) 972-8479.

Attachment A:	Proposed Project Land Uses
Attachment B:	Conceptual Site Plan
Attachment C:	Study Area
Attachment D:	Study Intersections
Attachment E:	Trip Generation Summary
Attachment F1:	Project Impact Summary - Level of Service (Signalized Intersections)
Attachment F2:	Level of Service Summary for Unsignalized Intersections
Attachment G:	Traffic Signal Upgrades
Attachment H:	Neighborhood Traffic Management Plan Implementation Process
Attachment I:	Transportation Improvement Phasing Plan
Attachment J:	Project Circulation

/Universal/Evolution Plan/alternative 10/NBCU Evolution Plan Assessment Letter 081312.pdf

c: Renee Weitzer, Fourth Council District
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Bruce Lackow, Matrix Environmental
Elmer Alvarez, Caltrans
Bill Winter, LA County
Jay Kim, DOT Planning
Brian Gallagher, DOT Operations
Carl Mills, Bureau of Engineering

ATTACHMENT A
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROPOSED PROJECT LAND USES

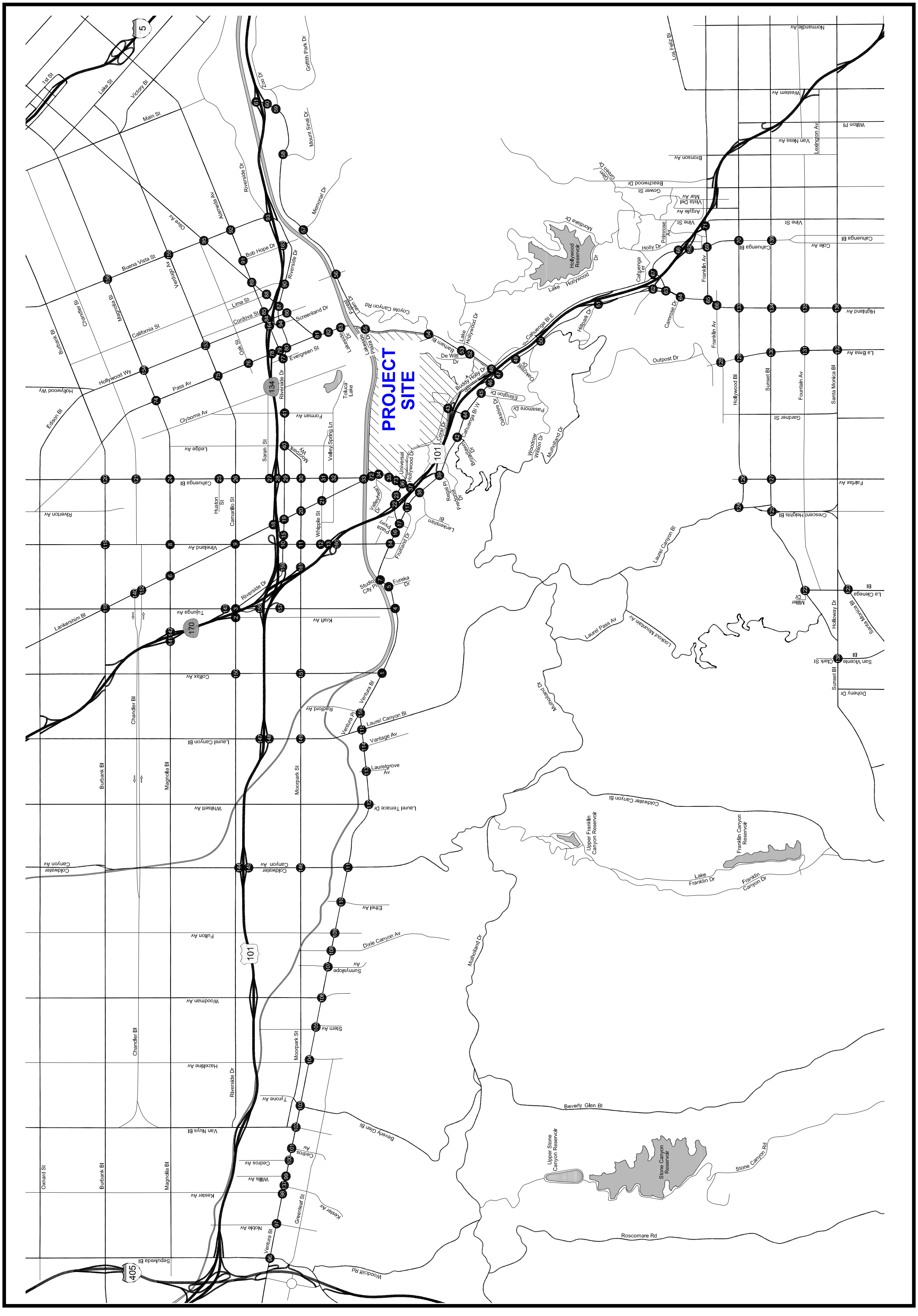
Land Use		Existing Development	Demolition	Gross New Development	Alternate 10 - Net New Development	Totals - Existing and New Development
Studio (square feet)		1,228,120	185,051	493,000	307,949	1,536,069
Studio Office (square feet)		942,545	97,680	745,000	647,320	1,589,865
Office (square feet)		463,430	54,594	550,000	495,406	958,836
Entertainment (square feet)		775,132	107,105	445,000	337,895	1,113,027
Entertainment Retail (square feet)		656,144	30,784	70,000	39,216	695,360
Amphitheater (square feet)		110,600	110,600	60,000	-50,600	60,000
Hotel (square feet)				900,000	900,000	900,000
Hotel (guest rooms)				1,000	1,000	1,000
TOTAL	**(square feet)**	**4,175,971**	**585,814**	**3,263,000**	**2,677,186**	**6,853,157**
	(guest rooms)	**4,175,971**	**585,814**	**1,000**	**1,000**	**1,000**

ATTACHMENT B

ATTACHMENT B
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
CONCEPTUAL SITE PLAN

ATTACHMENT B

ATTACHMENT B



ATTACHMENT C
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
STUDY AREA

ATTACHMENT B

ATTACHMENT D

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
1.	Colfax Avenue & Ventura Boulevard	City of Los Angeles
2.	Kraft Avenue/SR 170 SB Off-Ramp & Riverside Drive	City of Los Angeles/Caltrans
3.	Tujunga Avenue & Riverside Drive/Camarillo Street	City of Los Angeles
4.	Tujunga Avenue & Ventura Boulevard	City of Los Angeles
5.	Eureka Drive & Ventura Boulevard	City of Los Angeles
6.	Lankershim Boulevard & Magnolia Boulevard	City of Los Angeles
7.	Studio City Place & Ventura Boulevard	City of Los Angeles
8.	Vineland Avenue & Magnolia Boulevard	City of Los Angeles
9.	Vineland Avenue/Lankershim Boulevard & Camarillo Street	City of Los Angeles
10.	Vineland Avenue & Riverside Drive	City of Los Angeles
11.	Vineland Avenue & Moorpark Street	City of Los Angeles
12.	Vineland Avenue & Whipple Street	City of Los Angeles
13.	Vineland Avenue & US 101 NB Off-Ramp	City of Los Angeles/Caltrans
14.	Vineland Avenue & Ventura Boulevard	City of Los Angeles
15. [a]	SR 134 EB On-Ramp e/o Vineland Avenue & Riverside Drive	City of Los Angeles/Caltrans
16.	Plaza Parkway & Ventura Boulevard	City of Los Angeles
17.	Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard	City of Los Angeles
18.	Lankershim Boulevard & SR 134 WB Off-Ramp	City of Los Angeles/Caltrans
19.	Lankershim Boulevard & Riverside Drive	City of Los Angeles
20.	Lankershim Boulevard & Moorpark Street	City of Los Angeles
21.	Lankershim Boulevard & Whipple Street	City of Los Angeles
22.	US 101 NB Ramps & Campo de Cahuenga Way	City of Los Angeles/Caltrans
23.	Metro Driveway & Campo de Cahuenga Way	City of Los Angeles
24.	Cahuenga Boulevard & Magnolia Boulevard	City of Los Angeles
25.	Cahuenga Boulevard & Huston Street	City of Los Angeles
26.	Cahuenga Boulevard & Camarillo Street	City of Los Angeles
27.	Cahuenga Boulevard & SR 134 WB Off-Ramp	City of Los Angeles/Caltrans
28.	Cahuenga Boulevard & SR 134 EB Ramps	City of Los Angeles/Caltrans
29.	Cahuenga Boulevard & Riverside Drive	City of Los Angeles
30.	Cahuenga Boulevard & Moorpark Street	City of Los Angeles
31.	Cahuenga Boulevard & Whipple Street	City of Los Angeles
32. [b]	Cahuenga Boulevard & Valley Spring Lane	City of Los Angeles
33.	Lankershim Boulevard & Cahuenga Boulevard	City of Los Angeles
34.	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	City of Los Angeles/County of Los Angeles
35.	Lankershim Boulevard & Main Street	City of Los Angeles/County of Los Angeles
36.	Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	City of Los Angeles/County of Los Angeles
37.	Lankershim Boulevard & US 101 NB Off-Ramp	City of Los Angeles/Caltrans
38. [c]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	City of Los Angeles
39.	US 101 SB Ramps/Regal Place & Cahuenga Boulevard	City of Los Angeles/Caltrans
40.	Ledge Avenue/Moorpark Way & Riverside Drive	City of Los Angeles
41.	Forman Avenue & Riverside Drive	City of Los Angeles
42.	Broadlawn Drive & Cahuenga Boulevard	City of Los Angeles
43.	Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive	City of Los Angeles/County of Los Angeles
44.	Universal Studios Boulevard & Cahuenga Boulevard	City of Los Angeles
45.	Oakshire Drive & Cahuenga Boulevard	City of Los Angeles
46.	US 101 SB Ramps w/o Barham Boulevard/Cahuenga Boulevard & Cahuenga Boulevard	City of Los Angeles/Caltrans
47.	Barham Boulevard & Cahuenga Boulevard	City of Los Angeles
48.	Barham Boulevard & Buddy Holly Drive/Cahuenga Boulevard	City of Los Angeles
49.	Oakcrest Drive & Cahuenga Boulevard	City of Los Angeles
50.	Mulholland Drive & Cahuenga Boulevard	City of Los Angeles
51.	Cahuenga Boulevard & Hillpark Drive	City of Los Angeles
52.	Barham Boulevard & De Witt Drive	City of Los Angeles
53.	Barham Boulevard & Lake Hollywood Drive	City of Los Angeles
54.	Barham Boulevard & Coyote Canyon Road	City of Los Angeles
55.	Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive	City of Los Angeles
56.	Warner Brothers Studios Gate 7/Gate 8 & Forest Lawn Drive	City of Los Angeles
57.	Memorial Drive & Forest Lawn Drive	City of Los Angeles
58.	Mount Sinai Drive & Forest Lawn Drive	City of Los Angeles
59.	Forest Lawn Drive & Zoo Drive	City of Los Angeles
60. [b]	Forest Lawn Drive & SR 134 EB Ramps	City of Los Angeles/Caltrans

Notes:

[a] Intersection is uncontrolled.

[b] Intersection is controlled by stop signs on minor approach.

[c] Denotes Congestion Management Program (CMP) arterial monitoring station.

ATTACHMENT B

ATTACHMENT D - Continued

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
61. [b]	Forest Lawn Drive & SR 134 WB Ramps	City of Los Angeles/Caltrans
62.	Cahuenga Boulevard/Highland Avenue & Pat Moore Way/US 101 On-Ramps	City of Los Angeles/Caltrans
63.	Highland Avenue & Odin Street	City of Los Angeles
64.	Highland Avenue & Camrose Drive	City of Los Angeles
65.	Highland Avenue & Franklin Avenue	City of Los Angeles
66.	Highland Avenue & Franklin Place/Franklin Avenue	City of Los Angeles
67. [b]	Odin Street & Cahuenga Boulevard	City of Los Angeles
68.	Cahuenga Boulevard & US 101 NB Off-Ramp	City of Los Angeles/Caltrans
69.	Cahuenga Boulevard & Franklin Avenue	City of Los Angeles
70.	Cahuenga Boulevard & Hollywood Boulevard	City of Los Angeles
71.	Vine Street & Franklin Avenue/US 101 SB Off-Ramp	City of Los Angeles/Caltrans
72. [b]	Lankershim Boulevard & Muddy Waters Drive	City of Los Angeles/County of Los Angeles
73. [a]	Lankershim Boulevard & Jimi Hendrix Drive	City of Los Angeles/County of Los Angeles
74.	Pass Avenue & Magnolia Boulevard	City of Burbank
75.	Pass Avenue & Verdugo Avenue	City of Burbank
76.	Pass Avenue & Oak Street	City of Burbank
77.	Evergreen Street/Riverside Drive & Alameda Avenue	City of Burbank
78.	Pass Avenue & SR 134 EB Off-Ramp	City of Burbank/Caltrans
79.	Pass Avenue & Alameda Avenue	City of Burbank
80.	Pass Avenue & Riverside Drive	City of Burbank
81.	Olive Avenue & Pass Avenue	City of Burbank
82.	Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	City of Burbank
83.	Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	City of Burbank
84.	Hollywood Way & Alameda Avenue	City of Burbank
85.	Cordova Street/SR 134 WB Off-Ramp & Alameda Avenue	City of Burbank/Caltrans
86.	Hollywood Way & Olive Avenue	City of Burbank
87.	Olive Avenue & Riverside Drive	City of Burbank
88.	Lima Street & Olive Avenue	City of Burbank
89.	Olive Avenue & Alameda Avenue	City of Burbank
90.	California Street & Riverside Drive	City of Burbank
91.	Bob Hope Drive & Alameda Avenue	City of Burbank
92.	Buena Vista Street & Alameda Avenue	City of Burbank
93.	Buena Vista Street/SR 134 EB On-Ramp & Riverside Drive/SR 134 WB Ramps	City of Burbank/Caltrans
94. [a]	SR 134 EB On-Ramp/Screenland Drive & Riverside Drive	City of Burbank/Caltrans
95.	Buena Vista Street & Olive Avenue	City of Burbank
96. [c]	Sepulveda Boulevard & Ventura Boulevard	City of Los Angeles
97.	Noble Avenue & Ventura Boulevard	City of Los Angeles
98.	Kester Avenue (West) & Ventura Boulevard	City of Los Angeles
99.	Willis Avenue & Ventura Boulevard	City of Los Angeles
100.	Cedros Avenue (West) & Ventura Boulevard	City of Los Angeles
101.	Cedros Avenue (East) & Ventura Boulevard	City of Los Angeles
102.	Van Nuys Boulevard & Ventura Boulevard	City of Los Angeles
103.	Tyrone Avenue/Beverly Glen Boulevard & Ventura Boulevard	City of Los Angeles
104.	Hazeltine Avenue (West) & Ventura Boulevard	City of Los Angeles
105.	Stern Avenue (West) & Ventura Boulevard	City of Los Angeles
106. [c]	Woodman Avenue & Ventura Boulevard	City of Los Angeles
107.	Sunnyslope Avenue & Ventura Boulevard	City of Los Angeles
108.	Dixie Canyon Avenue & Ventura Boulevard	City of Los Angeles
109.	Fulton Avenue & Ventura Boulevard	City of Los Angeles
110.	Valley Vista Boulevard/Ethel Avenue & Ventura Boulevard	City of Los Angeles
111.	Coldwater Canyon Avenue & Ventura Boulevard	City of Los Angeles
112.	Whitsett Avenue/Laurel Terrace Drive & Ventura Boulevard	City of Los Angeles
113.	Laurelgrove Avenue & Ventura Boulevard	City of Los Angeles
114.	Vantage Avenue & Ventura Boulevard	City of Los Angeles
115. [c]	Laurel Canyon Boulevard & Ventura Boulevard	City of Los Angeles
116.	Radford Avenue/Ventura Place & Ventura Boulevard	City of Los Angeles
117. [a]	US 101 SB On-Ramp n/o Lankershim Boulevard & Ventura Boulevard	City of Los Angeles/Caltrans
118.	Lankershim Boulevard/Tujunga Avenue & Burbank Boulevard	City of Los Angeles
119.	Vineland Avenue & Burbank Boulevard	City of Los Angeles
120.	Cahuenga Boulevard & Burbank Boulevard	City of Los Angeles

Notes:

[a] Intersection is uncontrolled.

[b] Intersection is controlled by stop signs on minor approach.

[c] Denotes Congestion Management Program (CMP) arterial monitoring station.

ATTACHMENT B

ATTACHMENT D - Continued

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
STUDY INTERSECTIONS

No.	Intersection	Jurisdiction
121.	Cahuenga Boulevard & Chandler Boulevard	City of Los Angeles
122.	La Cienega Boulevard & Sunset Boulevard	City of West Hollywood
123. [c]	La Cienega Boulevard & Santa Monica Boulevard	City of West Hollywood
124.	Laurel Canyon Boulevard & Hollywood Boulevard	City of Los Angeles
125.	Crescent Heights Boulevard & Sunset Boulevard	City of Los Angeles
126.	Fairfax Avenue & Hollywood Boulevard	City of Los Angeles
127.	Fairfax Avenue & Sunset Boulevard	City of Los Angeles
128.	La Brea Avenue & Franklin Avenue	City of Los Angeles
129.	La Brea Avenue & Hollywood Boulevard	City of Los Angeles
130.	La Brea Avenue & Sunset Boulevard	City of Los Angeles
131.	La Brea Avenue & Fountain Avenue	City of West Hollywood/City of Los Angeles
132.	La Brea Avenue & Santa Monica Boulevard	City of West Hollywood
133.	Highland Avenue & Hollywood Boulevard	City of Los Angeles
134.	Highland Avenue & Sunset Boulevard	City of Los Angeles
135.	Highland Avenue & Fountain Avenue	City of Los Angeles
136. [c]	Highland Avenue & Santa Monica Boulevard	City of Los Angeles
137.	Kester Avenue (East) & Ventura Boulevard	City of Los Angeles
138.	San Vicente Boulevard/Clark St & Sunset Boulevard	City of West Hollywood
139.	Cahuenga Boulevard & Sunset Boulevard	City of Los Angeles
140.	Lankershim Boulevard & Chandler Boulevard (North)	City of Los Angeles
141.	SR 170 SB Ramps & Magnolia Boulevard	City of Los Angeles/Caltrans
142.	SR 170 NB Ramps & Magnolia Boulevard	City of Los Angeles/Caltrans
143. [a]	Tujunga Avenue & SR 170 NB On-Ramp/Private Driveway	City of Los Angeles/Caltrans
144.	Coldwater Canyon Avenue & US 101 NB Ramps	City of Los Angeles/Caltrans
145.	Coldwater Canyon Avenue & US 101 SB Ramps	City of Los Angeles/Caltrans
146.	Coldwater Canyon Avenue & Moorpark Street	City of Los Angeles
147.	Laurel Canyon Boulevard & US 101 NB Ramps	City of Los Angeles/Caltrans
148.	Laurel Canyon Boulevard & US 101 SB Ramps	City of Los Angeles/Caltrans
149.	Laurel Canyon Boulevard & Moorpark Street	City of Los Angeles
150.	Colfax Avenue & Riverside Drive	City of Los Angeles
151.	Colfax Avenue & Moorpark Street	City of Los Angeles
152.	Lankershim Boulevard & Chandler Boulevard (South)	City of Los Angeles
153.	Hollywood Way & Verdugo Avenue	City of Burbank
154.	Hollywood Way & Magnolia Boulevard	City of Burbank
155.	Buena Vista Street & Verdugo Avenue	City of Burbank
156.	Buena Vista Street & Magnolia Boulevard	City of Burbank
157. [b]	Tujunga Avenue & US 101 SB Off-Ramp	City of Los Angeles/Caltrans
158. [a]	Tujunga Avenue & US 101 NB On-Ramp	City of Los Angeles/Caltrans
159. [b]	US 101 SB Off-Ramp & Riverside Drive	City of Los Angeles/Caltrans
160.	Vineland Avenue & US 101 SB Ramps	City of Los Angeles/Caltrans
161. [a]	US 101 NB On-Ramp & Moorpark Street	City of Los Angeles/Caltrans
162. [b]	Cahuenga Boulevard & US 101 SB Ramps	City of Los Angeles/Caltrans
163. [b]	Bob Hope Drive & SR 134 EB Off-Ramp	City of Burbank/Caltrans
164. [a]	SR 134 WB On-Ramp & Alameda Avenue	City of Burbank/Caltrans

Notes:

[a] Intersection is uncontrolled.

[b] Intersection is controlled by stop signs on minor approach.

[c] Denotes Congestion Management Program (CMP) arterial monitoring station.

ATTACHMENT B

ATTACHMENT E

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
TRIP GENERATION SUMMARY

EVOLUTION PLAN PROJECT (1)

Scenario	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Existing Development	44,883	2,433	582	3,015	1,530	3,184	4,714
Net Project without TDM Program	36,451	1,538	1,531	3,069	1,396	2,227	3,623
Full Site without TDM Program	81,334	3,971	2,113	6,084	2,926	5,411	8,337
Full Site with TDM Program	72,991	3,556	1,787	5,343	2,560	4,924	7,484
Net Project with TDM Program	**28,108**	**1,123**	**1,205**	**2,328**	**1,030**	**1,740**	**2,770**

ALTERNATIVE 10

Scenario	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Existing Development	44,883	2,433	582	3,015	1,530	3,184	4,714
Net Alternatlive 10 without TDM Program	23,601	1,642	599	2,241	447	1,752	2,197
Full Site without TDM Program	68,484	4,075	1,181	5,256	1,977	4,936	6,911
Full Site with TDM Program	64,022	3,704	1,071	4,775	1,837	4,575	6,412
Net Alternative 10 with TDM Program	**19,139**	**1,271**	**489**	**1,760**	**307**	**1,391**	**1,698**

Difference between Alternative 10 and Project with TDM Program	**(8,969)**	**148**	**(716)**	**(568)**	**(723)**	**(349)**	**(1,072)**

(1) SOURCE: Table 20 of the Project Transportation Study

ATTACHMENT F1

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.		Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations				Future with Alternative 10 with TDM Program and Mitigation Measures								
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
1.	[a]	Colfax Avenue &	A.M.	0.770	C	0.793	C	0.023	NO	0.755	C	0.000	0.038	0.000	NO	0.038		NO
		Ventura Boulevard	P.M.	1.032	F	1.057	F	0.025	YES	1.019	F	0.016	0.038	0.017	YES	0.021		NO
2.	[a]	Kraft Avenue/SR 170 SB Off-Ramp &	A.M.	0.663	B	0.700	B	0.037	NO	0.647	B	0.000	0.053	0.000	NO	0.053		NO
		Riverside Drive	P.M.	0.613	B	0.621	B	0.008	NO	0.592	A	0.000	0.029	0.000	NO	0.029		NO
3.	[a]	Tujunga Avenue &	A.M.	1.171	F	1.200	F	0.029	YES	1.158	F	0.020	0.042	0.017	YES	0.025		NO
		Riverside Drive/Camarillo Street	P.M.	1.126	F	1.128	F	0.002	NO	1.118	F	0.000	0.010	0.000	NO	0.010		NO
4.	[a]	Tujunga Avenue &	A.M.	0.696	B	0.719	C	0.023	NO	0.682	B	0.000	0.037	0.000	NO	0.037		NO
		Ventura Boulevard	P.M.	0.841	D	0.867	D	0.026	YES	0.831	D	0.007	0.036	0.000	NO	0.036		NO
5.	[a]	Eureka Drive &	A.M.	0.695	B	0.719	C	0.024	NO	0.683	B	0.000	0.036	0.000	NO	0.036		NO
		Ventura Boulevard	P.M.	0.668	B	0.694	B	0.026	NO	0.657	B	0.000	0.037	0.000	NO	0.037		NO
6.	[a]	Lankershim Boulevard &	A.M.	1.197	F	1.206	F	0.009	NO	1.196	F	0.000	0.010	0.000	NO	0.010		NO
		Magnolia Boulevard	P.M.	1.107	F	1.113	F	0.006	NO	1.103	F	0.000	0.010	0.000	NO	0.010		NO
7.	[a]	Studio City Place &	A.M.	0.617	B	0.643	B	0.026	NO	0.606	B	0.000	0.037	0.000	NO	0.037		NO
		Ventura Boulevard	P.M.	0.683	B	0.709	C	0.026	NO	0.673	B	0.000	0.036	0.000	NO	0.036		NO
8.	[a]	Vineland Avenue &	A.M.	1.101	F	1.104	F	0.003	NO	1.094	F	0.000	0.010	0.000	NO	0.010		NO
		Magnolia Boulevard	P.M.	1.402	F	1.406	F	0.004	NO	1.396	F	0.000	0.010	0.000	NO	0.010		NO
9.	[a]	Vineland Avenue/Lankershim Boulevard &	A.M.	1.351	F	1.376	F	0.025	YES	1.324	F	0.016	0.052	0.021	YES	0.031		NO
		Camarillo Street	P.M.	1.205	F	1.216	F	0.011	YES	1.206	F	0.002	0.010	0.000	NO	0.010		NO
10.	[a]	Vineland Avenue &	A.M.	1.124	F	1.175	F	0.051	YES	1.068	F	0.042	0.107	0.028	YES	0.079		NO
		Riverside Drive	P.M.	0.820	D	0.843	D	0.023	YES	0.791	C	0.004	0.052	0.000	NO	0.052		NO
11.	[a]	Vineland Avenue &	A.M.	1.127	F	1.136	F	0.009	NO	1.051	F	0.000	0.085	0.000	NO	0.085		NO
		Moorpark Street	P.M.	1.056	F	1.073	F	0.017	YES	1.037	F	0.008	0.036	0.004	YES	0.032		NO
12.	[a]	Vineland Avenue &	A.M.	0.500	A	0.501	A	0.001	NO	0.491	A	0.000	0.010	0.000	NO	0.010		NO
		Whipple Street	P.M.	0.446	A	0.447	A	0.001	NO	0.437	A	0.000	0.010	0.000	NO	0.010		NO
13.	[a]	Vineland Avenue &	A.M.	0.484	A	0.485	A	0.001	NO	0.471	A	0.000	0.014	0.000	NO	0.014		NO
		US 101 NB Off-Ramp	P.M.	0.405	A	0.406	A	0.001	NO	0.396	A	0.000	0.010	0.000	NO	0.010		NO
14.	[a]	Vineland Avenue &	A.M.	1.027	F	1.075	F	0.048	YES	0.909	E	0.039	0.166	0.080	YES	0.086		NO
		Ventura Boulevard	P.M.	1.049	F	1.087	F	0.038	YES	0.987	E	0.029	0.100	0.043	YES	0.057		NO
16.	[a]	Plaza Parkway &	A.M.	0.804	D	0.847	D	0.043	YES	0.713	C	0.024	0.134	0.010	YES	0.124		NO
		Ventura Boulevard	P.M.	0.539	A	0.566	A	0.027	NO	0.529	A	0.000	0.037	0.000	NO	0.037		NO
17.	[a]	Riverton Avenue/Campo de Cahuenga Way &	A.M.	0.640	B	0.646	B	0.006	NO	0.691	B	0.000	-0.045	0.000	NO	0.000		NO
		Ventura Boulevard	P.M.	0.616	B	0.648	B	0.032	NO	0.657	B	0.000	-0.009	0.000	NO	0.000		NO
18.	[a]	Lankershim Boulevard &	A.M.	0.935	E	0.965	E	0.030	YES	0.916	E	0.021	0.049	0.021	YES	0.028		NO
		SR 134 WB Off-Ramp	P.M.	0.597	A	0.615	B	0.018	NO	0.605	B	0.000	0.010	0.000	NO	0.010		NO
19.	[a]	Lankershim Boulevard &	A.M.	1.259	F	1.337	F	0.078	YES	1.192	F	0.069	0.145	0.069	YES	0.076		NO
		Riverside Drive	P.M.	1.060	F	1.082	F	0.022	YES	0.995	E	0.013	0.087	0.018	YES	0.069		NO
20.	[a]	Lankershim Boulevard &	A.M.	1.368	F	1.463	F	0.095	YES	1.137	F	0.086	0.326	0.075	YES	0.251		NO
		Moorpark Street	P.M.	1.178	F	1.233	F	0.055	YES	1.138	F	0.046	0.095	0.017	YES	0.078		NO
21.	[a]	Lankershim Boulevard &	A.M.	0.951	E	1.034	F	0.083	YES	0.889	D	0.074	0.145	0.065	YES	0.080		NO
		Whipple Street	P.M.	0.489	A	0.528	A	0.039	NO	0.518	A	0.000	0.010	0.000	NO	0.010		NO
22.	[a]	US 101 NB Ramps &	A.M.	0.235	A	0.264	A	0.029	NO	0.362	A	0.000	-0.098	0.000	NO	0.000		NO
		Campo de Cahuenga Way	P.M.	0.667	B	0.727	C	0.060	YES	0.727	C	0.027	0.000	0.003	YES	0.000	0.027	YES
23.	[a]	Metro Driveway &	A.M.	0.202	A	0.219	A	0.017	NO	0.237	A	0.000	-0.018	0.000	NO	0.000		NO
		Campo de Cahuenga Way	P.M.	0.607	B	0.671	B	0.064	NO	0.697	B	0.000	-0.026	0.072	YES	0.000		NO
24.	[a]	Cahuenga Boulevard &	A.M.	1.828	F	1.845	F	0.017	YES	1.809	F	0.008	0.036	0.016	NO	0.020		NO
		Magnolia Boulevard	P.M.	1.403	F	1.408	F	0.005	NO	1.329	F	0.000	0.079	0.000	NO	0.079		NO
25.	[a]	Cahuenga Boulevard &	A.M.	0.940	E	0.956	E	0.016	YES	0.923	E	0.007	0.033	0.000	NO	0.033		NO
		Huston Street	P.M.	0.549	A	0.553	A	0.004	NO	0.480	A	0.000	0.073	0.000	NO	0.073		NO
26.	[a]	Cahuenga Boulevard &	A.M.	1.489	F	1.507	F	0.018	YES	1.472	F	0.009	0.035	0.017	YES	0.018		NO
		Camarillo Street	P.M.	1.278	F	1.282	F	0.004	NO	1.234	F	0.000	0.048	0.000	NO	0.048		NO
27.	[a]	Cahuenga Boulevard &	A.M.	0.702	C	0.805	D	0.103	YES	0.740	C	0.064	0.065	0.000	NO	0.065		NO
		SR 134 WB Off-Ramp	P.M.	0.555	A	0.591	A	0.036	NO	0.554	A	0.000	0.037	0.000	NO	0.037		NO

ATTACHMENT B

ATTACHMENT F1 (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations				Future with Alternative 10 with TDM Program and Mitigation Measures								
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
28. [a]	Cahuenga Boulevard &	A.M.	0.924	E	0.966	E	0.042	YES	0.678	B	0.033	0.288	0.010	YES	0.278		NO
	SR 134 EB Ramps	P.M.	0.969	E	1.077	F	0.108	YES	0.899	D	0.099	0.178	0.088	YES	0.090		NO
29. [a]	Cahuenga Boulevard &	A.M.	1.158	F	1.221	F	0.063	YES	1.019	F	0.054	0.202	0.065	YES	0.137		NO
	Riverside Drive	P.M.	1.291	F	1.372	F	0.081	YES	1.215	F	0.072	0.157	0.067	YES	0.090		NO
30. [a]	Cahuenga Boulevard &	A.M.	1.047	F	1.129	F	0.082	YES	0.987	E	0.073	0.142	0.139	YES	0.003	0.070	YES
	Moorpark Street	P.M.	1.117	F	1.202	F	0.085	YES	1.148	F	0.076	0.054	0.138	YES	0.000	0.076	YES
31. [a]	Cahuenga Boulevard &	A.M.	0.658	B	0.727	C	0.069	YES	0.578	A	0.027	0.149	0.000	NO	0.149		NO
	Whipple Street	P.M.	0.692	B	0.777	C	0.085	YES	0.723	C	0.046	0.054	0.000	NO	0.054		NO
33. [a]	Lankershim Boulevard &	A.M.	0.837	D	0.938	E	0.101	YES	0.745	C	0.082	0.193	0.090	YES	0.103		NO
	Cahuenga Boulevard	P.M.	0.636	B	0.699	B	0.063	NO	0.602	B	0.000	0.097	0.000	NO	0.097		NO
34. [a]	Lankershim Boulevard &	A.M.	0.715	C	0.769	C	0.054	YES	0.579	A	0.015	0.190	0.000	NO	0.190		NO
	Valleyheart Drive/James Stewart Avenue	P.M.	0.904	E	1.000	E	0.096	YES	0.787	C	0.087	0.213	0.116	YES	0.097		NO
35. [a], [b]	Lankershim Boulevard &	A.M.	0.880	D	0.939	E	0.059	YES	0.726	C	0.040	0.213	0.110	PARTIAL	0.103		NO
	Main Street	P.M.	0.760	C	0.965	E	0.205	YES	0.721	C	0.166	0.244	0.114	PARTIAL	0.130	0.036	YES
36. [a], [b]	Lankershim Boulevard &	A.M.	1.034	F	1.254	F	0.220	YES	1.121	F	0.211	0.133	0.020	PARTIAL	0.113	0.098	YES
	Campo de Cahuenga Way/Universal Hollywood Drive	P.M.	1.375	F	1.563	F	0.188	YES	1.120	F	0.179	0.443	0.140	PARTIAL	0.303		NO
37. [a]	Lankershim Boulevard &	A.M.	0.937	E	1.094	F	0.157	YES	0.730	C	0.148	0.364	0.060	YES	0.304		NO
	US 101 NB Off-Ramp	P.M.	0.877	D	0.978	E	0.101	YES	0.647	B	0.082	0.331	0.000	NO	0.331		NO
38. [a], [c]	Lankershim Boulevard &	A.M.	0.952	E	1.003	F	0.051	YES	0.884	D	0.042	0.119	0.011	YES	0.108		NO
	Ventura Boulevard/Cahuenga Boulevard	P.M.	0.911	E	0.945	E	0.034	YES	0.790	C	0.025	0.155	0.011	YES	0.144		NO
39. [a]	US 101 SB Ramps/Regal Place &	A.M.	0.846	D	0.882	D	0.036	YES	0.817	D	0.017	0.065	0.000	NO	0.065		NO
	Cahuenga Boulevard	P.M.	0.810	D	0.850	D	0.040	YES	0.657	B	0.021	0.193	0.000	NO	0.193		NO
40. [a]	Ledge Avenue/Moorpark Way &	A.M.	1.070	F	1.110	F	0.040	YES	0.894	D	0.031	0.216	0.093	YES	0.123		NO
	Riverside Drive	P.M.	1.067	F	1.125	F	0.058	YES	0.918	E	0.049	0.207	0.094	YES	0.113		NO
41. [a]	Forman Avenue &	A.M.	0.798	C	0.820	D	0.022	YES	0.759	C	0.003	0.061	0.000	NO	0.061		NO
	Riverside Drive	P.M.	0.901	E	0.939	E	0.038	YES	0.855	D	0.029	0.084	0.022	YES	0.062		NO
42. [a]	Broadlawn Drive &	A.M.	0.661	B	0.692	B	0.031	NO	0.656	B	0.000	0.036	0.000	NO	0.036		NO
	Cahuenga Boulevard	P.M.	0.447	A	0.527	A	0.080	NO	0.490	A	0.000	0.037	0.000	NO	0.037		NO
43. [a]	Universal Center Drive/Universal Studios Boulevard &	A.M.	0.397	A	0.413	A	0.016	NO	0.403	A	0.000	0.010	0.000	NO	0.010		NO
	Buddy Holly Drive	P.M.	0.892	D	0.876	D	-0.016	NO	0.866	D	0.000	0.010	0.000	NO	0.010		NO
44. [a]	Universal Studios Boulevard &	A.M.	0.668	B	0.705	C	0.037	NO	0.591	A	0.000	0.114	0.000	NO	0.114		NO
	Cahuenga Boulevard	P.M.	0.724	C	0.800	C	0.076	YES	0.658	B	0.037	0.142	0.000	NO	0.142		NO
45. [a]	Oakshire Drive &	A.M.	0.718	C	0.753	C	0.035	NO	0.649	B	0.000	0.104	0.000	NO	0.104		NO
	Cahuenga Boulevard	P.M.	0.776	C	0.844	D	0.068	YES	0.637	B	0.044	0.207	0.000	NO	0.207		NO
46. [a]	US 101 SB Ramps w/o Barham Boulevard &	A.M.	1.225	F	1.283	F	0.058	YES	1.171	F	0.049	0.112	0.000	NO	0.112		NO
	Cahuenga Boulevard	P.M.	1.368	F	1.468	F	0.100	YES	1.222	F	0.091	0.246	0.000	NO	0.246		NO
47. [a]	Barham Boulevard &	A.M.	1.072	F	1.092	F	0.020	YES	1.079	F	0.011	0.013	0.000	NO	0.013		NO
	Cahuenga Boulevard	P.M.	1.356	F	1.374	F	0.018	YES	1.322	F	0.009	0.052	0.007	YES	0.045		NO
48. [a]	Barham Boulevard &	A.M.	1.109	F	1.121	F	0.012	YES	1.103	F	0.003	0.018	0.000	NO	0.018		NO
	Buddy Holly Drive/Cahuenga Boulevard	P.M.	1.323	F	1.321	F	-0.002	NO	0.980	E	0.000	0.341	0.000	NO	0.341		NO
49. [a]	Oakcrest Drive &	A.M.	0.973	E	0.992	E	0.019	YES	0.962	E	0.010	0.030	0.000	NO	0.030		NO
	Cahuenga Boulevard	P.M.	0.723	C	0.739	C	0.016	NO	0.721	C	0.000	0.018	0.000	NO	0.018		NO
50. [a]	Mulholland Drive &	A.M.	1.051	F	1.075	F	0.024	YES	1.046	F	0.015	0.029	0.000	NO	0.029		NO
	Cahuenga Boulevard	P.M.	1.061	F	1.085	F	0.024	YES	1.066	F	0.015	0.019	0.000	NO	0.019		NO
51. [a]	Cahuenga Boulevard &	A.M.	0.869	D	0.885	D	0.016	NO	0.857	D	0.000	0.028	0.000	NO	0.028		NO
	Hillpark Drive	P.M.	0.725	C	0.738	C	0.013	NO	0.719	C	0.000	0.019	0.000	NO	0.019		NO
52. [a]	Barham Boulevard &	A.M.	1.028	F	1.040	F	0.012	YES	1.018	F	0.003	0.022	0.000	NO	0.022		NO
	De Witt Drive	P.M.	1.005	F	1.005	F	0.000	NO	0.917	E	0.000	0.088	0.000	NO	0.088		NO
53. [a]	Barham Boulevard &	A.M.	1.168	F	1.179	F	0.011	YES	1.157	F	0.002	0.022	0.000	NO	0.022		NO
	Lake Hollywood Drive	P.M.	1.093	F	1.115	F	0.022	YES	1.094	F	0.013	0.021	0.000	NO	0.021		NO
54. [a]	Barham Boulevard &	A.M.	1.049	F	1.059	F	0.010	YES	1.038	F	0.001	0.021	0.000	NO	0.021		NO
	Coyote Canyon Road	P.M.	0.927	E	0.923	E	-0.004	NO	0.896	D	0.000	0.027	0.000	NO	0.027		NO

ATTACHMENT F1 (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations				Future with Alternative 10 with TDM Program and Mitigation Measures								
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
55. [a]	Barham Boulevard &	A.M.	1.352	F	1.383	F	0.031	YES	1.241	F	0.022	0.142	0.000	NO	0.142		NO
	Lakeside Plaza Drive/Forest Lawn Drive	P.M.	1.204	F	1.213	F	0.009	NO	1.077	F	0.000	0.136	0.000	NO	0.136		NO
56. [a]	Warner Brothers Studios Gate 7/Gate 8 &	A.M.	0.732	C	0.753	C	0.021	NO	0.762	C	0.000	-0.009	0.000	NO	0.000		NO
	Forest Lawn Drive	P.M.	0.542	A	0.559	A	0.017	NO	0.537	A	0.000	0.022	0.000	NO	0.022		NO
57. [a]	Memorial Drive &	A.M.	0.529	A	0.550	A	0.021	NO	0.559	A	0.000	-0.009	0.000	NO	0.000		NO
	Forest Lawn Drive	P.M.	0.535	A	0.552	A	0.017	NO	0.534	A	0.000	0.018	0.000	NO	0.018		NO
58. [a]	Mount Sinai Drive &	A.M.	0.531	A	0.551	A	0.020	NO	0.561	A	0.000	-0.010	0.000	NO	0.000		NO
	Forest Lawn Drive	P.M.	0.443	A	0.460	A	0.017	NO	0.441	A	0.000	0.019	0.000	NO	0.019		NO
59. [a]	Forest Lawn Drive &	A.M.	1.141	F	1.180	F	0.039	YES	0.573	A	0.030	0.607	0.000	NO	0.607		NO
	Zoo Drive	P.M.	0.816	D	0.843	D	0.027	YES	0.708	C	0.008	0.135	0.000	NO	0.135		NO
62. [a]	Cahuenga Boulevard/Highland Avenue &	A.M.	0.738	C	0.748	C	0.010	NO	0.738	C	0.000	0.010	0.000	NO	0.010		NO
	Pat Moore Way/US 101 On-Ramps	P.M.	0.616	B	0.636	B	0.020	NO	0.626	B	0.000	0.010	0.000	NO	0.010		NO
63. [a]	Highland Avenue &	A.M.	0.861	D	0.872	D	0.011	NO	0.862	D	0.000	0.010	0.000	NO	0.010		NO
	Odin Street	P.M.	0.710	C	0.720	C	0.010	NO	0.710	C	0.000	0.010	0.000	NO	0.010		NO
64. [a]	Highland Avenue &	A.M.	0.744	C	0.751	C	0.007	NO	0.741	C	0.000	0.010	0.000	NO	0.010		NO
	Camrose Drive	P.M.	0.697	B	0.702	C	0.005	NO	0.692	B	0.000	0.010	0.000	NO	0.010		NO
65. [a], [d]	Highland Avenue &	A.M.	-	F	-	F	0.010	YES	-	F	0.001	0.010	0.000	NO	0.010		NO
	Franklin Avenue	P.M.	-	F	-	F	0.005	NO	-	F	0.000	0.010	0.000	NO	0.010		NO
66. [a], [d]	Highland Avenue &	A.M.	-	F	-	F	0.014	YES	-	F	0.005	0.010	0.002	YES	0.008		NO
	Franklin Place/Franklin Avenue	P.M.	-	F	-	F	0.009	NO	-	F	0.000	0.010	0.000	NO	0.010		NO
67. [a]	Odin Street &	A.M.	0.571	A	0.577	A	0.006	NO	0.577	A	0.000	0.000	0.000	NO	0.000		NO
	Cahuenga Boulevard	P.M.	0.771	C	0.775	C	0.004	NO	0.775	C	0.000	0.000	0.000	NO	0.000		NO
68. [a]	Cahuenga Boulevard &	A.M.	0.652	B	0.663	B	0.011	NO	0.663	B	0.000	0.000	0.000	NO	0.000		NO
	US 101 NB Off-Ramp	P.M.	1.071	F	1.077	F	0.006	NO	1.077	F	0.000	0.000	0.000	NO	0.000		NO
69. [a]	Cahuenga Boulevard &	A.M.	0.875	D	0.880	D	0.005	NO	0.870	D	0.000	0.010	0.000	NO	0.010		NO
	Franklin Avenue	P.M.	1.325	F	1.328	F	0.003	NO	1.318	F	0.000	0.010	0.000	NO	0.010		NO
70. [a]	Cahuenga Boulevard &	A.M.	0.925	E	0.927	E	0.002	NO	0.927	E	0.000	0.000	0.000	NO	0.000		NO
	Hollywood Boulevard	P.M.	0.825	D	0.829	D	0.004	NO	0.829	D	0.000	0.000	0.000	NO	0.000		NO
71. [a]	Vine Street &	A.M.	0.665	B	0.665	B	0.000	NO	0.655	B	0.000	0.010	0.000	NO	0.010		NO
	Franklin Avenue/US 101 SB Off-Ramp	P.M.	0.543	A	0.545	A	0.002	NO	0.535	A	0.000	0.010	0.000	NO	0.010		NO
74.	Pass Avenue &	A.M.	0.776	C	0.778	C	0.002	NO	0.795	C	0.000	-0.017	0.000	NO	0.000		NO
	Magnolia Boulevard	P.M.	0.889	D	0.891	D	0.002	NO	0.887	D	0.000	0.004	0.000	NO	0.004		NO
75.	Pass Avenue &	A.M.	0.866	D	0.877	D	0.011	NO	0.847	D	0.000	0.030	0.000	NO	0.030		NO
	Verdugo Avenue	P.M.	1.203	F	1.209	F	0.006	NO	1.139	F	0.000	0.070	0.000	NO	0.070		NO
76.	Pass Avenue &	A.M.	0.526	A	0.528	A	0.002	NO	0.541	A	0.000	-0.013	0.000	NO	0.000		NO
	Oak Street	P.M.	0.626	B	0.627	B	0.001	NO	0.627	B	0.000	0.000	0.000	NO	0.000		NO
77. [e]	Evergreen Street/Riverside Drive &	A.M.	0.740	C	0.755	C	0.015	NO	0.647	B	0.000	0.108	0.000	NO	0.108		NO
	Alameda Avenue	P.M.	0.827	D	0.849	D	0.022	YES	0.764	C	0.003	0.085	0.000	NO	0.085		NO
78.	Pass Avenue &	A.M.	0.789	C	0.793	C	0.004	NO	0.757	C	0.000	0.036	0.000	NO	0.036		NO
	SR 134 EB Off-Ramp	P.M.	0.696	B	0.701	C	0.005	NO	0.651	B	0.000	0.050	0.000	NO	0.050		NO
79. [e]	Pass Avenue &	A.M.	0.987	E	0.994	E	0.007	NO	0.978	E	0.000	0.016	0.000	NO	0.016		NO
	Alameda Avenue	P.M.	1.078	F	1.094	F	0.016	YES	1.011	F	0.007	0.083	0.005	YES	0.078		NO
80. [e]	Pass Avenue &	A.M.	0.818	D	0.834	D	0.016	NO	0.809	D	0.000	0.025	0.000	NO	0.025		NO
	Riverside Drive	P.M.	0.641	B	0.645	B	0.004	NO	0.604	B	0.000	0.041	0.000	NO	0.041		NO
81. [e]	Olive Avenue &	A.M.	0.967	E	0.986	E	0.019	YES	0.859	D	0.010	0.127	0.000	NO	0.127		NO
	Pass Avenue	P.M.	0.948	E	0.965	E	0.017	YES	0.770	C	0.008	0.195	0.000	NO	0.195		NO
82. [e]	Olive Avenue &	A.M.	0.807	D	0.811	D	0.004	NO	0.781	C	0.000	0.030	0.000	NO	0.030		NO
	Warner Brothers Studios Gate 2/Gate 3	P.M.	0.853	D	0.859	D	0.006	NO	0.865	D	0.000	-0.006	0.000	NO	0.000		NO
83. [e]	Olive Avenue &	A.M.	0.652	B	0.661	B	0.009	NO	0.648	B	0.000	0.013	0.000	NO	0.013		NO
	Warner Brothers Studios Gate 1/Lakeside Drive	P.M.	0.825	D	0.831	D	0.006	NO	0.795	C	0.000	0.036	0.000	NO	0.036		NO
84. [e]	Hollywood Way &	A.M.	1.315	F	1.319	F	0.004	NO	1.323	F	0.000	-0.004	0.000	NO	0.000		NO
	Alameda Avenue	P.M.	1.266	F	1.272	F	0.006	NO	1.272	F	0.000	0.000	0.000	NO	0.000		NO

ATTACHMENT F1 (Continued)
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations				Future with Alternative 10 with TDM Program and Mitigation Measures								
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
85. [e]	Cordova Street/SR 134 WB Off-Ramp &	A.M.	1.052	F	1.055	F	0.003	NO	1.055	F	0.000	0.000	0.000	NO	0.000		NO
	Alameda Avenue	P.M.	0.941	E	0.955	E	0.014	YES	0.949	E	0.005	0.006	0.008	NO	0.000		NO
86. [e]	Hollywood Way &	A.M.	0.791	C	0.796	C	0.005	NO	0.800	C	0.000	-0.004	0.000	NO	0.000		NO
	Olive Avenue	P.M.	1.207	F	1.209	F	0.002	NO	1.216	F	0.005	-0.007	0.000	NO	0.000		NO
87. [e]	Olive Avenue &	A.M.	0.786	C	0.788	C	0.002	NO	0.788	C	0.000	0.000	0.000	NO	0.000		NO
	Riverside Drive	P.M.	0.871	D	0.872	D	0.001	NO	0.868	D	0.000	0.004	0.000	NO	0.004		NO
88. [e]	Lima Street &	A.M.	0.435	A	0.435	A	0.000	NO	0.406	A	0.000	0.029	0.000	NO	0.029		NO
	Olive Avenue	P.M.	0.452	A	0.453	A	0.001	NO	0.430	A	0.000	0.023	0.000	NO	0.023		NO
89. [e]	Olive Avenue &	A.M.	0.937	E	0.941	E	0.004	NO	0.852	D	0.000	0.089	0.000	NO	0.089		NO
	Alameda Avenue	P.M.	1.100	F	1.108	F	0.008	NO	1.061	F	0.000	0.047	0.000	NO	0.047		NO
90.	California Street &	A.M.	0.605	B	0.606	B	0.001	NO	0.606	B	0.000	0.000	0.000	NO	0.000		NO
	Riverside Drive	P.M.	0.827	D	0.829	D	0.002	NO	0.825	D	0.000	0.004	0.000	NO	0.004		NO
91. [e]	Bob Hope Drive &	A.M.	0.985	E	0.986	E	0.001	NO	0.986	E	0.000	0.000	0.000	NO	0.000		NO
	Alameda Avenue	P.M.	1.013	F	1.017	F	0.004	NO	1.017	F	0.000	0.000	0.000	NO	0.000		NO
92. [e]	Buena Vista Street &	A.M.	0.937	E	0.938	E	0.001	NO	0.933	E	0.000	0.005	0.000	NO	0.005		NO
	Alameda Avenue	P.M.	0.946	E	0.949	E	0.003	NO	0.949	E	0.000	0.000	0.000	NO	0.000		NO
93.	Buena Vista Street/SR 134 EB On-Ramp &	A.M.	1.075	F	1.075	F	0.000	NO	1.073	F	0.000	0.002	0.000	NO	0.002		NO
	Riverside Drive/SR 134 WB Ramps	P.M.	1.020	F	1.023	F	0.003	NO	1.019	F	0.000	0.004	0.000	NO	0.004		NO
95. [e]	Buena Vista Street &	A.M.	1.121	F	1.123	F	0.002	NO	1.076	F	0.000	0.047	0.000	NO	0.047		NO
	Olive Avenue	P.M.	1.099	F	1.100	F	0.001	NO	1.052	F	0.000	0.048	0.000	NO	0.048		NO
96. [a], [c]	Sepulveda Boulevard &	A.M.	1.291	F	1.291	F	0.000	NO	1.264	F	0.000	0.027	0.000	NO	0.027		NO
	Ventura Boulevard	P.M.	1.485	F	1.485	F	0.000	NO	1.485	F	0.000	0.000	0.000	NO	0.000		NO
97. [a]	Noble Avenue &	A.M.	0.815	D	0.828	D	0.013	NO	0.791	C	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.873	D	0.884	D	0.011	NO	0.847	D	0.000	0.037	0.000	NO	0.037		NO
98. [a]	Kester Avenue &	A.M.	0.777	C	0.777	C	0.000	NO	0.753	C	0.000	0.024	0.000	NO	0.024		NO
	Ventura Boulevard	P.M.	0.818	D	0.830	D	0.012	NO	0.793	C	0.000	0.037	0.000	NO	0.037		NO
99. [a]	Willis Avenue &	A.M.	0.676	B	0.691	B	0.015	NO	0.654	B	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.729	C	0.747	C	0.018	NO	0.710	C	0.000	0.037	0.000	NO	0.037		NO
100. [a]	Cedros Avenue (West) &	A.M.	0.784	C	0.798	C	0.014	NO	0.761	C	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.941	E	0.959	E	0.018	YES	0.922	E	0.009	0.037	0.000	NO	0.037		NO
101. [a]	Cedros Avenue (East) &	A.M.	1.078	F	1.094	F	0.016	YES	1.056	F	0.007	0.038	0.000	NO	0.038		NO
	Ventura Boulevard	P.M.	0.835	D	0.838	D	0.003	NO	0.800	C	0.000	0.038	0.000	NO	0.038		NO
102. [a]	Van Nuys Avenue &	A.M.	1.125	F	1.143	F	0.018	YES	1.103	F	0.009	0.040	0.000	NO	0.040		NO
	Ventura Boulevard	P.M.	1.297	F	1.318	F	0.021	YES	1.278	F	0.012	0.040	0.000	NO	0.040		NO
103. [a]	Tyrone Avenue/Beverly Glen Boulevard &	A.M.	0.864	D	0.879	D	0.015	NO	0.843	D	0.000	0.036	0.000	NO	0.036		NO
	Ventura Boulevard	P.M.	1.004	F	1.006	F	0.002	NO	0.969	E	0.000	0.037	0.000	NO	0.037		NO
104. [a]	Hazeltine Avenue (West) &	A.M.	0.751	C	0.767	C	0.016	NO	0.730	C	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.871	D	0.890	D	0.019	NO	0.853	D	0.000	0.037	0.000	NO	0.037		NO
105. [a]	Stern Avenue (West) &	A.M.	0.597	A	0.613	B	0.016	NO	0.577	A	0.000	0.036	0.000	NO	0.036		NO
	Ventura Boulevard	P.M.	0.605	B	0.624	B	0.019	NO	0.587	A	0.000	0.037	0.000	NO	0.037		NO
106. [a], [c]	Woodman Avenue &	A.M.	0.818	D	0.835	D	0.017	NO	0.799	C	0.000	0.036	0.000	NO	0.036		NO
	Ventura Boulevard	P.M.	0.903	E	0.923	E	0.020	YES	0.886	D	0.011	0.037	0.000	NO	0.037		NO
107. [a]	Sunnyslope Avenue &	A.M.	0.697	B	0.714	C	0.017	NO	0.677	B	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.624	B	0.644	B	0.020	NO	0.607	B	0.000	0.037	0.000	NO	0.037		NO
108. [a]	Dixie Canyon Avenue &	A.M.	0.665	B	0.682	B	0.017	NO	0.645	B	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.701	C	0.722	C	0.021	NO	0.685	B	0.000	0.037	0.000	NO	0.037		NO
109. [a]	Fulton Avenue &	A.M.	0.857	D	0.874	D	0.017	NO	0.837	D	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.868	D	0.888	D	0.020	YES	0.851	D	0.001	0.037	0.000	NO	0.037		NO
110. [a]	Valley Vista Boulevard/Ethel Avenue &	A.M.	0.775	C	0.795	C	0.020	NO	0.758	C	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.765	C	0.786	C	0.021	NO	0.749	C	0.000	0.037	0.000	NO	0.037		NO
111. [a]	Coldwater Canyon Avenue &	A.M.	1.217	F	1.237	F	0.020	YES	1.197	F	0.011	0.040	0.007	YES	0.033		NO
	Ventura Boulevard	P.M.	1.491	F	1.515	F	0.024	YES	1.475	F	0.015	0.040	0.007	YES	0.033		NO

ATTACHMENT F1 (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.	Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations				Future with Alternative 10 with TDM Program and Mitigation Measures								
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
112. [a]	Whitsett Avenue/Laurel Terrace Drive &	A.M.	0.744	C	0.765	C	0.021	NO	0.725	C	0.000	0.040	0.000	NO	0.040		NO
	Ventura Boulevard	P.M.	0.904	E	0.928	E	0.024	YES	0.888	D	0.015	0.040	0.002	YES	0.038		NO
113. [a]	Laurelgrove Avenue &	A.M.	0.609	B	0.629	B	0.020	NO	0.592	A	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.729	C	0.752	C	0.023	NO	0.715	C	0.000	0.037	0.000	NO	0.037		NO
114. [a]	Vantage Avenue &	A.M.	0.682	B	0.704	C	0.022	NO	0.667	B	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.710	C	0.733	C	0.023	NO	0.697	B	0.000	0.036	0.000	NO	0.036		NO
115. [a], [c]	Laurel Canyon Boulevard &	A.M.	1.152	F	1.175	F	0.023	YES	1.135	F	0.014	0.040	0.013	YES	0.027		NO
	Ventura Boulevard	P.M.	1.069	F	1.095	F	0.026	YES	1.055	F	0.017	0.040	0.013	YES	0.027		NO
116. [a]	Radford Avenue/Ventura Place &	A.M.	0.649	B	0.673	B	0.024	NO	0.634	B	0.000	0.039	0.000	NO	0.039		NO
	Ventura Boulevard	P.M.	0.640	B	0.645	B	0.005	NO	0.606	B	0.000	0.039	0.000	NO	0.039		NO
118. [a]	Lankershim Boulevard/Tujunga Avenue &	A.M.	1.189	F	1.194	F	0.005	NO	1.184	F	0.000	0.010	0.000	NO	0.010		NO
	Burbank Boulevard	P.M.	1.170	F	1.178	F	0.008	NO	1.168	F	0.000	0.010	0.000	NO	0.010		NO
119. [a]	Vineland Avenue &	A.M.	0.843	D	0.850	D	0.007	NO	0.840	D	0.000	0.010	0.000	NO	0.010		NO
	Burbank Boulevard	P.M.	0.798	C	0.803	D	0.005	NO	0.793	C	0.000	0.010	0.000	NO	0.010		NO
120. [a]	Cahuenga Boulevard &	A.M.	1.169	F	1.174	F	0.005	NO	1.147	F	0.000	0.027	0.000	NO	0.027		NO
	Burbank Boulevard	P.M.	1.080	F	1.084	F	0.004	NO	1.074	F	0.000	0.010	0.000	NO	0.010		NO
121. [a]	Cahuenga Boulevard &	A.M.	0.471	A	0.476	A	0.005	NO	0.455	A	0.000	0.021	0.000	NO	0.021		NO
	Chandler Boulevard	P.M.	0.706	C	0.712	C	0.006	NO	0.695	B	0.000	0.017	0.000	NO	0.017		NO
122.	La Cienega Boulevard &	A.M.	0.831	D	0.832	D	0.001	NO	0.832	D	0.000	0.000	0.000	NO	0.000		NO
	Sunset Boulevard	P.M.	1.218	F	1.222	F	0.004	NO	1.222	F	0.000	0.000	0.000	NO	0.000		NO
123. [c]	La Cienega Boulevard &	A.M.	1.067	F	1.066	F	-0.001	NO	1.066	F	0.000	0.000	0.000	NO	0.000		NO
	Santa Monica Boulevard	P.M.	0.916	E	0.917	E	0.001	NO	0.917	E	0.000	0.000	0.000	NO	0.000		NO
124. [a]	Laurel Canyon Boulevard &	A.M.	0.607	B	0.611	B	0.004	NO	0.601	B	0.000	0.010	0.000	NO	0.010		NO
	Hollywood Boulevard	P.M.	0.754	C	0.754	C	0.000	NO	0.744	C	0.000	0.010	0.000	NO	0.010		NO
125. [a]	Crescent Heights Boulevard &	A.M.	1.243	F	1.250	F	0.007	NO	1.250	F	0.000	0.000	0.000	NO	0.000		NO
	Sunset Boulevard	P.M.	0.981	E	0.981	E	0.000	NO	0.981	E	0.000	0.000	0.000	NO	0.000		NO
126. [a]	Fairfax Avenue &	A.M.	0.950	E	0.953	E	0.003	NO	0.953	E	0.000	0.000	0.000	NO	0.000		NO
	Hollywood Boulevard	P.M.	0.875	D	0.875	D	0.000	NO	0.875	D	0.000	0.000	0.000	NO	0.000		NO
127. [a]	Fairfax Avenue &	A.M.	0.728	C	0.730	C	0.002	NO	0.730	C	0.000	0.000	0.000	NO	0.000		NO
	Sunset Boulevard	P.M.	0.949	E	0.952	E	0.003	NO	0.952	E	0.000	0.000	0.000	NO	0.000		NO
128. [a], [d]	La Brea Avenue &	A.M.	-	E	-	E	0.007	NO	-	E	0.000	0.010	0.000	NO	0.010		NO
	Franklin Avenue	P.M.	-	E	-	E	0.007	NO	-	E	0.000	0.010	0.000	NO	0.010		NO
129. [a]	La Brea Avenue &	A.M.	1.026	F	1.033	F	0.007	NO	1.023	F	0.000	0.010	0.000	NO	0.010		NO
	Hollywood Boulevard	P.M.	0.930	E	0.934	E	0.004	NO	0.924	E	0.000	0.010	0.000	NO	0.010		NO
130. [a]	La Brea Avenue &	A.M.	0.929	E	0.933	E	0.004	NO	0.923	E	0.000	0.010	0.000	NO	0.010		NO
	Sunset Boulevard	P.M.	1.091	F	1.101	F	0.010	YES	1.091	F	0.001	0.010	0.000	NO	0.010		NO
131.	La Brea Avenue &	A.M.	1.076	F	1.079	F	0.003	NO	1.079	F	0.000	0.000	0.000	NO	0.000		NO
	Fountain Avenue	P.M.	1.033	F	1.035	F	0.002	NO	1.035	F	0.000	0.000	0.000	NO	0.000		NO
132.	La Brea Avenue &	A.M.	0.977	E	0.979	E	0.002	NO	0.979	E	0.000	0.000	0.000	NO	0.000		NO
	Santa Monica Boulevard	P.M.	1.080	F	1.083	F	0.003	NO	1.083	F	0.000	0.000	0.000	NO	0.000		NO
133. [a], [d]	Highland Avenue &	A.M.	-	F	-	F	0.016	YES	-	F	0.007	0.010	0.002	YES	0.008		NO
	Hollywood Boulevard	P.M.	-	F	-	F	0.017	YES	-	F	0.008	0.010	0.002	YES	0.008		NO
134. [a]	Highland Avenue &	A.M.	0.930	E	0.949	E	0.019	YES	0.939	E	0.010	0.010	0.000	NO	0.010		NO
	Sunset Boulevard	P.M.	0.896	D	0.914	E	0.018	YES	0.904	E	0.009	0.010	0.000	NO	0.010		NO
135. [a]	Highland Avenue &	A.M.	0.991	E	0.999	E	0.008	NO	0.989	E	0.000	0.010	0.000	NO	0.010		NO
	Fountain Avenue	P.M.	0.793	C	0.804	D	0.011	NO	0.794	C	0.000	0.010	0.000	NO	0.010		NO
136. [a], [c]	Highland Avenue &	A.M.	0.918	E	0.922	E	0.004	NO	0.912	E	0.000	0.010	0.000	NO	0.010		NO
	Santa Monica Boulevard	P.M.	0.938	E	0.939	E	0.001	NO	0.929	E	0.000	0.010	0.000	NO	0.010		NO
137. [a]	Kester Avenue (East) &	A.M.	0.697	B	0.710	C	0.013	NO	0.673	B	0.000	0.037	0.000	NO	0.037		NO
	Ventura Boulevard	P.M.	0.996	E	1.010	F	0.014	YES	0.973	E	0.005	0.037	0.000	NO	0.037		NO
138.	San Vicente Boulevard/Clark St &	A.M.	0.959	E	0.962	E	0.003	NO	0.962	E	0.000	0.000	0.000	NO	0.000		NO
	Sunset Boulevard	P.M.	1.117	F	1.119	F	0.002	NO	1.119	F	0.000	0.000	0.000	NO	0.000		NO

ATTACHMENT F1 (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

No.		Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations				Future with Alternative 10 with TDM Program and Mitigation Measures								
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shared with Metro Universal	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
139.	[a]	Cahuenga Boulevard &	A.M.	0.907	E	0.908	E	0.001	NO	0.898	D	0.000	0.010	0.000	NO	0.010		NO
		Sunset Boulevard	P.M.	0.814	D	0.817	D	0.003	NO	0.807	D	0.000	0.010	0.000	NO	0.010		NO
140.	[a]	Lankershim Boulevard &	A.M.	0.594	A	0.601	B	0.007	NO	0.601	B	0.000	0.000	0.000	NO	0.000		NO
		Chandler Boulevard (North)	P.M.	0.353	A	0.356	A	0.003	NO	0.356	A	0.000	0.000	0.000	NO	0.000		NO
141.	[a]	SR 170 SB Ramps &	A.M.	0.776	C	0.787	C	0.011	NO	0.749	C	0.000	0.038	0.000	NO	0.038		NO
		Magnolia Boulevard	P.M.	0.606	B	0.607	B	0.001	NO	0.563	A	0.000	0.044	0.000	NO	0.044		NO
142.	[a]	SR 170 NB Ramps &	A.M.	0.551	A	0.561	A	0.010	NO	0.521	A	0.000	0.040	0.000	NO	0.040		NO
		Magnolia Boulevard	P.M.	0.712	C	0.715	C	0.003	NO	0.705	C	0.000	0.010	0.000	NO	0.010		NO
144.	[a]	Coldwater Canyon Avenue &	A.M.	0.560	A	0.561	A	0.001	NO	0.551	A	0.000	0.010	0.000	NO	0.010		NO
		US 101 NB Ramps	P.M.	0.551	A	0.552	A	0.001	NO	0.542	A	0.000	0.010	0.000	NO	0.010		NO
145.	[a]	Coldwater Canyon Avenue &	A.M.	0.632	B	0.633	B	0.001	NO	0.623	B	0.000	0.010	0.000	NO	0.010		NO
		US 101 SB Ramps	P.M.	0.605	B	0.605	B	0.000	NO	0.595	A	0.000	0.010	0.000	NO	0.010		NO
146.	[a]	Coldwater Canyon Avenue &	A.M.	0.953	E	0.955	E	0.002	NO	0.945	E	0.000	0.010	0.000	NO	0.010		NO
		Moorpark Street	P.M.	1.103	F	1.104	F	0.001	NO	1.094	F	0.000	0.010	0.000	NO	0.010		NO
147.	[a]	Laurel Canyon Boulevard &	A.M.	0.765	C	0.765	C	0.000	NO	0.755	C	0.000	0.010	0.000	NO	0.010		NO
		US 101 NB Ramps	P.M.	0.692	B	0.692	B	0.000	NO	0.682	B	0.000	0.010	0.000	NO	0.010		NO
148.	[a]	Laurel Canyon Boulevard &	A.M.	0.735	C	0.736	C	0.001	NO	0.726	C	0.000	0.010	0.000	NO	0.010		NO
		US 101 SB Ramps	P.M.	0.646	B	0.646	B	0.000	NO	0.636	B	0.000	0.010	0.000	NO	0.010		NO
149.	[a]	Laurel Canyon Boulevard &	A.M.	1.174	F	1.177	F	0.003	NO	1.167	F	0.000	0.010	0.000	NO	0.010		NO
		Moorpark Street	P.M.	1.287	F	1.290	F	0.003	NO	1.280	F	0.000	0.010	0.000	NO	0.010		NO
150.	[a]	Colfax Avenue &	A.M.	1.000	E	1.001	F	0.001	NO	0.991	E	0.000	0.010	0.000	NO	0.010		NO
		Riverside Drive	P.M.	1.005	F	1.006	F	0.001	NO	0.996	E	0.000	0.010	0.000	NO	0.010		NO
151.	[a]	Colfax Avenue &	A.M.	0.864	D	0.866	D	0.002	NO	0.856	D	0.000	0.010	0.000	NO	0.010		NO
		Moorpark Street	P.M.	0.654	B	0.655	B	0.001	NO	0.645	B	0.000	0.010	0.000	NO	0.010		NO
152.	[a]	Lankershim Boulevard &	A.M.	0.758	C	0.766	C	0.008	NO	0.766	C	0.000	0.000	0.000	NO	0.000		NO
		Chandler Boulevard (South)	P.M.	0.609	B	0.619	B	0.010	NO	0.619	B	0.000	0.000	0.000	NO	0.000		NO
153.	[e]	Hollywood Way &	A.M.	1.265	F	1.267	F	0.002	NO	1.271	F	0.000	-0.004	0.000	NO	0.000		NO
		Verdugo Avenue	P.M.	1.162	F	1.165	F	0.003	NO	1.162	F	0.000	0.003	0.007	NO	0.000		NO
154.	[e]	Hollywood Way &	A.M.	1.277	F	1.279	F	0.002	NO	1.283	F	0.000	-0.004	0.000	NO	0.000		NO
		Magnolia Boulevard	P.M.	1.053	F	1.054	F	0.001	NO	1.054	F	0.000	0.000	0.000	NO	0.000		NO
155.	[e]	Buena Vista Street &	A.M.	1.012	F	1.013	F	0.001	NO	1.015	F	0.000	-0.002	0.000	NO	0.000		NO
		Verdugo Avenue	P.M.	1.176	F	1.181	F	0.005	NO	1.178	F	0.000	0.003	0.000	NO	0.003		NO
156.	[e]	Buena Vista Street &	A.M.	1.068	F	1.072	F	0.004	NO	1.074	F	0.000	-0.002	0.000	NO	0.000		NO
		Magnolia Boulevard	P.M.	1.147	F	1.147	F	0.000	NO	1.147	F	0.000	0.000	0.000	NO	0.000		NO
160.		Vineland Avenue &	A.M.	0.724	C	0.762	C	0.038	NO	0.580	A	0.000	0.182	0.001	NO	0.181		NO
		US 101 SB Ramps	P.M.	0.664	B	0.680	B	0.016	NO	0.597	A	0.000	0.083	0.000	NO	0.083		NO

Notes:

[a] Intersection is operating under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was included in the analysis.
[b] The mitigation proposed for the intersection by Metro Universal was further expanded by the Evolution Plan.
[c] Denotes CMP arterial monitoring station.
[d] Traffic counts at this location were not fully representative of the situation due to downstream constraints and pedestrian conflicts. LOS is based on field observations and has not been calculated based on the Universal City Transportation Model.
[e] Intersection is connected to the City of Burbank's Traffic Signal Interconnect & Signal Timing System. A credit of 0.02 in V/C ratio was included in the analysis.

ATTACHMENT F2

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
LEVEL OF SERVICE SUMMARY - UNSIGNALIZED INTERSECTIONS

No.		Intersection	Peak Hour	Future without Alternative 10		Future with Alternative 10 with TDM, Before Mitigations			Future with Alternative 10 with TDM Program and Mitigation Measures		
				Delay	LOS	Delay	LOS	Meets Signal Warrants [a]	V/C or Delay	LOS	Meets Signal Warrants/Signal Proposed? [a]
15.	[b], [c]	SR 134 EB On-Ramp e/o Vineland Avenue &	A.M.	**	F	**	F	**YES**	0.570	A	**YES**
		Riverside Drive	P.M.	**	F	**	F	**YES**	0.663	B	**YES**
32.	[c], [d]	Cahuenga Boulevard &	A.M.	**	F	**	F	NO	0.547	A	**YES [e]**
		Valley Spring Lane	P.M.	**	F	**	F	NO	0.705	C	**YES [e]**
60.	[d]	Forest Lawn Drive &	A.M.	**	F	**	F	**YES**	26.6	D	N/A
		SR 134 EB Ramps	P.M.	35.1	E	32.1	D	**YES**	15.5	C	N/A
61.	[c], [d]	Forest Lawn Drive &	A.M.	**	F	**	F	**YES**	0.663	B	**YES**
		SR 134 WB Ramps	P.M.	**	F	**	F	**YES**	0.439	A	**YES**
72.	[c], [d]	Lankershim Boulevard &	A.M.	**	F	**	F	**YES**	0.545	A	**YES**
		Muddy Waters Drive	P.M.	**	F	**	F	**YES**	0.880	D	**YES**
73.	[d]	Lankershim Boulevard &	A.M.	14.1	B	15.8	C	N/A	16.3	C	N/A
		Jimmy Hendrix Drive	P.M.	24.1	C	32.2	D	N/A	31.5	D	N/A
94.	[d]	SR 134 EB On-Ramp/Screenland Drive &	A.M.	13.2	B	13.3	B	N/A	11.9	B	N/A
		Riverside Drive	P.M.	33.6	D	34.5	D	N/A	26.6	D	N/A
117.	[b], [c]	US 101 SB On-Ramp n/o Lankershim Boulevard &	A.M.	0.0	A	0.0	A	N/A	0.602	B	**YES**
		Ventura Boulevard	P.M.	0.0	A	0.0	A	N/A	0.685	B	**YES**
143.	[b]	Tujunga Avenue &	A.M.	16.5	C	16.7	C	N/A	16.7	C	N/A
		SR 170 NB On-Ramp/Private Driveway	P.M.	12.5	B	12.7	B	N/A	12.7	B	N/A
157.	[c], [d]	Tujunga Avenue &	A.M.	16.0	C	16.0	C	N/A	16.0	C	N/A
		US 101 SB Off-Ramp	P.M.	53.2	F	53.2	F	N/A	53.2	F	N/A
158.	[b]	Tujunga Avenue &	A.M.	12.2	B	12.2	B	N/A	12.2	B	N/A
		US 101 NB On-Ramp	P.M.	10.6	B	10.6	B	N/A	10.6	B	N/A
159.	[d]	US 101 SB Off-Ramp &	A.M.	25.3	D	31.9	D	N/A	20.7	C	N/A
		Riverside Drive	P.M.	14.5	B	15.0	B	N/A	13.9	B	N/A
161.	[b], [c]	US 101 NB On-Ramp &	A.M.	11.0	B	11.1	B	N/A	11.1	B	N/A
		Moorpark Street	P.M.	18.0	C	18.7	C	N/A	18.7	C	N/A
162.	[c], [d]	Cahuenga Boulevard &	A.M.	**	F	**	F	**YES**	1.155	F	**YES**
		US 101 SB Ramps	P.M.	**	F	**	F	**YES**	1.321	F	**YES**
163.	[d]	Bob Hope Drive &	A.M.	**	F	**	F	N/A	**	F	N/A
		SR 134 EB Off-Ramp	P.M.	**	F	**	F	N/A	**	F	N/A
164.	[b], [c]	SR 134 WB On-Ramp &	A.M.	0.0	A	0.0	A	N/A	0.0	A	N/A
		Alameda Avenue	P.M.	0.0	A	0.0	A	N/A	0.0	A	N/A

Notes:

[a] The unsignalized intersections are analyzed for signal warrants only if the intersection is projected to operate at LOS E or F and Alternative 10 adds traffic to the intersection. N/A signifies that the intersection operates at LOS D or better and/or Alt

[b] Intersection is uncontrolled. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in sec

[c] Intersection is proposed to be signalized as part of the Project improvement program and will operate under the LADOT Adaptive Traffic Control System (ATCS). A credit of 0.10 in V/C ratio was include in the analysis.

[d] Intersection is controlled by stop signs on minor approach. Analysis was done using 2000 Highway Capacity Manual Two-Way Stop-Controlled methodology. For the purpose of evaluating the operating conditions of the intersection, level of service is based o

[e] While the intersection does not meet signal warrants, the Project would fund the installation of a traffic signal as part of the Neighborhood Traffic Management Plan upon LADOT's approval.

** Indicates oversaturated conditions, i.e. long waits at the approaches controlled by stop signs. Delay cannot be calculated.

ATTACHMENT G
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
TRAFFIC SIGNAL UPGRADES

The applicant shall fund the upgrade of the traffic signal controllers to provide a Type 2070 controller at the following intersections:

1. Barham Boulevard and Buddy Holly Drive/Cahuenga Boulevard
2. Barham Boulevard and Coyote Canyon Road
3. Barham Boulevard and Lakeside Plaza Drive/Forest Lawn Drive
4. Broadlawn Drive and Cahuenga Boulevard
5. Cahuenga Boulevard and Burbank Boulevard
6. Cahuenga Boulevard and Camarillo Street
7. Cahuenga Boulevard and Chandler Boulevard
8. Cahuenga Boulevard and Hillpark Drive
9. Cahuenga Boulevard and Huston Street
10. Cahuenga Boulevard and Magnolia Boulevard
11. Cahuenga Boulevard and Moorpark Street
12. Cahuenga Boulevard and Riverside Drive
13. Cahuenga Boulevard and SR 134 eastbound ramps
14. Cahuenga Boulevard and SR 134 westbound off-ramp
15. Cahuenga Boulevard and Whipple Street
16. Coldwater Canyon Avenue and Moorpark Street
17. Coldwater Canyon Avenue and US 101 northbound ramps
18. Coldwater Canyon Avenue and US 101 southbound ramps
19. Colfax Avenue and Moorpark Street
20. Colfax Avenue and Riverside Drive
21. Forman Avenue and Riverside Drive
22. Highland Avenue and Camrose Drive
23. Highland Avenue and Fountain Avenue
24. Highland Avenue and Odin Street
25. La Brea Avenue & Sunset Boulevard
26. Lankershim Boulevard and Cahuenga Boulevard
27. Lankershim Boulevard and Magnolia Boulevard
28. Lankershim Boulevard and Main Street
29. Lankershim Boulevard and Moorpark Street
30. Lankershim Boulevard and Riverside Drive
31. Lankershim Boulevard and Valleyheart Drive/James Stewart Avenue
32. Lankershim Boulevard and Whipple Street
33. Laurel Canyon Boulevard and Hollywood Boulevard
34. Laurel Canyon Boulevard and US 101 northbound ramps
35. Laurel Canyon Boulevard and US 101 southbound ramps
36. Ledge Avenue/Moorpark Way and Riverside Drive
37. Memorial Drive and Forest Lawn Drive
38. Mulholland Drive and Cahuenga Boulevard
39. Oakshire Drive & Cahuenga Boulevard
40. SR 170 northbound ramps and Magnolia Boulevard
41. SR 170 southbound ramps and Magnolia Boulevard

42. Tujunga Avenue and Riverside Drive/Camarillo Street
43. Universal Center Drive/Universal Studios Boulevard and Buddy Holly Drive
44. Vine Street and Franklin Avenue/US 101 southbound off-ramp
45. Vineland Avenue and Burbank Boulevard
46. Vineland Avenue/Lankershim Boulevard and Camarillo Street
47. Vineland Avenue and Riverside Drive
48. Vineland Avenue and US 101 northbound off-ramp
49. Vineland Avenue and Whipple Street

The applicant shall also fund the installation of CCTV cameras at the following intersections:

1. Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive
2. Cahuenga Boulevard & Sunset Boulevard
3. Coldwater Canyon Avenue & US 101 northbound ramps
4. Coldwater Canyon Avenue & US 101 southbound ramps
5. Highland Avenue & Santa Monica Boulevard
6. Lankershim Boulevard & Cahuenga Boulevard
7. Laurel Canyon Boulevard & US 101 northbound ramps
8. Laurel Canyon Boulevard & US 101 southbound ramps
9. SR 170 southbound ramps & Magnolia Boulevard
10. Tujunga Avenue & Riverside Drive/Camarillo Street

ATTACHMENT H
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10

LADOT Neighborhood Traffic Management Process

This appendix sets forth the Los Angeles Department of Transportation's (LADOT) process for implementation of Neighborhood Traffic Management Plan(s) for the Project.

ELIGIBLE NEIGHBORHOODS

After implementation of the Project's proposed Transportation Demand Management (TDM) program and traffic mitigation measures, the following five neighborhoods have the potential to experience neighborhood intrusion traffic:

a. Neighborhood A – Riverside Drive to the north, Cartwright Avenue to the east, Landale Street/Woodbridge Street to the south, and Vineland Avenue/Lankershim Boulevard to the west

b. Neighborhood B – Kling Street to the north, Lankershim Boulevard to the east, the SR 134 freeway to the south, and Vineland Avenue to the west

c. Neighborhood C – Sarah Street to the north, Ledge Avenue/Placidia Avenue to the east, Valley Spring Lane/Moorpark Street to the south, and Cahuenga Boulevard to the west

TRAFFIC CALMING MEASURES

The following are traffic calming measures that may be included in Neighborhood Traffic Management Plan(s) for the Project.

Non-restrictive Control Measures

Non-restrictive control measures are intended to reduce traffic speeds on local streets and/or make the neighborhood streets less inviting for through traffic. Non-restrictive traffic calming measures may include, but are not limited to, traffic circles, speed humps, roadway narrowing effects (raised medians, traffic chokers, etc.), landscaping features, roadway striping changes (adding bike lanes or parking striping to reduce the perceived width of the roadway), and stop sign pattern.

Non-restrictive Improvements

Non-restrictive improvements include neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN(S) BUDGET

Based on its experience implementing Transportation Management Plans, LADOT has determined that a budget of up to $300,000 is appropriate for the development of Neighborhood Transportation Management Plan(s) for the eligible neighborhoods identified above. The Applicant or its successor shall guarantee the budget in a form reasonably satisfactory to LADOT. The $300,000 budget is allocated among the three neighborhoods (based on the number of residential street blocks in each neighborhood) as follows:

Neighborhood A – $69,000
Neighborhood B – $21,000
Neighborhood C – $210,000

Consultant time to develop the plans shall be paid by the Applicant or its successors and shall not be counted against the $300,000 budget, but data collection and mailing costs shall be included in the budget as shall the costs associated with the design of any changes approved by the neighborhood.

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PLAN PROCESS

Each Neighborhood Transportation Management Plan process shall include three workshops that shall take place over a maximum four-month time period. Each workshop shall be rescheduled a maximum of one time if a quorum of the Committee (described below) is not present in person or by proxy. Failure to deliver a quorum for two consecutive meetings duly called and approved by the Committee shall constitute a declaration of non-interest in the process and the process shall cease, and all unused funds allocated to that neighborhood shall be returned to the Applicant or is successors.

a. Data Collection – Based on the schedule in the final subphasing mitigation program for the Project, the transportation consultant for the Applicant or its successors shall collect and submit to LADOT appropriate traffic data (average daily trips, speed data, intersection turning movement counts, roadway characteristics, etc.) for each of the neighborhoods.

b. Kick-Off Neighborhood Workshops – Based on the schedule in the final Project subphasing mitigation program, the transportation consultant for the Applicant or its successors shall hold a “Kick-off Workshop” meeting with the residents for each of the neighborhoods. Working with the Council Office, residents in the boundaries of the neighborhood will be invited to participate in the workshops. At the Kick-off Workshop, each neighborhood shall select a Committee of seven members by a consensus of the neighbors present at the meeting. If less than seven members of the neighborhood attend the Kick-off Workshop, the meeting will be rescheduled. If less than seven members attend the rescheduled Kick-off Workshop, that shall constitute a declaration of non-interest in the process and the process shall cease and all funds allocated to that neighborhood shall be returned to the Applicant.

A majority of the Committee members must be present at each of the workshops for the Neighborhood Transportation Management Plan. The Agenda for the "Kick-off Workshop" shall include the following:

i. Identify the process to be used to develop the Neighborhood Traffic Management Plan
ii. Identify the non-restrictive control measures and non-restrictive improvement choices for the neighborhood
iii. Discuss the existing and anticipated traffic issues in the neighborhood
iv. Match the types of improvements with the types of problems that each measure addresses
v. Identify the types of improvements that the neighbors are likely to support

c. Draft Plan – Based on the data and input from the Kick-off Workshop, the transportation consultant for the Applicant or its successors shall develop a draft plan to implement for the neighborhood. The transportation consultant for the Applicant shall review the proposed measures with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.

d. Neighborhood Workshop 2 – Upon completion of a draft plan, Neighborhood Workshop 2 shall be held to get reaction to the draft plan and suggestions for modifications to the plan from the residents.

e. Revised Plan – Based on input obtained during Neighborhood Workshop 2, the transportation consultant for the Applicant or its successors shall revise the draft plan for the neighborhood. The transportation consultant for the Applicant shall review the revised plan with the appropriate City agency (LADOT, Bureau of Engineering, Street Services and Sanitation, etc.) to confirm the feasibility of each of the measures.

f. Neighborhood Workshop 3 – Upon completion of the revised plan, Neighborhood Workshop 3 shall be held to finalize the plan. The plan shall be finalized based on the consensus of the residents present at Neighborhood Workshop 3.

g. Information Brochure – The transportation consultant for the Applicant or its successors shall prepare an information brochure that summarizes the final plan approved in Neighborhood Workshop 3 and a process for the neighborhood to approve or reject the plan. LADOT shall cause the information brochure to be mailed to all households in the neighborhood at issue.

h. Approval/Rejection of the Plan – If a majority of the households in the neighborhood approve of the plan, the Applicant or its successors shall implement the traffic management plan on a temporary basis based on the schedule in the final Project subphasing mitigation program. If a majority of the households do not approve of the plan, the measures in the plan shall not be implemented, the process shall be declared over and all remaining funds for that neighborhood shall be returned to the Applicant or its successors.

i. Approval on Final Plan – If step h.) above resulted in the approval of the plan and temporary measures were implemented, six months after the implementation of the temporary measures, LADOT shall cause a second survey of the households in the neighborhood at issue to determine the level of interest in making the temporary traffic measures in the plan permanent. If a majority of the households in the neighborhood approve of permanent implementation of the measures, the traffic measures shall be made permanent. If a majority of the households do not approve of the traffic measures, the measures shall be removed.

Upon completion of steps a.) through i.) above, the Applicant's or its successors' responsibility for the Neighborhood Traffic Management Plan shall be deemed complete and any remaining funds allocated for that neighborhood shall be returned to the Applicant.

ATTACHMENT B

ATTACHMENT I

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
TRANSPORTATION IMPROVEMENT PHASING PLAN (Accelerated)

Development/Mitigation		Mitigation Monitoring Program Reference	P.M. Peak Hour Trips Trigger				Jurisdiction/Agency
			Phase 1 (2010 - 2015)	Phase 2 (2016 - 2020)	Phase 3 (2021 - 2025)	Phase 4 (2026 - 2030)	
Land Use - Net New Development [a], [b]							
Studio/Business Areas West and Back Lot (Lankershim) (Zone A)			164	564	758	1,028	
Entertainment Area (Zone B)			(142)	113	458	808	
Studio/Business Areas East (Lakeside) (Zone C)			40	163	292	361	
Studio/Business West/Back Lot and Entertainment Areas (Zones A & B)			22	677	1,216	1,836	
Entertainment & Studio/Business Areas East (Zones B & C)			(102)	276	750	1,169	
Studio/Business Areas East and West/Back Lot (Zones A & C)			204	727	1,050	1,389	
Studio/Business Areas West/Back Lot, Entertainment, & Studio/Business East (Zones A, B, & C)			62	840	1,508	2,197	
Mitigation/Improvement [c], [d], [e], [f], [g]							
Buddy Holly Drive Improvements		**MM B-19**	**Zone B**				City of Los Angeles/County of Los Angeles
Lakeside Plaza Drive Roadway Improvements		**MM B-20**			**Zone C**		City of Los Angeles
Universal Hollywood Drive Roadway Improvements		**Des Feat B-7**	**Zone B**	**Zone B**			City of Los Angeles/County of Los Angeles
TDM - TMA, TIC, Transit Passes, Flex Cars, GRH, etc.		**Des Feat B-1**	**Zones A, B, & C**	**Zones A, B, & C**	**Zones A, B, & C**	**Zones A, B, & C**	City of Los Angeles/County of Los Angeles
US 101 Southbound On-Ramp at Universal Studios Boulevard		**MM B-3**	**Zone B**	**Zone B**			City of Los Angeles/Caltrans
US 101 Interchange Improvements at Universal Terrace Parkway		**MM B-4**			**Zones A & B**		City of Los Angeles/Caltrans
Barham Boulevard Corridor Improvements							City of Los Angeles
Add Third Southbound Lane from Forest Lawn to Buddy Holly	*Physical*	**MM B-5**		**Zone B**			
Int. 52 - Barham Boulevard & De Witt Drive	*Physical*	**MM B-5**		**Zone B**			City of Los Angeles
Int. 53 - Barham Boulevard & Lake Hollywood Drive	*Physical*	**MM B-5**		**Zone B**			City of Los Angeles
Int. 54 - Barham Boulevard & Coyote Canyon Road	*Physical*	**MM B-5**		**Zone B**			City of Los Angeles
Int. 55 - Barham Boulevard & Lakeside Plaza Drive & Forest Lawn Drive	*Physical*	**MM B-20**		**Zone C**			City of Los Angeles
	Signal	**MM B-20**		**Zone C**			
Lankershim Boulevard Corridor Improvements							
Int. 34 - Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	*Physical*	**MM B-6**	**Zones A & B**				City of Los Angeles/County of Los Angeles
Int. 35 - Lankershim Boulevard & Main Street	*Physical*	**MM B-6**	**Zones A & B**				City of Los Angeles/County of Los Angeles
	Signal	**MM B-6**	**Zones A & B**				City of Los Angeles/County of Los Angeles
Int. 36 - Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive	*Physical*	**MM B-6**	**Zones A & B**				City of Los Angeles/County of Los Angeles
	Signal	**MM B-6**	**Zones A & B**				City of Los Angeles/County of Los Angeles
Int. 37 - Lankershim Boulevard & US 101 NB Off-Ramp	*Physical*	**LADOT Assess Letter**		**Zones A & B**			City of Los Angeles/Caltrans
Int. 72 - Lankershim Boulevard & Muddy Waters Drive	*Signal*	**MM B-6**	**Zones A & B**				City of Los Angeles/County of Los Angeles

Notes:
[a] The Project development sub-phasing plan is approximate and may be subject to revisions.
[b] P.M. peak hour trip generation for each sub-phase would determine the specific transportation improvements implemented. P.M. peak hour trip generation to be estimated as sub phases develop using the following factors:
Production Support = 0.57 per ksf, Sound Stages = 0.43 per ksf, Office = 1.28 per ksf, Studio Office = 0.63 per ksf, Warehouse = 0.35 per ksf, Entertainment/New Amphitheater = 0.93 per ksf, Entertainment Retail = 0.89 per ksf, Existing Amphitheater = Residential Apartments = 0.62 per DU, Neighborhood Retail = 1.73 per ksf, and Community Amenities = 1.42 per ksf.
[c] The sub-phasing plan may be revised, where appropriate and as determined by LADOT: (1) upon demonstration that measures for each sub-phase in the revised sub-phasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
[d] Prior to the issuance of any building permit for each sub-phase, all on- and off-site mitigation measures for the sub-phase shall be complete or suitably guaranteed to the satisfaction of LADOT.
[e] Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
[f] Substitute mitigation measures may be provided subject to the approval by the agency with jurisdiction over the location of the improvement, upon demonstration that the substitute mitigation measure is equivalent or superior to the original mitigation
[g] Prior to the issuance of any temporary or permanent Certificate of Occupancy in the final sub-phase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

ATTACHMENT B

ATTACHMENT I (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
TRANSPORTATION IMPROVEMENT PHASING PLAN (Accelerated)

Development/Mitigation			P.M. Peak Hour Trips Trigger				Jurisdiction/Agency
			Phase 1 (2010 - 2015)	Phase 2 (2016 - 2020)	Phase 3 (2021 - 2025)	Phase 4 (2026 - 2030)	
Land Use - Net New Development [a], [b]							
Studio/Business Areas West and Back Lot (Lankershim) (Zone A)			164	564	758	1,028	
Entertainment Area (Zone B)			(142)	113	458	808	
Studio/Business Areas East (Lakeside) (Zone C)			40	163	292	361	
Studio/Business West/Back Lot and Entertainment Areas (Zones A & B)			22	677	1,216	1,836	
Entertainment & Studio/Business Areas East (Zones B & C)			(102)	276	750	1,169	
Studio/Business Areas East and West/Back Lot (Zones A & C)			204	727	1,050	1,389	
Studio/Business Areas West/Back Lot, Entertainment, & Studio/Business East (Zones A, B, & C)			62	840	1,508	2,197	
Mitigation/Improvement (continued) [c], [d], [e], [f], [g]							
Forest Lawn Drive Corridor Improvements				**Zone C**			
Int. 59 - Forest Lawn Drive & Zoo Drive	*Physical*	**MM B-7**		**Zone C**			City of Los Angeles
Int. 60 - Forest Lawn Drive & SR 134 EB Ramps	*Physical*	**MM B-7**		**Zone C**			City of Los Angeles/Caltrans
Int. 61 - Forest Lawn Drive & SR 134 WB Ramps	*Signal*	**MM B-7**		**Zone C**			City of Los Angeles/Caltrans
Forest Lawn Westbound Off-Ramp Widening	*Physical*	**MM B-7**		**Zone C**			
Transit System Improvements							
Regional Bus Transit		**MM B-1**		**Zones A & B**			City of Los Angeles/Metro
Local Shuttle - Lakeside Plaza Drive to Universal City Metro Red Line station		**MM B-2**			**Zone C**	**Zone C**	City of Los Angeles/Metro
Local Shuttle - Red Line Station to Downtown Burbank Metrolink station		**MM B-2**		**Zones A & C**			City of Los Angeles/City of Burbank/Metro
Local Shuttle - Universal Hollywood Drive/Lankershim to Theme Park/City Walk		**MM B-2**	**Zone B**				City of Los Angeles/Metro
Bus Enhancements (Next Bus, Lo Emmission, Bus Call, Shelters)		**MM B-2**					
Hollywood Event Management Infrastructure		**Des Feat B-8**	**Zones A, B, & C**				City of Los Angeles
Traffic Flow and Safety Program: Left-turn Signals		**LADOT Assess Letter**	**Zones A & B**				City of Los Angeles
City of Los Angeles System-wide Signal System Upgrade		**LADOT Assess Letter**	**Zones A, B, & C**				City of Los Angeles
Specific Intersection Improvements							
Int. 11 - Vineland Avenue & Moorpark Street	*Physical*	**MM B-8**		**Zones A & B**			City of Los Angeles
Int. 15 - SR 134 EB On-Ramp & Riverside Drive	*Physical*	**MM B-22**		**Zones A & B**			City of Los Angeles/Caltrans
	Signal	**MM B-22**		**Zones A & B**			City of Los Angeles/Caltrans
Int. 19 - Lankershim Boulevard & Riverside Drive	*Physical*	**MM B-9**	**Zones A & B**				City of Los Angeles
Int. 20 - Lankershim Boulevard & Moorpark Street	*Physical*	**MM B-10**	**Zones A & B**				City of Los Angeles
Int. 28 - Cahuenga Boulevard & Ventura Freeway eastbound ramps	*Physical*	**MM B-23**		**Zones A, B, & C**			
	Signal	**MM B-23**		**Zones A, B, & C**			
Int. 29 - Cahuenga Boulevard & Riverside Drive	*Physical*	**MM B-12**		**Zones A & B**			City of Los Angeles
Int. 32 - Cahuenga Boulevard & Valley Spring Lane	*Signal*	**MM B-15**		**Zones A & B**			City of Los Angeles
Int. 40 - Ledge Avenue/Moorpark Way & Riverside Drive	*Physical*	**LADOT Assess Letter**		**Zones A & C**			City of Los Angeles
	Signal	**LADOT Assess Letter**		**Zones A & C**			City of Los Angeles

Notes:
[a] The Project development sub-phasing plan is approximate and may be subject to revisions.
[b] P.M. peak hour trip generation for each sub-phase would determine the specific transportation improvements implemented. P.M. peak hour trip generation to be estimated as sub phases develop using the following factors:
Production Support = 0.57 per ksf, Sound Stages = 0.43 per ksf, Office = 1.28 per ksf, Studio Office = 0.63 per ksf, Warehouse = 0.35 per ksf, Entertainment/New Amphitheater = 0.93 per ksf, Entertainment Retail = 0.89 per ksf, Existing Amphitheater = Residential Apartments = 0.62 per DU, Neighborhood Retail = 1.73 per ksf, and Community Amenities = 1.42 per ksf.
[c] The sub-phasing plan may be revised, where appropriate and as determined by LADOT: (1) upon demonstration that measures for each sub-phase in the revised sub-phasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
[d] Prior to the issuance of any building permit for each sub-phase, all on- and off-site mitigation measures for the sub-phase shall be complete or suitably guaranteed to the satisfaction of LADOT.
[e] Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
[f] Substitute mitigation measures may be provided subject to the approval by the agency with jurisdiction over the location of the improvement, upon demonstration that the substitute mitigation measure is equivalent or superior to the original mitigation
[g] Prior to the issuance of any temporary or permanent Certificate of Occupancy in the final sub-phase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

ATTACHMENT B

ATTACHMENT I (Continued)

NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
TRANSPORTATION IMPROVEMENT PHASING PLAN (Accelerated)

Development/Mitigation			P.M. Peak Hour Trips Trigger				Jurisdiction/Agency
			Phase 1 (2010 - 2015)	Phase 2 (2016 - 2020)	Phase 3 (2021 - 2025)	Phase 4 (2026 - 2030)	
Land Use - Net New Development [a], [b]							
Studio/Business Areas West and Back Lot (Lankershim) (Zone A)			164	564	758	1,028	
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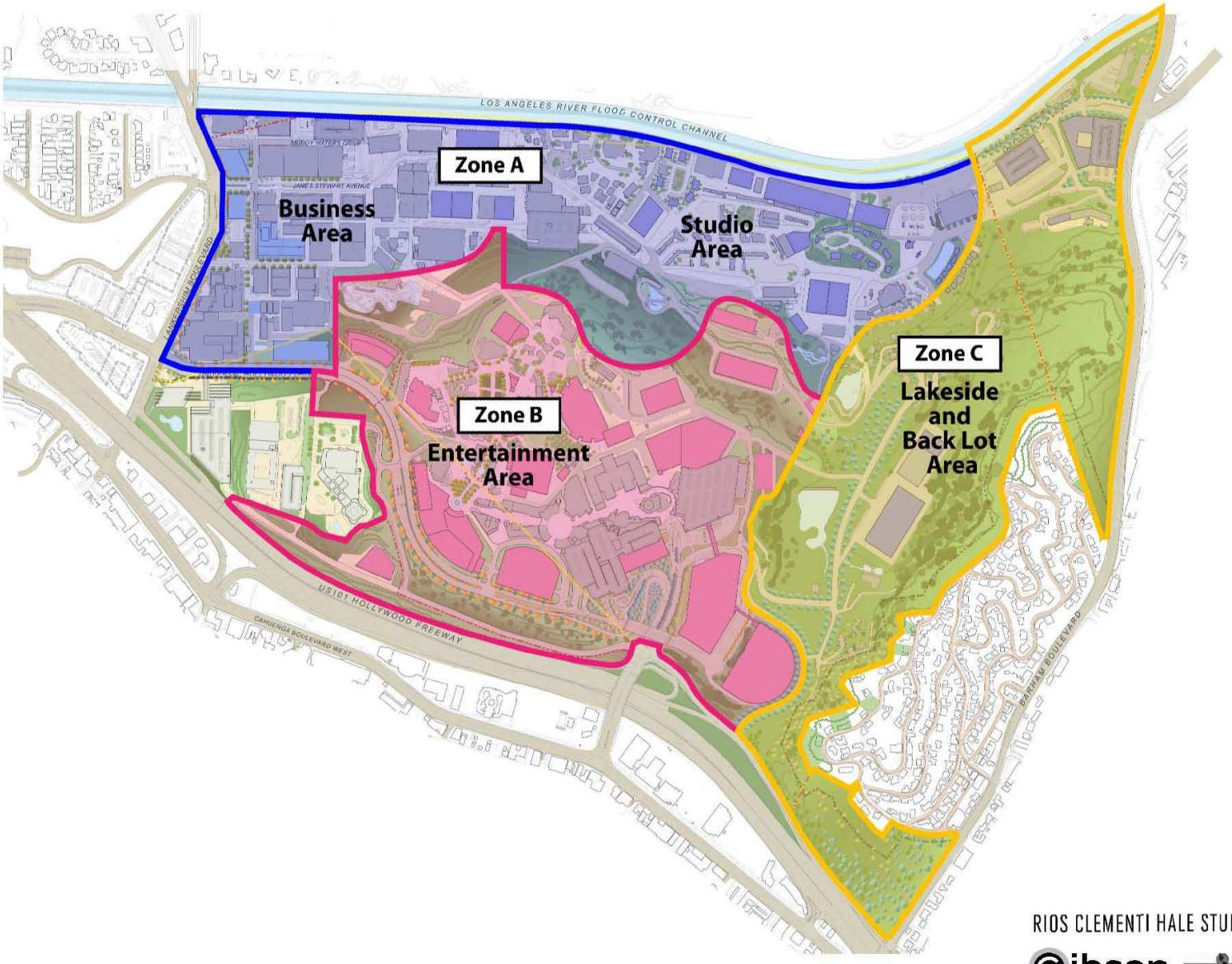
Entertainment & Studio/Business Areas East (Zones B & C)			(102)	276	750	1,169	
Studio/Business Areas East and West/Back Lot (Zones A & C)			204	727	1,050	1,389	
Studio/Business Areas West/Back Lot, Entertainment, & Studio/Business East (Zones A, B, & C)			62	840	1,508	2,197	
Mitigation/Improvement (continued) [c], [d], [e], [f], [g]							
Specific Intersection Improvements (continued)							
Int. 47 - Barham Boulevard & Cahuenga Boulevard	*Physical*	**Des Feat B-9 MM B-18**		**Zones B & C**			City of Los Angeles
Int. 48 - Barham Boulevard Buddy & Holly Drive/Cahuenga Boulevard	*Physical*	**MM B-19**	**Zones B & C**				City of Los Angeles
Int. 75 - Pass Avenue & Verdugo Lane	*Signal*	**MM B-27**		**Zones A, B, & C**			City of Burbank
Int. 77 - Evergreen Street/Riverside Drive & Alameda Avenue	*Physical*	**MM B-29**		**Zones A, B, & C**			City of Burbank
	Signal	**MM B-29**		**Zones A, B, & C**			
Int. 78 - Pass Avenue & SR 134 EB Off-Ramp	*Signal*	**MM B-30**		**Zone C**			City of Burbank/Caltrans
Int. 79 - Pass Avenue & Alameda Avenue	*Physical*	**MM B-31**			**Zones A, B, & C**		City of Burbank
	Signal	**MM B-31**			**Zones A, B, & C**		City of Burbank
Int. 81 - Olive Avenue & Pass Avenue	*Physical*	**LADOT Assess Letter**		**Zones B & C**			City of Burbank
	Signal	**MM B-33**		**Zones B & C**			City of Burbank
Int. 82 - Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	*Signal*	**MM B-34**		**Zones B & C**			City of Burbank
Int. 83 - Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	*Physical*	**MM B-35**		**Zones B & C**			City of Burbank
Int. 162 - Cahuenga Boulevard & US 101 SB Ramps	*Signal*	**MM B-26**	**Zones A, B, & C**				City of Los Angeles/Caltrans
Burbank Signal Improvements							
Signal Equipment		**MM B-28, 36-39, 41**	**Zones A, B, & C**				City of Burbank
Signal Timing Plan		**MM B-40**	**Zones A, B, & C**				City of Burbank
ATCS		**MM B-40**	**Zones A, B, & C**	**Zones A, B, & C**			City of Burbank
Freeway PSR, PR/ED, PS&E							
US 101/SR 170/SR 134 Interchange		**MM B-47**	**Zones A, B, & C**	**Zones A, B, & C**			Caltrans
US 101/Highland Interchange		**MM B-47**			**Zones A, B, & C**	**Zones A, B, & C**	Caltrans
US 101 Auxiliary Lanes		**MM B-47**		**Zones A, B, & C**	**Zones A, B, & C**	**Zones A, B, & C**	Caltrans
Caltrans Ramp Fair Share Contributions		**MM B-46**		**Zones A, B, & C**	**Zones A, B, & C**		
Construction Management		**MM B-43-44**	**Zones A, B, & C**	**Zones A, B, & C**	**Zones A, B, & C**	**Zones A, B, & C**	
Los Angeles Neighborhood Protection Program		**MM B-45**	**Zones A, B, & C**	**Zones A, B, & C**	**Zones A, B, & C**		City of Los Angeles

Notes:
[a] The Project development sub-phasing plan is approximate and may be subject to revisions.
[b] P.M. peak hour trip generation for each sub-phase would determine the specific transportation improvements implemented. P.M. peak hour trip generation to be estimated as sub phases develop using the following factors:
Production Support = 0.57 per ksf, Sound Stages = 0.43 per ksf, Office = 1.28 per ksf, Studio Office = 0.63 per ksf, Warehouse = 0.35 per ksf, Entertainment/New Amphitheater = 0.93 per ksf, Entertainment Retail = 0.89 per ksf, Existing Amphitheater = Residential Apartments = 0.62 per DU, Neighborhood Retail = 1.73 per ksf, and Community Amenities = 1.42 per ksf.
[c] The sub-phasing plan may be revised, where appropriate and as determined by LADOT: (1) upon demonstration that measures for each sub-phase in the revised sub-phasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
[d] Prior to the issuance of any building permit for each sub-phase, all on- and off-site mitigation measures for the sub-phase shall be complete or suitably guaranteed to the satisfaction of LADOT.
[e] Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the Applicant, provided that, in each case, the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
[f] Substitute mitigation measures may be provided subject to the approval by the agency with jurisdiction over the location of the improvement, upon demonstration that the substitute mitigation measure is equivalent or superior to the original mitigation
[g] Prior to the issuance of any temporary or permanent Certificate of Occupancy in the final sub-phase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

ATTACHMENT B



RIOS CLEMENTI HALE STUDIOS

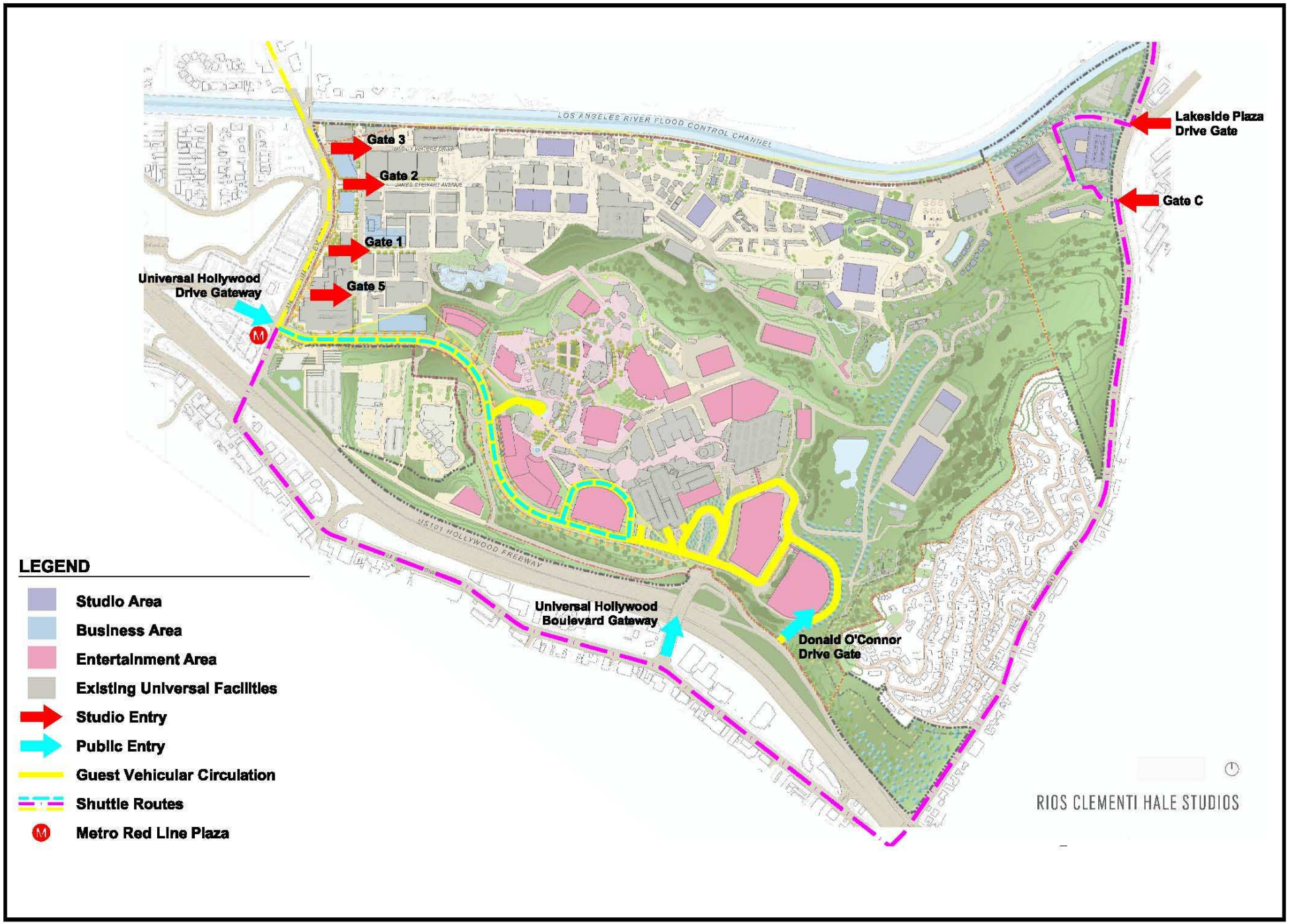
Gibson transportation consulting, inc. RAJU Associates, Inc.

ATTACHMENT I

TRANSPORTATION IMPROVEMENT PHASING PLAN (ZONE GROUPS)

ATTACHMENT B

ATTACHMENT J
NBC UNIVERSAL EVOLUTION PLAN - ALTERNATIVE 10
PROJECT CIRCULATION

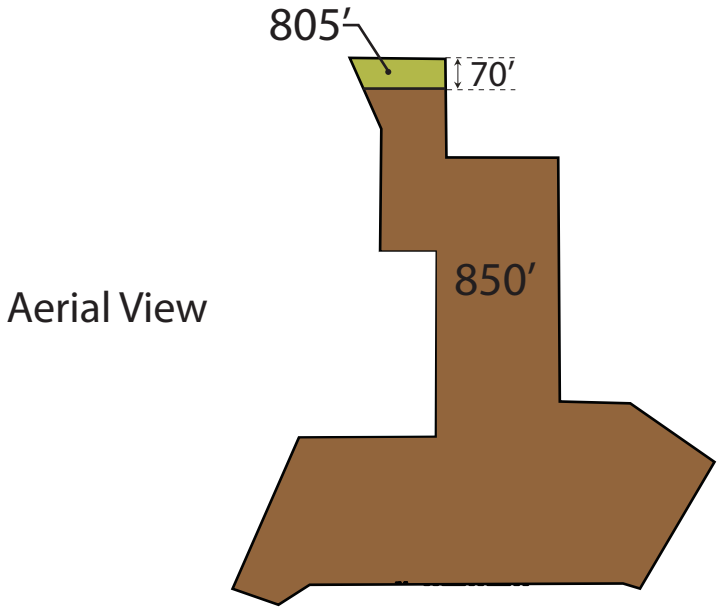


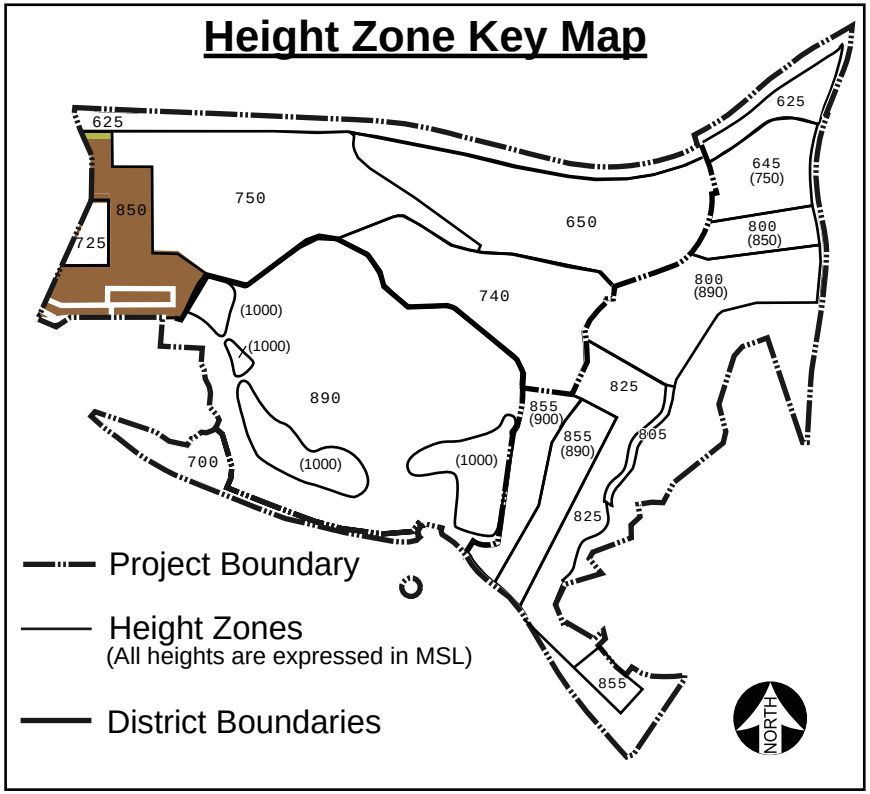
Veneklasen Associates
Consultants in Acoustics | AV | IT | Environmental Noise
1711 Sixteenth Street, Santa Monica, CA 90404 (310) 450-1733

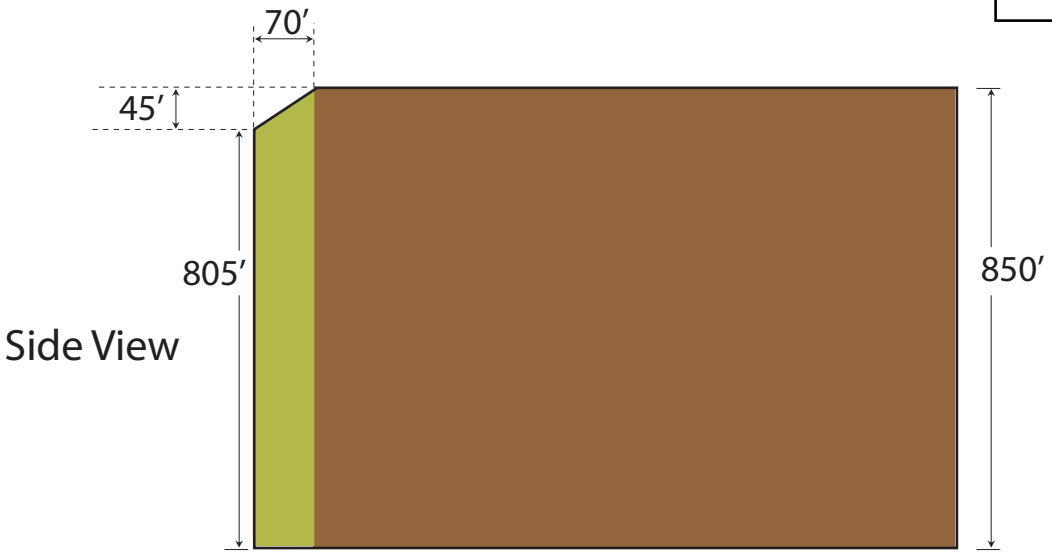
Vibration Mitigation Area Due to Construction

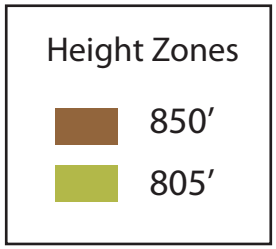
JUNE 2012

ATTACHMENT C









Source: Matrix environmental, 2010.

matrix environmental

ATTACHMENT D

Maximum Allowable Heights
Pursuant to Mitigation Measure E.1-2

ATTACHMENT E

SHANNON & WILSON, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

GEOTECHNICAL INVESTIGATION
NBC UNIVERSAL EVOLUTION PLAN

UNIVERSAL CITY, CITY OF LOS ANGELES AND LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

Universal Studios LLLP, L.P.

March 2010

Shannon & Wilson Project 06-030.1

ATTACHMENT E

SHANNON & WILSON, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

ALASKA
CALIFORNIA
COLORADO
FLORIDA
MISSOURI
OREGON
WASHINGTON

March 2010

Mr. E. Mark Lyum
NBC Universal, Inc.
100 Universal City Plaza
Universal City, California 91608

Subject: **Report of Geotechnical Investigation**
NBC Universal Evolution Plan
Universal City, City of Los Angeles and Los Angeles County, California
for Universal Studios LLLP, L.P
Shannon & Wilson Project 06-030.1

Dear Mr. Lyum:

We are pleased to submit this report presenting the results of our geotechnical investigation for the NBC Universal Evolution Plan in Universal City, Los Angeles.

The findings, conclusions and recommendations developed during this investigation are described in the report.

Sincerely,

Shannon & Wilson, Inc.

PROFESSIONAL GEOLOGIST
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CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

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06-030.1 r03/VB:ay
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ATTACHMENT E

SHANNON & WILSON, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

GEOTECHNICAL INVESTIGATION
NBC UNIVERSAL EVOLUTION PLAN

UNIVERSAL CITY, CITY OF LOS ANGELES AND LOS ANGELES COUNTY, CALIFORNIA

Prepared for:

Universal Studios LLLP, L.P.

Shannon & Wilson

March 2010

Shannon & Wilson Project 06-030.1

SHANNON & WILSON, INC.

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SUMMARY

We have completed our geotechnical investigation as input for the NBC Universal Evolution Plan (the Project) in Universal City, California, for Universal Studios LLLP, L.P. The investigation was authorized to determine the geotechnical conditions, including geologic hazards, within the Universal Studios property.

A geotechnical investigation was performed in 1996 by Converse Consultants West for development of an earlier Environmental Impact Report (EIR) and the information in that prior report was used in preparation of this report. Concurrently with the preparation of this report, we performed an investigation for filing of a Tentative Tract Map within the Mixed-Use Residential Area of the site. The results of that investigation were also utilized in the preparation of this report.

The Project site is located on the north flank of the Santa Monica Mountains at the easterly limits of the San Fernando Valley. The Los Angeles River Flood Control Channel borders the site along the north boundary. The Project site is topographically segmented into three general areas, the relatively flat area in the north/northwest portion of the site, adjacent to the Los Angeles River Flood Control Channel and Lankershim Boulevard; the upper graded plateau in the central and south portions of the Project site, and the Back Lot in the eastern hills that extend along the east side of the Project site. The lower lot and the upper graded plateau are separated by north and northwest facing slopes.

The Project site has a history of many generations of development, including channelization of the Los Angeles River, development of studio, office and Back Lot, and construction of entertainment facilities and infrastructure. Fill and recent alluvium are present adjacent to the Los Angeles River Flood Control Channel, and several generations of fill are present throughout the site. The higher portions of the Project site are underlain by bedded sedimentary bedrock of the Topanga Formation.

Geologic hazards present on the Project site include slope stability within the eastern hillside of the site and liquefaction on the northern flat area. This report describes the geotechnical conditions of the site, and presents recommendations needed to mitigate the potential geologic hazards. It also presents preliminary data for design of foundations, grading, paving and hardscape.

SCOPE

This report presents the results of our geotechnical investigation for the NBC Universal Evolution Plan (the Project). The location of the Project site in relation to the surrounding properties is shown on Figure 1, Vicinity Map. The Project is described on Figure 2, NBC Universal Evolution Plan.

A geotechnical investigation was performed by Converse Consultants West (Converse) for a previous Draft Environmental Impact Report (EIR). The results of the Converse investigation were submitted in their report dated November 14, 1996. That prior report was based on the findings of numerous investigations performed by Converse and other geotechnical firms during the development of the Project. A bibliography, listing the results of the prior investigations within the Project, is presented at the end of this report. Concurrent with this report, we performed an investigation for development of the proposed Mixed-Use Residential Area of the Project and the results of that investigation were submitted in a report entitled: Report of Geotechnical Investigation, Proposed Universal Village Development, Tentative Tract Number 98564, Universal City, Los Angeles, California.

This investigation was authorized to provide geotechnical data for the NBC Universal Evolution Plan. The scope included 1) determining the physical characteristics of the existing soils and bedrock at the Project site, and 2) addressing the geological hazards pertinent to the proposed development. This report presents recommendations to mitigate potential geological hazards as well as preliminary recommendations for designing the foundations, and for grading, paving and stockpile requirements. Our recommendations are based on a site reconnaissance, our geotechnical investigation and the reported conditions from prior aforementioned investigations on the Project site.

Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in this or similar localities. No other warranty, expressed or implied, is made as to the professional advice included in this report. This report has been prepared for Universal Studios LLLP, L.P. and their design consultants to be used solely in the design of the NBC Universal Evolution Plan. The report has not been prepared for use by other parties, and may not contain sufficient information for purposes of other parties or other uses.

PROJECT DESCRIPTION

PROJECT LOCATION

Universal Studios LLLP, L.P. (the Applicant) is proposing a development program called the NBC Universal Evolution Plan (the Project) as shown on Figure 2, NBC Universal Evolution Plan. The Project is designed to meet the future needs of existing on-site businesses as well as the establishment of a new residential community that contributes to meeting the future housing needs of the eastern San Fernando Valley.

The Project encompasses approximately 391 acres, located two miles north of Hollywood and 10 miles northwest of downtown Los Angeles, in central Los Angeles County. The Project site is also located approximately 1.5 miles south and east of the junction of U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway). The Project site is bounded by the Los Angeles River Flood Control Channel (LAFCC) to the north, the Hollywood Freeway to the south, Barham Boulevard and residences to the east, and Lankershim Boulevard to the west.

The Project site is located within the foothills of the north face of the Santa Monica Mountains and is topographically segmented into three general areas: (1) the relatively flat northern and western portion of the property located adjacent to the LAFCC and Lankershim Boulevard; (2) a plateau in the center of the property (commonly referred to as the "top-of-the-hill"); and (3) an eastern area that includes some sloping terrain along the property's eastern boundary. The Project site has been extensively developed over the past 90 years, although the eastern portion of the Project site is currently underdeveloped.

The Project site is located within two governmental jurisdictions: the City of Los Angeles (approximately 95 acres) and the County of Los Angeles (approximately 296 acres). The property lines are shown on Figure 1, Vicinity Map. The portion of the Project site within City jurisdiction involves primarily three non-contiguous areas surrounding the County portion, with small areas along the northern boundary of the Project site also located within the City of Los Angeles. Proceeding clockwise from the north, these three areas are as follows: (1) the northeastern corner of the Project site along Barham Boulevard; (2) the southeastern corner of the Project site along Barham Boulevard and Buddy Holly Drive; and, (3) the southern and southwestern portion of the Project site, adjacent to the Hollywood Freeway, which also extends to include a limited amount of frontage along the south side of Universal Hollywood Drive as it

extends towards Lankershim Boulevard. The portion of the Project site within County jurisdiction is a contiguous area encompassing most of the northern, central and western portions of the Project site.

EXISTING SETTING OF THE PROJECT SITE

The Project site is presently developed with the following three principal land uses: (1) studio production (movie, television and commercial) and studio office uses, (2) theme park and related entertainment uses, and (3) retail entertainment uses. The Project site currently consists of approximately 4.2 million square feet of development. The Project site also includes numerous production sets and the Tram Tour.

PROPOSED NBC UNIVERSAL EVOLUTION PLAN

The Project, for planning purposes, has been divided into the following four development areas: (1) Entertainment, (2) Studio, (3) Business, and (4) Mixed-Use Residential. These Areas are shown on Figure 3, Area Diagram.

The Project proposes the development of approximately 2.01 million net square feet of new studio production, office, entertainment and retail uses (approximately 2.65 million square feet of new commercial development less approximately 638,000 square feet of demolition) inclusive of 500 hotel rooms. In addition, approximately 2,937 residential dwelling units are proposed to be constructed within the Mixed-Use Residential Area of the Project Site that is located south of Lakeside Plaza Drive.

The Applicant, in addition to the proposed development described above, is seeking approval from the Local Agency Formation Commission (LAFCO) to annex approximately 76 acres from the County's jurisdiction into the City of Los Angeles. This will have the effect of placing the proposed residential development within the Mixed-Use Residential Area under the jurisdiction of the City of Los Angeles. The proposed Project would also involve detachment of approximately 32 acres of the Project site from the City's jurisdiction into the County, for an overall net change of approximately 44 acres. Should the annexation process be completed, approximately 139 acres of the Project site would be located within the City of Los Angeles, and the remaining approximately 252 acres would be located within the County.

The Project will be implemented via two proposed Specific Plans and various other land use entitlements. One proposed Specific Plan will address development within the County portions of the Project site,

namely the Entertainment, Studio and Business Areas; whereas the other proposed Specific Plan will address development within the City portions of the Project site, mainly the Mixed-Use Residential Area.

PROJECT GRADING

Grading for the Project site will require both excavation and the placing of compacted fills. The estimated quantities of earthwork are shown on Figure 4, Conceptual Grading Plan and are summarized in Table 1, Summary of Cut and Fill Quantities.

Table 1, Summary of Cut and Fill Quantities

Area	Cut (cubic yards)	Fill (cubic yards)
Studio Area	139,000	158,000
Entertainment Area	442,000	111,000
Business Area	104,000	19,000
Mixed-Use Residential Area	4,250,000	3,800,000
Total	**4,935,000**	**4,088,000**

Anticipated phasing of the Mixed-Use Residential Area will require stockpiling excavated soils for future use as compacted fill.

PROJECT CONSTRUCTION/PHASING SCHEDULE

The Project would be developed over a period of years in a number of phases. The Applicant anticipates that construction would conclude by 2030. The timing of actual development would be in response to market conditions.

REGULATORY FRAMEWORK

STATE LEVEL

The State of California adopted the 2007 California Building Code, which is based on the 2006 International Building Code, on January 1, 2008.

The County of Los Angeles adopted the 2007 California Building Code on January 1, 2008 as the County of Los Angeles Building Code Volumes 1 and 2.

Together, the provisions in Volumes 1 and 2 of the Los Angeles County Building Code address issues related to site grading, cut and fill slope design, soil expansion, geotechnical investigations before and during construction, slope stability, allowable bearing pressures and settlement below footings, effects of adjacent slopes on foundations, retaining walls, basement walls, shoring of adjacent properties, and potential primary and secondary seismic effects. The County Department of Building and Safety is responsible for implementing the provisions of the Building Code. The County's primary seismic regulatory document is the Safety Element of the County of Los Angeles General Plan, dated December 1990.

The State of California, Division of Mines and Geology, adopted seismic design provisions in Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California on March 13, 1997.

The Alquist-Priolo Geologic Hazards Zone Act was enacted by the State of California in 1972 to address the hazard and damage caused by surface fault rupture during an earthquake. The Act has been amended ten times and renamed the Alquist-Priolo Earthquake Fault Zoning Act, effective January 1, 1994. The Act requires the State Geologist to establish "earthquake fault zones" along known active faults in the state. Cities and counties that include earthquake fault zones are required to regulate development projects within these zones.

The Seismic Hazard Mapping Act of 1990 was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under this Act, the State Geologist is assigned the responsibility of identifying and mapping seismic hazards zones.

The California Seismic Safety Commission was established by the Seismic Safety Commission Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed below:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994.

- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools", report dated December 1994.
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001.
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006.

Various state and local agencies permit the design and construction and regulate the operation, closure and development of landfills within the State of California. Those agencies include the Regional Water Quality Control Board, the Integrated Waste Management Board, the Department of Toxic Substance Control Board, the Regional Air Resources Board, the Los Angeles County Department of Public Works, the City of Los Angeles Department of Building and Safety, and the South Coast Air Quality Management District.

CITY LEVEL

The City of Los Angeles adopted the 2007 California Building Code, and a series of City of Los Angeles amendments, on January 1, 2008 as the City of Los Angeles Building Code, Volumes 1 and 2. Volume 2 of the Los Angeles City Building Code includes provisions for Foundations, Retaining Walls and Expansive and Compressible Soils in Chapter 18, provisions for Site Work, Demolition and Construction in Chapter 33 and provisions for Grading, Excavation and Fills in a special Chapter 70 developed by and for the City of Los Angeles.

Together, the provisions in Volumes 1 and 2 of the Los Angeles City Building Code address issues related to site grading, cut and fill slope design, soil expansion, geotechnical investigations before and during construction, slope stability, allowable bearing pressures and settlement below footings, effects of adjacent slopes on foundations, retaining walls, basement walls, shoring of adjacent properties, potential primary and secondary seismic effects.

The City of Los Angeles, Grading Division of the Department of Building and Safety, has also adopted their Rules of General Application (RGA), a series of Geotechnical Standards which supplement the requirements of the City of Los Angeles Building Code. The RGAs include specific requirements for seismic design, slope stability, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. The City Department of Building and Safety is responsible for implementing the provisions of the Building Code and Grading Standards.

The City of Los Angeles requires that the firm performing geotechnical investigations, sampling and testing have their laboratory certified by the City, Department of Building and Safety, Materials Control Section.

The City's primary seismic regulatory document is the Safety Element of the City of Los Angeles General Plan, adopted November 26, 1996. The City's regulations incorporate the State's requirements. The objective of the Safety Element is to better protect occupants and equipment during various types and degrees of seismic events. In the Safety Element, specific guidelines are included for the evaluation of liquefaction, tsunamis, seiches, non-structural elements, fault rupture zones, and engineering investigation reports. The City's Emergency Operations Organization (EOO) helps to administer certain policies and provisions of the Safety Element. The EOO is a City department comprised of all City agencies, pursuant to City Administrative Code, Division 8, Chapter 3. The Administrative Code, EOO Master Plan and associated EOO plans establish the chain of command, protocols and programs for integrating all of the City's emergency operations into one unified operation. Each City agency in turn has operational protocols, as well as plans and programs, to implement EOO protocols and programs. A particular emergency or mitigation triggers a particular set of protocols which are addressed by implementing plans and programs. The City's emergency operations program encompasses all of these protocols, plans and programs. Therefore, its programs are not contained in one comprehensive document. The Safety Element goals, objectives and policies are broadly stated to reflect the comprehensive scope of the EOO. As pertains to tsunamis and other flood hazards, the Safety Element refers to the City's Flood Hazard Specific Plan, which addresses areas adjacent to hazards, agency involvement and coordination, and procedures to be implemented during an emergency.

COUNTY LEVEL

The County of Los Angeles adopted the 2007 California Building Code on January 1, 2008 as the County of Los Angeles Building Code, Volumes 1 and 2.

Together, the provisions in Volumes 1 and 2 of the Los Angeles County Building Code address issues related to site grading, cut and fill slope design, soil expansion, geotechnical investigations before and during construction, slope stability, allowable bearing pressures and settlement below footings, effects of adjacent slopes on foundations, retaining walls, basement walls, shoring of adjacent properties, and potential primary and secondary seismic effects. The County Department of Building and Safety is responsible for implementing the provisions of the Building Code. The County's primary seismic

regulatory document is the Safety Element of the County of Los Angeles General Plan, dated December 1990.

VARIATION IN BUILDING CODES

In 2008 the City of Los Angeles and the County of Los Angeles adopted their own building codes, although both codes are based on the 2007 California Building Code. There are differences in the codes between the City and County. Some of the major differences are summarized in Table 2, Comparison of Building Codes.

Table 2, Comparison of Building Codes

Geotechnical Issue	City Code dated 2008	County Code dated 2008
Compaction	Where cohesionless soil has less than 15% finer than 0.005 millimeters, the fill shall be compacted to at least 95%; if the soils have more than 15% finer than 0.005 millimeters the fill shall be compacted to at least 90%.	All fill shall be compacted to a minimum of 90%.
Wall Drainage	Basement wall drains are required unless the walls are designed to resist hydrostatic pressures.	Basement wall drains are not required in well-drained soils
Pile Foundation Interconnection	Interconnection required to resist 10% of vertical load	No requirement

SITE CONDITIONS

The Project site is located on the north flank of the Santa Monica Mountains at the easterly limits of the San Fernando Valley. This area is within the Transverse Ranges Geomorphic Province. The Los Angeles River Flood Control Channel (LAFCC), borders the Project site along the northern boundary.

The Project site is divided into the lower lot in the north and northwest portion, the upper graded plateau in the central and south portions, and the eastern hills that extend along the east side of the Project site. The lower lot and the upper graded plateau are separated by north and northwest facing slopes.

The lower lot is relatively flat at an elevation of approximately 525 to 580 feet above Mean Sea Level (MSL), with a gentle surface gradient north toward the Los Angeles River Flood Control Channel. The lower lot contains sound stages, office space, technical/support space, back-lot sets, transportation services, and parking.

The upper graded plateau ranges in elevation from about 720 to 790 feet MSL, with the highest point near the eastern portion of the plateau in the vicinity of Warehouse #8413. The upper graded plateau has gentle surface gradients to the north, west and south. Prior to grading and development, the upper graded plateau consisted of east-west trending hills with north-south trending ancestral canyons.

The largest of the ancestral canyons bisects the site from the existing Universal Hollywood Drive northward through a closed landfill. The landfill was formed when the north end of this canyon was filled with debris starting in the late 1920s. Landfill operations ceased about 1980. The landfill has been capped, and the face of the slope has been maintained for erosion prevention.

The bulk of the grading activities on the upper graded plateau occurred between 1960 and the early 1980s. These activities consisted of lowering the hills and filling in the canyons until a relatively level topography was achieved. The upper graded plateau contains the remainder of the Entertainment Area (including CityWalk and the Amphitheater) and office space.

The eastern hills are moderately to steeply sloping hillsides ranging in elevation up to 865 feet MSL. These hills have been partially graded in the past and fire roads have been constructed along the southeasterly site limits.

Several man-made water features exist onsite. Falls Lake is located on the eastern portion of the upper graded plateau. Water in Falls Lake is retained by a shallow dam located along the northern edge of the lake. Jaws Lake is located north of Falls Lake on the lower lot at the base of the north facing slope. Park Lake is also located on the lower lot north of Jaws Lake. The Collapsing Bridge pond is located at the north end of the closed landfill. New Falls Lake, which is fed by a man-made waterfall, is located southeast of Falls Lake.

The Los Angeles River which borders the Project site on the north was channelized in the late 1940s. Prior to this, the river had incised meander swings that cut across the north edge of the Project site.

SUBSURFACE INFORMATION

REVIEW OF AVAILABLE INFORMATION

Numerous geotechnical investigations have been performed within the Project site for existing projects over a 60-year period. Our review of previous investigation reports and our recent site investigation formed the basis of our findings, conclusions and recommendations contained in this report. An alphabetical listing of the prior reports, by the firm responsible for preparation of those reports, is presented in the References section at the end of this report.

SITE RECONNAISSANCE

A site reconnaissance was performed as an integral part of our investigation. The reconnaissance included mapping bedrock exposures on the slopes and mapping obvious evidence of slope distress. The results of the mapping are included on Figure 5, Geotechnical Map.

AERIAL PHOTOGRAPHIC REVIEW

Our investigation included a review of vertical, stereo-paired, black and white aerial photographs. This review was performed to evaluate geomorphic conditions that could indicate characteristic features associated with large-scale landslides. Some of these features would include steep slopes associated with a landslide headscarp, deflected natural drainages, transverse topographic fractures, a pronounced protuberant toe, ponded water or other anomalous geomorphic features. The stereo-paired aerial photographs allow the geologist to view the site in three dimensions at thousands of feet above the surface, also referred to as remote sensing. A list of the photographs reviewed for this study are included in the References Section of this report. The results of our review are included in the Landslide Discussion Section.

GEOLOGIC SETTING

GEOLOGIC SETTING

The Project site is located in the southern San Fernando Valley, at the foothills of the Santa Monica Mountains at the northerly mouth of the Cahuenga Pass. The location of the Project site is depicted on Figure 1, Vicinity Map. The San Fernando Valley is an alluvium-filled basin, approximately 12 miles wide and 23 miles long. The alluvium is derived predominantly from bedrock materials comprising the Santa Monica Mountains to the south, the Santa Susana Mountains to the north, the Simi Hills to the west, the San Gabriel Mountains to the northeast, and the Verdugo Mountains to the east. Regionally, the Project site is located in the Transverse Ranges geomorphic province. This province is characterized by east-west trending geologic structure including the nearby Santa Monica Mountains and the east-west trending San Fernando, Santa Susana, Simi, Santa Monica and Hollywood faults.

GEOLOGIC UNITS

General

The Project site is underlain by a variety of geologic units. These units are divided into separate and discrete deposits of differing engineering characteristics that include a closed landfill, man-placed fill, alluvium, colluvium, landslide debris and sedimentary bedrock materials. These units are variable in composition and origin and are described in more detail in the following sections.

Landfill

A relatively large closed landfill is located in the central site limits, just east and north of the Amphitheater structure. The location of the closed landfill is shown on Figure 5, Geotechnical Map. This closed landfill was reportedly filled with debris generated during studio activities between the late 1920s until about 1980. The closed landfill has been capped, and the face of the slope maintained for erosion protection. Landfill materials consisting of an undocumented mix of inert material, mainly construction debris, and restaurant waste have been placed in a north-south trending ancestral canyon to a maximum depth of approximately 130 feet.

Fills (Engineered and Non-Engineered)

Fills have been placed throughout the lower lot, within the upper graded plateau and within the Mixed-Use Residential Area during past grading operations. Some of this fill has been engineered, tested and documented; this fill is identified as Engineered Fill (ef) on Figure 5, Geotechnical Map. Some of the fill has been placed at its current locations without any special compactive effort or geotechnical documentation; this fill is identified as Non-Engineered Fill (nef) on Figure 5.

The non-engineered fills were placed at various times prior to 1950, but as recently as the 1990s. The majority of the engineered fills were placed between the early 1960s and 1981.

The fill materials vary from silty sand to sandy silt with clay. These materials appear to be derived from on-site natural soils and bedrock materials. Fill soils may exist at other locations at the site and may be deeper than encountered in our explorations.

Alluvium/Colluvium Soil

Alluvial soils (alluvium) are natural, fluvial sedimentary deposits typically confined to stream channels, flood plains or alluvial fans. Colluvium (slope wash) is the down-slope accumulation of topsoil, weathered bedrock and other organic materials under the influence of gravity and moisture. These two units often coalesce and are sometimes difficult to separate near their juncture. These deposits are Quaternary age (Pleistocene and Holocene) and usually overlie bedrock and landslide debris. Alluvium has been deposited generally in the lowermost portions of the site near Lankershim Boulevard and along the Los Angeles River Flood Control Channel. Relatively minor deposits have been mapped in the extreme southeasterly portion of the site along Barham Boulevard near the intersection with the Hollywood Freeway. Alluvial consist generally of silty clay, silty sand with interlayered clay and sand.

Landslide Deposits

Features indicative of landsliding were noted at four separate locations designated QlsA, QlsB, QlsC and QlsD. Two of these landslides occupy portions of the Mixed-Use Residential Area on the ridge. These two landslides, designated QlsA and QlsB, were initially recognized during our aerial photographic review as distinct, geomorphic anomalies and were encountered in two and possibly three of our explorations for the Mixed-Use Residential Area.

QlsA:

The larger of these two landslide deposits is located beneath the Warehouse #8413 and occupies an area of approximately 9 acres. The limits of this ancient landslide as interpreted from our aerial photographic review, are depicted on Figure 5, Geotechnical Map, and identified as map symbol QlsA. Based upon observations from geologic downhole logging, the landslide is buried by 4 feet of fill and was observed to consist of very highly weathered sandstone and soft, brecciated shale. The basal landslide rupture surface was observed to be a 4-inch thick very moist, clay gouge layer in contact with competent, hard bedrock materials, below.

An additional, small diameter boring was drilled within the QlsA limits with a hollow stem auger drill rig and may have encountered landslide debris buried by fill materials. It is also possible that grading in this area removed the landslide debris prior to placing of compacted fill. The small diameter boring did not allow for direct observation by a geologist and the presence or absence of the landslide could not be confirmed at this location.

QlsB:

A smaller landslide was recognized northeast of QlsA, upslope of the European Village and beneath Colonial Drive, and occupies approximately 1¼ acres. The limits of this landslide, designated map symbol QlsB, are also depicted on Figure 5. One of our bucket auger borings drilled within the QlsB limits encountered landslide debris to a depth of 21 feet, underlain by hard competent bedrock materials. The basal rupture surface was observed to consist of a 1-inch thick clay gouge layer measured to strike north 30 east and dip 25 degrees to the northwest.

QlsC:

A third possible landslide, designated map symbol QlsC, is located within the adjoining residential development just offsite at the southeast corner of the site. This landslide occupies an area of about half an acre and was recognized in the field and on aerial photographs. This landslide was not explored and is therefore designated a possible landslide that may underlie fill materials within the Project site.

QlsD:

A relatively large landslide feature is located in the north central portion of the Project site. This landslide, designated map symbol QlsD, occupies an area of about 15 acres just east and north of the landfill and south and uphill of the alluvial floor as depicted on Figure 5. The landslide was recognized on stereo-paired, aerial photographs and is best viewed on the 1952 flight.

Physiographically, the landslide is recognized as a well-pronounced geomorphic feature with a characteristic arcuate-shaped headscarp, near-level, mid landslide bench and a protuberant toe that descends to the alluvial-filled valley below. Past grading activities have extensively modified the landslide's original (pre-grading) condition over the years. This area of the Project site is currently used as a warehouse-maintenance facility. Although this landslide was mapped by others, we did not explore this landslide feature during this investigation and, therefore, cannot report on its exact limits and dimensions. QlsD will require exploration during site specific geotechnical investigations.

Bedrock

The Project site is underlain by sedimentary bedrock units of the Topanga Formation consisting of well-bedded sandstone, siltstone and shale. These deposits are marine in origin derived from offshore shoal, turbidite and submarine fan deposits. The bedrock ranges, generally, from moderately hard to moderately soft, but as encountered in our explorations in the ridge area, is locally very hard and well cemented in layers as thick as 6 feet. Surface exposures are typically friable and moderately weathered. Gouged and sheared clay beds were observed along bedding between well-cemented sandstone layers.

Sandstone bedrock units are considered non-expansive. Expansion Index tests on samples of siltstone and shale units from the Mixed-Use Residential Area investigation varied from 12 to 54, indicating that the bedrock varies from non-expansive to a medium expansion potential.

The Topanga Formation is intruded locally by mafic volcanic dikes in the region. The intrusives are generally of a massive diabase composition. Our explorations and observations at the Project site did not encounter volcanic rock units but these units may be encountered during future grading operations.

GEOLOGIC STRUCTURE

Geologic structure at the Project site is exhibited by well-developed bedding planes within the Topanga Formation. Individual Topanga Formation units range from very thickly-bedded (3 to 8 feet) to thinly-bedded (2 to 4 inches). Faulting and folding in the geologic past related to uplift in this portion of the Santa Monica Mountains has warped the geologic structure into a broad, westerly plunging syncline. Bedding planes in the northeasterly portion of the Project site, in the area of the ridge along Barham Boulevard, dip from 20 to 38 degrees to the southwest. Alternatively, bedding planes in the west and southerly portion dip to the northwest from 18 to 40 degrees. Based upon data from our investigation, the synclinal axis trends approximately due west and plunges approximately 20 degrees near the location of the Central Warehouse. Bedding planes west and southerly of the warehouse comprise the southerly limb of the syncline while those north of the axis dip to the southwest. Due to the broad nature of the synclinal fold, the exact location of the fold axis could not be accurately determined but the approximate location and orientation of the fold axis is depicted on Figure 5.

Numerous inactive faults and shears (minor faults) were observed in our bucket auger borings and in surface exposures. These faults are late Miocene and Pliocene Age and are the result of local orogenic activity concurrent with uplift of the Santa Monica Mountains. These fault features are exhibited by offset bedding and dragged (folded) bedding planes and are common in the Topanga Formation. The faults and shears encountered appear to be randomly oriented are generally considered discontinuous and do not display a preferred orientation. Evidence of recent activity was not observed during our site reconnaissance or review of aerial photographs. Previous reports by others do not indicate active faults at the Project site.

Fractures and joints are also common within the Topanga Formation. These joints, as encountered in our explorations, were observed to be widely spaced, tight and stained with iron and manganese oxides and infilled, locally, with carbonates and gypsum.

GROUNDWATER BASIN

Groundwater storage is generally within the deep alluvial deposits that fill the valley floor under confined and unconfined conditions. Groundwater in the lower lot has been measured by others in the past to depths between 20 and 40 feet below the ground surface. Historically, the highest groundwater levels on the Project site have been within 10 feet of the ground surface adjacent to the Los Angeles River on the north side of the Project site (California Division of Mines and Geology 1999). These high water levels existed

prior to the channelization of the Los Angeles River. Based on Project site data, and likely due to the channelization of the river and the control of surface runoff, the high groundwater level is not expected to rise above depths of 15 feet at the Project site.

Borings drilled within the bedrock in the upper graded plateau and within the eastern hills encountered water seepage at various depths. This water seepage is a result of surface infiltration perched within joints and fissures in the bedrock. During grading, temporary excavations and cut slopes may reveal occurrences of groundwater seepage in the natural soils or the bedrock requiring construction dewatering.

GEOLOGIC HAZARDS

FAULTING & SEISMICITY

The Project site is not located within a currently established Alquist-Priolo Earthquake Fault (AP) Zone for surface rupture hazard and there are no known active faults present at the site. The closest AP Zone to the Project site is approximately 5 miles to the northeast. This zone is associated with the Verdugo fault (California Geological Survey, 1979).

The numerous faults in southern California include active, potentially active and inactive faults. Classification for these major groups are based upon criteria developed by the California Division of Mines and Geology (CDMG, now known as the California Geologic Survey) for the AP Zone Act program. By definition, an active fault has ruptured within Holocene geologic time (about the last 11,000 years). Active faults are not known to be located at the Project site and surface rupture from fault plane displacement propagating to the surface is therefore considered remote.

Potentially active faults are those faults that display latest movement during Quaternary Geologic time where Holocene activity cannot be demonstrated. The Quaternary includes the Holocene and Pleistocene Ages and represents the last 1.6 million years of geologic time. Potentially active faults are not considered an imminent fault rupture hazard but the potential cannot be completely dismissed. Inactive faults are those faults where the latest displacement is older than the Pleistocene (Ice Age) and are not considered a surface rupture hazard to the Project site.

The closest active fault to the Project site is the Hollywood fault located approximately 1½ miles to the southeast at the southern base of the Santa Monica Mountains. The Hollywood fault is generally poorly-

defined near the surface and has been located based upon water well, oil well, and geophysical data, as well as near-surface trenching and drilling by numerous investigators. The Hollywood fault is considered active, based upon geomorphic evidence and fault trenching and drill hole correlation studies but has not yet been included within an Alquist-Priolo Earthquake Fault Zone by the State Geologist.

The Project site is approximately 1½ miles Northwest of the boundary of the Elysian Park Fold and Thrust Belt. The Elysian Park fault is actually a blind fault (i.e. A buried fault that does not extend to the surface) capped by a fold and thrust structure. The axial trend of the fold extends approximately 12 miles through the Elysian Park-Repetto Hills from about Silver Lake on the west to the Whittier Narrows on the east. The 1987 Whittier Narrows earthquake (magnitude 5.9) has been attributed to subsurface thrust faults, which are reflected at the earth's surface by a west-northwest trending anticline known as the Elysian Park Anticline, or the Elysian Park Fold and Thrust Belt. The subsurface faults that create the structure are not exposed at the surface and do not present a potential surface rupture hazard; however, as demonstrated by the 1987 earthquake and two smaller earthquakes on June 12, 1989, the faults are a source for future seismic activity. As such, the Elysian Park Fold and Thrust Belt should be considered an active feature capable of generating future earthquakes.

The active Mission Wells segment of the San Fernando fault zone is about 9 miles north of the Project site. Surface rupture occurred along the Tujunga, Sylmar, and Mission Wells segments of the San Fernando fault zone during the February 9, 1971 San Fernando earthquake. The San Fernando fault zone comprises a number of left lateral/reverse frontal faults bounding the southern margin of the San Gabriel and Santa Susana Mountains. This fault slipped on February 9, 1971, causing an earthquake of magnitude 6.4.

The Northridge Thrust fault is an inferred blind thrust fault that is considered the western extension of the Oak Ridge fault. This thrust fault is believed to be the causative fault of the January 17, 1994 Northridge earthquake. The Northridge Thrust is located beneath the majority of the San Fernando Valley. This thrust fault is not exposed at the surface and does not present a potential surface fault rupture hazard. However, the Northridge Thrust is an active feature that can generate future earthquakes.

The Oak Ridge fault is a blind thrust fault located beneath the Santa Susana Mountains approximately 17 miles northeast of the Project site. The fault associated with the 1994 Northridge earthquake is probably part of the Oak Ridge fault system, as it shares many of the characteristics of this fault. This blind thrust

fault is known either as the Pico Thrust, named for the Pico Anticline (a geologic fold it is creating), or as the Northridge Thrust.

A list of known active faults and their distances from the Project site are indicated in Table 3, Major Faults Considered to be Active in Southern California.

Table 3, Major Faults Considered to be Active in Southern California

Fault	Maximum Credible Earthquake			Slip Rate (mm/yr)	Distance From Site (miles)	Direction From Site
Hollywood	7.0	(c)	RO	1.5	1½	SSE
Elysian Park Fold and Thrust Belt	7.1	(c)	RO	1.7	1½	SE
Santa Monica Mountains	7.2	(c)	RO	4.0	2	S
Verdugo	6.75	(d)	RO	0.5	5	NE
Northridge	6.9	(h)	RO	1.5	>5	NW
Newport-Inglewood Zone	7.0	(d)	SS	1.0	7	S
Raymond	6.7	(f)	RO	0.4	9	E
San Fernando	6.8	(g)	RO	5.0	9	N
Sierra Madre	7.3	(c)	RO	4.0	9	NE
Oak Ridge – Pico Thrust	6.7	(g)	RO	4.0	17	NW
Whittier	7.1	(b)	SS	3.0	18	SE
San Andreas (Mojave Segment)	8.2	(e)	SS	30.0	30	NE

(a) Greensfelder, CDMG Map Sheet 23, 1974.
(b) Blake, 1995
(c) Dolan et al., 1995
(d) Mualchin & Jones, 1992
(e) OSHPD, 1995
(f) Wesnousky, 1986
(g) SCEDC
(h) Peterson el al., 1996
SS Strike Slip
NO Normal Oblique
RO Reverse Oblique

Site to fault distances measured using location of late Quaternary fault rupture map by Ziony and Jones, 1989 at a scale of 1:250,000.

A list of known potentially active faults and their distances from the Project site are indicated in Table 4, Major Faults Considered to be Potentially Active:

Table 4, Major Faults Considered to be Potentially Active

Fault	Maximum Credible Earthquake			Slip Rate (mm/yr)	Distance From Site (Miles)	Direction From Site
San Jose	6.7	(e)	RO	0.5	28	ESE
Chino	7.0	(d)	NO	1.0	36	SE
Duarte	6.7	(a)	RO	0.1	30	NE
Rialto-Colton	6.4	(h)	SS	n/d	54	E
Norwalk	6.7	(a)	RO	0.1	22	SE
Coyote Pass	6.7	(c)	RO	0.1	12	SE
Los Alamitos	6.2	(c)	SS	0.1	24	SE
MacArthur Park	6.1	(d)	SS	0.1	6	SW
Overland	6.0	(a)	SS	0.1	12	SW
Charnock	6.5	(a)	SS	0.1	10	SW
Santa Susana	6.9	(e)	RO	6.2	14	NW

(a) Slemmons, 1979
(b) Greensfelder, CDMG Map Sheet 23, 1974
(c) Mark, 1977
(d) Blake, 1995
(e) Dolan et al., 1995
(f) Mualchin & Jones, 1992
(g) OSHPD, 1995
(h) Wesnousky, 1986
SS Strike Slip
NO Normal Oblique
RO Reverse Oblique
n/d Not determined

Site to fault distances measured using location of late Quaternary fault rupture map at a scale of 1:250,000 as documented by Ziony and Jones, 1989

Several earthquakes of moderate to large magnitude (greater than 5.3) have occurred in the southern California area within the last 60 years. A list of these earthquakes is included in Table 5, List of Major Historic Earthquakes. These epicenters are plotted relative to the Project site on Figure 6, Regional Seismicity Map.

Table 5, List of Major Historic Earthquakes

Earthquake	Date of Earthquake	Magnitude	Distance to Epicenter (miles)	Direction to Epicenter
Long Beach	March 11, 1933	6.4	43	SSE
San Fernando	February 9, 1971	6.6	19	NW
Whittier Narrows	October 1, 1987	5.9	16	SE
Sierra Madre	June 28, 1991	5.4	20	E
Big Bear	June 28, 1992	6.4	86	E
Landers	June 28, 1992	7.3	98	E
Northridge	January 17, 1994	6.7	12	W

It should be noted that major earthquakes have not been recorded within historic time on all of the faults considered to be active in southern California. Evidence of the fault's potential activity is based on the fault's rupturing materials younger than about 11,000 years and our historic records are limited to a few hundred years.

Surface traces of the regionally extensive Benedict Canyon fault have been mapped through the westerly portion of the Project site in the Studio Area. This fault is not considered active or potentially active but influences geologic structure regionally and juxtaposes bedrock units along the fault trace. The mapped surface traces of the Benedict Canyon fault is plotted on Figure 5.

The Project site is not exposed to a greater than normal seismic risk than other areas of southern California. However, based on the active and potentially active faults in the region, the Project site could be subjected to significant ground shaking in the event of an earthquake. This hazard is common to southern California and can be mitigated if the buildings are designed and constructed in conformance with applicable building codes and sound engineering practices.

SECONDARY SEISMIC EFFECTS

The site is located approximately 12 miles from the Pacific Ocean shoreline. As a result of this distance, tsunamis are not considered a significant hazard to the Project site. Large bodies of uncovered water such as reservoirs, lakes or ponds are not located above the Project site and hazards related to seiching are not considered a hazard to the Project site. The site is not located within a flood hazard zone as mapped by the County, the City or flood rate insurance maps. Therefore, geologic hazards related to flooding are not considered a significant hazard to the Project site.

SLOPE STABILITY

The Project site is located within areas designated by the state geologist where previous occurrence of landslide movement or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacement to the event that mitigation would be required (California Geologic Survey, 1999). The bedrock consists of well-bedded Topanga Formation sandstone, siltstone and shale. Bedding within the Topanga Formation is well-defined and dips generally to the north, northwest and northeast and where the bedding is oriented toward the slope face, the slopes are subject to landsliding. Our review of aerial photographs and geomorphic analyses indicated features indicative of landsliding at four separate locations. These landslides are discussed above in the Landslide Deposits section.

Buttress fills, apparently placed to stabilize west-facing cut slopes during previous grading in the area of the QlsA landslide, are reported within the east central portion of the Project site. The reported locations and limits of these buttress fills are depicted on Figure 5, Geotechnical Map.

A slope stability hazard exists in the vicinity of the existing landslides and anywhere the bedding could be exposed, particularly the north and west-facing slopes. We have identified the areas of these hazards on Figure 7, Geotechnical Hazards Map.

LIQUEFACTION

Portions of the property are located within areas designated by the state geologist where historic occurrence of liquefaction or local geologic, geotechnical, and groundwater conditions indicate a potential for permanent ground displacement to the extent that mitigation would be required (California Geologic Survey, 1999). Liquefaction potential is greatest where the groundwater level is shallow, and loose sands or silts occur within a depth of about 50 feet or less. In general, liquefaction potential decreases as grain size and clay and gravel content increase. As ground acceleration and shaking duration increase during an earthquake, liquefaction potential increases.

The north side of the Project site adjacent to the Los Angeles River Flood Control Channel is underlain by loose to medium dense granular soils and the groundwater is potentially within 50 feet of grade. The soils in this area are susceptible to liquefaction. This potentially liquefiable zone varies from about 100 feet to over 800 feet south of the river and is within the non-engineered fill (nef) and the recent alluvium (Qal) as shown on Figure 3, Geotechnical Map.

The potential for seismic settlement resulting from liquefaction is estimated to vary from less than one inch to greater than one foot. The greatest amount of settlement would be expected to occur immediately adjacent to the river and would decrease to the south. We have identified the areas of liquefaction potential and have shown them on Figure 4, Geotechnical Hazards Map. Site specific geotechnical investigations, including detailed liquefaction studies, will be required for any new construction within the areas identified on Figure 4 as areas of liquefaction potential.

NON-ENGINEERED FILL

The non-engineered fills may be weak and compressible, particularly with the addition of water. These fills are subject to settlement and are not suitable for support of foundations, slabs on grade, paving or new compacted fills. Cut slopes in these fills are subject to sloughing and failure because of their low shear strength.

CLOSED LANDFILL

The closed landfill is a deep, non-engineered fill with varying amounts of organic and inorganic debris. The landfill appears to have been constructed prior to the state's permitting and closing requirements. Similar to other non-engineered fills, the landfill is subject to settlement, made greater by the depth and decomposable organic matter. Methane gases are generated by the decomposition of the organic matter.

EXPANSIVE SOILS

The clay soils within the natural alluvium and colluvium, within the fill soils and excavated bedrock are subject to expansion and shrinkage resulting from changes in the moisture content. Tests on samples of the clays indicate that the Expansion Index can range up to about 60, which is a medium expansion potential.

FLOODING AND INUNDATION

The Project site is not located in a County or City of Los Angeles flood or inundation hazard zone. The Los Angeles River Flood Control Channel borders the northerly site limits but has been contained and concrete lined and is not considered a flood hazard with respect to the Project site. The Project site is not located in close proximity to large bodies of water and the potential adverse effects of seiching is unlikely.

Oil Wells

According to maps prepared by the State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources, abandoned or active oil wells are not located within or near the Project site. The Project site is not located with the limits of a known oil field.

METHANE GAS

The Project site is not located within a City of Los Angeles Methane Hazard Zone. In addition, the Project site is not located within a known oil field and oil or gas wells are not reported to be located within or near the site limits. However, methane gas may be present in the closed landfill in the central portion of the site. The methane may migrate beyond the closed landfill.

SUBSIDENCE

The Project site is not located within an area of known subsidence (ground surface settlement) associated with fluid withdrawal (groundwater or petroleum), peat oxidation, or hydrocompaction. Historically, the highest groundwater levels have been within 10 feet of the ground surface prior to channelization of the Los Angeles River. After channelization the historic high groundwater level is expected to be about 15 feet. Groundwater could be encountered within excavations that extend more than about 15 feet below ground surface and require dewatering.

If dewatering is required during construction, dewatering is not anticipated to lower groundwater across any substantial distance and any related settlement is expected to be minimal and localized within the area of construction. The settlement would occur quickly and be completed shortly after completion of the excavation. Any potential settlement related to long-term dewatering for building operation would be less than, and already accounted for in, the construction dewatering settlement. Recommendations for the efficient design of any required dewatering systems should be included in the site-specific geotechnical investigations and recommendations for new construction.

Subsidence is, therefore, not considered a significant impact to the Project site.

OTHER HAZARDS OR IMPACTS

SEDIMENTATION AND EROSION

If the Mixed-Used Residential Area is annexed to the City of Los Angeles, it should be anticipated that it may be included within a City of Los Angeles designated Hillside Grading Area, requiring that the stability of all slopes be evaluated. The grading requirements as designated in the City or County building codes, as applicable, for drainage and planting of slopes should be followed. The differences in the building codes are presented in a following section, Variations In Building Codes.

In addition, grading, excavation, and other earth-moving activities could potentially result in erosion and sedimentation. For any grading performed in the “rain season”, generally November to April, provisions will need to be made to control erosion and an erosion control plan must be submitted to the appropriate building department.

LANDFORM ALTERATION

The planned grading within the Mixed-Use Residential Area of the Project site will excavate into an existing north-south trending ridge. The excavation will not, however, reduce the overall height of the ridge at its highest point. Runoff following rain periods is seasonal and limited to brief periods following heavy rains. The grading would not alter any significant canyons, ravines or outcrops. Therefore, no distinct and prominent geologic or topographic features would be adversely affected by the Project.

MINERAL RESOURCES

There are no known economically extractable deposits of mineral resources such as building stone, clay or light-weight aggregate beneath the Project site. Therefore, the Project site is not anticipated to have an impact on mineral resources in the area.

COMPACTION CRITERIA

The County of Los Angeles requires that all compacted fills be placed to a minimum of 90% compaction. The City of Los Angeles requirement depends on the soil type. Cohesionless sands are to be compacted to a minimum of 95% and cohesive silts and clays are to be compacted to a 90% minimum. Both agencies use the same maximum density standard, the ASTM D1557 method and other compaction criteria are comparable.

DRAINAGE AND BENCHING REQUIREMENTS

The County of Los Angeles requires an 8-foot wide drainage terrace on all cut or fill slopes at 25-foot vertical intervals and a 20-foot wide terrace at the midpoint on all cut and fill slopes more than 100 feet in height. The City of Los Angeles also requires an 8-foot wide interceptor terrace on all cut or fill slopes at 25-foot vertical intervals, but requires a 30-foot wide terrace at the midpoint on all cut and fill slopes more than 100 feet in height.

SET-BACK REQUIREMENTS

Both the City and County have a requirement for building setback at the toe of slopes equal to one-half the slope height; the County has a 20-foot maximum distance and the City has a 15-foot maximum distance. At

the top of the slope, the City has a requirement that the horizontal distance between the face of the slope and the base of the building foundation be equal to one-third the slope height, but not more than 40 feet.

IMPACT OF CODE VARIATION

The design for a building project must be in accordance with the applicable building code, depending upon the municipality in which the building project site is located. While there could be differences on the design and construction adherence to either code would mitigate any geologic hazard.

HAZARD MITIGATION

GENERAL

Each of the geologic hazards present on the Project site (Slope Stability, Liquefaction, Non-Engineered Fill, and Closed Landfill) are shown on Figure 7, Geotechnical Hazards Map. Mitigation of these hazards are discussed in this section. Foundation and grading requirements and water runoff infiltration are also discussed.

Comprehensive geotechnical investigations should be prepared for each project as that term is defined in the proposed City and County Specific Plans to the satisfaction of the applicable jurisdiction standard. Each of the hazards described in this report will need to be investigated in detail and recommendations will need to be developed prior to proceeding with design.

Geotechnical observation and testing will be required during the placement of new compacted fills, foundation construction, buttresses, stabilization fills, ground improvement and any other geotechnical-related construction for each project. The geotechnical firm performing these services will need to be approved by the City of Los Angeles, for work within the city limits.

SLOPE STABILITY

A slope stability hazard is present for most west, northeast and north-facing cut slopes. The hazard could be mitigated by either reorienting the cut slopes, reducing the slope angle to the angle of the bedding or flatter, or by construction of buttress and stabilization fills. Reducing the slope angles would require ratios of about 3:1 (horizontal to vertical). There does not appear to be sufficient space to permit this alternative and we, therefore, recommend the use of buttress and stabilization fills. Site-specific geotechnical investigations to

the satisfaction of the applicable jurisdiction's standards should be performed for design of all cut and fill slopes. Typical recommendations for design of buttress and stabilization fills are presented in a following section, Grading Requirements.

The natural slopes at the north-eastern portion of the Project site, where the Project site is adjacent to Barham Boulevard, are stable from deep-seated failures, but these slopes are steep with inclinations as steep as ½:1, up to about 50 feet in height, and are subject to rockfall hazards. This surficial stability hazard could be mitigated by construction of a slough wall and a rockfall catchment fence at the base of the slope adjacent to Barham Boulevard. The catchment fence should be located on top of the wall.

The slough wall should be at least four feet in height. There should be at least four feet of horizontal distance between the slough wall and the face of the slope to permit access by a small skiploader for periodic clearing. The slough wall should be designed to support a lateral pressure equal to the pressure developed by a fluid with a density of 50 pounds per cubic foot. A rock catchment fence should be placed on top of the slough wall for an additional 3 feet to attain a minimum height of 7 feet from the adjacent grade. There should be at least 8 feet of horizontal distance between the top of the fence and the adjacent slope.

This surficial stability hazard could also be mitigated with rock-netting placed over the face of the slope. The rock netting could be used alone or in conjunction with the slough wall and catchment fence.

LIQUEFACTION

The liquefaction hazard is most prevalent within the natural alluvial deposits in the lower lot along the Los Angeles River Flood Control Channel. The location of the areas subject to liquefaction hazards are shown on Figure 7. In general, any areas where the hazard is defined as High, where there is the potential for more than about 4 inches of settlement resulting from liquefaction, will require mitigation for new construction. Mitigation could include ground improvement or deep foundations extending through the potentially liquefiable soils and structurally-supported floor slabs.

Areas with a Moderate potential of liquefaction, where there is between one and four inches of settlement potential, could be mitigated by special foundation design procedures, such as extra reinforcement and strengthening of building foundations and floor slab systems. Areas with low potential for liquefaction may not require any special foundation treatment or ground improvement.

The liquefaction hazard can be mitigated by excavation and recompaction of the potentially liquefiable zone or by in-situ densification. Excavation and recompaction does not appear reasonable for all of the soils immediately adjacent to the river, because the zone extends well below the existing river channel and below groundwater. Site-specific liquefaction hazard studies will be required for new construction within the liquefaction hazard area.

EXPANSIVE SOILS

Expansive soils with a medium expansion potential are present on the Project site. These soils present a hazard to lightly loaded concrete slabs on grade, where the slab can move vertically with changes in the soil's moisture content. This hazard can be mitigated by excavation and replacement of the expansive materials with a soil with a low or non-expansive potential. In general, it should be anticipated that one foot of non-expansive material will be required. The excavated materials can be used in the compacted fills below depths of one foot and removal from the Project site will not be required.

NON-ENGINEERED FILLS

Non-engineered fills are not suitable for support of new fills, foundations, concrete slabs on grade, or paving. During construction, the non-engineered fills will need to be excavated, and replaced as compacted fill properly benched into suitable materials. The limits of the non-engineered fills to be removed and recompacted are shown on Figure 5. In general, most of the excavated materials can be reused in the compacted fills. The suitability of the materials will need to be confirmed during the comprehensive geotechnical investigation.

LANDFILL

Any structures located over the landfill will require deep foundation extending through the landfill and into the underlying bedrock. Downdrag loads resulting from decomposition and settlement of the landfill will need to be added to the design loads on the piles.

Methane gas may be present in the landfill. The methane may also migrate beyond the limits of the landfill. Any new construction located within 1,000 feet of the landfill may require evaluation by a methane specialist and mitigation for methane gas pursuant to County requirements. In addition, if the Mixed-Use Residential Area is annexed into the City, pursuant to the City Municipal Code, the City may also require

mitigation for methane gas for new construction where a methane intrusion hazard exists. A methane specialist should be retained prior to new construction to evaluate the methane hazard and to provide recommendations to mitigate any methane impact, consistent with the applicable County and City requirements.

FOUNDATION REQUIREMENTS

General

New structures should be supported on foundations developing their support either within the bedrock or properly compacted fill. The capability of the existing engineered fills to support new foundations will need to be verified during each project's comprehensive geotechnical investigation. In areas of non-engineered fill and in the areas of the Landfill, deep foundations carried through the non-engineered fill could be used, or the non-engineered fill could be excavated and replaced with properly compacted fill and foundations could be established in the compacted fill.

In areas prone to liquefaction, if the hazard is not mitigated, foundations would need to be carried through the liquefaction potential zone, or deep foundations would be needed.

The limits of the bedrock, engineered fill and non-engineered fill are shown on Figure 5, Geotechnical Map.

Where proposed buildings are to be supported on spread footings in compacted fill, the bedrock should be overexcavated as necessary to achieve at least 3 feet of compacted fill beneath the bottoms of the footings. Any retaining walls planned around the property walls may also be supported on spread footings in either the compacted fill or the bedrock.

Footings in Bedrock

Spread footings carried at least 1 foot into the bedrock and at least 2 feet below the lowest adjacent grade or floor level can be designed to impose a net dead-plus-live load pressure of 10,000 pounds per square foot. A one-third increase in the bearing value can be used for wind or seismic loads.

Footings in Compacted Fill

Spread footings underlain by at least three feet of compacted fill and carried at least 2 feet below the lowest adjacent grade or floor level can be designed to impose a net dead-plus-live load pressure of 3,000 pounds per square foot. A one-third increase in the bearing value can be used for wind or seismic loads.

Pile Foundations

There are a variety of pile foundations that could be used where it is necessary to carry foundation support through a weak or potentially liquefiable deposit or through the landfill. These options could include:

- Drilled cast-in-place pile foundations.
- Driven friction or end-bearing piles.
- Vibrated friction or end-bearing piles.
- Auger cast piles.
- Displacement auger-cast piles.

The presence of groundwater or potentially caving soils (such as the alluvium) may limit the use of conventional drilled cast-in-place piles. It is our understanding, that because of noise and vibrations associated with driven piles, the owner does not plan to use driven piles. The auger-cast piles and the displacement auger-cast piles could be used in a variety of soil and bedrock materials and may be an economical type of deep pile foundation without the disadvantages of excessive noise, vibration or damage to the channel walls. It may be possible to develop downward pile capacities of 150 to 250 kips for 16- to 24-inch diameter piles 40- to 50-feet in length.

Site Coefficient and Seismic Zonation

The structures located in the upper plateau portion of the site can be designed to resist earthquake forces following the 2008 Los Angeles City or Los Angeles County Building Code. The Site Classification may be assumed to be a Site Class C, Very Dense Soil and Soft Rock Profile.

The structures located in the lower plateau portion of the site can be designed to resist earthquake forces following the 2008 Los Angeles City or Los Angeles County Building Code. The Site Classification may be assumed to be a Site Class E, Soft Soil Profile.

The mapped maximum considered earthquake spectral response accelerations, Ss and S1, should be taken as 1.515 and 0.600, respectively, according to the 2008 Los Angeles County Building Code. The site coefficients, Fa and Fv, may be determined for these spectral response acceleration values and for a Site Class C or E, accordingly.

GRADING REQUIREMENTS

General

The placing of all fills will need to be properly engineered and constructed. All vegetation within the limits of grading will need to be removed and existing fills and any unsuitable soils will need to be excavated prior to fill placement.

Grading within the hillside areas will need to address the stability of the slopes. Where favorable bedding exists, the slopes could be constructed at a 2:1 (horizontal to vertical) inclination. If the bedding dips unfavorably out of the slopes, the slopes should either be flattened to the angle of the bedding (or flatter), or the slopes will require stabilization. The degree of stabilization will depend on the orientation of the bedding with respect to the final slope and the depth of the excavation. Where the bedding dips out of the slopes, buttress fills will be required. If the bedding is approximately parallel to the slopes, thinner stabilization fills will suffice. The design of the buttress or stabilization fills will need to be included to the satisfaction of the applicable jurisdiction in the comprehensive investigations prior to new construction in hillside areas.

Buttress and Stabilization Fills

The actual dimensions of the buttress fills will need to be determined when the Planning Subarea elevations and the depth of any building subterranean construction are known. For planning purposes, the buttress fills should be constructed to a width equal to one-half the height of the slope, or to a minimum width of 20 feet. Backdrains will be required behind all buttress and stabilization fills. Compacted fill slopes may be constructed at 2:1. Slopes should be overfilled 5 horizontal feet and trimmed back to a compacted core.

Within the Mixed-Use Residential Area, buttress fills will be required on most of the west facing cut slopes. Stabilization fills will be required on most of the north-facing cut slopes. The buttress and stabilization fill design must also consider subterranean construction in front of these fills. Typical buttress fill details are shown on Figure 8, Typical Buttress Fill Design Criteria. Typical stabilization fill details are shown on Figure 9, Typical Stabilization Fill Design Criteria. The dimensions shown on these details will need to be determined during design.

Compaction

Any required fill should be placed in loose lifts not more than 8 inches thick and compacted to the standard as determined by the ASTM Designation D1557 method of compaction. The fill will need to be compacted in accordance with the City or County of Los Angeles requirements as applicable. Cohesive fills should be compacted to 90%. Granular, non-cohesive soil should be compacted to at least 95%. Where deep fills are required a greater degree of compaction may be required to reduce the settlement of the completed fills.

We anticipate shrinkage factors of 10% and 15% when compacting the fill/alluvium to 90% and 95%, respectively. Similarly, bedrock will bulk 5% and 0% when excavated and recompacted to 90% and 95%.

Material for Fill

The on-site excavated materials, less any debris or organic matter, can be used in required fills. However, because of their expansive characteristics, the on-site clayey soils should not be used within one foot of the subgrade for floor slabs, walks, and other slabs. Cobbles larger than 4 inches in diameter should not be used in the fill. Any required import material should consist of relatively non-expansive soils with an Expansion Index of less than 35. The imported materials should contain sufficient fines (binder material) so as to be

relatively impermeable and result in a stable subgrade when compacted. All proposed import materials should be approved by the geotechnical consultant-of-record prior to being placed at the site.

Stockpiled Fill

The grading for the Mixed-Use Residential Area may be performed in phases. If a phased development is planned, up to about 450,000 cubic yards of excavated material could be stockpiled on undeveloped portions of future phases. If the stockpile will remain in place after completion of adjacent developments, the exterior slopes of the stockpile should be treated as permanent slopes with drainage requirements consistent with the requirements of the City of Los Angeles or the County of Los Angeles, as applicable.

If the stockpiled fill is to be in place for less than one year or if the stockpile is less than 40 feet in height, the fill would not need to be compacted and tested, but the stockpiled material should be placed in lifts not more than two feet in thickness and rolled with heavy compaction equipment.

If the stockpiled fill is greater than 40 feet in height, the outer portion of the fill, with a width equal to at least the height of the fill, should be compacted to at least 90%. The interior core of the stockpile need not be compacted to the 90% minimum, but should at least be track-rolled with heavy equipment.

The side slopes of the stockpile fill, less than 40 feet in height, may be constructed as steep as 1½:1 (horizontal to vertical). Stockpile fill more than 40 feet in height should not be constructed steeper than a 2:1 slope inclination.

If the stockpiled fill were to be in place for less than one year and if the stockpile were less than 40 feet in height, the normal City requirements for rainy weather erosion protection should be sufficient. This means that the stockpile should be surrounded by sandbags and all runoff should be collected into approved storm water collection devices.

If the stockpile will be in place for more than one year or if the stockpile will be more than 40 feet in height, drainage terraces should be provided on all slopes. The terraces should be at least 8 feet in width and spaced no further than 25 feet apart vertically.

WATER RUNOFF INFILTRATION AND BIO-SWALE

Infiltration of site runoff water into compacted fills can have a long-term detrimental effect on the strength and compressibility of the compacted fills. The water can also have an adverse effect on the stability of the slopes and will need to be removed by subdrains for new buildings from behind building basement walls and retaining walls to prevent development of damaging hydrostatic pressures. Furthermore, the subsurface materials have a relatively low permeability and will not accept large quantities of runoff.

Vegetative swales/filter strips, where runoff is directed along a swale or across a vegetative surface for treatment, may result in partial retention and vegetative uptake and limited percolation of runoff. All vegetated treatment facilities should be constructed with underdrains and, if needed, liners to restrict infiltration to the underlying compacted soils (some areas may not need to include a liner as these soils will effectively act as a liner until perforated pipes are able to drain percolated waters). Collected and treated water should be either discharged to the storm drain systems or potentially used for irrigation elsewhere on the Project site.

RECLAIMED WATER TANK

A reclaimed water tank is planned in the Mixed-Use Residential Area. The tank can be as large as 120 feet in diameter and 10 feet deep and of reinforced concrete or steel construction with up to 850,000 gallon capacity. The conceptual location is on the east side of the Project site at the top of a 150-foot high graded slope. If constructed at this location, the tank would be buried, with the top of the tank exposed and the base will be set back about 30 feet from the face of the slope. It is possible that the reclaimed water tank could be sited at other locations within the Mixed-Use Residential Area. The reclaimed water tank could also be smaller in size or consist of multiple tanks ranging from 25,000 gallons to 250,000 gallons.

The slope adjacent to the conceptual location is potentially unstable and will be stabilized with a buttress fill. The buttress fill will be equipped with a backdrain. The tank will be constructed at the top of the buttress fill. We recommend that the base of the tank consist of a reinforced concrete foundation and that the grading for the buttress extend beneath the entire limits of the tank. If these provisions are made, then this site would be acceptable for the tank.

Drainage should be provided around and beneath the tank. The drainage should consist of a perforated pipe behind the tank walls with gravel backfill and a subdrain beneath the base of the tank. The subdrain should

consist of a layer of permeable gravel with drainage pipes. The drainage pipes and the wall drain should drain to an approved drainage device. With those provisions at the location planned, the tank will not adversely affect the stability of the slope. Because the tank is situated at the top of a high slope, we recommend that provisions be made to capture any leakage resulting from a tank rupture with that leakage directed to an appropriate collection system.

Alternative locations could include elsewhere on graded pads within the Project site either on or adjacent to the slopes or adjacent to the Los Angeles River Flood Control Channel. Other potential geologic hazards could include liquefaction, or the presence of non-engineered fills. If any geologic hazards at these potential sites are mitigated in accordance with the findings, conclusions and recommendations in this report, the locations would then be suitable for siting of the water tank. Detailed geotechnical recommendations will be needed prior to the tank's final design and construction.

Other subterranean reclaimed water tanks may be located in the Studio, Entertainment or Business Areas. These tanks would be 50,000 gallons or less in size and installed pursuant to regulatory requirements. Detailed geotechnical recommendations will be needed prior to the final design and construction of each tank.

PAVING

The required thicknesses of paving and base will depend on the expected wheel loads and volume of traffic (Traffic Index or TI). Assuming that the paving subgrade will consist of the on-site or comparable soils with an R-value of 25 and compacted to at least 90% as recommended, the minimum recommended paving thicknesses are presented in Table 6, Recommended Paving Thicknesses.

Table 6, Recommended Paving Thicknesses

Traffic Use	Traffic Index	Asphalt Paving	Base Course
Parking	5.0	4 inches	4 inches
Drives	6.0	4 inches	8 inches
Street	7.0	5 inches	9 inches
Street	8.0	5 inches	12 inches

The base course should conform to requirements of Section 26 of State of California Department of Transportation Standard Specifications (Caltrans), latest edition, or meet the specifications for untreated base as defined in Section 200-2 of the latest edition of the Standard Specifications for Public Works Construction (Green Book). The base course should be compacted to at least 95%.

HARDSCAPE

The on-site clay soils are expansive and relatively impermeable. Irrigation water could become trapped within the upper soils of landscaped areas particularly if the landscaped areas are covered with permeable planting materials. This trapped water can move laterally beneath slabs, curbs and paving. We recommend that all concrete slabs on grade be underlain by at least one foot of non-expansive soil with an Expansion Index less than 35 to minimize the expansion potential. In addition, we recommend that consideration be given to providing subsurface cutoff walls between landscaped and hardscape areas. The cutoff walls could consist of a concrete-filled trench at least six inches wide and two feet deep. The cutoff walls should extend at least six inches below any adjacent granular non-expansive material or the paving base course. Drain lines would be desirable adjacent to the landscaping.

It should be noted that even with provisions to protect against movement, some movement could occur due to expansive soils. The geotechnical engineer-of-record should be provided with a copy of the hardscape and landscaping plans for review prior to final design.

In the grading section of this report, we recommend that in all areas requiring structural fill, the fill be compacted to at least 90%. In areas to be landscaped, the level of compaction could be reduced to 85%, but we suggest that this lower level of compaction be limited to the upper three feet to reduce the potential for areal settlement as the areas become watered. Compaction to at least 90% will still be required beneath planter walls, sidewalks, paving and hardscape.

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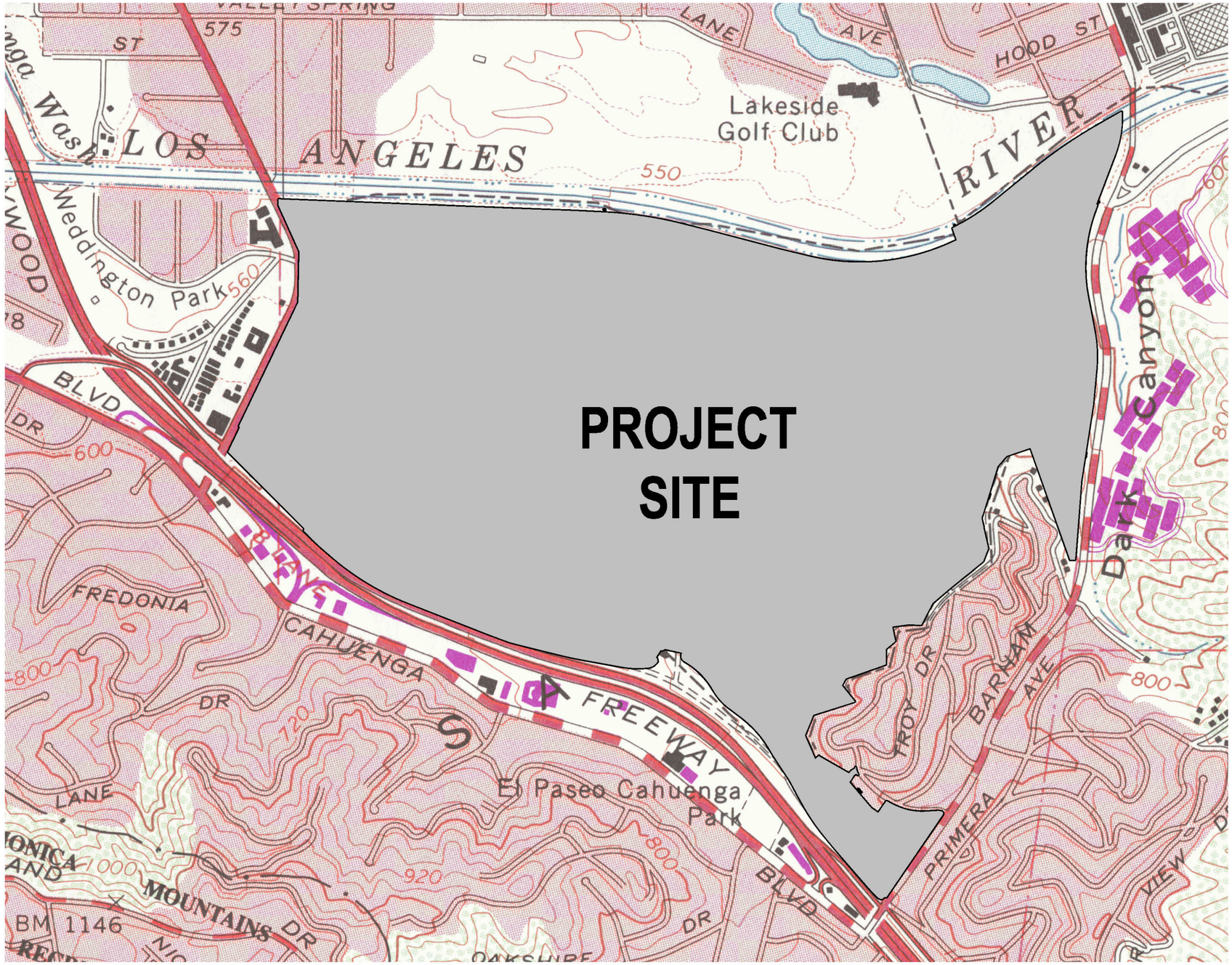
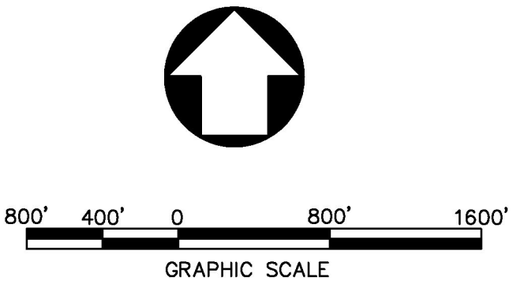
Stereo-paired, black and white aerial photographs were reviewed to evaluate geomorphic conditions that could indicate characteristic features associated with large scale landslides. A list of the photographs reviewed is presented below:

AERIAL PHOTOGRAPHS

Photograph Date	Flight/Frame	Scale
10/18/98	C127-24-54-55	1 inch = 2,000 feet
6/10/95	C113-24-236-237-235	1 inch = 2,000 feet
5/10/93	C88-23-229-230	1 inch = 2,000 feet
5/25/90	C81-8-28-29-27	1 inch = 2,800 feet
7/7/88	19291-92-93	1 inch = 2,200 feet
1/27/86	F-492-493	1 inch = 2,800 feet
5/12/79	FCLA-4-205-206	1 inch = 2,800 feet
11/7/76	76162-208-09-10	1 inch = 2,000 feet
4/20/72	107-12-17-18	1 inch = 4,000 feet
1/30/70	60-3-70-71-72	1 inch = 4,000 feet
3/4/69	25-16-71-72-73	1 inch = 1,000 feet
11/4/52	11-4K-151-152	1 inch = 1,666 feet
10/27/54	20K-43-44-45	1 inch = 1,666 feet





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VICINITY MAP

March 2010 51-1-06030-001

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FIGURE 1

REFERENCE: TOPOGRAPHIC MAP BURBANK 7½' QUADRANGLE MAP BY USGS 1996

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NBC UNIVERSAL EVOLUTION PLAN

March 2010 51-1-06030-001

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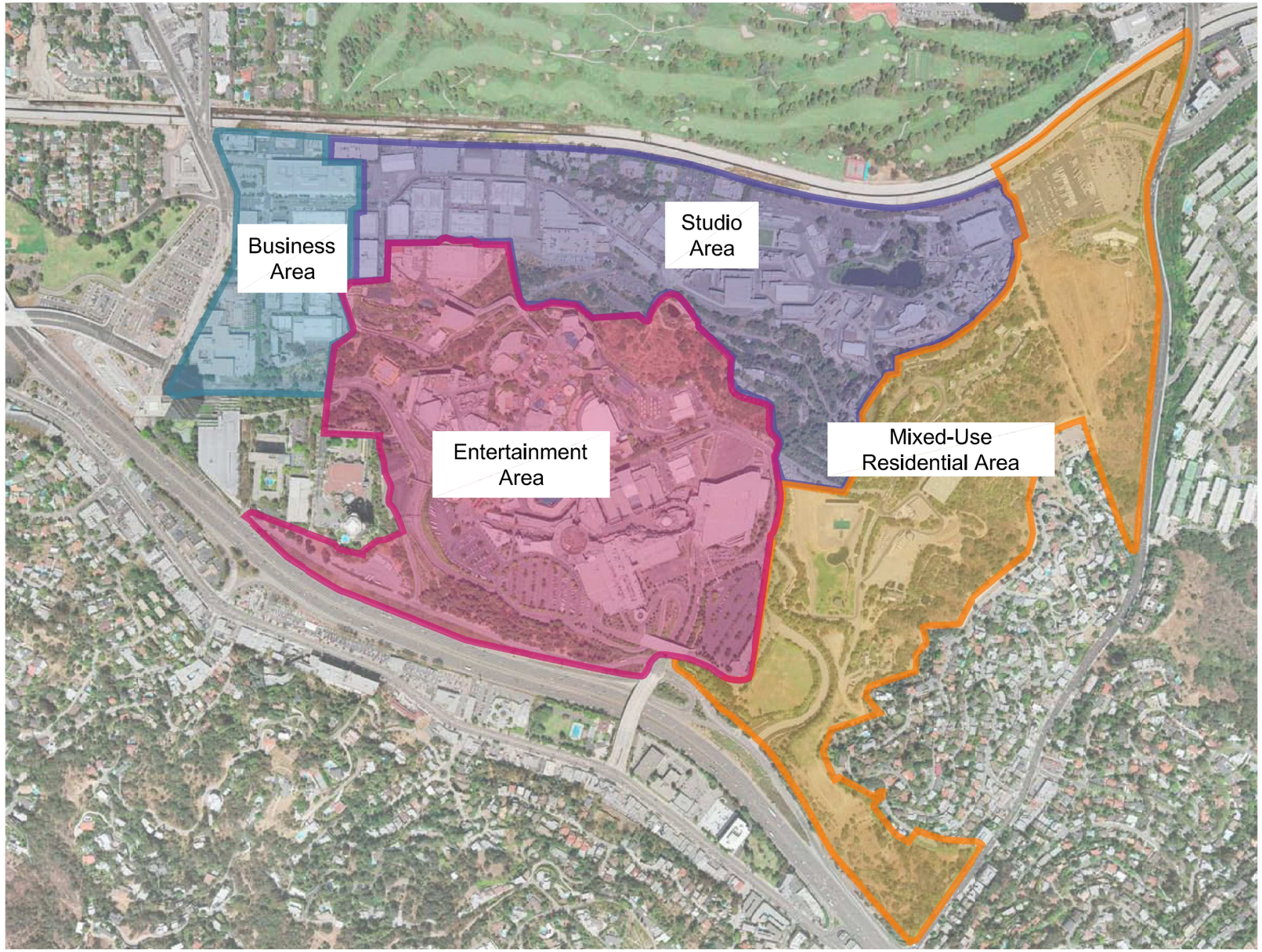
FIGURE 2



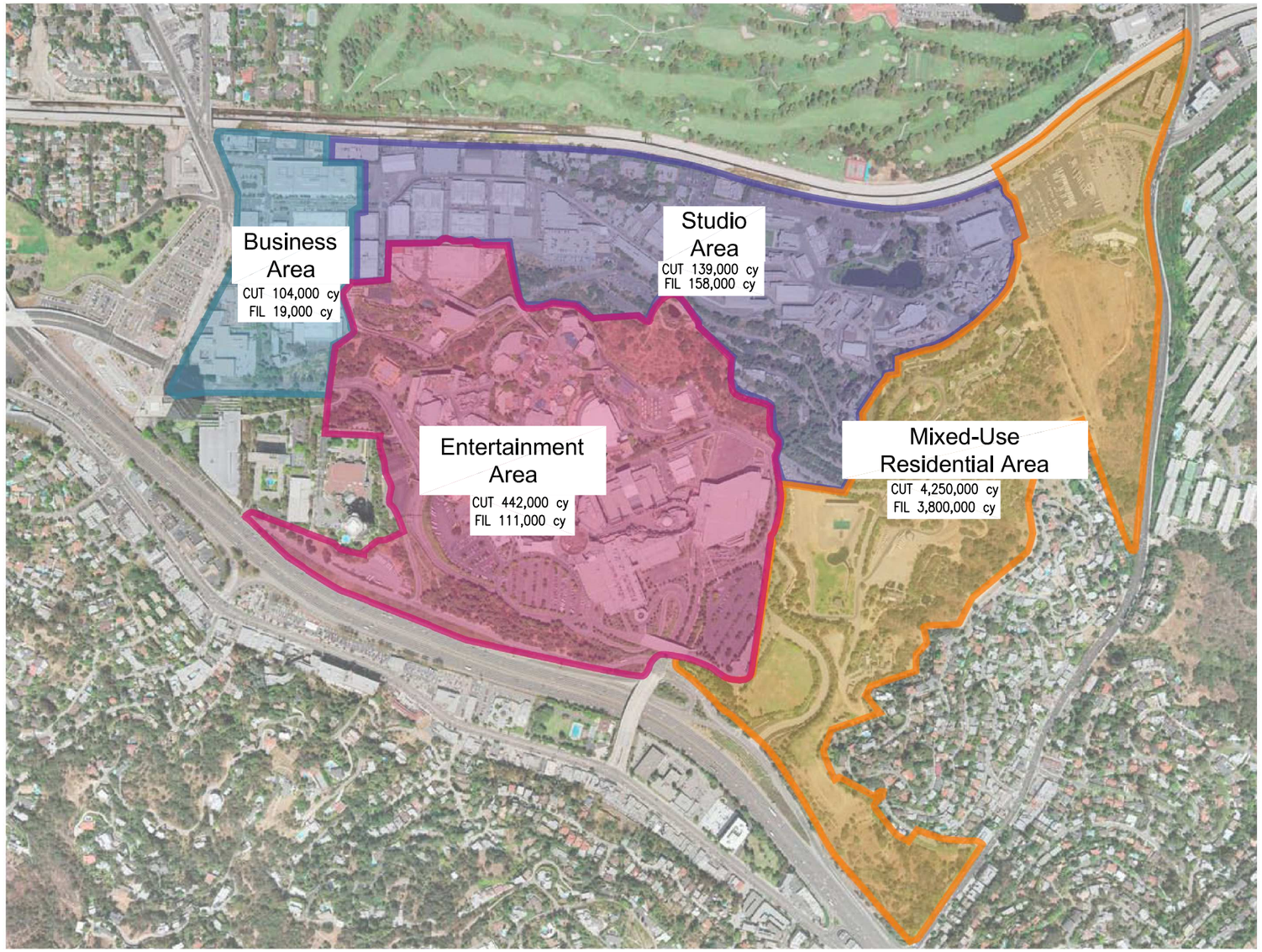
NBC Universal
Evolution Plan

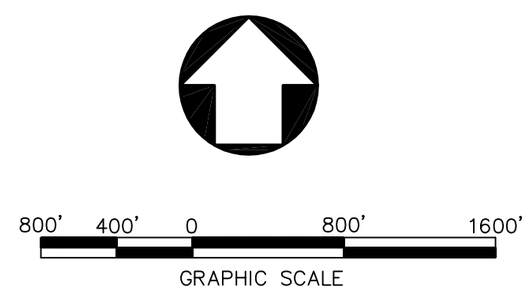
AREA DIAGRAM

March 2010 51-1-06030-001

SHANNON & WILSON, INC.
Geotechnical and Environmental Consultants

FIGURE 3





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Evolution Plan

CONCEPTUAL GRADING PLAN

March 2010 51-1-06030-001

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FIGURE 4

EXPLANATION

GEOLOGIC UNITS

ef	ENGINEERED FILL
nef	NON-ENGINEERED FILL
Qal	ALLUVIUM
col	COLLUVIUM
Qls	LANDSLIDE DEBRIS
Tt	TOPANGA FORMATION interbedded sandstone, siltstone and shale
CLOSED LANDFILL	CLOSED LANDFILL

GEOLOGIC UNITS

- GEOLOGIC CONTACT DASHED WHERE APPROXIMATELY LOCATED, DOTTED WHERE BURIED
- BENEDICT CANYON FAULT (efter Dibblee, 1991) Dashed where approximate, dotted where inferred
- APPROXIMATE LIMITS OF LANDSLIDE DEBRIS
- 20 APPROXIMATE LOCATION AND PLUNGE OF SYNCLINAL FOLD AXIS
- REPORTED LIMITS OF EXISTING BUTTRESS FILL
- CREEP AFFECTED SLOPE

NBC UNIVERSAL

200' 100' 0' 200' 400'
GRAPHIC SCALE
Note: For reduced sized prints, original scale is in inches

REFERENCE: TOPOGRAPHIC MAP BY EIR SEPTEMBER 19 2007

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GEOTECHNICAL MAP

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FIGURE 5

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REGIONAL SEISMICITY MAP

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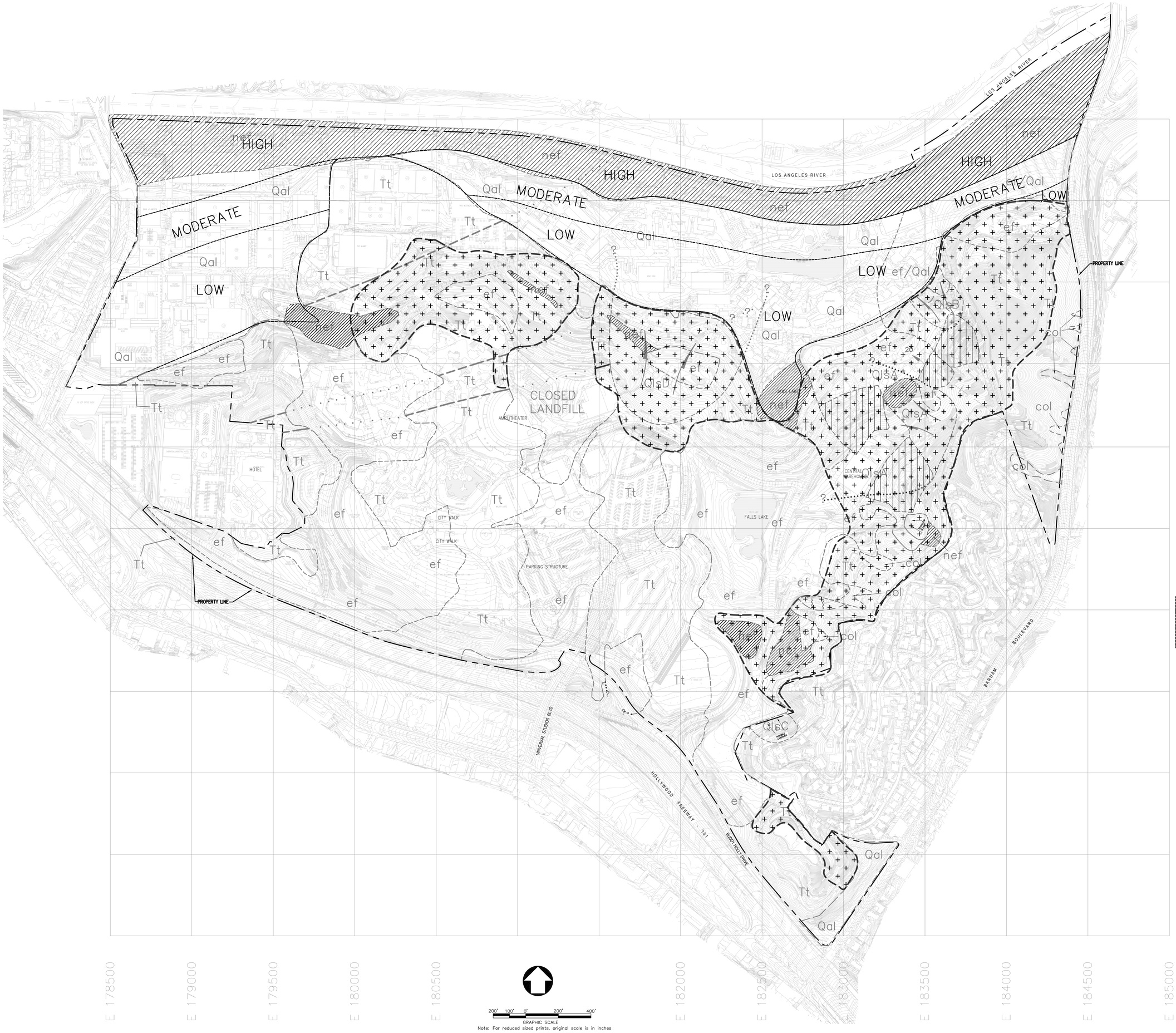
FIGURE 6



EXPLANATION

GEOLOGIC UNITS

- ef — ENGINEERED FILL
- nef — NON-ENGINEERED FILL
- Qal — ALLUVIUM
- col — COLLUVIUM
- Qls — LANDSLIDE DEBRIS
- Tt — TOPANGA FORMATION interbedded sandstone, siltstone and shale
- CLOSED LANDFILL — CLOSED LANDFILL

GEOLOGIC UNITS

- GEOLOGIC CONTACT DASHED WHERE APPROXIMATELY LOCATED, DOTTED WHERE BURIED
- BENEDICT CANYON FAULT (efter Dibblee, 1991) Dashed where approximate, dotted where inferred
- APPROXIMATE LIMITS OF LANDSLIDE DEBRIS
- APPROXIMATE LOCATION AND PLUNGE OF SYNCLINAL FOLD AXIS
- REPORTED LIMITS OF EXISTING BUTTRESS FILL
- CREEP AFFECTED SLOPE

GEOTECHNICAL HAZARDS

- POTENTIAL SLOPE STABILITY HAZARD
- HIGH / MODERATE / LOW — LIQUEFACTION POTENTIAL ZONES
- NON-ENGINEERED FILL REMOVALS

200' 100' 0' 200' 400'
GRAPHIC SCALE
Note: For reduced sized prints, original scale is in inches

REFERENCE: TOPOGRAPHIC MAP BY EIR SEPTEMBER 19 2007

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GEOTECHNICAL HAZARDS MAP

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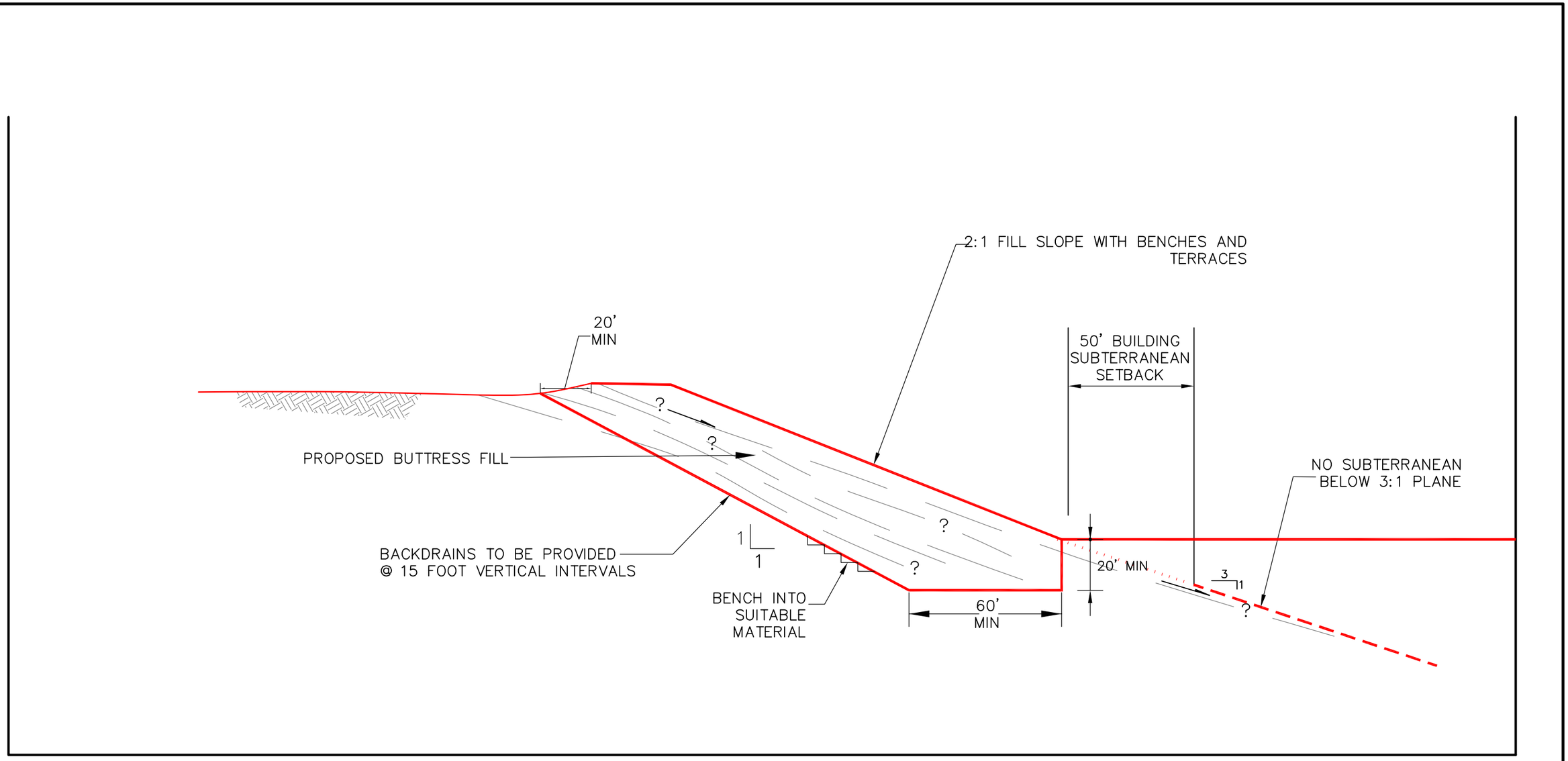
Geotechnical and Environmental Consultants

FIGURE 7



TYPICAL BUTTRESS FILL DESIGN CRITERIA
SCALE: 1"=40'

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Evolution Plan

TYPICAL BUTTRESS FILL DESIGN CRITERIA

March 2010 | 51-1-06030-001

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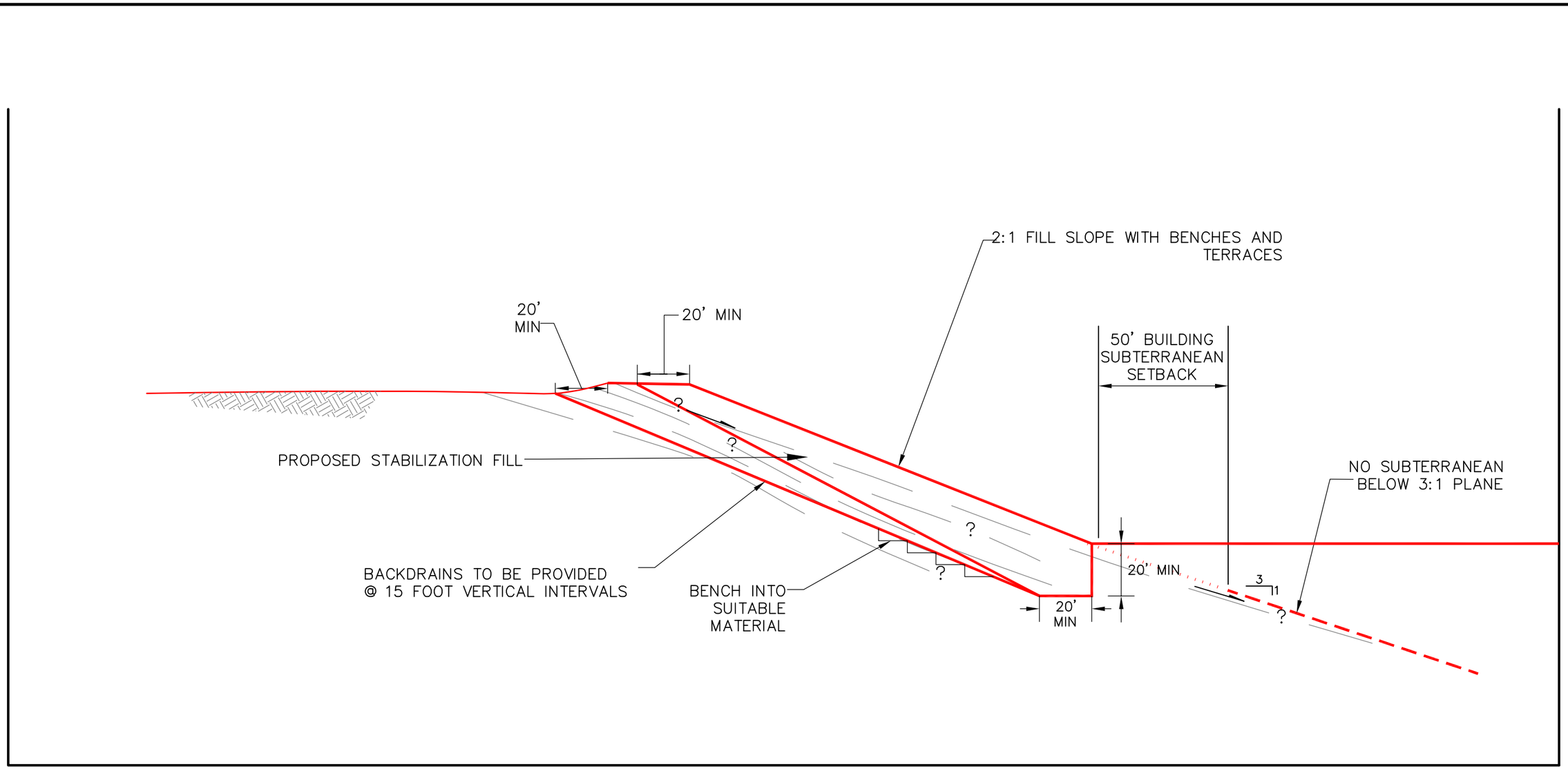
FIGURE 8



TYPICAL STABILIZATION FILL DESIGN CRITERIA
SCALE: 1"=40'

NBC Universal
Evolution Plan

TYPICAL STABILIZATION FILL DESIGN CRITERIA

March 2010 51-1-06030-001

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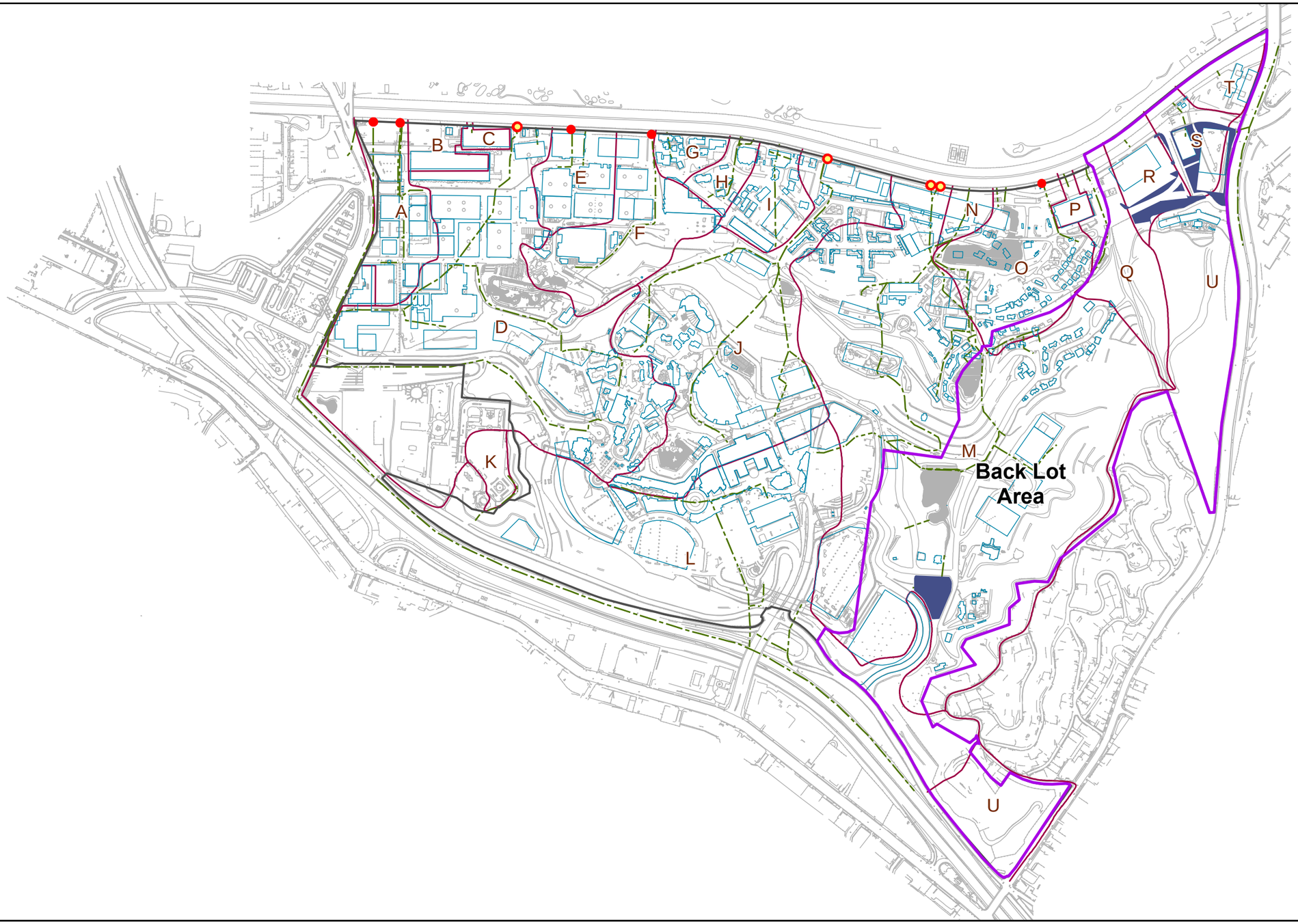
Geotechnical and Environmental Consultants

FIGURE 9



Legend

- Backlot Boundary
- Bioretention Facility
- Property Boundary Line
- Commercial / Office Buildings
- Storm Drain (18" or larger)
- Subwatershed
- Existing CDS Units
- Existing CDS Unit with Proposed Media Filter

N

350 0 700
Feet

CDM Smith

NBC Universal Evolution Plan Project
Drainage Areas

Attachment F

K:\30887_Universal\2012\Figure1_Alternative10LIDBMPs.mxd

ATTACHMENT G

UNIVERSAL STUDIOS HISTORIC DISTRICT

Historic Preservation Plan

Prepared for:

Universal City Studios LLLP, L.P.
100 Universal City Plaza
Universal City, CA 91608

Prepared by:

HISTORIC RESOURCES GROUP, LLC
1728 Whitley Avenue
Hollywood, CA 90028-4809

March, 2010

ATTACHMENT G

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APPENDIX A 33

1.0 STATEMENT OF PURPOSE

1.1 Purpose

In November of 2008, a Historical Resources Technical Report was prepared for Universal City Studios LLLP, L.P. (the "Applicant") to determine if historical resources were present within the Universal Studios property and assess any potential impacts to historical resources by the proposed NBC Universal Evolution Plan. The Technical Report identified forty (40) buildings and one (1) site of historic, cultural, and architectural significance as contributors to a potential Universal Studios Historic District ("Historic District") The Historic District's contributing and non-contributing resources are listed in Table 1.

The purpose of this Historic Preservation Plan (the "Plan") is two-fold:

- To provide appropriate guidance for the rehabilitation[1] of historic buildings, structures, and sites within the Historic District; and

- To establish basic criteria for new construction within the Historic District in order to maintain its historic character.

The Plan will serve as the framework for future repair, maintenance, and alteration and guide architects and designers in designing compatible new construction in the areas identified as potential sites for new buildings within the Historic District. Adjacent contributing buildings provide the design context for new buildings or additions. In general, the Plan does not require any particular type or style of new construction. Instead, the Plan encourages thoughtful, well-proportioned designs employing good quality materials that respect the historic context.

This document should be used in conjunction with the November 2008 Historical Resources Technical Report for Universal City, and technical reference materials, including the "Preservation Briefs" published by the National Park Service, which supplement this Plan.

1.2 Goals and Objectives

The objectives of the Plan are as follows:

- Preserve, maintain and rehabilitate buildings of historic, cultural and architectural importance, while ensuring their continued viability as components of a working Universal Studios by providing flexibility for operational requirements.

- Ensure that changes in the built environment within the Historic District respect its historic character.

[1] "Rehabilitation is defined by the National Park Service as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."

- Respect historic circulation patterns, landscaping, and other features which establish the context of the built form of the Historic District through maintenance of existing features, replication of missing historic features, or the introduction of compatible new features.

- Foster awareness and appreciation of Universal Studios as an important historic resource.

Table 1: Universal City Historic District Resources

Building No.	Name	Construction Date	Resource Type	District Status
None	Backlot Site	c. 1915	Site	Contributor
2223	Stages 3 & 4	1916/1930	Stage	Contributor
2225	Sound Stages 16 & 17	1916/1930	Stage	Contributor
2228	Sound Stages 22, 23,	c. 1925	Stage	Contributor
2230	Sound Stage 1	c. 1960	Stage	Non-contributor
2243	Power House	c. 1920	Utility	Contributor
2250	Jack Webb	1940	Office	Contributor
2252	William Goetz Bldg.	1941	Office	Contributor
2263	Stages 5 & 6	1916/1938	Stage	Contributor
2265	Sound Stages 18, 19 and 20	c. 1928	Stage	Contributor
2268	Sound Stages 24 and 25	1939	Stage	Contributor
2282	Verna Fields Bldg.	1914/1957 /1960	Studio Services	Non-contributor
2315	Henry Mancini Bldg.	1928	Stage, post-production	Contributor
2333	Jack Foley Stage	1963	Stage	Non-contributor
2345	Sound Stage 12	1928	Stage	Contributor
2347	Sound Repair Shop	1959	Shop	Non-contributor
2353	Storage	1959	Storage	Non-contributor
3205	Power House	1964	Utility	Non-contributor
3212	Backlot Café	After 1964	Studio Services	Non-contributor
3213	Office	Post 1964	Office	Non-contributor
3225	Stage	c.1960	Stage	Non-contributor
3228	Stage	c. 1960	Stage	Non-contributor
3243	Stage	1964	Stage	Non-contributor
3250	Phantom Stage Storage	1939	Storage	Contributor

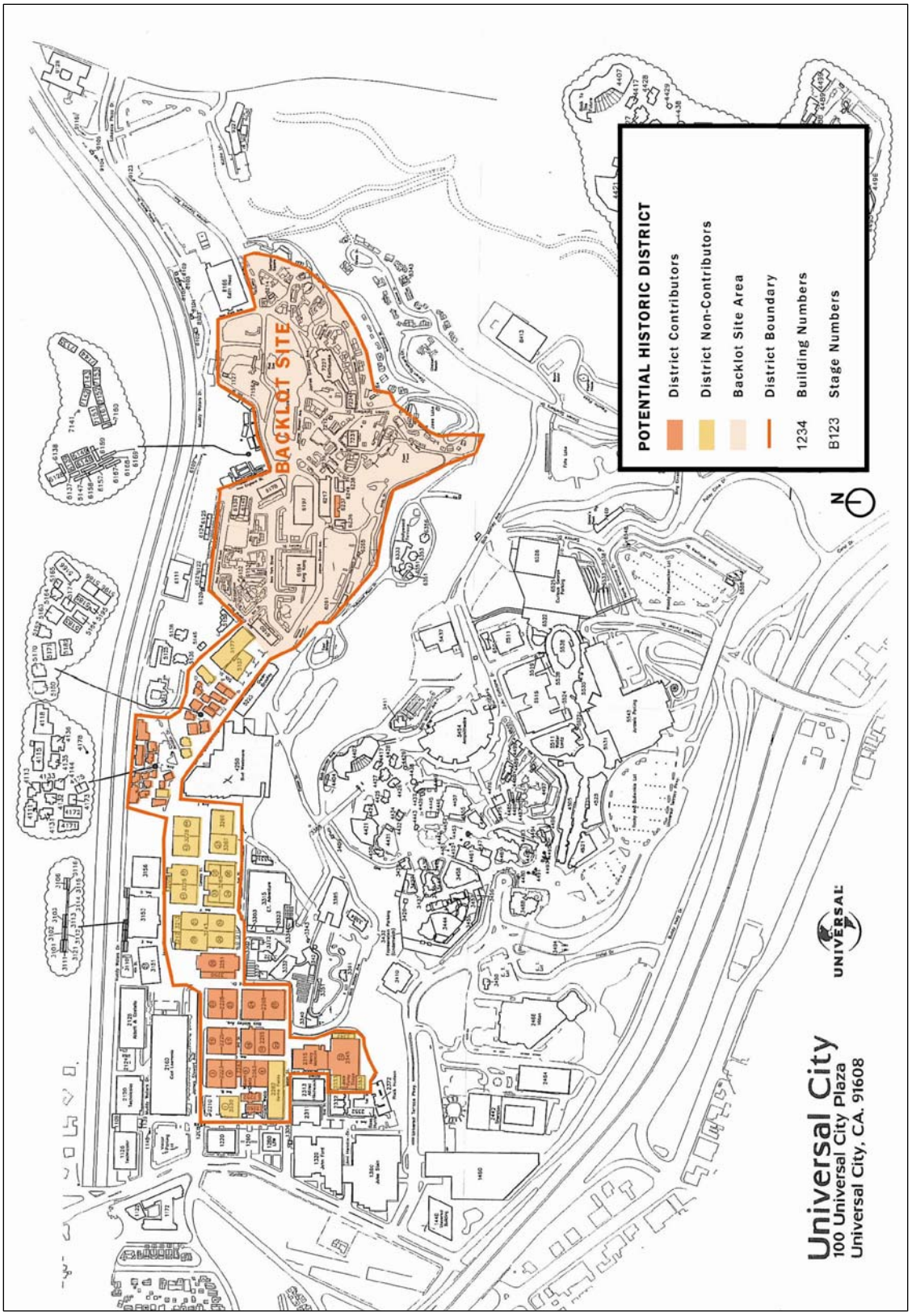
ATTACHMENT G

Building No.	Name	Construction Date	Resource Type	District Status
3251	Sound Stage 28 ("Phantom Stage")	1924	Stage	Contributor
3265	Soundstages 33, 34, 35, and 36	1959	Stage	Non-contributor
3267	Soundstage 37	c.1970	Stage	Non-contributor
3269	Rehearsal Hall	c. 1970	Stage	Non-contributor
4111	Office Bungalow	1944 (81) c. 1950 (414)	Office/Service Bungalow	Contributor
4113	Office Bungalow	1941	Office/Service Bungalow	Contributor
4115	Office Bldg. C	1946	Office Building	Contributor
4118	Office Bldg. D	c. 1945	Office Building	Contributor
4131	Office Bungalow	1940	Office/Service Bungalow	Contributor
4132	Office Bungalow	1941	Office/Service Bungalow	Contributor
4133	Office Bungalow	1941	Office/Service Bungalow	Contributor
4135	Office Bungalow	1944	Office/Service Bungalow	Contributor
4136	Office Bungalow	c. 1940	Office/Service Bungalow	Contributor
4144	Office Bungalow	1940	Office/Service Bungalow	Contributor
4171	Office Bungalow	c. 1955	Admin. and Office	Contributor
4172	Office Bldg./ Dressing Room	1925 (portion)	Office/Service Bungalow	Non-contributor
4173	Office Bungalow	c. 1930	Office/Service Bungalow	Contributor
4175	Office Bungalow	c. 1925	Office/Service Bungalow	Contributor
5162	Office Bungalow	c. 1941	Office/Service Bungalow	Contributor
5163	Office Bungalow	c. 1950	Office/Service Bungalow	Contributor
5164	Office Bungalow	1940	Office/Service Bungalow	Contributor
5165	Office Bungalow	c. 1940	Office/Service Bungalow	Contributor
5166	Office	c. 1990	Office	Non-contributor
5170	Office Bungalow	c. 1960	Office	Non-contributor
5171	Office Bungalow	1954	Office/Service Bungalow	Contributor
5174	Office Bungalow	c. 1940	Office/Service Bungalow	Contributor
5177	Storage Building	c. 1965	Storage	Non-contributor
5180	Office	c. 1960	Office/Service	Non-

ATTACHMENT G

Building No.	Name	Construction Date	Resource Type	District Status
	Bungalow		Bungalow	contributor
5182	Office Bungalow	c. 1955	Office/Service Bungalow	Contributor
5183	Office Bungalow	c. 1945	Office/Service Bungalow	Contributor
5184	Office Bungalow	1941	Office/Service Bungalow	Contributor
5185	Office Bungalow	1928 (106)	Office/Service Bungalow	Contributor
5186	Office Bungalow	1953	Office/Service Bungalow	Contributor
5187	Office Building	1964	Office Building	Non-contributor
5195	Office Bungalow	1926 (105)	Office/Service Bungalow	Contributor
5196	Office Bungalow	1953	Office/Service Bungalow	Contributor
6237	Film Vault	1946	Storage	Contributor

ATTACHMENT G



2.0 DESCRIPTION OF DISTRICT RESOURCES

2.1 Introduction

The Historical Resources Technical Report identified forty (40) buildings and the backlot site as contributing resources to the Historic District. Buildings are categorized into property types identified as historically significant to the production of film on the site. Each type has its own method of construction and associated materials. With few exceptions, most of the contributing buildings are functional in nature and are not representative of any particular architectural style.

The Universal Studios backlot site is an area of open space adjacent to the motion picture production facilities where large-scale, semi-permanent sets were built for outdoor filming. Backlots were defining features of the leading film studios from the film industry's formative years and the Studio Era. While all studios maintained an area containing outdoor sets, not all of these were considered "backlots" in the traditional sense. The outdoor sets at studios such as Paramount and Warner Bros., were centrally located on the studio property with little separation between administrative and production facilities. Other studios maintained studio "ranches" at another location. The term "backlot" as used in this report, specifically identifies separate but adjacent facilities, exclusively dedicated to outdoor filming. In this sense, the Universal Studios backlot is the only remaining studio backlot in Southern California. The Twentieth Century-Fox backlot was sold off around 1960 and developed as Century City. The MGM (now MGM/Sony) backlot was sold off in the mid-1970s. Warner Bros., which never had a traditional backlot, did acquire the nearby Columbia ranch in the early 1990s for outdoor filming use. This land, however, is at a separate location and has no historic association with Warner Bros.

No buildings were found to be individually significant architecturally. Instead, the overall location, relationship of uses, and circulation, give the complex its significance due to its association with the development of the motion picture industry in the United States.

2.2 Property Types

Eight property types were identified as historically significant. They are: stages, theaters, studio service buildings, utilities, storage buildings, film vaults, office buildings, and office/service bungalows. While all building types are represented within the Historic District, representatives of five types have retained sufficient integrity to qualify as contributors to the Historic District.

2.2.1 Architectural Styles

The Historic District contains contributing buildings constructed between 1912 and 1958. They are largely vernacular buildings that are not representative of any one architectural style. Stages, utilities, and storage structures are utilitarian buildings devoid of stylistic elements or decorative detailing. Office buildings tend to be more architecturally expressive, displaying elements of Period-influenced vernacular styles.

The collection of office/service bungalows, historically used as offices for producers, writers, directors, actor's dressing rooms, and services were constructed on a

residential model. These buildings display aspects of Period Revival, Moderne, and Minimal Traditional architectural styles reflective of Southern California residential neighborhoods prior to 1960.

2.2.2 Stages

The stages within the Historic District are clustered in the northwestern corner of the Applicant's property. There are nine (9) contributing buildings of this property type within the Historic District. All were designed in a functional, utilitarian style devoid of decorative detailing and have been modified or re-configured over the years.

Stages 24 and 25
Building No. 2268

Stages 5 and 6
Building No. 2263

Building Numbers:	2223, 2225, 2228, 2230, 2263, 2265, 2268, 2345, 3251,
Construction Method:	Reinforced concrete and/or wood frame with stucco exterior
Character-defining Features:	Large, rectangular masses of two or more stories
	Windowless facades
	Protruding entrance bays
	Recessed entry doors
	Trussed roof systems

2.2.3 Office Buildings

Four (4) contributing buildings to the Historic District are classified as office buildings due to their historic use and similar construction type. All of these are vernacular, two-story buildings with stucco exteriors. Some office buildings display the decorative detailing of architectural styles popular in Southern California in the 1930s and 1940s. Others are more utilitarian with minimal architectural detailing. While the interiors have often been modified many times over the years, the buildings retain their basic exterior detailing.

Jack Webb Office Building
Building No. 2250

William Goetz Office Building
Building No. 2252

Building Numbers:	2250, 2252, 4115, 4118
Construction Method:	Reinforced concrete or wood frame with stucco exterior
Character-defining Features:	Two-story, rectangular massing
	Steel frame, divided-light casement windows; wood sash, multiple light windows
	Front entry surrounds with pilasters and pediments
	Recessed entry doors

2.2.4 Office / Service Bungalows

The majority of contributing buildings within the Historic District are single-story bungalows historically used as offices, actor's dressing rooms, or for service functions. Twenty-four (24) buildings of this type are considered contributors to the Historic District. Most are vernacular buildings that display the detailing of residential architectural styles popular in Southern California from the 1930s through the 1950s. While the interiors have often been modified many times over the years, the buildings retain their basic exterior detailing.

Office Bungalow
Building No. 4144

Office Bungalow
Building No. 5185- 5195

Building Numbers:	4111, 4113, 4131, 4132, 4133, 4135, 4136, 4144, 4171, 4173, 4175, 5162, 5163, 5164, 5165, 5171, 5174, 5182, 5183, 5184, 5185, 5186, 5195, 5196
Construction Method:	Wood frame with stucco exterior
Character-defining Features:	One-story, rectangular massing
	Steel frame, divided-light casement windows; wood frame, divided-light casement windows; wood double-hung sash windows
	Front entry surrounds with pilasters, pediments
	Metal awnings
	Fixed wooden shutters

2.2.5 Utilities

Film studios in the years prior to World War II maintained utility functions to provide the power, heating, cooling, and water necessary to support film production. The Historic District includes a Power House dating from the early 1920s.

Power House
Building No. 2243

Building Number:	2243
Construction Method:	Reinforced concrete with stucco exterior
Character-defining Features:	Large, two-story rectangular mass
	Façade characterized by protruding vertical piers and recessed bays
	Windowless facade
	Gable roof with shallow eaves

2.2.6 Film Vault

The need to house film required the construction of specialized structures designed for film storage. Film vaults were constructed of concrete with heavy metal doors due to the volatile nature of the nitrate film stocks used prior to 1950. The Historic District includes one contributing facility dedicated to film storage.

Film Vault
Building No. 6237

Building Numbers:	6237
Construction Method:	Reinforced concrete with metal panel doors
Character-defining Features:	Concrete, rectangular massing
	Utilitarian, windowless façade
	Specialized, heavy metal doors

2.3 Backlot Site

A backlot site is defined as the area adjacent to the production and administrative facilities where large-scale, semi-permanent sets were built for outdoor filming. The backlot site within the Historic District holds important associations with the activity of film making and its contours and features have been shaped by film making activity over time.

Backlot Site
Western Street

Character-defining Features:

Location in the northeastern portion of the studio district

Circulation pattern of streets, roads, and trails

Large scale sets recreating different streetscapes and locations arranged along key segments of the circulation system

Setting of hills, hillsides, and valleys

3.0 GUIDELINES FOR REHABILITATION, MAINTENANCE, & REPAIR

3.1 General Principals of Rehabilitation

The Secretary of the Interior has established standards for the preservation of historic properties. The Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Structures[2] (the "Standards"), have been widely used to guide Federal, State, and local agencies in carrying out their historic preservation responsibilities.

According to the Standards, rehabilitation is "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural value." The Standards are attached as **Appendix A.**

The Plan's guidelines for rehabilitation, maintenance, repair, and alteration within the Historic District are based, in part, on the Standards and include the following principles:

i Where maintenance, repair, and alteration of contributing buildings is required, such rehabilitation should respect the historic significance and architectural character of the structure.

ii The ability of the site to continue as a working studio is of utmost importance, therefore, these guidelines shall be applied in a manner which provides for operational flexibility.

iii Where new uses are required, adapt contributing buildings for reuse, if feasible and appropriate to the historic integrity of the structure.

iv Replacement of contributing structures for the same use shall only occur where it is not feasible to upgrade and/or expand a contributing building for continued use.

3.2 Pre-Rehabilitation Assessment

Prior to commencing rehabilitation on any contributing building, the following guidelines should be followed:

i Identify, retain, and preserve features that are important in defining the overall historic character of the building as it appeared during the period of significance. These features may include, but are not limited to, walls and surface finishes, railings, windows, doors, steps, and porches.

ii Evaluate the overall condition of the material to determine whether repairs to features are necessary.

[2] Codified in 36 Code of Federal Regulations 67.

iii Clean materials only when necessary to halt deterioration or remove heavy soiling.

iv If necessary, obtain rehabilitation treatments for specific materials prior to commencing any work.

3.3 Exterior Materials

3.3.1 Concrete

Exterior features as well as exterior surfaces that remain from the period of significance are important in defining the historic character of the building.

Buildings which have concrete exteriors may exhibit the following conditions: impact damage at building corners; cracks; damage due to spalling; damaged ornamentation of friezes and columns; peeling paint; inappropriate patching methods. Where maintenance, repair or alteration of concrete is to be performed, the guidelines below should be followed.

Guidelines for Concrete:

1. Repair walls and other features where there is evidence of deterioration such as spalling, damp walls, or damaged concrete.

2. Sandblasting shall not be used to prepare or clean exterior masonry.

3. Repair masonry or concrete features by patching, piecing-in, or consolidating the masonry. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of masonry features when there are surviving prototypes, such as plaster brackets.

4. Install new masonry or concrete features such as steps or door pediments when the historic feature is completely missing. This should be an accurate reconstruction using historical, pictorial, and physical documentation when available. If documentation is not available, this may be a new design that is compatible with the size, scale, material, and color of the historic building.

5. It is recommended, but not required, that the building be repainted with colors that are historically appropriate to the building and the Historic District.

References:[3]
Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings
Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings

[3] Preservation Briefs are available at the National Park Service website: http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

Preservation Brief 15: Preservation of Historic Concrete: Problems and General Approaches
Preservation Brief 16: The Use of Substitute Materials on Historic Buildings Exteriors
Preservation Brief 23: Preserving Historic Ornamental Plaster
Preservation Brief 37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing

3.3.2 Stucco

Exterior features (cornices and door pediments, window architraves, brackets and railings) as well as exterior surfaces and their treatment (modeling, tooling, bonding patterns, joint size, and color) are important in defining the historic character of the building.

Buildings which have stucco exteriors may exhibit the following conditions: impact damage at building corners; cracks; damage due to spalling; damaged ornamentation of friezes and columns; peeling paint; inappropriate patching methods. Where maintenance, repair or alteration of stucco is to be performed, the guidelines below should be followed.

Guidelines for Stucco:

1. Repair walls and other features where there is evidence of deterioration such as spalling, damp walls, or damaged stucco.

2. Sandblasting shall not be used to prepare or clean exterior stucco.

3. Repair stucco by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color, and texture.

4. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of features when there are surviving prototypes, such as plaster brackets.

5. Install a new feature such as door pediments or friezes when the historic feature is completely missing. This should be an accurate reconstruction using historical, pictorial, and physical documentation when available. If documentation is not available, this may be a new design that is compatible with the size, scale, material, and color of the historic building.

6. It is recommended, but not required, that the building be repainted with colors that are historically appropriate to the building and the Historic District.

References:[4]
Preservation Brief 1: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings
Preservation Brief 6: Dangers of Abrasive Cleaning to Historic buildings

[4] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

Preservation Brief 16: The Use of Substitute Materials on Historic Buildings Exteriors
Preservation Brief 22: The Preservation and Repair of Historic Stucco
Preservation Brief 23: Preserving Historic Ornamental Plaster
Preservation Brief 37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing

3.3.3 Wood

Some buildings within the Historic District have wood elements such as wood frame windows, pilasters, pediments, fixed shutters, and rafters.

Wooden features may exhibit the following conditions: deteriorating material, sealing, paint, eaves, or trim due to weathering. Where maintenance, repair or alteration of wood is to be performed, the guidelines below should be followed.

Guidelines for Wood:

1. Evaluate the overall condition of the wood to determine the extent of protection and maintenance required.

2. Repair wood features by patching, piecing-in, consolidating, or otherwise reinforcing the wood using recognized preservation methods. Repair may also include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of features where there are surviving prototypes such as brackets, moldings, or sections of siding.

3. Design and install a new wood feature such as a cornice or doorway when the historic feature is completely missing. This should be an accurate restoration using historical, pictorial, and physical documentation. Where documentation does not exist, a new design that is compatible with the size, scale, material, and color of the historic building may be used.

4. Apply compatible paint coating systems following proper surface preparation. Sandblasting shall not be used to prepare or clean historic wood exterior elements. Paint shall match existing surface thickness.

5. It is recommended, but not required, that the building be repainted with colors that are historically appropriate to the building and the Historic District.

References:[5]
Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings
Preservation Brief 10: Exterior Paint Problems on Historic Woodwork
Preservation Brief 13: The Repair of Historic Wooden Windows
Preservation Brief 16: The Use of Substitute Materials on Historic Building Exteriors

[5] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

3.3.4 Architectural Metals

Some buildings within the Historic District have elements of architectural metal such as cast iron, steel, copper, aluminum, and zinc. These features include façade elements, columns, canopies, windows, stairways, rails, doors, and hardware.

Architectural metal features may exhibit weathering and corrosion. Where maintenance, repair or alteration of metal is to be performed, the guidelines below should be followed.

Guidelines for Architectural Metals:

1. Identify, retain, and preserve architectural metal features and their finishes and colors. Metal features include columns, capitals, window hoods, canopy cladding or fascia, or stairways that are important in defining the overall historic character of the building.

2. Clean architectural metal, when necessary, with gentle nonabrasive cleaning methods to remove corrosion. Sandblasting shall not be used to clean historic metal surfaces.

3. Apply appropriate paint or other coating systems after cleaning in order to decrease the corrosion rate of metals or alloys.

4. Repair architectural metal features by patching, splicing, or otherwise reinforcing the metal. Repairs may also include the limited replacement in kind, or with a compatible substitute material, of those extensively deteriorated or missing parts of features when there are surviving prototypes such as porch balusters, steel sash windows, or porch cresting.

5. Design and install a new architectural metal feature such as an entry door or sheet metal cornice when the historic feature is completely missing. It may be an accurate reconstruction using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.

6. If originally painted, it is recommended, but not required, that the architectural metals be repainted with colors that are historically appropriate to the building and the Historic District.

References:[6]
Preservation Brief 16: The Use of Substitute Materials on Historic Building Exteriors

[6] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

3.4 Exterior Features

3.4.1 Doors, Entrances, and Porches

Doors, entrances, and porches are often the principal features of historic buildings, particularly when they occur on primary elevations. Their functional and decorative features, such as the type of door, steps, balustrades, and entrances or porches are extremely important in defining the overall historic character of a building. Their retention, protection, and repair should always be carefully considered when planning any maintenance or alteration work.

The current inventory of entry doors varies per building. Stage doors, secondary or utility doors are generally solid panel wood or metal clad.

Doors and porches are subject to weathering and deterioration as are their associated attachments, flashing and hardware. Where maintenance, repair or alteration of doors, entrances, and porches is to be performed, the guidelines below should be followed.

Guidelines for Doors, Entrances and Porches:

1. Identify, retain, and preserve entrances and their functional and decorative features that are important in defining the overall historic character of the building such as doors, transoms, sidelights, pilasters, entablatures, columns, balustrades, and stairs.

2. Protect and maintain the masonry, wood, and architectural metal that comprise entrances and porches through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems, replacement of broken glass, and replacement of deteriorated sealants or glazing compounds.

3. Repair entrances and porches by reinforcing the historic materials. Repair will also generally include the limited replacement in kind, or with compatible substitute material, of those extensively deteriorated or missing parts of repeated features where there are surviving prototypes such as balustrades, cornices, entablatures, columns, sidelights, and stairs.

4. Design and construct a new entrance or porch if the historic entrance or porch is completely missing. It may be a reconstruction based on historical, pictorial, and physical documentation; or a new design that is compatible with the historic character of the building.

5. Design and install additional entrances or porches where required for the new uses in a manner that preserves the historic character of the building. In general, such alterations should be limited to non-character defining elevations. New entrances and porches shall be compatible and may be of contemporary design provided that they do not destroy character-defining features. To the extent feasible, new entrances and porches shall be reversible.

References:[7]
Preservation Brief 10: Exterior Paint Problems on Historic Woodwork
Preservation Brief 27: The Maintenance and Repair of Architectural Cast Iron
Preservation Brief 44: The Use of Awnings on Historic Buildings: Repair, Replacement and New Design

3.4.2 Windows

The type and size of window openings are important in defining the overall historic character of a building. Their retention, protection, and repair should always be carefully considered when planning rehabilitation work.

Wood sash, wood multi-light casement, steel multi-light casement, awning, and fixed metal windows are all represented within the Historic District. Double-hung, casement or fixed wood windows are typical of the smaller residential scale structures. Some windows feature decorative wood shutters.

Metal openings are subject to corrosion, while wood windows or doors may wear out from hard use, warping, or settling. Glazed openings may shatter. Where maintenance, repair or alteration of windows is to be performed, the guidelines below should be followed.

Guidelines for Windows:

1. Identify, retain, and preserve historic window features that are important in defining the overall historic character of the building. Such features include frames, sash, muntins, glazing, sills, heads, hoodmolds, and exterior shutters.

2. Protect and maintain the wood and architectural metal, which comprise the window frame, sash, muntins, and surrounds through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems.

3. Make windows weathertight and improve thermal efficiency by re-caulking and replacing or installing weatherstripping.

4. Design and install new windows when historic windows (frame, sash, and glazing) are completely missing, have been replaced with non-original materials, or are too deteriorated to repair. The replacement windows shall be an accurate reconstruction using in-kind materials based on historical, pictorial, and physical documentation.

5. Replace glass with non-reflective glass to match historic configuration. Double-glazing is permitted if it is not reflective or solar glass.

References:[6]
Preservation Brief 3: Conserving Energy in Historic Buildings
Preservation Brief 9: The Repair of Historic Wooden Windows

[7] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

Preservation Brief 13: The Repair and Thermal Upgrading of Historic Steel Windows
Preservation Brief 44: The Use of Awnings on Historic Buildings: Repair, Replacement and New Design

3.4.3 Roofs

The roof, with its shape (flat, gabled, or shed), features, size, color and patterning of materials (wood shingles, composition) is a contributing factor in defining the building's overall historic character. In addition to the design role it plays, a weathertight roof is essential to the preservation of the entire structure. Thus, protecting and repairing the roof is a critical aspect of a rehabilitation project.

Several different types of roofs exist in the Historic District today. The most common pitches are flat, gabled, shed, and hipped. Coverings include wood shingles, asphalt shingles, composition roll roofing, and red tile. Where maintenance, repair or alteration of roofs is to be performed, the guidelines below should be followed.

Guidelines for Roofs:

1. Protect and maintain a roof by cleaning and refinishing coping, cleaning the gutters and downspouts, and replacing deteriorated flashing. Roof sheathing should also be checked for proper venting to prevent moisture condensation and water penetration, and to insure that materials are free from insect infestation.

2. Provide adequate anchorage for roofing material to guard against wind damage and moisture penetration.

3. Repair a roof by reinforcing the historic materials which comprise roof features, including cornice lines, exposed rafter tails, brackets, and soffits. Replacement or repairs should be in-kind, or with compatible substitute material. When replacing the roof, remove existing membrane down to wood decking. Inspect exposed decking and replace deteriorated wood members.

4. Install mechanical service equipment on the roof so that they are inconspicuous from the public right-of-way and do not damage or obscure character-defining features.

5. Repair broken gutters and downspouts. If repair is not possible, replace in kind to match existing. Re-solder broken joints. Where missing, replicate historic gutters and downspouts or provide compatible new gutters and downspouts.

References:[8]
Preservation Brief 4: Roofing for Historic Buildings
Preservation Brief 19: The Repair and Replacement of Historic Wooden Shingle Roofs
Preservation Brief 30: The Preservation and Repair of Historic Clay Tile Roofs

[8] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

3.5 Health and Safety Code Compliance

It is often necessary to make modifications to an historic building so that it can comply with current health, safety and code requirements. Such work needs to be carefully planned and undertaken so that it does not result in a loss of interior or exterior character-defining spaces, features, and finishes.

Guidelines for Code Compliance

1. Identify the historic building's character-defining spaces, features, and finishes so that code-required work will not result in their damage or loss.

2. Comply with health and safety codes, including seismic codes and barrier-free access requirements, in such a manner that character-defining spaces, features, and finishes are preserved to extent feasible.

3. Use of the current edition of the California Historical Building Code.

4. New structural or seismic reinforcement members, including anchor bolts, shall be hidden from view wherever possible.

References:[9]
Preservation Brief 32: Making Historic Properties Accessible
Preservation Brief 37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing
Preservation Brief 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront

[9] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

3.6 Additions and Relocation

3.6.1 Additions

Additions to buildings can change their historic appearance. Therefore, an exterior addition should be considered only after it has been determined that the new use cannot be successfully met by altering non-character-defining interior spaces. In designing an addition, consideration should be given to the new use and the appearance of other buildings in the historic areas of the Historic District.

Guidelines for Additions:

1. New additions should be designed and constructed so that the exterior character-defining features of the historic buildings are not radically changed, obscured, damaged, or destroyed in the process of rehabilitation. To the extent feasible, new additions shall be reversible.

2. New design should always be compatible yet clearly differentiated so that the addition does not appear to be historic.

3. Design for the new work may be contemporary or may reference design motifs from the historic building.

4. The new design should be compatible in terms of mass, materials, relationship of solids to voids, and colors.

References:[10]
Preservation Brief 14: New Exterior Additions to Historic Buildings: Preservation Concerns.

3.6.2 Relocations

If retention of a contributing building at its present site is not feasible, relocation of the structure to another appropriate location within the studio lot shall be considered. Historically, there is a precedent for the relocation of structures both to and within the lot. While relocation of historic structures is often inappropriate to individual buildings in a community, there is strong justification for this option in the context of movie studio operations.

Guidelines for Relocation:

1. Relocate the building in an appropriate setting in order to retain its integrity of design, materials, feeling and association.

[10] Preservation Briefs are available at the National Park Service http://www.nps.gov/history/hps/tps/briefs/presbhom.htm

2. A relocated structure should still have an orientation, setting and general environment that is comparable and compatible, to the extent feasible, with the property's significance.

3.7 Documentation Procedures

Before undertaking a project to alter, relocate, or demolish any contributing building, or the backlot site, a consultant who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History and/or Historic Architecture shall first conduct a review of the impact of such action on the Historic District and the extent to which such action conforms to the provisions of the Plan.

Prior to any alteration, relocation, or demolition of any contributing building or the initial alteration, relocation, or demolition of the backlot site, an Historic Structures Report will be prepared. The report shall document the significance and physical condition of all contributing buildings and the backlot site through photographs, text, and existing drawings.

One original copy of the documentation as specified below shall be assembled and offered to each of the following:

a) One set shall be sent to the Southern California Information Center at California State University Fullerton.

b) One set shall be offered to and, if accepted, deposited in the archives of the Los Angeles Conservancy.

c) One set shall be offered to and, if accepted, deposited in the archives of Hollywood Heritage.

d) One set shall be offered to and, if accepted, deposited in the archives of the City of Los Angeles Office of Historic Resources.

e) One set shall be offered to and, if accepted, deposited in the Central Library of the Los Angeles Public Library.

Guidelines for Documentation:

Documentation shall include:

1. A brief written historic and descriptive report completed in narrative format, including an architectural data form for each contributing building

2. A site plan showing the location of the building. This site plan shall include a photo key.

3. A sketch floor plan shall accompany each architectural data form.

4. Large format (4” x 5” negative or larger) photographs in accordance with Historic American Buildings Survey (HABS) guidelines. Views shall include contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant historical architectural features or spaces (if any).

5. Field photographs (35 mm) based on HABS guidelines. Views should correspond to those in the large format photographs.

6. The report shall include available historic photographs and historic or current plans.

7. In lieu of measured drawings, the overall setting of the Historic District, the backlot site, and any contributing buildings to be demolished may be recorded using digital photography, scanned photographs, and imagery to establish a digital documentation database.

4.0 GUIDELINES FOR NEW CONSTRUCTION

4.1 Introduction

As Universal City evolves within the NBC Universal Evolution Plan, its built form and open space will be altered by new construction. The integrity of the Historic District can be retained through the application of criteria established for the specific features and function of this site.

This section provides criteria for new construction within the Historic District and has the following purposes and uses:

- To ensure that new construction within the Historic District is compatible with the historic character of the Historic District and its contributing resources;
- to ensure that the integrity of the Historic District is maintained;
- to mitigate any potential impact on the Historic District from new construction to a level of insignificance under the CEQA; and
- to be used by planners, architects, designers, owners, and users as a reference to successfully integrate new buildings, landscape, circulation and any other additions within the Historic District while meeting the functional and programmatic requirements of continued, adaptive, and new uses within the Historic District.

The Secretary of the Interior's Standards for Rehabilitation (the Standards) provide general guidelines for treating a range of historic resources. Standards 9 and 10 are written for additions to existing buildings. Therefore, they are relevant to an approach for new construction within historic districts, and provide the underlying principals for the criteria provided here. Standards 9 and 10 are as follows:

New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. (Standard 9)

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. (Standard 10)[11]

For the purposes of this section, the Historic District has been divided into three areas in order to respond more fully to the variety of contributing resources and character-defining features contained within the Historic District. These three areas are the Frontlot, the Midlot, and the Backlot. Specific guidelines for each area are contained in the following pages.

The exigencies of motion picture and television production may necessitate modifications and/or alterations to contributing buildings within the Historic District that do not conform to the guidelines set forth in the Plan. There is historic precedent for the modification of buildings in the Historic District to accommodate motion

[11] The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings, U.S. Department of the Interior, National Park Service, Cultural Resources, Preservation Assistance Division, Washington, D.C. 1992

picture and television productions. Modifications to contributing buildings that may not conform to the Plan guidelines are permitted provided that: (a) the building is documented prior to modification; and (b) the building is rehabilitated to its condition prior to modification within twenty-four (24) months after the completion of the production-related use of the contributing building.

4.2 New Construction: Frontlot

4.2.1 Overview of the Frontlot

The Frontlot comprises the western portion of the Historic District and represents Universal Studio's historic core. Dominated by stage buildings, the Frontlot contains the largest buildings within the Historic District. Existing uses are primarily technical support functions such as a Foley stage, editing facilities, and dressing rooms, as well as office buildings.

In addition to providing production and support facilities for film and television, the Frontlot is currently an important part of the Universal Studios Hollywood Studio Tour. Large-scale promotional signage affixed to various building facades is an integral part of the Tour.

4.2.2 Contributing Resources and Character-defining Features

Stage Buildings

The Frontlot contains twenty-seven (27) buildings of which thirteen (13) are classified as contributing resources. Nine (9) of the contributing resources located in the Frontlot area are stage buildings. These are buildings 2223, 2225, 2228, 2230, 2263, 2265, 2268, 2345, and 3251. The stage buildings are generally wood and/or steel framed structures with exterior walls finished by conventional painted sand finish cement plaster (stucco). They are typically aggregated into clusters of two or four buildings separated by proportionately narrow circulation spaces used for vehicular access and parking aprons. The existing color patterns in this area are simple, neutral field colors on large plain surfaces, with dark accents at the bottom skirts and openings (doors and windows).

Character-defining features:

1. Functional design, devoid of decorative features.
2. Rectangular footprint.
3. Tall walls without articulation of levels.
4. Flat or low pitched roofs.
5. Flat parapets or simple eaves without wide overhangs.
6. Exposed structural system elements such as trusses, columns, and beams.
7. Membrane roofs.
8. Painted cement plaster and metal panel walls.
9. Few openings; characteristic openings are large doorways for stage loading, personnel doors, and small windows for occasional office spaces.
10. Painted wood or ferrous metal doors and windows.
11. Unscreened and unburied electrical system equipment and distribution.
12. Unscreened HVAC and plumbing systems equipment and distribution, on the ground, at walls, and on roofs.

13. Neutral field colors with darker accent colors associated with functional features or uses (e.g., skirts, trim, doors, windows).
14. Functional, efficient lighting sources and fixtures.

Utility Buildings

The Power House, building 2243, is a contributing resource. This purely functional concrete structure is contiguous with two stage buildings and is consistent with the utilitarian, industrial pattern that characterizes the stages.

Office Buildings

Two of the contributing resources located in the Frontlot area are office buildings. Buildings 2250 and 2252 are two-story, wood frame buildings with painted smooth-troweled cement plaster (stucco) finish. Their proportions, doors, windows, and trims have aspects of the American Colonial Revival architectural style. Both building 2250 and 2252 were relocated from another location to their current pads. The relocation of buildings is understood as a defining characteristic of motion picture studios and is a character-defining feature of the Historic District, primarily for smaller buildings.

Character-defining features:

1. Residential and small office character with modest decorative details.
2. Rectangular footprint.
3. Low scale.
4. Flat or low pitched roofs.
5. Flat parapets.
6. Structural system not expressed.
7. Membrane roofs.
8. Painted cement plaster walls.
9. Openings for doors and window in residential scale.
10. Residential scaled porches with gabled roofs, pediments, and wood posts.
11. Fixed louvered wood shutters at windows.
12. Painted wood or ferrous metal divided light doors and windows.
13. Screened and hidden electrical system equipment and distribution.
14. Screened HVAC and plumbing systems equipment and distribution.
15. Neutral field colors with light trim colors and dark doors and sash.
16. History of building relocation.

Circulation and Open Space

Spaces between and around most of the buildings within the Frontlot provide for circulation and flexible use rather than light, air and amenities. The utilitarian and flexible needs of the Frontlot requires that open space also be used for loading, staging, temporary storage, and other activities that support production, in addition to circulation. Because of these requirements, open space between buildings is in general characterized by utilitarian paving and plants that are limited to small areas of ground cover, ornamental shrubs and trees. The regular arrangement of large rectangular buildings forms a grid pattern.

Character-defining features:

1. Rectangular grid pattern of open space between stages.
2. Linear open spaces that are proportionally narrower than building heights at the stages.
3. Utilitarian paving (e.g., asphaltic concrete, uncolored gray concrete without patterns and insets).
4. Minimal or no landscape at stages.
5. Landscaping, including sod, shrubs, planting beds, and trees at offices.
6. Functional, efficient lighting sources and fixtures.
7. Unscreened HVAC, electrical, and plumbing equipment and distribution.

Setting

The edges of the different areas of the lot do not have consistent edge conditions. The different areas have different characteristics; however, the transitions are abrupt.

Character-defining features:

1. Movie studio building types and uses.
2. Juxtaposition of different areas of building types adjacent to each other at circulation spaces without visual buffers, screens, and transitions from one area to another area.

4.2.3 General Criteria for New Construction within the Frontlot

a. Comply with height limits, land use, and other provisions in the proposed Universal Studios Specific Plan, including alterations and additions.
b. Select sites for new construction within the Frontlot that minimize loss of historic character by retaining and recalling the list of character-defining features.
c. Locate new construction within the Frontlot so as to retain the pattern and limits of existing circulation spaces and building pads.
d. The character of new buildings shall substantially recall the character of adjacent predominant building types, such as large rectangular footprints with tall, flat, unarticulated walls adjacent to sound stages.
e. Retain multi-purpose hardscaped spaces between buildings, except adjacent to office buildings.
f. Signage and promotional graphics, of any quantity, scale, at any location (ground, wall, monument, tower, roof), design (flat, three dimensional), media, lighting source, static, or dynamic, is allowed.
g. Construct attached exterior additions built as signage, film sets or for studio tour functions in such a manner that they are reversible and do not result in substantial loss of the physical integrity of a contributing building.

4.3 New Construction: Midlot

4.3.1 Overview of the Midlot

The Midlot is the central portion of the Historic District and is composed primarily of bungalows. “Bungalow” is the common studio term for smaller buildings designed and constructed in a residential style built to accommodate office uses. Studio bungalows are found in a variety of styles, configurations, and materials.

Within the Historic District, Bungalows are predominantly aggregated into clusters of small buildings organized around surface parking lots and some landscape features. The western-most cluster is bounded by the River Road to the north and is sited at a lower elevation than the eastern-most cluster. The change in grade defines the two clusters. The form and architectural style of the bungalow buildings, their clustered arrangement, and their landscaping, recall the general characteristics of a twentieth-century Los Angeles residential neighborhood.

The Studio Tour passes by the Midlot, but in general does not enter the area or utilize any of its spaces and buildings directly for attractions and promotion.

4.3.2 Contributing Resources and Character-defining Features

Office/Service Bungalows

The Midlot contains thirty-three (33) buildings of which twenty-six (26) are contributing resources. Twenty-four (24) of the contributing resources located in the Midlot area are office bungalows. These are buildings 4111, 4113, 4131, 4132, 4133, 4135, 4136, 4144, 4171, 4173, 4175, 5162, 5163, 5164, 5165, 5171, 5174, 5182, 5183, 5184, 5185, 5186, 5195, and 5196. All are single-story, wood-framed structures with wood or stucco finishes and an eclectic variety of architectural details that includes elements of American Colonial Revival, Moderne, and Minimal-Traditional styles.

Character-defining features include original window and door openings; steel, divided light casement windows; wood sash windows; front porches with pediment roof and wood columns; decorative wood door surrounds; wood fixed shutters; and decorative cornices. All contributing bungalows were relocated from another location to their current sites. The relocation of buildings is understood as a defining characteristic of motion picture studios and is a character-defining feature of the Historic District.

Character-defining features:

1. Residential and small office character with modest decorative details.
2. Rectangular footprint.
3. Low scale.
4. Flat or low pitched roofs.
5. Overhanging eaves; open or boxed.
6. Structural system in general not expressed
7. Membrane or composition shingled roofs.
8. Painted cement plaster walls.
9. Openings for doors and window in residential scale; corner windows.

10. Residential scaled porches with gabled or flat roofs, pediments, and wood posts.
11. Painted wood or ferrous metal divided light doors and windows.
12. Screened and hidden electrical system equipment and distribution.
13. Screened HVAC and plumbing systems equipment and distribution.
14. Neutral field colors with light trim colors and dark doors and sash.
15. History of building relocation.
16. Minimal, wall-mounted signage, used for building number, wayfinding, and identification of occupants.

Office Buildings

Two of the contributing resources located in the Midlot area are office buildings (Buildings 4115 and 4118). Both are two-story, wood frame buildings with smooth troweled cement plaster cladding. Character-defining features include original window and door openings; steel, multi-light casement windows; front porches with pediment roof and wood columns; wood fixed shutters; and decorative cornices. Both building 4115 and 4118 were relocated from another location to their current sites. The relocation of buildings is understood as a defining characteristic of motion picture studios and is a character-defining feature of the Universal Studios Historic District.

4.3.3 General Criteria for New Construction within the Midlot

a. Comply with the proposed height limits, setbacks, land uses and other provisions in the proposed Universal Studios Specific Plan, including alterations, additions, and new buildings.
b. Select sites for new construction within the Midlot that minimize loss of historic character by retaining and recalling the list of character-defining features.
c. Locate new construction within the Midlot so as to retain the pattern and scale of existing circulation spaces, decentralized and building-associated parking areas, and informally arranged building pads.
d. Retain landscaped open spaces, including turf and trees; the retention of shrubs and planting beds is optional.
e. Graphics and signage are allowed. This type of signage may be two or three dimensional, illuminated, and animated. Such signage may be attached to building walls, but shall not extend beyond building wall corners and eaves, or cover windows and doors. Such signage may be freestanding, but shall not exceed the height or width of immediately adjacent buildings as measured from the highest finished grade of such buildings.
f. Construct attached exterior additions built as film sets or for studio tour functions in such a manner that they are reversible and do not result in substantial loss of the physical integrity of a contributing building.
g. Hide or screen HVAC, electrical, and plumbing equipment and distribution.
h. Exterior lighting shall be low-intensity, hidden in landscaping (e.g., tree-mounted), at or below eye-level with a low cut-off to eliminate visibility of direct lighting sources except for luminaries with diffusing screens wall-mounted at exterior doors or on posts at exterior pedestrian walkways.

i. Existing buildings that were previously moved may be moved again to form new building groups that add compatible new construction while retaining the character-defining features listed for the Midlot.

4.4 New Construction: Backlot

4.4.1 Overview of the Backlot

The Backlot comprises the eastern portion and the largest land area of the Historic District. The entire studio, including the Historic District, serves as a shooting location according to need and fit. The Frontlot stage buildings are purpose-built for interior production. Midlot buildings are built for office functions. The Backlot is primarily used for exterior shooting and attractions constructed as part of the studio tour. Accessory uses in this area include technical support, film vaults, storage, toilets, and dressing rooms.

Sets are arranged along irregular linear (street or road-like) and nodal (plaza or courtyard-like) spaces that are designed for shooting films. The arrangements in general create a number of distinct visual environments that represent particular times and places. In some cases the sets are shallow facades with an unfinished rear. In other cases accessory uses are placed in buildings behind the set facades. Studio tour attractions are also placed in purpose-built structures that are disguised as functional structures that resemble technical support or stage buildings.

The Backlot topography in general slopes upward from north to south. The topography has more slope than the other zones in the Historic District. The topography is utilized in the arrangements of sets, open spaces, and the studio tour routes.

The built fabric of the Backlot does not materially represent the history of this portion of the Historic District. The reconstruction, refinishing, and modification of sets is characteristic of film production and set pieces have been continually reconstructed throughout the Studio's history. Major fires, most recently in 1990 and 2008, have also destroyed substantial portions of the Backlot sets which were reconstructed or replaced as needed. Set reconstruction will continue to meet current market demand. These changes are a constant in the history of the Backlot and an essential characteristic of the studio business.

The evolution of the Backlot includes a consistent pattern of the major open spaces, linear and nodal, among the sets and accessory buildings.

4.4.2 Contributing Resources and Character-defining Features

Circulation

The major open spaces, linear and nodal, which appear as a circulation pattern of streets, roads, and trails that connect and delineate sub-areas within the Backlot and provide access to storage and support facilities, are character-defining. These spaces have been graded, re-aligned, and re-paved many times, but the basic circulation diagram is substantially intact from Universal Studio's historic period.

Sets

The use of the Backlot in part for sets is a character-defining feature of the Historic District.

Film Vault

The Backlot contains a film vault (building 6237) that is a contributing building to the Historic District. The film vault is a two story, utilitarian building of steel and concrete construction. Character-defining features of the film vault include the simple, utilitarian articulation of the facades, original door openings, second story cantilevered steel walkway, and exposed exterior system pipes.

4.4.3 General Criteria for New Construction within the Backlot

a. Comply with the proposed height limits, setbacks, land uses and other provisions in the proposed Universal Studios Specific Plan, including alterations, additions, and new buildings.
b. Substantially retain the historic circulation diagram, linear and nodal. This diagram is currently found in streets, roads, and trails.
c. Repair, replace, redesign, dress, and landscape sets as needed for production or attractions.
d. Integrate new construction for tour attractions into set environments or finish to resemble stage buildings.
e. Where feasible, use accessory buildings and other uses as set pieces along character-defining circulation spaces. This can be implemented by landscaping, topography, and designing the exterior of accessory buildings to appear as part of a set.
f. Signage for any purpose is allowed, including promotion. Signage should be integrated into sets and attractions to the extent feasible. There is no limitation as to size, scale, medium, illumination, or any other characteristic. This does not limit the use of any building identification, safety, or code-required signage.
g. Retain the general topography to the extent feasible.

APPENDIX A

The Secretary of the Interiors Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

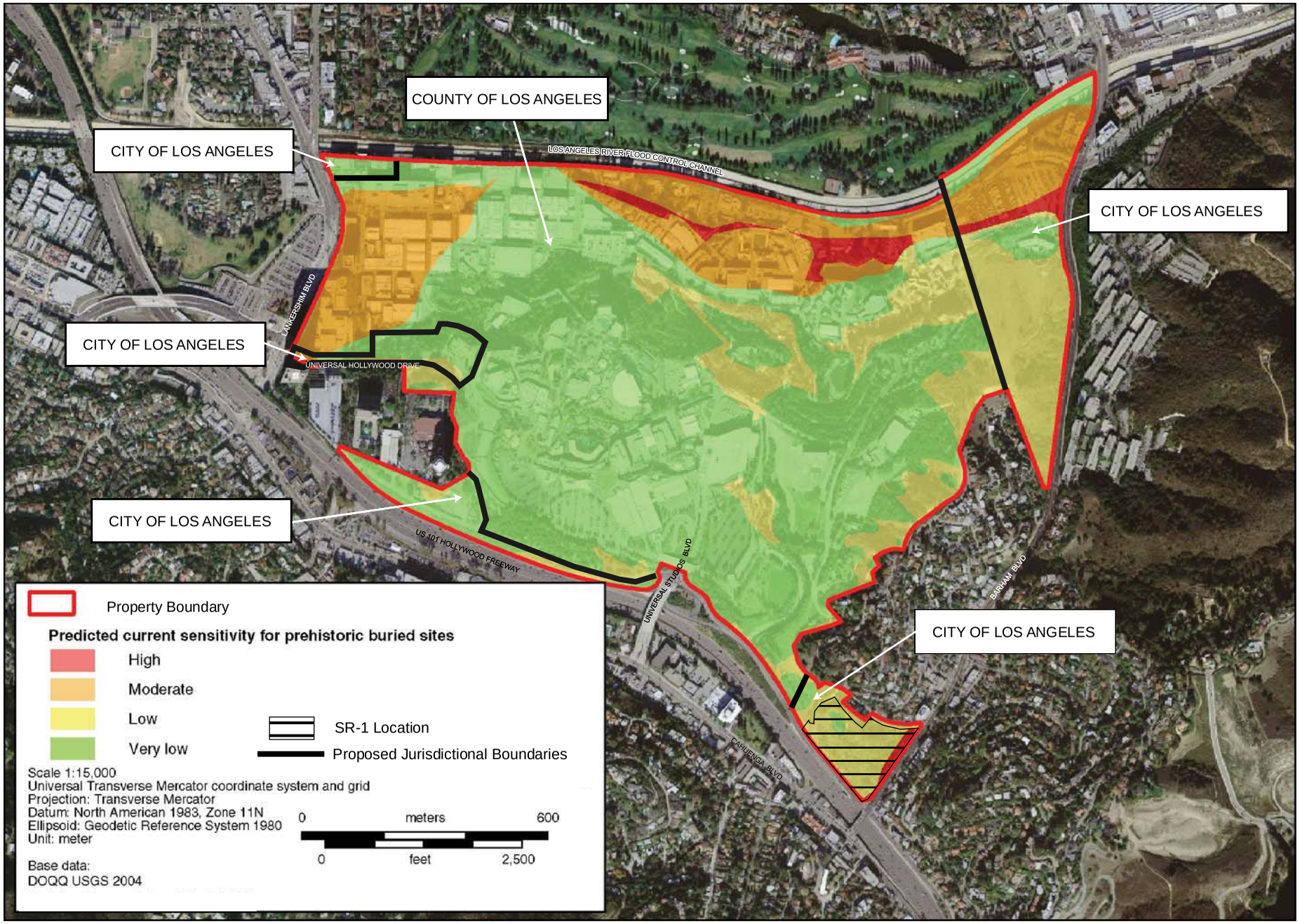
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.



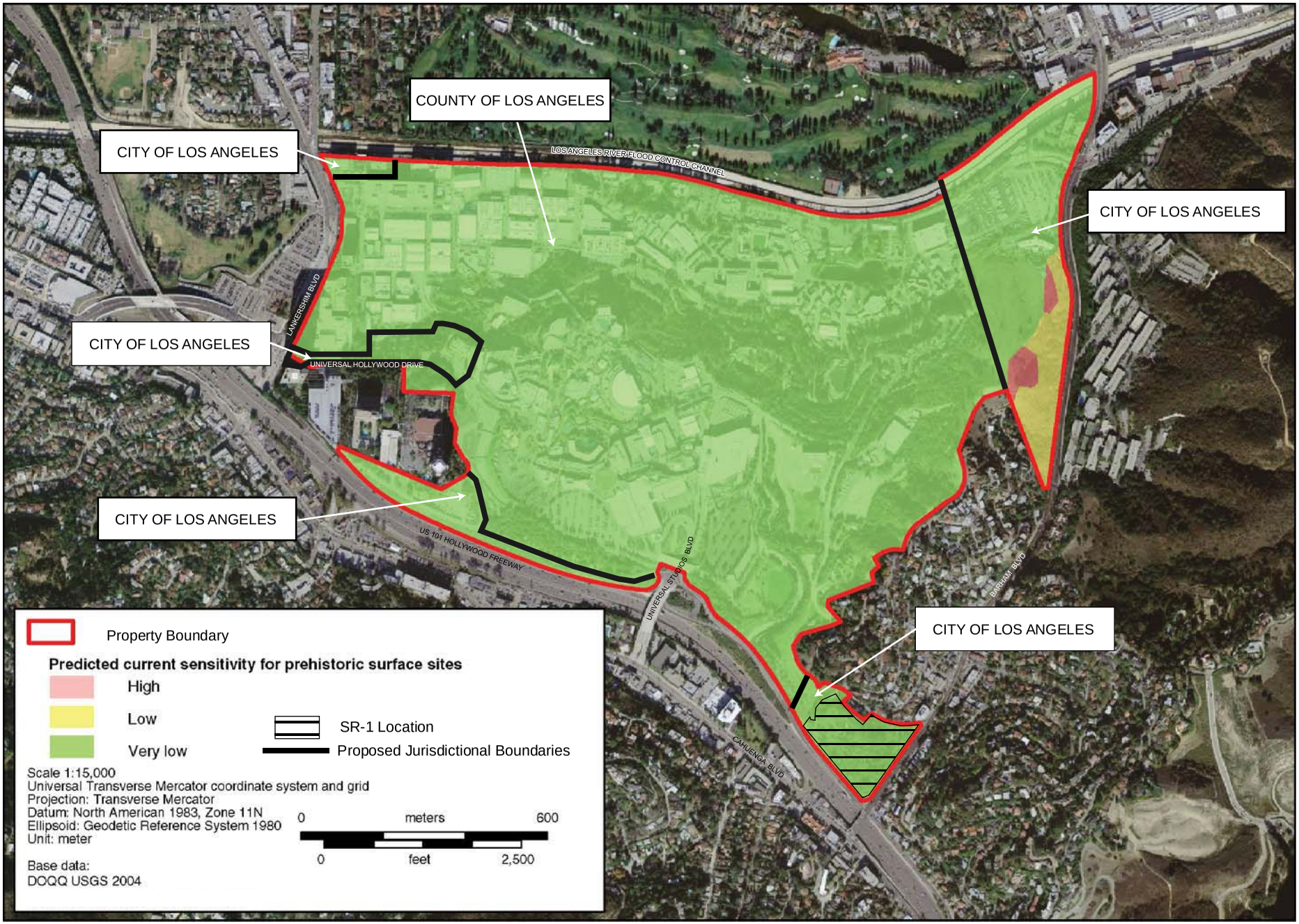
Source: Statistical Research, Inc., March 2010; Matrix Environmental 2012.

matrix environmental

NORTH

Attachment H

Predicted Sensitivity of Project Site for Buried Sites



Source: Statistical Research, Inc., March 2010; Matrix Environmental 2012.

matrix environmental

NORTH

Attachment I
Predicted Sensitivity of Project Site
for Prehistoric Surface Sites

DRAFT

COUNTY OF LOS ANGELES

CALIFORNIA ENVIRONMENTAL QUALITY ACT

RESPONSIBLE AGENCY

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING CONSIDERATIONS

NBC UNIVERSAL EVOLUTION PLAN

STATE CLEARINGHOUSE NO. 2007071036

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CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION & BACKGROUND

Universal City Studios LLC (the "Applicant") proposes the NBC Universal Evolution Plan ("the Project"), which sets forth the framework to guide the development of an approximately 391-acre site located in the east San Fernando Valley near the north end of the Cahuenga Pass. The Project site (the "Project Site") is generally bounded by the Los Angeles River Flood Control Channel to the north, Barham Boulevard to the east (except in the area of the Hollywood Manor residential area), the Hollywood Freeway to the south (except for the southwest corner of the Project Site which abuts existing off-site hotel and office towers), and Lankershim Boulevard to the west. The Project Site is located in two jurisdictions, and currently includes approximately 296 acres (76 percent of the total Project Site area) within unincorporated County of Los Angeles ("County") and the remaining 95 acres (24 percent of the total Project Site area) within the City of Los Angeles ("City").

The Project was reviewed by the City (serving as lead agency) in accordance with the requirements of the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 *et seq*.) and the State CEQA Guidelines (California Code of Regulations, Title 14, § 15000 *et seq.*). The County served as a responsible agency and worked jointly and in cooperation with the City in the preparation and evaluation of an Environmental Impact Report ("EIR"), pursuant to a Memorandum of Understanding between the County and the City.

On November 14, 2012, the City approved the Project, certified the EIR (State Clearinghouse No. 2007071036) and adopted CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program ("MMRP"). The Project approved by the City (Alternative 10: No Residential Alternative) eliminates the residential portion of the originally proposed project studied in the EIR while increasing Studio Office, Hotel, and Entertainment uses. As approved, the Project (Alternative 10) would provide approximately 2.68 million square feet of net new Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater, and Hotel uses on the Project Site. The certified EIR contains technical reports supporting the environmental analysis for Alternative 10 as additional appendices to the Final EIR. The Alternative 10 technical reports do not change any of the analysis or conclusions in the EIR but were provided as additional information for the public and decision makers prior to the City's certification of the EIR.

The County is considering several discretionary actions to implement those portions of the Project within the County, including: adoption of the Universal Studios Specific Plan ("County Specific Plan"), a General Plan amendment, a zone change, and a development agreement (the "County Entitlements"). Implementation of the Project in the County portions of the Project Site would occur through the County Specific Plan.

II. PROJECT DESCRIPTION (ALTERNATIVE 10)

The project as originally proposed and analyzed in the Draft EIR consisted of the development of approximately 1.83 million square feet of net new entertainment, studio, office, and related uses, which included up to 500 hotel guest rooms and related hotel facilities. In addition, 2,937 residential dwelling units and 115,000 square feet of retail/commercial uses and up to 65,000 square feet of community serving uses were to be constructed. Approximately 638,000 square feet of existing studio, office, and entertainment uses were to be demolished as

part of the proposed project, although the majority of existing on-site uses and facilities would remain.

Many comment letters submitted during the public comment period for the Draft EIR raised concerns about the proposed project's plan to construct 2,937 residential dwelling units, and suggested augmenting the existing land uses. In addition, after the close of the public comment period, elected officials sent letters to the Applicant urging reconsideration of the residential part of the proposed project. As such, in response to these public comments and requests from elected officials, a new Alternative—the No Residential Alternative (or Alternative 10)—was included in the Final EIR which deleted the residential portion of the proposed project. For purposes of these findings, "the Project" shall refer to Alternative 10, not the project as proposed and analyzed in the EIR. The project as proposed and analyzed in the EIR shall be referred to in these findings as "the originally proposed project."

Alternative 10 represents a significant reduction in the overall density of the originally proposed project by eliminating the entire residential portion of the originally proposed project while increasing the Studio Office, Hotel, and Entertainment uses of the originally proposed project. Alternative 10 eliminates the proposed 2,937 residential units and 180,000 square feet of neighborhood retail and community-serving commercial uses of the originally proposed project and adds approximately 210,000 additional net new square feet of Studio Office uses, an additional 150,000 net new square feet of Entertainment uses in the Entertainment Area, and an additional 450,000 square feet of Hotel uses (up to 500 guest rooms) in the Entertainment Area. In addition, Alternative 10 includes additional parking structures.

Due to the elimination of the proposed residential, neighborhood and community serving commercial uses in the existing Back Lot Area, identified as the Mixed-Use Residential Area under the originally proposed project, Alternative 10 would also retain the existing 42,240 square feet of Entertainment uses in the existing Back Lot Area proposed to be demolished under the originally proposed project. Thus, Alternative 10 would result in an additional 192,240 net new square feet of Entertainment uses as compared to the originally proposed project (the 150,000 new square feet described above and the retained 42,240 existing square feet).

Overall, the approximately 852,240 additional square feet of net new Studio Office, Hotel, and Entertainment uses under Alternative 10 would be in addition to the approximately 1.8 million square feet of net new Studio, Studio Office, Office, Entertainment, Entertainment Retail and Hotel uses proposed under the originally proposed project.

Alternative 10 would involve the detachment of approximately 30 acres of the Project Site from the City's jurisdiction into the County. Alternative 10 would also involve the annexation of approximately 3 acres of the Project Site from the County's jurisdiction into the City of Los Angeles. The jurisdictional boundary adjustments proposed under Alternative 10 would therefore result in an overall net change of approximately 27 acres from the City to the County. Should the annexation and detachment process be completed through the Los Angeles Local Agency Formation Commission, approximately 68 acres of the Project Site would be located within the City, and the remaining approximately 323 acres of the Project Site would be located within the unincorporated area of the County.

Should the proposed annexation and detachment not occur under Alternative 10, the 95 acres within the Project Site currently located within the City would remain located in the City, while the balance, 296 acres, would remain under the jurisdiction of the County. If the proposed annexation and detachment does not occur, Alternative 10's proposed development of

approximately 2.68 million square feet of net new Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater, Hotel and related space that supports the various on-site production and entertainment activities would still occur; however, these uses would be situated based on existing jurisdictional boundaries.

Under Alternative 10, development in the County portions of the Project Site would occur in accordance with the provisions set forth in the County Specific Plan (as modified for Alternative 10), the boundaries of which would reflect the above discussed annexation and detachment actions. Development in the County portions of the Project Site would include the Studio, Studio Office, Office, Entertainment, Entertainment Retail, and Amphitheater uses and 450,000 square feet of Hotel uses (500 guest rooms) proposed in the County under the originally proposed project, an additional 192,240 net new square feet of Entertainment uses as compared to the originally proposed project, as well as an additional 125,000 square feet of Studio Office uses. Overall, development under the County Specific Plan would allow for the construction of 2,433,000 square feet of gross new development, less 544,460 square feet of demolition, for a total of 1,888,540 square feet of net new development. In addition, as with the originally proposed project, Alternative 10 would also include an equivalency program in the County that would allow for the development of a different land use mix consistent with the provisions of the County Specific Plan as long as the overall character of development within the County Specific Plan area and each Development Area located in the County is maintained.

Development in the City portions of the Project Site would occur in accordance with the [Q]C2-1-SN Zone, pursuant to City of Los Angeles Ordinance No. 182321 (the "City [Q]C2 Zone"), the boundaries of which reflect the above discussed annexation and detachment actions. Development in the City portions of the Project Site would include 50,000 square feet of Studio uses, 450,000 square feet of Hotel uses (500 guest rooms), as well as approximately 330,000 gross new square feet of Studio Office uses. Alternative 10 would also include a 5,000 square foot expansion to the existing child care center in the northeastern portion of the Project Site (included in the 330,000 gross new square feet of Studio Office uses), which would be located within the City.

III. FINDINGS REQUIRED TO BE MADE BY RESPONSIBLE AGENCY

In considering the County Entitlements, the County is acting as a responsible agency under CEQA pursuant to Public Resources Code § 21069 and CEQA Guidelines § 15096. CEQA Guidelines § 15096 requires a responsible agency to consider the environmental effects of the project as shown in the EIR prepared by the lead agency and reach its own conclusions on whether and how to approve the project involved. CEQA Guidelines § 15096(h) also requires the responsible agency to make certain findings required by CEQA Guidelines § 15091 for each significant effect of the project. CEQA Guidelines § 15091(a) provides that:

> No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> > (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

> (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
>
> (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Under CEQA Guidelines § 15096(g)(1), a responsible agency has responsibility for mitigating or avoiding only the direct or indirect environmental effects of those parts of the project which it decides to carry out, finance, or approve. When an EIR has been prepared for a project, CEQA Guidelines § 15096(g)(2) provides that the responsible agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment.

CEQA Guidelines § 15096(h) also requires a responsible agency to make the findings pursuant to CEQA Guidelines § 15093, if necessary. Pursuant to § 15093, when an agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record.

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

a) Description of Significant Effects - A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact.

b) Project Design Features – Identified project design features or actions that are included as part of the Project.

c) Mitigation Measures - Identified mitigation measures or actions that are required as part of the Project.

d) Finding - One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091.

e) Rationale for Finding - A summary of the reasons for the finding(s).

f) Reference - A notation on the specific section(s) in and technical appendices to the EIR which include the evidence and discussion of the identified impact.

IV. IMPACTS DETERMINED IN THE INITIAL STUDY NOT TO BE SIGNIFICANT

The City of Los Angeles Department of City Planning prepared an Initial Study dated July 10, 2007, for the originally proposed project, which determined that the originally proposed project would not have the potential to cause significant impacts in the following areas: Agricultural Resources and Mineral Resources. Therefore, these issue areas were not examined in detail in the EIR. In addition, as these issue areas deal generally with the location of the Project Site, the Project (Alternative 10) would also not have the potential to cause significant Agricultural Resources and Mineral Resources impacts. The rationale for the conclusion that no significant impact would occur in each of these issue areas is summarized below, and based on that rationale, and other evidence in the administrative record relating to the originally proposed project and the Project (Alternative 10), the County finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. Agricultural Resources

The Project would involve the construction of urban uses within the existing urbanized Project Site. The Project Site is not used, nor has it been used in the recent past, for agricultural purposes. The site is not zoned for agricultural use nor is it designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, Division of Land Resources Protection. Thus, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use. Therefore, no impacts would occur and no mitigation measures are required.

The Project would involve the construction of urban uses within the existing urbanized Project Site. The Project Site is not zoned nor has it been used in the past for agricultural purposes. The Project Site is currently zoned for residential and commercial/industrial land use and is not enrolled under the Williamson Act. Thus, the Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract, and no impact would occur.

The Project would involve the construction of urban uses within the existing urbanized site. The Project Site is located in an urbanized area of Los Angeles and does not contain any agricultural uses, nor are any agricultural uses located in the vicinity of the Project Site. Thus, development of the Project would not convert any farmland to non-agricultural use, and no impact would occur.

B. Mineral Resources

The Project Site is not located within an area containing significant mineral deposits (i.e., Mineral Resource Zone 2 Areas- MRZ-2), nor is it located within a surface mining district. Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and no significant impacts would occur.

The Project Site is not designated as a-locally recognized area containing notable mineral deposits. Thus, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan and no significant impacts would occur.

V. IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION

The Los Angeles Department of City Planning prepared an Initial Study for the Project in which it required analysis of the following environmental impact areas in an EIR: Land Use; Traffic/Access; Noise; Visual Qualities; Light and Glare; Geology and Soils; Water Resources; Air Quality; Biota; Cultural Resources; Public Services; Utilities; Environmental Safety; Employment, Housing and Population; and Climate Change.

The following impact areas were determined to be less than significant prior to mitigation, and based on that analysis and other evidence in the administrative record relating to the Project, the County finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. Land Use

1. Land Use Plans

Development of the Project Site is currently guided by several adopted land use plans and policies. Regional land use plans applicable to the Project are those prepared by the Southern California Association of Governments which includes the 1996 Regional Comprehensive Plan and Guide, the 2008 Regional Comprehensive Plan, and 2004 Compass Blueprint Growth Vision. As the Project Site is located within both the County of Los Angeles and the City of Los Angeles, the Los Angeles County General Plan and the Los Angeles River Master Plan are applicable to the County portions of the Project Site, whereas, the land use plans that are administered by the City of Los Angeles applicable to the Project are the City of Los Angeles General Plan, including the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, the Los Angeles River Revitalization Master Plan (and proposed River Improvement Overlay), and the Mulholland Scenic Parkway Specific Plan. Although not formally adopted as regulatory "plans", the City of Los Angeles Planning Department's Urban Design Principles and Walkability Checklist are recognized in planning future development throughout the City, and thus are also applicable to the Project. The Los Angeles County Metropolitan Transit Authority (Metro) has prepared two transportation planning documents to improve mobility in the region through the use of bicycles: The Metro Bicycle Strategic Plan and the Bicycle Transportation Account Compliance Document.

The Project would be consistent with the provisions of Southern California Association of Governments, County of Los Angeles, and City of Los Angeles land use plans, and would not preclude the attainment of the primary intent of the land use plans or policies for the Project Site. The Project would also implement a number of key land use and transportation policies by locating the Project's growth at a regional transportation hub and furthering the existing character of the Project Site as a major regional employment center. In addition, the proposed development of Studio, Studio Office, Entertainment, Entertainment Retail, Amphitheater, Hotel, and Office uses would support land use objectives to accommodate a diversity of uses that support the needs of the area's existing and future residents, businesses and visitors.

Since key regional, County, and City, land use plan objectives and policies would be implemented under the Project, land use impacts would be less than significant as the Project is not inconsistent with adopted and future land use designations and applicable land use plans. Though the Project would not develop the Project Site with residential units as would the originally proposed project, and thus not provide the beneficial effects of such development, the Project would provide a greater level of commercial growth at a regional transportation hub than

the originally proposed project, and a greater expansion to the entertainment and tourism industries, key economic engines in Southern California, than the originally proposed project. With the granting of the requested land use approvals by the County and City of Los Angeles, the Project would not be inconsistent with the goals, policies, objectives, and land use/zoning designations established by both the County and City General Plans and zoning codes, as well as the goals and objectives established by land use plans prepared by the Southern California Association of Governments. Project design features to reduce potential impacts with regard to land use plans have been incorporated into the proposed Mitigation Monitoring and Reporting Program and County Specific Plan. No mitigation measures are required as the Project impacts with regard to land use plans would be less than significant.

a. Impacts Under No Annexation Scenario

The Project would involve the annexation of approximately 3 acres of the Project Site from the County's jurisdiction into the City of Los Angeles. The Project would also involve detachment of approximately 30 acres of the Project Site from the City's jurisdiction into the County. Should the proposed annexation and detachment not occur under the Project, the 296 acres within the Project Site currently located within the County of Los Angeles would remain located in the County of Los Angeles, while the balance, 95 acres, would remain under the jurisdiction of the City of Los Angeles. Further, while adjustments to the County Specific Plan and the City [Q]C2 Zone and would be required, the Project's proposed development would still occur; however, the proposed uses would be located based on existing jurisdictional boundaries. As no changes to the Project's consistency with adopted land use plans would occur as a result of maintaining existing City/County jurisdictional boundaries under the No Annexation scenario, land use plan impacts under the No Annexation scenario would also be less than significant.

b. Cumulative Impacts

It is anticipated that the projects under consideration in the area surrounding the Project would implement and support important local and regional planning goals and policies and that any new project, as necessary, would incorporate mitigation measures required to reduce potential land use plan impacts to a less than significant level. With implementation of the County Specific Plan and the City [Q]C2 Zone, and upon approval of the requested actions, development of the Project and related projects are anticipated to not be inconsistent with the intent of the City or County General Plans or with other applicable land use plans, and the County and City Planning and Zoning Codes regarding future development in and around the Project Site. Therefore, development of the Project, in conjunction with the related projects, would not be expected to result in cumulatively considerable impacts with respect to applicable land use plans and regulations.

2. Physical Land Use

The growth in development under the Project would occur within generally the same areas of the Project Site as the originally proposed project, with the exception of the elimination of the proposed residential, neighborhood retail and community-serving commercial uses in the existing Back Lot Area under the Project.

The Project Site is surrounded by a mix of commercial (e.g., hotel, office, retail), single- and multi-family residential, and public and private recreational land uses, most of which are physically separated from the site by intervening facilities. With regard to development within the

Studio, Entertainment, and Business Areas, improvements consistent with the County Specific Plan and the City [Q]C2 Zone would not create a material change with regard to the Project Site's existing physical relationship with adjoining land uses. This occurs because development under the Project would consist of the same types of land uses as currently exist within this portion of the Project Site and thus, the Project development would reinforce existing on-site land use patterns. Furthermore, the Project would not disrupt, divide, or isolate existing neighborhoods or communities.

With regard to the existing Back Lot Area, the Project would not develop any of the residential, neighborhood retail and community-serving commercial uses that the originally proposed project would develop. Instead, the Project would develop additional Studio Office uses in the northeastern portion of the Project Site and Studio uses in the existing County portion of the existing Back Lot Area. In addition, no permanent structures or parking facilities would be permitted within 300 feet of the majority of the eastern property boundary that abuts the Hollywood Manor (Blair Drive) community. In sum, as compared to the originally proposed project, the Project would include substantially less development within the existing Back Lot Area. Project design features to reduce potential physical land use impacts have been incorporated into the County's MMRP and County Specific Plan. Impacts with regard to physical land use under the Project would be less than significant.

a. Impacts Under No Annexation Scenario

The proposed annexation/detachment of areas between the County and City would not alter the potential for physical land use impacts as the analysis is independent of jurisdictional boundaries. As such, potential impacts under the No Annexation scenario would remain the same as those identified above. As such, physical land use impacts under the No Annexation scenario would be less than significant.

b. Cumulative Impacts

Development of the Project in combination with the related projects would result in an intensification of the existing prevailing land uses in the vicinity of the Project Site. However, it should be noted that all of the related projects are subject to local zoning and land use designations for each of the related project sites (i.e., City of Los Angeles and Burbank). These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts. Therefore, the Project would not combine with the related projects to create an incompatibility with surrounding communities with respect to land use, density, or building height. As the Project would not combine with the related projects to adversely change the existing relationship with all off-site areas and would not disrupt, divide or isolate existing communities, the Project combined with the related projects would result in cumulative physical land use impacts that would be less than significant.

B. Traffic/Access (Bicycle, Pedestrian, and Vehicular Safety)

1. Environmental Impacts

Under the Project, a number of entry points to the Project Site would be available. All new on-site driveway locations from City streets would be required to conform with City standards and would be required to provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian

safety. Signalization meeting City standards would be provided at the access locations requiring signalization to provide for proper vehicular and bicycle movement controls. Thus, the Project would not substantially increase hazards to pedestrians, bicyclists, or vehicles and a less than significant impact would occur.

2. Impacts Under No Annexation Scenario

The proposed annexation/detachment of land areas between the County and City would not alter the potential for traffic/circulation impacts nor the significance level of any impact. Annexation has no bearing on which jurisdictional intersection or recommended improvement to various intersections could occur with the Project. The jurisdictions responsible for implementation of the mitigation measures would also be unaffected. As such, potential impacts would remain the same if the proposed annexation/detachment actions are not implemented.

3. Cumulative Impacts

Impacts associated with bicycle, pedestrian, and vehicular safety would be less than significant. Additionally, the applicants of the other related projects would be required to design and construct the related projects in conformance with applicable standards regarding sight distance, sidewalks, crosswalks, and pedestrian movement controls. Therefore, the Project's contribution to cumulative bicycle, pedestrian, and vehicular safety impacts would not be considerable, and cumulative impacts would be less than significant.

C. Traffic/Access (Parking)

1. Construction Impacts

During construction of the Project, an adequate number of on-site parking spaces would be available at all times or a shuttle to an off-site parking location would be provided for the construction workers. Therefore, construction of the Project would result in a less than significant impact with regard to the availability of parking spaces.

Currently the Project Site provides an additional 1,200 parking spaces than required (i.e., a parking surplus of 1,200 spaces). The anticipated demolition of existing on-site uses would reduce the Project Site's parking requirements by 5,121 parking spaces, from 15,972 to 10,851 parking spaces. In terms of parking supply, the anticipated demolition of existing on-site uses would reduce the amount of available parking at the Project Site by a total of 3,728 spaces, from 16,940 to 13,212 parking spaces. These changes in parking requirements and parking supply serve to increase the parking surplus at the Project Site from 1,200 parking spaces (accounting for interim projects) to 2,271 parking spaces. Therefore, Project demolition would result in a less than significant parking impact.

2. Operational Impacts

The placement of structures and subsequent parking under the Project would be developed per the City [Q]C2 Zone and County Specific Plan.

The proposed County Specific Plan requirements provide for equal or more parking than that required by the Los Angeles County Code. The required parking for the Project development is approximately 8,430 spaces. The Project includes 9,984 parking spaces for

development under the proposed County Specific Plan. Considering the number of existing parking spaces, the number of parking spaces that would be added as part of interim projects, the number of parking spaces that would be removed during the Project's demolition phases, and the number of proposed additional parking spaces, the Project would result in a surplus of 4,942 parking spaces at Project buildout, based on the parking requirements outlined in the proposed County Specific Plan. Thus, the Project would provide sufficient parking to accommodate the proposed development within the County's jurisdiction. Therefore, impacts related to parking under the proposed County Specific Plan would be less than significant.

The estimated City parking requirement for proposed uses would be approximately 1,010 spaces. The Project includes 2,143 parking spaces for development in the City portions of the Project Site. When including existing parking spaces, the number of parking spaces that would be added as part of interim projects, the number of parking spaces that would be removed during the Project's demolition phases, and the number of proposed additional parking spaces, the Project would result in a surplus of parking spaces at Project buildout, based on the parking planned in the City portions of the Project Site. Thus, the Project would provide sufficient parking to accommodate the proposed development within the City's jurisdiction. Therefore, impacts related to parking under the City [Q]C2 Zone would be less than significant.

Future parking demand from the continued growth of the Project Site would also be met through continued sitewide management of parking facilities. Project design features to reduce parking impacts have been incorporated into the proposed Project. Overall, parking impacts under the Project would be less than significant.

3. Impacts Under No Annexation Scenario

If the proposed annexation/detachment does not occur, the Project's land use plan would not change. As such, the provision of on-site parking would comply with all applicable parking requirements of the County Specific Plan for the County portions of the Project Site and the City [Q]C2 Zone for the City portions of the Project Site. Adherence to these parking requirements would mitigate all the Project parking impacts. As such, impacts associated with the No Annexation scenario would be less than significant.

4. Cumulative Impacts

The parking demands associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the related projects. Land uses associated with the Project are isolated from parking areas outside of the Project Site. Thus, visitors and employees associated with the Project are not anticipated to park elsewhere due to topographical and access limitations. Additionally, the Project's demand for parking would be accommodated on-site. Therefore, cumulative parking impacts would be less than significant.

D. Noise (Operational)

1. On-Site Sources

Operational noise sources on the Project Site would include those related to maintenance/operations, traffic, parking areas, building mechanical and electrical equipment, Universal Studios Hollywood attractions (operating from 7:00 A.M. to 10:00 P.M.), Universal CityWalk tenants and public areas, as well as from special events. New major noise sources

from the Project were included in the analysis based on the proposed Project Conceptual Plan and assumed to operate simultaneously. Each new Universal Studios Hollywood attraction source was assumed to be similar to an existing attraction source and thus a corresponding sound level was used in the computer model. It was assumed that the Universal Studios Hollywood tour trams operate at a maximum capacity of 23 trips per hour. This condition is not the norm; however, this method was utilized to provide a conservative approach to analyzing the potential noise levels from this particular noise source.

The selection of the significance thresholds for on-site operational noise sources analyzed the applicable provisions of the County Noise Ordinance, the City Noise Ordinance, and the *City of Los Angeles CEQA Thresholds Guide* to determine which was more restrictive and in turn would yield a more conservative assessment of potential on-site operational noise impacts. As explained on Pages 991 to 992 of the Draft EIR, the analysis concluded that the County Noise Ordinance was the most restrictive, and thus the most conservative, methodology for analyzing noise impacts for operations. Accordingly, the restrictions in the County Noise Ordinance were selected as the significance thresholds for on-site operational noise sources.

The Project's noise sources were modeled based on their normal operating hours and the County Noise Ordinance's differentiation between noise standards for daytime and nighttime hours. For example, the normal operating hours for the Universal Studios Hollywood theme park are 7:00 A.M. to 10:00 P.M. and the analysis and model was completed using the Project's new theme park noise sources during that timeframe. In addition, any new noise sources in the public areas (Universal CityWalk) were included in the model until their closing time at 2:00 A.M..

The results of this modeling of all noise sources simultaneously indicated that the new Project sound sources would be in compliance with the established significance thresholds, which follow the County Noise Ordinance. As on-site noise sources would not generate noise levels that exceed the established significance criteria, impacts from on-site sources would be less than significant.

2. Roadway Sources

Traffic noise models of the surrounding community area were constructed using Federal Highway Administration's Traffic Noise model modeling software to determine ambient noise increases due to traffic increases. All of the traffic receptors would experience an increase in traffic noise levels from the Project that is less than 3 dB with mitigation measures. increases in noise from the Project traffic at the receptor locations, which are all below 3 dB, would not be perceptible. Accordingly, with the use of the more restrictive CEQA threshold of a 3 dB noise increase for traffic noise, Project conditions for the existing year as well as 2030 would not exceed the established significance criteria, and thus impacts from roadway sources would be less than significant.

3. Project Design Features

No Project Design Features are applicable to development in the County for this environmental issue. Project Design Feature C-3 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Impacts Under No Annexation Scenario

The significance thresholds used in the noise analysis are based on a combination of the noise standards in use by both the County and City. The significance thresholds that were selected for this analysis reflects the City or County noise standard, that would yield the more conservative analysis. As such, the jurisdiction within which Project development is located would not result in the use of a significance threshold that would be more restrictive than that which is used in the various analyses presented in the EIR. Therefore, the location of jurisdictional boundaries has no effect on the assessment of impacts whether under the Project or the No Annexation scenario. As such, impacts associated with the No Annexation scenario would be the same as those identified above with regard to the Project.

5. Cumulative Impacts

As noted above, noise from on-site operations would not result in a significant impact at any receptor locations. However, when the Project and related project developments are completed, the operational noise of these related projects could cumulatively impact the analyzed receptor areas. The cumulative analysis considered likely stationary source noise from these related projects and determined that the noise levels at all of the receptor sites would still fall below the stated thresholds of significance. Accordingly, cumulative operational noise would not exceed the established significance criteria and thus the impacts would be less than significant.

Regarding cumulative traffic noise, the anticipated impact onto the receptors due to traffic generated noise from all Project and related project development was evaluated. The analysis showed that all changes in noise levels from cumulative traffic noise would fall below the 3 dBA threshold, with the majority of the cumulative noise increases ranging from 1-2 dBA, with a maximum impact of 2.4 dBA. Based on these roadway noise levels, the increases in noise from cumulative traffic at all receptor locations would not be noticeable when added to the existing noise levels. Accordingly, because the impact on all receptor areas is less than 3 dBA, cumulative roadway noise impacts were concluded to be less than significant.

E. Visual Qualities

1. Construction Impacts

On-site construction of some structures under the Project would include the use of temporary towers and cranes that could interfere with existing view lines. Construction activities under the Project could potentially be visible from viewpoints that currently have views of the Project Site. In terms of visual character, construction activities under the Project would result in temporary changes to the visual environment when viewed from these off-site locations. The extent to which the construction of the Project's buildings would affect the field of view and result in changes in contrast, coverage or prominence would be the same as the Project's buildings when framing is completed and less than the Project prior to that point. As such, Project construction impacts would be less than significant and would be comparable to but not exceed, those identified below once framing is complete and less than that before framing is completed.

With respect to views, construction activities under the Project would result in a variety of structures and equipment potentially including scaffolding, cranes, and support vehicles to the visual environment. This activity would have the same effect with respect to view blockage as the Project once framing is complete, and a lesser effect before framing is completed. On-site construction activities would not substantially block views of existing prominent visual resources

since construction under the Project would occur over varying lengths of time. As such, construction impacts of the Project would be less than significant.

2. Operational Impacts

Development under the Project would be focused mostly within the currently developed portions of the Business, Entertainment, Studio and Back Lot Areas. With respect to the Studio, Business, and Entertainment Areas, development in those Areas would include Studio, Studio Office, Office, Amphitheater, and Entertainment Retail uses, as well as an overall increase in Entertainment Uses and additional Hotel Uses (as compared to the originally proposed project). The introduction of new development under the Project may affect the visual character of those three Areas and views of valued visual resources. Potential visual character impacts from all off-site geographic areas would be less than significant in that not all three criteria (i.e., contrast, coverage, and prominence) would be impacted. Similarly, existing views of valued visual resources would not be significantly affected, as there would be no coverage of a prominent view resource under the Project.

Development within the Back Lot Area would be greatly reduced under the Project (as compared to the originally proposed project) with the elimination of the residential, neighborhood retail and community serving commercial uses. New Studio and Studio Office uses that would occur under the Project within the existing Back Lot Area would occur at quite a distance from locations within the Cahuenga Pass West, Universal City Metro Red Line Station and Campo de Cahuenga, Weddington Park (South), City View Lofts, Toluca Estates, and Toluca Lake geographic areas, and would be situated so as not to impact views of valued visual resources. While there is the potential for an impact to occur due to an increase in development over what exists currently, potential visual character impacts from these geographic areas would be less than significant in that not all three criteria (e.g., prominence, contrast, and coverage) would be significantly impacted. Overall, visual character impacts under the Project would be less than significant due to the location of the geographic areas in relation to the proposed Studio and Studio Office uses in the Back Lot Area, as well as the Project's elimination of the residential, neighborhood retail and community-serving commercial uses. Similarly, existing views of valued visual resources from these geographic areas would not be significantly affected, as there would be no coverage of a prominent view resource under the Project.

From those geographic areas close to and with views oriented towards the Back Lot Area, potential visual character impacts could occur from development within the Back Lot Area under the Project. However, as with the originally proposed project this impact is less than significant as not all three criteria (e.g., prominence, contrast, and coverage) would be significantly impacted. Though new Studio and Studio Office uses would occur within the existing Back Lot Area under the Project, the removal of the residential, neighborhood retail and community-serving commercial uses and inclusion of the 300-foot setback would result in potential visual impacts that would be less than those of the originally proposed project. In addition, the coverage of a prominent view resource would not occur for those vantage points with views in a northerly direction towards the Verdugo Mountains and San Fernando Valley or in a westerly direction towards the Cahuenga Pass West areas. Project design features to reduce visual resource impacts have been incorporated into the Mitigation Monitoring and Reporting Program and County Specific Plan. View impacts under the Project would be less than significant.

3. Project Design Features

No Project Design Features are applicable to development in the County for this environmental issue. Project Design Features D-1 to D-4 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

4. Impacts Under No Annexation Scenario

The proposed annexation/detachment of areas between the County of Los Angeles and City of Los Angeles would not alter the potential for impacts to visual character and views, as the impact analysis and conclusions are independent of jurisdictional boundaries. As such, impacts to identified geographic areas under the No Annexation scenario would be the same as described above, and thus, would be less than significant.

5. Cumulative Impacts

Development of the Project Site in combination with other future projects in the immediately surrounding area could contribute to cumulative visual impacts, resulting in a gradual change in the perception of the Project Site and surrounding areas over time. Development of low-rise structures and lower intensity development would not be anticipated to have a substantial aesthetic effect since the vicinity of the Project Site is already urbanized. However, related project development could include mid- and/or high-rise structures that may change the skyline in this area over time. However, after the release of the Draft EIR, it was announced that Related Project 65, the Metro Universal project, is no longer proposed. Accordingly, the potential incremental effect on visual character and views in the vicinity of the Project Site would not be cumulatively considerable, and thus, cumulative impacts are concluded to be less than significant.

F. Light and Glare (Artificial Light)

1. Construction Impacts

Potential artificial light impacts during construction of the Project are limited to what is required to support nighttime construction activities. As such, nighttime construction activities could affect adjacent residential and other light-sensitive uses, but would not be anticipated to affect those light-sensitive uses located farther away. Given the temporary nature and short duration of nighttime construction activities associated with the Project construction activities and the requirement in Project Design Feature E.2-1 (for the City portion of the Project Site) and the proposed County Specific Plan that lighting for such activities be shielded or directed to restrict any direct illumination of property located outside the Project Site, impacts associated with nighttime construction lighting, should they occur at all, would be less than significant.

2. Operational Impacts

During operations, structures built under the Project could result in creating additional sources of high brightness illuminated surfaces. Potential structures in the Studio, Business, and Entertainment Areas could be placed in areas along Lankershim Boulevard that could emit significant levels of artificial light near off-site light sensitive uses. In addition, the potential placement of structures in the Back Lot Area could also potentially create a significant artificial lighting impact to off-site light sensitive uses. However, the Project would eliminate the proposed residential, neighborhood retail and community-serving commercial uses in the existing Back Lot Area and replace those uses with Studio and Studio Office uses, resulting in a reduced geographic extent of development. Potential impacts would be reduced to less than

significant levels through compliance with Project Design Feature E.2-1 (for the City portion of the Project Site) and proposed County Specific Plan guidelines that would limit the overall amount and direction of lighting from Project structures. Overall, operational lighting exposure impacts due to brightness and light trespass would be less than significant for all locations surrounding the Project Site, since application of the lighting standards in Project Design Feature E.2-1 (for the City portion of the Project Site) and the proposed County Specific Plan would reduce brightness ratios experienced at off-site residential locations to less than 30:1 and since light trespass onto adjacent properties would not be permitted to exceed 2.0 footcandles. Artificial light impacts under the Project would be less than significant.

3. Project Design Features

No Project Design Features are applicable to development in the County for this environmental issue. Project Design Feature E.2-1 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Impacts Under No Annexation Scenario

The proposed annexation/detachment of areas between the County of Los Angeles and City of Los Angeles would not alter the potential for impacts resulting from new artificial light sources as the impact analysis and conclusions are independent of jurisdictional boundaries. Thus, light aesthetics impacts from structures, landscaping, and lighted signage under the No Annexation scenario would be the same as those identified for the Project, based on the existing light environment and distance to off-site receptors.

5. Cumulative Impacts

Most of the related projects are located too distant from the Project Site to result in a cumulative impact. However, development of the Project in combination with some future developments in proximity to the Project Site could contribute to increased artificial light emissions as seen by off-site sensitive uses. This increase in artificial light levels would occur within the context of an already highly lit urban environment and cumulative impacts would be anticipated to be relatively minor. While the Project would increase artificial light levels in the vicinity of the Project Site, the standards set forth in Project Design Feature E.2-1 (for the City portion of the Project Site) and the proposed County Specific Plan control the Project's potential artificial light sources to a sufficient degree so as to not be considered cumulatively considerable. Therefore, development of the Project would result in less than significant cumulative lighting impacts.

G. Light and Glare (Glare)

1. Construction Impacts

Any potential glare generated during construction activities would be highly transitory and short-term, given the movement of construction equipment and materials within the Project Site. The potential for nighttime glare associated with construction activities would be limited as most construction activities occur during the day. In addition, large surfaces that are usually required to generate substantial glare are typically not an element of construction activities. Thus, potential construction impacts under the Project would be less than significant.

2. Operational Impacts

With regards to operational glare, development under the Project would create additional sources of daytime and nighttime glare from structures, signage, and thematic elements. Potential structures under the Project would be developed in accordance with the provisions of the County Specific Plan and the City [Q]C2 Zone that would prohibit the use of highly reflective building materials. Further, some Project-generated glare would be blocked by existing topography, vegetation fencing, and other factors. As such, glare impacts under the Project would be less than significant.

3. Project Design Features

No Project Design Features are applicable to development in the County for this environmental issue. Project Design Feature E.3-1 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Impacts Under No Annexation Scenario

The proposed annexation/detachment of areas between the County of Los Angeles and City of Los Angeles would not alter the potential for impacts resulting from daytime or nighttime glare as the impact analysis and conclusions are independent of jurisdictional boundaries. As such, potential impacts would remain the same (i.e., less than significant), if the proposed annexation/detachment actions are not implemented.

5. Cumulative Impacts

Development of the Project in combination with the related projects would result in an intensification of land uses in an already urbanized area of the County and City that currently maintains an elevated level of daytime glare. Similar to the Project, the related projects would be expected to incorporate project design features and/or implement mitigation measures to minimize or avoid the use of highly reflective materials. As the Project would preclude glare-related impacts through project design features, it would not contribute to a cumulative impact with respect to glare and therefore cumulative glare impacts would be less than significant.

H. Geotechnical (Fault Rupture, Strong Seismic Ground Shaking, Groundwater Seepage, Flooding and Inundation, Geologic and Soil Instabilities, Sedimentation and Erosion, and Landform Alteration)

1. Construction and Operational Impacts

a. Fault Rupture

The Project Site is not located within either a designated Earthquake Fault Zone or an Alquist-Priolo Hazard Zone and the potential for fault rupture is considered to be low. Therefore, Project impacts related to fault rupture would be less than significant.

b. Strong Seismic Ground Shaking

The Project Site is not exposed to a greater than normal seismic risk than other areas of southern California. Conformance with applicable building code requirements would reduce the potential for structures on the Project Site to sustain damage during an earthquake event, and the Project impacts related to ground shaking would be less than significant.

c. Groundwater Seepage

During grading, temporary excavations and cut slopes in the natural soils or the bedrock may reveal unanticipated occurrences of groundwater seepage. This could require dewatering during construction, which would occur in accordance with all applicable permit requirements. As a result, impacts would be reduced to a less than significant level.

d. Flooding and Inundation

The Project Site is not located in a County or City of Los Angeles flood or inundation hazard zone and is not mapped on flood rate insurance maps as a location that is subject to risks from flooding. The Los Angeles River Flood Control Channel is not considered a flood hazard with respect to the Project Site. Further, the Project Site is not located in close proximity to large bodies of water and potential adverse effects related to seiching are unlikely. Therefore, Project impacts related to flooding and inundation would be less than significant.

e. Geologic and Soil Instabilities

The Project Site is not located within an area of known subsidence (ground settlement) associated with fluid withdrawal (groundwater or petroleum), peat oxidation, or hydrocompaction and temporary dewatering during construction is not anticipated to result in subsidence. Recommendations for the design of any required dewatering systems shall be included in the site-specific geotechnical investigations and recommendations for new construction. As a result, Project impacts related to geologic and soil instabilities would be less than significant.

f. Sedimentation and Erosion

Grading, excavation, and other earth-moving activities could potentially result in erosion and sedimentation. The grading requirements as set forth in the City or County building codes, as applicable, would be followed with regard to drainage and the planting of slopes. For any grading performed during the “rain season” (generally November to April) provisions would need to be made to control erosion, and an erosion control plan would be submitted to the appropriate building department. With the implementation of the proposed project design feature, which requires compliance with all construction site runoff controls and implementation of construction “Best Management Practices” under applicable State and local requirements, Project impacts with regard to sedimentation and erosion would be less than significant. Additional discussion of erosion and sedimentation during construction is included in the Drainage and Surface Water Quality sections of the Draft EIR.

g. Landform Alteration

(1) Grading

Proposed grading would not alter any significant canyons, ravines or outcrops; nor would it reduce the overall height of the north-south trending ridge at its highest point within the Back Lot Area. Therefore, no distinct and prominent geologic or topographic features would be adversely affected by the Project, and Project impacts with regards to landform alteration would be less than significant.

(2) Cut and Fill

Grading proposed to occur at the Project Site would require both excavation and the placing of compacted fills. The reuse of soil on-site would be implemented to the extent possible in lieu of exporting the material to an off-site location and a stockpile would be utilized, as required. The stockpile would be located in a manner such that it would not alter any noteworthy canyons, ravines or outcrops, and no distinct or prominent geologic ortopographic features would be adversely affected by the Project. If a stockpile were to remain in place after the completion of discrete developments within the Back Lot Area, the exterior slopes of the stockpile would be treated as permanent slopes with drainage requirements consistent with the requirements of the City of Los Angeles or the County of Los Angeles, as applicable. Therefore, Project impacts related to landform alteration during grading would be less than significant.

2. Project Design Features

F-1: All Project construction would conform to the requirements of the applicable building code, including all provisions related to seismic safety.

F-2: As part of Project grading, erosion and sedimentation control measures would be implemented during site grading to reduce erosion impacts. The Project Applicant or its successor would also comply with all construction site runoff control and implement construction "Best Management Practices" under applicable state and local requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.

F-3: Dewatering activities would be conducted in accordance with the applicable permit requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.

F-4: A total of 300,000 cubic yards of import or export of earth shall be permitted to/from the City portions of the Project Site. Movement of earth within the combined boundaries of the County and City portions of the Project Site shall not count toward this total.

3. Impacts Under No Annexation Scenario

In the event that the proposed annexation/detachment does not occur, construction would comply with all applicable building codes of the County of Los Angeles for the County portions and City of Los Angeles building codes as applicable for the City portions of the Project Site. While there would be differences between code requirements, adherence to either code would mitigate all geologic impacts. As such, impacts with respect to geotechnical conditions associated with the No Annexation scenario would be less than significant.

4. Cumulative Impacts

Geotechnical impacts related to future development in the County and City of Los Angeles would involve hazards associated with site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety.

Therefore, cumulative geology and soil impacts would be less than significant and no mitigation measures are required.

I. Water Resources – Surface Water (Surface Water Quality)

1. Construction Impacts

The Project would involve earth-moving activities and could generate storm water pollutants of concern during construction. Construction impacts due to the Project development would be minimized during all phases of construction through compliance with a Construction General Permit issued by the Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan would be developed as required by, and in compliance with, the Construction General Permit and applicable County and/or City ordinances. In addition, the Project would comply with County of Los Angeles or City of Los Angeles local requirements, depending upon the jurisdiction within which the construction project is located, thereby implementing all applicable measures to meet the minimum requirements of the County Municipal Separate Storm Sewer System Permit. As Best Management Practices would be selected and implemented based on the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology, construction of the Project is not anticipated to create pollution, contamination or nuisance or cause a regulatory standard to be violated, as defined in the applicable National Pollutant Discharge Elimination System stormwater permit or Water Quality Control Plan (Basin Plan) for the receiving water body. Thus, impacts to surface water quality from construction would be less than significant.

2. Operational Impacts

No appreciable dry weather flows are anticipated to be discharged to the Los Angeles River Flood Control Channel following implementation of the Project. Based on the pollutant loading models of baseline and Project conditions, pollutant loads and average concentrations from the Project Site compared to baseline conditions, with the existing and proposed Best Management Practices and other project design features, would decrease for all modeled pollutants. Average pollutant concentrations for all modeled metals for the Project are also projected to be less than the in-stream wet weather Total Maximum Daily Load targets. Project development would incorporate applicable Standard Urban Stormwater Mitigation Plan Best Management Practices, which would cause additional pollutant reductions beyond those accounted for in the model. In addition, the County portions of the Project Site would comply with the County Low Impact Development Standards, as applicable pursuant to the County Specific Plan.

Overall, the Project is not anticipated to create pollution, contamination or nuisance as defined in Section 13050 of the California Water Code or cause a regulatory standard to be violated, as defined in the applicable National Pollutant Discharge Elimination System storm water permit or Water Quality Control Plan (Basin Plan). With continued implementation of Best Management Practices, and plans, programs, and policies, and implementation of the proposed project design features, including source control and site design Best Management Practices, and operation and maintenance Best Management Practices, the Project is not expected to result in any potentially significant surface water quality impacts.

3. Project Design Features

G.1.b-1: Prior to the issuance of grading permits for Projects (not including sets/façades or temporary uses), pursuant to the City's Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan, that are expected to disturb one acre or more of land, the Project Applicant, its successor, or authorized agent (i.e., contractor) shall provide proof to the applicable jurisdiction (the City or County Department of Public Works), as appropriate, with evidence that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the General Construction Permit and a certification that a Storm Water Pollution Prevention Program has been prepared. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Regional Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan shall include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion, sediment, and other construction-related pollutants to meet the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards. The Best Management Practices to be implemented during construction shall address the following:

- Erosion Control;
- Sediment Control;
- Waste and Materials Management;
- Non-stormwater Management;
- Training and Education; and
- Maintenance, Monitoring, and Inspections.

The construction site management Best Management Practices shall be implemented for the Project during the dry season and wet season as necessary depending upon the phase of construction and weather conditions. As required by the Construction General Permit, during all phases of construction, the Project shall implement Best Management Practices consistent with the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards.

G.1.b-2: For individual Projects (pursuant to the City Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan), that may occur over time that disturb less than one acre, prior to receiving a grading permit from either the City of Los Angeles or the County of Los Angeles, the Project Applicant or its successor shall certify to the satisfaction of the City or County Department of Public Works, dependent upon the location of the Project, that the Project Applicant or its successor understands and

shall implement all applicable Best Management Practices meeting the minimum requirements contained in the Municipal Separate Storm Sewer System Permit (National Pollutant Discharge Elimination System Permit No. CAS00400) including:

- Retaining sediments generated on the Project Site using adequate Treatment Control or Structural Best Management Practices;
- Retaining construction-related materials, wastes, spills, or residues at the Project Site;
- Containing non-storm water runoff from equipment and vehicle washing and any other activity at the Project Site; and
- Controlling erosion from slopes and channels by implementing an effective combination of Best Management Practices.

G.1.b-3: Prior to issuance of a B-Permit or building permit for any Project, (pursuant to the City's Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan), that triggers the Standard Urban Stormwater Mitigation Plan requirements, the Project Applicant or its successor shall prepare and submit a Standard Urban Stormwater Mitigation Plan to the City of Los Angeles or County of Los Angeles to the satisfaction to the applicable jurisdiction, as applicable, for review. In addition, drawings and specifications of the proposed permanent stormwater quality Best Management Practices, including continuous deflection separator units and media filters (or Best Management Practices of similar technology with equivalent treatment or pollutant removal performance) in Drainage Areas A, D, E, F, J, L, M and O as shown on Attachment F to this MMRP, and bioswales and bioretention/underdrains (or Best Management Practices of similar technology with equivalent treatment or pollutant removal performance) in Drainage Areas M, R and S, as applicable, shall be submitted for review to the City of Los Angeles or County of Los Angeles, as applicable.

4. Impacts Under No Annexation Scenario

If annexation/detachment does not occur, the appropriate lead agency's policies and procedures would remain applicable to the areas within the City/County boundaries. While there are some differences between the policies and procedures of the respective jurisdictions, adherence to the policies and procedures of the applicable jurisdiction would mitigate any potential impacts. As such, impacts associated with the No Annexation scenario would be less than significant.

5. Cumulative Impacts

Cumulative impacts to surface water quality in the Los Angeles River Flood Control Channel considers the potential impacts from the Project in conjunction with other related projects in the region. Since these related projects are generally in an already highly urbanized

area, other changes or development are not likely to cause substantial changes in regional surface water quality. In addition, it is anticipated that such projects would also be subject to Standard Urban Stormwater Mitigation Plan requirements and implementation of measures to comply with Total Maximum Daily Loads. Also, increases in regional controls associated with other elements of the County Municipal Separate Storm Sewer System Permit would improve regional water quality over time. Therefore, with compliance with all applicable laws, rules and regulations, no significant cumulative impacts to surface water quality are anticipated.

J. Water Resources – Groundwater

1. Construction Impacts

a. Groundwater Hydrology

Groundwater under the Project Site is not currently pumped for beneficial uses. In addition, no water supply wells are located at the Project Site that could be impacted by construction and the Project would not include the construction of water supply wells. Therefore, due to the distance to existing water supply wells (over one mile) and the fact that drinking water, industrial or agricultural supply wells would not be constructed as part of the Project, construction is not anticipated to change potable water levels sufficiently to reduce the ability of water utilities to use the groundwater basin for public water supplies or in a manner that would reduce the yields of adjacent public or private wells or well fields.

If construction dewatering is required, local groundwater flow direction and depth may be temporarily affected. Dewatering is not anticipated to draw water across any substantial distance and impacts are considered negligible from a local and regional basin perspective. Since no water supply wells would be affected and construction dewatering is not anticipated to adversely impact the rate or direction of flow of groundwater, no significant impact from construction of the Project is anticipated to groundwater hydrology.

b. Groundwater Quality

During on-site grading and building construction, hazardous materials such as fuels, paints, solvents, and concrete additives could be used. Compliance with all applicable federal, state and local requirements concerning the handling, storage and disposal of hazardous waste would effectively reduce the potential for the construction of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area of existing contamination, increase the level of groundwater contamination or cause the violation of regulatory water quality standards at an existing production well. In addition, as there are no groundwater production wells or public water supply wells within one mile of the Project Site, no construction impacts are anticipated to existing wells. Therefore, Project construction would not result in any substantial increase in groundwater contamination through hazardous materials releases, and a less than significant impact would occur.

If construction dewatering is required, based on the estimated maximum depth of excavation and anticipated dewatering requirements, adverse impacts are not anticipated relative to the rate, or direction of flow of shallow groundwater, or the area affected by, or level of, groundwater contamination. Therefore dewatering is not anticipated to draw water across any substantial distance and impacts are considered negligible from a local and regional perspective. In addition, a majority of the Project Site does not overlay or have a connection with the Basin, and there are no groundwater production wells or public water supply wells

within one-mile of the Project Site. If dewatering is required, with existing project design features, no operational impacts are anticipated to existing wells and no regulatory water quality standards at an existing production well would be violated as a result of the Project. Additionally, with compliance with well abandonment guidelines as noted in Project Design Features, a less than significant impact would occur with respect to groundwater quality from construction of the Project. Therefore, a less than significant impact would occur with respect to groundwater quality from construction of the Project.

2. Operational Impacts

a. Groundwater Hydrology

No water supply wells are located at the Project Site and no drinking water, industrial, or agricultural supply wells would be impacted, installed, or operated as part of the Project. Therefore, no impact on public water supplies and no reduction in yields of adjacent public or private well or well fields are anticipated as a result of the Project. Development associated with the Project is not expected to include activities that would require groundwater remediation that could affect groundwater hydrology. In addition, no long-term dewatering is anticipated with the operation of the Project. However, if permanent dewatering systems are necessary adverse impacts are not anticipated relative to the rate or direction of flow of shallow groundwater from long-term dewatering because the maximum anticipated permanent dewatering rates are anticipated to be 0.9 to 4.0 gallons per minute and its radius of influence on groundwater is limited. Dewatering is not anticipated to draw water across any substantial distance and impacts are considered negligible from a local and regional basin perspective. Development associated with the Project would result in a net decrease in impervious surface from approximately 66 percent to approximately 62.4 percent of the Project Site. As operation of the Project would not change potable water levels, affect groundwater recharge capacity, or impact public water supplies, it is anticipated that a less than significant impact would occur.

b. Groundwater Quality

Although there is potential for an adverse effect due to a potential increase in the number of on-site underground storage tanks, the existing hazardous materials and underground storage tanks management programs are assumed to continue with implementation of the Project. Compliance with all applicable existing regulations and plans at the Project Site would prevent the Project from expanding the area affected by contaminants, cause an increased level of groundwater contamination or cause regulatory water quality standards at an existing production well to be violated. In addition, as there are no groundwater production wells or public water supply wells within one mile of the Project Site, no operational impacts are anticipated to existing wells. Therefore, the Project operation would not cause substantial adverse effects with respect to groundwater contamination with hazardous substances, and no significant impacts are anticipated.

No permanent dewatering systems are anticipated with development of the Project. However, if below ground structures associated with the Project extend into the groundwater table (e.g., subterranean parking), those structures may require permanent dewatering systems. If a dewatering system is necessary, it would be designed and operated in accordance with all applicable regulatory and permit requirements. A majority of the Project Site does not have a hydrologic connection with the San Fernando Groundwater Basin and no significant areas of groundwater contamination have been encountered beneath the Project Site. The estimated maximum flow of dewatering is low and dewatering is not anticipated to draw water across

any substantial distance. As such, no substantial impacts are anticipated to the rate or direction of movement of any existing contaminants beneath the Project Site or the area affected by or the level of groundwater contaminants. In addition, as there are no groundwater production wells or public water supply wells within one mile of the Project Site, with continued implementation of existing project design features, no operational impacts are anticipated to existing wells and no regulatory water quality standards at an existing production well would be violated. Since the Project operation would not cause substantial alterations in groundwater contaminants beneath the site due to dewatering, a less than significant impact is anticipated.

3. Project Design Features

G.2-1: Should a groundwater monitoring well be discovered during construction, the abandonment or removal of the well shall be in accordance with the applicable guidelines of the California Department of Water Resources, and the California Department of Health Services. As part of the abandonment process, a Well Abandonment Permit shall be obtained from the Los Angeles County Department of Health Services.

4. Impacts Under No Annexation Scenario

While there are some differences between the policies and procedures of the respective jurisdictions, adherence to the policies and procedures of the applicable jurisdiction would mitigate any potential impacts. Additionally, because groundwater quality is regulated on a federal, state and regional level, the potential impacts associated with the construction and operation of the Project would not change if the proposed annexation/detachment does not occur. As such, impacts associated with the No Annexation scenario would be equivalent to those of the Project, and thus, would be less than significant.

5. Cumulative Impacts

Cumulative groundwater hydrology impacts could result from the overall utilization of respective groundwater basins located in proximity to the Project and related- project sites. All or most of the related-projects would depend on public water supply systems. To the extent there is a cumulative increase in water demand, it would have to come from other sources (i.e., water conservation and recycled and imported water). In addition, a majority of the Project Site does not overlay or have a connection with the San Fernando Groundwater Basin. Consequently, no significant cumulative impacts to groundwater hydrology (including not reducing the ability of the water utility to use the groundwater basin for public water supplies) are anticipated. As such, cumulative impacts on groundwater hydrology would be less than significant.

Development associated with the related projects will likely result in a net increase in impervious surfaces in the Project area. The extent to which the related projects would increase impervious surface that might affect groundwater hydrology is not possible to assess. Operation of the Project is not expected to result in any decrease in local groundwater levels and would not result in reductions of groundwater recharge capacity. A majority of the Project Site does not overlay or have a connection with the San Fernando Groundwater Basin. As such, the Project's contribution to a reduction in groundwater recharge is not cumulatively considerable and, therefore, less than significant.

Although development of the related projects could include groundwater remediation, development associated with the Project is not expected to include activities that would require groundwater remediation that could affect groundwater hydrology; therefore, no cumulative groundwater impacts are anticipated. Additionally, the related projects are unlikely to cause or increase groundwater contamination because existing statutes prohibit contamination of groundwater by existing and future land uses and also require remediation of existing contamination. As such, and in light of existing statutes that apply to the Project and other projects, and the Project's control measures, the Project's contribution to groundwater quality impacts is not cumulatively considerable and, therefore, is less than significant.

K. Air Quality (Construction: Toxic Air Contaminants; Operational: Toxic Air Contaminants, Airborne Odor, Consistency with Air Quality Plans)

1. Construction Impacts: Toxic Air Contaminants

Emissions associated with construction within the Project Site include certain toxic air contaminants. A health risk assessment was conducted to calculate the potential impacts of those toxic air contaminant emissions. Toxic air contaminants emitted during construction include diesel particulate matter from construction vehicles (e.g., excavators, bulldozers, scrapers, graders, etc.). Risk impacts are in proportion to the amount of diesel particulate matter emissions. Health impacts were evaluated at selected receptors that represent locations where either long- or short-term exposure could plausibly occur. Locations included receptors located at residential, worker, and recreational areas. Individual cancer risk, chronic non-cancer hazard index, and acute non-cancer hazard index were calculated for each applicable receptor. Health risk calculations assumed an exposure duration consistent with the estimated construction schedule.

Cancer risk is an estimate of the potential increase in the likelihood of a person contracting cancer after exposure to the projected emissions. The maximum calculated cancer risk associated with construction toxic air contaminant emissions for construction within the Project Site was 1.3 in a million for the nearest residential receptor and 3.9 in a million for the nearest worker receptor, both of which are below the Southern California Air Quality Management District significance threshold of 10 in a million. These risk impacts for construction were modeled using a conservative "construction zone" approach for new development areas. The "construction zone" approach uses conservative air quality modeling based on where construction and new Project developments are planned. The Project development is represented by ten different construction zones located around the Project Site. The combined impact of construction in multiple construction zones was evaluated to identify the maximum potential impacts due to Project construction. As a conservative assumption, this analysis assumes that maximum construction activity will occur in all construction zones at the same time, even though this is unlikely to occur in practice.

Furthermore, chronic and acute non-cancer hazards for all scenarios were estimated to be below the Southern California Air Quality Management District's hazard index threshold of 1.0 for all off-site receptors types included in the analysis. Overall, toxic air contaminant impacts due to Project construction would be less than significant.

2. Operational Impacts: Toxic Air Contaminants

A health risk assessment was conducted to calculate potential impacts associated with operational emissions that include toxic air contaminants. Maximum health risks for residential,

worker, and recreational receptors are 3.4 in a million, 2.5 in a million, and 0.03 in a million, respectively, which is below the Southern California Air Quality Management District threshold. As the maximum cancer risk is estimated to be below the Southern California Air Quality Management District threshold for residences, workers, and recreational receptors within the vicinity of the Project Site, a less than significant impact would occur. Maximum acute hazard indices were also determined to be below the Southern California Air Quality Management District acute hazard significance threshold for all receptor types. As a result, acute hazard levels attributable to the Project are less than significant.

The health risk assessment also evaluated the potential impacts from the Project construction and operations. This conservative analysis is based on the assumption that a person is located in a single location for the entire construction and a subsequent period of time such that the total assumed exposure duration for each type of receptor is met (*e.g.*, residential receptors for 70 years, workers for 40 years). Note that the analysis includes conservative assumptions, including the use of the Southern California Air Quality Management District meteorological data set and conservative exposure assumptions amongst others, which likely lead to overestimated risks. As a result, the actual risk may be lower than that reported. The results of the risk analysis from construction and operational activities demonstrated that the maximum incremental off-site risk estimates from Project construction and operations are below the Southern California Air Quality Management District threshold; therefore, impacts were concluded to be less than significant.

3. Operational Impacts: Airborne Odor

According to the Southern California Air Quality Management District CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by the Southern California Air Quality Management District as being associated with odors. Therefore, implementation of the Project is not expected to create objectionable odors affecting a substantial number of people, and impacts would be less than significant.

4. Operational Impacts: Consistency with Air Quality Plans

The determination of consistency with the Southern California Air Quality Management District's Air Quality Management Plan is primarily concerned with the long-term influence of the Project on air quality in the Basin. While development of the Project would result in short-term localized impacts, development would not have a long-term impact on the region's ability to meet State and federal air quality standards.

A project is also consistent with the Air Quality Management Plan in part if it is consistent with the population and employment assumptions that were used in the development of the Air Quality Management Plan. The Project is consistent with the types, intensity and patterns of land use envisioned in the 1996 Regional Comprehensive Plan and Guide. The population and employment forecasts which are adopted by SCAG's Regional Council are based on the local plans and policies applicable to the specific area. Thus, consistency with Southern California Air Quality Management District's Air Quality Management Plan results in a determination of consistency with applicable SCAG policies that support the Air Quality Management Plan.

In addition, the Project meets or exceeds all applicable policies of the City of Los Angeles Air Quality Element as well as all of the air quality provisions of the County of Los Angeles General

Plan. As a result, the Project would be consistent with the City of Los Angeles Air Quality Element as well as the air quality provisions of the County of Los Angeles General Plan.

5. Impacts Under No Annexation Scenario

Both the County and the City of Los Angeles are located in the South Coast Air Basin and as such both jurisdictions rely on the South Coast Air Quality Management District for guidance regarding air quality issues and significance thresholds. Therefore, the location of jurisdictional boundaries has no effect on the assessment of impacts whether under the Project or the No Annexation scenario. As such, impacts associated with the No Annexation scenario would be the same as those identified above with regard to the Project. The No Annexation scenario would similarly not affect the Project's consistency with applicable plans and policies, as discussed above.

L. Public Services (Parks and Recreation)

1. Construction Impacts

As the Project would result in a reduction in the overall extent of development as compared to the originally proposed project, the extent of construction required would be less than under the originally proposed project. No aspect of construction under the Project would occur within or would restrict access to Weddington Park (South) and thus would not interfere with existing park usage. Vehicular and pedestrian access to County and City parks and recreational facilities would be maintained during construction of the Project. Construction workers are not anticipated to utilize County and City park facilities near the Project Site due to limited break times. Thus, the construction of the Project would result in a less than significant impact on park and recreational facilities.

2. Operational Impacts

Given the increase in operational (post-construction) employment that would occur under the Project, it is anticipated that the use of park facilities would increase under the Project. This is especially true at the City's Weddington Park (South), which is located across Lankershim Boulevard from the Project Site. However, even with the increased on-site employment under the Project, the Project would result in a minor increase in the demand for City parks services since employees would likely utilize parks for short periods of time during non-peak park usage time periods (i.e., weekdays). The County has indicated that County parks facilities are located too far from the Project Site to be utilized by on-site employees. As such, the Project would result in a less than significant impact on park facilities as the exclusion of the residential units further decrease the demand for park facilities.

3. Impacts Under No Annexation Scenario

Though the jurisdiction wherein development would be located could possibly result in a slight change in potential impacts to respective County and City parks facilities, the No Annexation scenario would not add any increase in the overall demand for park facilities. Impacts to parks and recreation facilities under the No Annexation scenario would be less than significant.

4. Cumulative Impacts

Based on the projected increase in cumulative demand, it is assumed that forecasted growth would result in a less than significant impact on City neighborhood and community parks and recreational facilities. Similarly, a less than significant cumulative impact from forecasted growth on County parks and recreational facilities would be anticipated. Department of Recreation and Parks' planned parks acquisitions, Quimby fees collected from related County and City residential land division projects, as well as the use of school playgrounds (within the City), would address additional demand. As such, the Project's contribution to cumulative impacts would not be considerable and a less than significant cumulative impact would result.

M. Public Services (Libraries)

1. Construction Impacts

Construction workers under the Project are not anticipated to utilize library facilities near the Project Site because of distance and the resulting inconvenience. Thus, the Project construction would result in a less than significant impact on library facilities.

2. Operational Impacts

Regarding operation, residents are considered to be the primary users of library services. As the Project would not include residential development, it would result in substantially less of an impact to library facilities than the originally proposed project.

Although the County of Los Angeles Public Library has indicated nearby library facilities are operating over capacity, the Project would not increase the residential population in the County of Los Angeles Public Library's service area. Additionally, people who work, but do not live, at the Project Site are likely to use local library services during their time at work or while commuting to and from work. As a result of the relatively large distance between County Library facilities and the Project Site, use of the County Library facilities would mostly occur during the commute to and from work. While the Project would increase employment, the number of commuters visiting the County Library facilities would not result in a material increase in the demand for County of Los Angeles Library services. Thus, the Project would result in a less than significant impact to County of Los Angeles Public Library facilities.

In addition, the use of City of Los Angeles Public Library facilities by on-site employees and guests would be greater than under the originally proposed project, though that use would still be anticipated to be negligible compared to current and projected demand at the Los Angeles Public Library facilities. As the Project would not result in a residential population (the unit by which library services are measured), and would thus not cause either of the Los Angeles Public Library's service areas to exceed their capacity, the Project would result in a less than significant impact to Los Angeles Public Library facilities. As there would be no residential development associated with the Project, impacts to library services would be less than significant.

3. Impacts Under No Annexation Scenario

Under the No Annexation scenario, impacts from retail, commercial, entertainment, and hotel components on County and City facilities would be similar to those under the Project, as employees utilizing these facilities on their commute to and from work would not result in a

material difference in demand on County and City library facilities. Impacts would be less than significant.

4. Cumulative Impacts

As there would be no residential development associated with the Project, the non-residential development associated with the Project would not result in a material increase in the demand for library services. Consequently, the Project would have a less than significant cumulative impact on County and City library services.

N. Utilities (Sewer)

1. Construction Impacts

No significant increase in wastewater flows from the Project Site is expected as a result of construction activities under the Project. The Project would eliminate the proposed residential, neighborhood retail and community-serving commercial uses of the originally proposed project, and would include some new construction within the Back Lot Area. Construction under the Project would require limited off-site improvements. These impacts would be temporary in nature and limited in their scope. Thus, impacts associated with the Project would be less than significant.

2. Operational Impacts

As the Project would represent an increase in wastewater generation over existing conditions. The total average and peak wastewater generated by the Project would be 0.55 million gallons per day and 1.03 million gallons per day, respectively. Under the Project, the average and peak flow rates would be 0.86 cubic feet per second and 1.60 cubic feet per second, respectively. As the Project would include increased development over existing conditions, there would be a corresponding increase in wastewater flows to area sewers. As the City's Valley Relief Sewer is operating at an approximate flow level of 53 percent and the 42-inch sewer lines are operating at a current approximate flow level of 47 percent, there is sufficient capacity to accommodate the Project's increased wastewater flows. Thus, the Project would result in a less than significant impact to existing sewer capacity.

The Hyperion Treatment Plant currently has a treatment capacity of 450 million gallons per day, with 88 million gallons per day in unused capacity. the Project's average wastewater generation of 0.55 million gallons per day would represent 0.63 percent of the remaining capacity at the Hyperion Treatment Plant. A less than significant impact to Hyperion Treatment Plant capacity would occur under the Project.

3. Project Design Features

L.1-1: Prior to the development of a new building, the capacity of the on-site sewer lines serving the building shall be evaluated and replacement or new sewer lines shall be installed as necessary.

L.1-2: Gauging stations shall be installed in the proposed sewer lines in the County areas of the Project Site at the point of connection with the City-owned sewer for wastewater flows to pass through before entering a City-owned sewer.

L.1-3: New sanitary sewers in the City areas of the Project Site shall be designed to conform to the standards of the City's Bureau of Sanitation. New sanitary sewers in the County areas of the Project Site shall be designed to conform to the standards of the County of Los Angeles Sanitation District. The Applicant or its successor shall construct the additional on-site sanitary sewer system improvements required to support the additional development per these standards.

4. Impacts Under No Annexation Scenario

If the proposed detachment/annexation does not occur, all wastewater collection and treatment would continue to be provided by the City, as all wastewater facilities serving the Project Site are maintained by the City of Los Angeles. As such, there would be no change in the nature of the Project's impacts from those described above, except that the on-site replacement sewer line constructed along Universal Hollywood Drive would not require a gauging station where it joins the City sewer in Lankershim Boulevard. A gauging station is only needed when the line connects across property located in a jurisdiction other than the City of Los Angeles (i.e., the County of Los Angeles in the case of the originally proposed project). The gauging stations that would be required under the No Annexation scenario would vary as jurisdictional boundaries would not change.

Under the No Annexation scenario, the total projected increases in wastewater flows from the Project Site would be the same, although the levels of wastewater generated within each jurisdiction (i.e., City vs. County) would change. As total wastewater flows under the No Annexation scenario are the same as those of the Project, impacts with regard to wastewater flows would be less than significant under the No Annexation scenario.

5. Cumulative Impacts

The potential need for future development projects to require upgraded wastewater lines to accommodate wastewater generated by these projects is site-specific and as such, would be appropriately addressed during the review and approval process for each related project. Moreover, as off-site wastewater improvements under the Project are limited in nature, the potential for concurrent construction is very low. As such, cumulative wastewater-related construction impacts are concluded to be less than significant.

With respect to cumulative operational wastewater impacts, the forecasted growth within the Hyperion Treatment Plant service area would result in an increase in cumulative wastewater generation of 86.82 million gallons per day under average conditions, including wastewater flows from the Project. Based on the Hyperion Treatment Plant's current treatment capacity of 544 million gallons per day, this cumulative wastewater generation would represent approximately 92.5 percent of the daily remaining capacity at the Hyperion Treatment Plant in 2030. The Hyperion Service Area would have sufficient wastewater treatment capacity, with remaining excess treatment capacity, to treat the wastewater flows from future development, including the Project.

Cumulative wastewater flows from areas that are tributary to the Valley Relief Sewer are forecasted to be 28.5 million gallons per day under average conditions and 39.3 million gallons per day under peak flows when combined with the Project's flows. The increase under average conditions equates to approximately 19.9 percent of the current average flow rate and the increase under peak conditions equates to approximately 27.5 percent of the current

average flow rate of the Valley Relief Sewer. As the Valley Relief Sewer is currently operating at 53 percent of capacity, the Valley Relief Sewer has sufficient additional capacity available to accommodate increased cumulative flows, including the Project, and a less than significant cumulative impact would result.

With respect to capacity in the City sewers located in Lankershim Boulevard, these two sewer lines are operating at 19 percent capacity and 39 percent capacity, respectively. Thus, there is sufficient capacity to accommodate the increased flows from the Project and no significant impact to these sewer lines would occur. Cumulative impacts on the Barham Boulevard line are concluded to be less than significant. Similar to the Project, each related project that contributes to the forecasted off- site growth would be required to comply with local requirements that would reduce cumulative impacts with regard to local connections to a less than significant level.

O. Utilities (Solid Waste—Construction and Solid Waste—Operational: Solid Waste Plan Consistency & Solid Waste Collection)

1. Construction Impacts

Overall construction and associated solid waste would be less under the Project than under the originally proposed project due to the reduced development under the Project. Specifically, construction of the Project would generate approximately 51,747 tons of construction solid waste (or approximately 9.33 tons per day). New buildings under the Project would implement a construction project design feature to recycle and/or salvage for reuse of 65 percent of all nonhazardous demolition and construction debris. As the Project construction would incorporate the stated recycling practices, the Project would be in compliance with applicable County and City plans.

Demolition and construction debris would likely be disposed of at the Peck Road Gravel Pit, which has a maximum daily intake of 1,210 tons. Thus, demolition and construction debris under the Project would constitute 0.27 percent of the maximum daily intake of the Peck Road Gravel Pit. As such, sufficient inert waste disposal capacity is available.

Further, hazardous materials used during construction activities that are not completely used during the construction process would require proper disposal in accordance with all the requirements of applicable regulatory agencies, which could include the City Fire Department, Los Angeles County Department of Public Works, Los Angeles Regional Water Quality Control Board, and/or California Environmental Protection Agency Department of Toxic Substances Control. In addition, in the event that contaminated soils are unexpectedly encountered during the proposed grading and excavation activities, such soils may be required to be removed and disposed of in accordance with applicable federal, state and local requirements. Compliance with such requirements would reduce the potential for an impact associated with the disposal of construction-related hazardous waste to a less than significant level. Overall, construction solid waste impacts under the Project would be less than significant.

2. Operational Impacts

a. Solid Waste Plan Consistency

The proposed project design feature would help meet and exceed both County and City waste diversion goals and polices, including the City's Solid Waste Management Policy Plan,

Source Reduction and Recycling Element, Solid Waste Integrated Resources Plan, Framework Element, Solid Resources Infrastructure Strategy Facilities Plan, RENEW LA Plan, and Los Angeles Municipal Code requirements, as well as the County's Countywide Integrated Waste Management Summary Plan, County Source Reduction and Recycling Element, County Green Building Standards, and Countywide Siting Element. As such, the Project is consistent with the policies and programs expressed in these plans and documents. Thus, a less than significant impact would occur with regard to consistency with applicable solid waste plans, policies, and programs.

b. Solid Waste Collection

The Project would not result in a significant impact associated with solid waste collection, as the Project would utilize existing solid waste collection routes to adequately handle project-generated waste.

3. Project Design Features

L.3-1: During new construction a minimum of 65 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings (not including sets/facades, production activities, and temporary uses) shall be recycled and/or salvaged for reuse.

4. Impacts Under No Annexation Scenario

The change of jurisdictional boundaries would have no effect on the generation of construction waste resulting from construction of the Project. In addition, the Project's approach to on-site solid waste management would be unchanged under the No Annexation scenario. As such, development under the No Annexation scenario would have a less than significant impact with regard to solid waste collection routes, the disposal of non-hazardous and hazardous wastes and consistency with applicable solid waste plans, policies or programs.

5. Cumulative Impacts

With respect to construction debris, cumulative development would result in a potentially significant impact with respect to inert landfill capacity. However, as the Project's non-hazardous construction debris would account for less than 0.16 percent of the total cumulative amount of construction debris generated, the Project's contribution is not cumulatively considerable, and therefore, the Project's cumulative solid waste construction impacts would be less than significant.

It is also anticipated that, similar to the Project, the related projects would not conflict with, and instead would act to implement applicable County and City waste diversion goals and polices, including the City's Solid Waste Management Policy Plan, Source Reduction and Recycling Element, Solid Waste Integrated Resources Plan, Framework Element, Solid Resources Infrastructure Strategy Facilities Plan, RENEW LA Plan and City Municipal Code, and the County's Countywide Integrated Waste Management Summary Plan, the Source Reduction and Recycling Element for the Unincorporated Portions of Los Angeles County, County Green Building Standards, and the Countywide Siting Element. Thus, cumulative impacts with regard to consistency with solid waste plans, policies, and programs would be less than significant.

Cumulative solid waste generation associated with the development of the related projects could create a need for additional solid waste collection routes to adequately handle solid waste generated by related project development, which is considered a potentially significant cumulative impact. However, as no impacts would occur under the Project, cumulative impacts are concluded to be less than significant.

P. Utilities (Electricity)

1. Construction Impacts

Electrical power would be consumed to construct the new buildings and facilities of the Project. This demand would be supplied from existing electrical services within the Project Site. As there is sufficient existing electrical service to support the Project's construction activities, impacts would be less than significant.

2. Operational Impacts

a. Southern California Edison Service Area – Electricity Consumption and Demand

Southern California Edison would serve the County portions of the Project Site. The total projected electrical consumption of the Project for the portion of the Project Site serviced by Southern California Edison is 46.17 million kilowatt hours per year. This increase in consumption only accounts for 0.05 percent of Southern California Edison's current demand for electricity. The Project's percentage of Southern California Edison's current demand for electricity is sufficiently low to support the conclusion that the Project's electricity consumption within the Southern California Edison service area would be less than significant. Additionally, this projection does not account for the Project's incorporation of project design features and other energy conservation measures, which would substantively decrease the electrical consumption of the Project.

The operation of the Project would increase electrical demand in the portion of the Project Site served by Southern California Edison by a total of 11,831.8 kilovolt amperes. Southern California Edison has indicated that it has the capacity in its existing supply system to handle the increase in demand for power supplied by its facilities. However, in order to deliver this increased demand to the Project Site, a new 66 kilovolt kV line would need to be installed and this installation requires expansion of the Southern California Edison facilities on-site. With this new line and expanded substation, increased electrical loads can be supplied and distributed on-site, thereby resulting in a less than significant impact.

b. Los Angeles Department of Water and Power Service Area – Electricity Consumption and Demand

Los Angeles Department of Water and Power would serve the portions of the Project within the City's jurisdiction. The projected increase in electrical consumption under the Project that would be serviced by Los Angeles Department of Water and Power is estimated to be 9.67 million kilowatt hours per year at the Project's, which accounts for only 0.15 percent of Los Angeles Department of Water and Power's projected increase in electrical consumption over the Project's buildout. The Project's percentage of the total increase in consumption is sufficiently low to support the conclusion that the Project's electricity consumption within the Los Angeles Department of Water and Power service area would be less than significant. Additionally, this

projection does not include project design features and other energy conservation measures, which would decrease the electrical consumption of the Project.

The projected electrical demand associated with the operation of the Project would be 4,268.7 kilovolt amperes for the portion of the Project Site served by the Los Angeles Department of Water and Power. Los Angeles Department of Water and Power has indicated that the existing distribution facilities have the capacity to supply the increase in electrical demand for the City portion of the Project Site under the Project. As such, a less than significant impact would result.

3. Project Design Features

L.4-1: Where available, spare conduits in the existing underground cable and conduit system within the Project Site would be utilized in lieu of providing new conduits. For areas with no spare conduits, additional conduits would be provided. New cables, electrical lines, and facilities would be provided for the Project in currently underdeveloped areas.

L.4-2: Under the Project, additional power would be supplied to meet the increased demand for the County portion of the Project Site through relocation of the Studio Master Substation and upgrades to the substation owned and operated by Southern California Edison. Specifically:

- A new Project Applicant-owned and operated distribution substation would be located east of the existing Studio Master Substation. The Project Applicant-owned facility currently housed within the existing Studio Master Substation would be relocated and expanded with new equipment to the new location.

- Additional electricity would be supplied to the existing Studio Master Substation through an additional 66kV transmission line for an additional 60 MVA for the Project Site, which will increase the total capacity of the existing Studio Master Substation to 100 MVA. The substation would also be equipped with an outdoor 66kV Gas Insulated Switchgear which would be configured in an operating and transfer bus arrangement. All 66kV lines and transformer bank feeders would enter the Gas Insulated Switchgear equipment by means of an underground riser pedestal. The substation would also have a Mechanical-Electrical Equipment Room to house all controls, switches, relay protection equipment, alarms, meters, batteries, HVAC and the station AC and DC distribution panels.

- Once expanded, operation of the existing Studio Master Substation facility would transfer from the Project Applicant or its successor to Southern California Edison, and the substation would be connected to the Edison Universal Substation via subterranean electrical lines on Southern California Edison's 66kV subtransmission system. The Edison Universal Substation has an existing capacity of 22 MVA. The combined substations that would be operated by Southern California Edison would have a total capacity of 122 MVA and would supply power to the new Applicant-owned and operated distribution substation, which would distribute electricity within the County portion of the Project Site.

- The private on-site electrical system would have new electrical lines to serve new buildings constructed as part of the Project.

L.4-5: Each of the Project's buildings would be subject to the State Energy Conservation Standards for New Non-Residential Buildings (Title 24, Part 6, Article 2, California Code of Regulations). The Project shall incorporate energy conservation measures to exceed Title 24 (2005) requirements by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the Project shall comply with the amended Title 24.

L.4-6: Install efficient lighting and lighting control systems.

L.4-7: Install light colored "cool" roofs.

L.4-8: Install energy efficient heating and cooling systems, appliances (e.g., ENERGY STAR) and equipment, and control systems.

L.4-9: Install light-emitting diodes for private on-site traffic and street lighting.

L.4-11: Provide education on energy efficiency, water conservation, waste diversion, and recycling services to the Applicant's employees through new employee orientation materials and three times annually through the company website, exhibits, or meetings on energy conservation.

Project Design Features L.4-3 and L.4-4 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

4. Impacts Under No Annexation Scenario

With respect to the Southern California Edison service area, additional consumption under the No Annexation scenario would constitute a less than significant impact on Southern California Edison supplies. The total increase in electrical consumption for the County portion of the Project Site served by Southern California Edison under the No Annexation scenario is 42.32 million kilowatt hours per year. This level of consumption represents 0.04 percent of Southern California Edison's total existing consumption. Under the No Annexation scenario, the increase in electrical demand in the County portion of the Project Site would be 15,344 kilovolt amperes per year, a decrease when compared to the Project. As is the case with the Project, Southern California Edison has indicated that it has capacity in its existing supply system to handle the increase in demand for power supplied by its facilities with installation of a new 66 kilovolt line, however, a new substation may be required on-site. With the proposed upgrades and new substation facilities, increased electrical loads would be supplied and distributed on-site. Thus, with implementation of these improvements, impacts associated with the No Annexation scenario would be less than significant.

As is the case with the Project, the additional consumption within the Los Angeles Department of Water and Power service area would constitute a less than significant impact relative to consumption under the No Annexation scenario. The total projected electrical consumption within the Los Angeles Department of Water and Power service area under the No Annexation scenario is 13.52 million kilowatt hours per year, an increase when compared to the Project. This total increase in electrical consumption under the No Annexation scenario

represents 0.21 percent of the total Los Angeles Department of Water and Power projected increase in consumption over the Project's buildout. The total increase in electrical demand for Los Angeles Department of Water and Power under the No Annexation scenario would be 6,015.5 kilovolt amperes. Los Angeles Department of Water and Power has indicated that the existing distribution facilities have the capacity to supply the increase in electrical demand for the City portion of the Project Site under the Project. As such, a less than significant impact would result.

5. Cumulative Impacts

Forecasted growth between 2008 and 2030 is projected to consume an additional 5,440 gigawatt hours per year of electricity within the Los Angeles Department of Water and Power service area. While these forecasts represent very large increases in electricity consumption, the Project represents only 0.16 percent of cumulative consumption. As this level of cumulative consumption is consistent with the projections of the Los Angeles Department of Water and Power for 2030, a less than significant cumulative impact would result.

Potential impacts from the identified growth within the service area, exclusive of the Project, would be anticipated, as an expansion of Los Angeles Department of Water and Power facilities would likely be required to accommodate the demand attributable to the forecasted off-site growth. In addition, developers of individual future projects, as well as the Project, would provide for all Los Angeles Department of Water and Power required improvements to facilitate the provision of electrical services to each individual development site. Therefore, the Project would not contribute to any cumulative impacts to Los Angeles Department of Water and Power services, and the Project's cumulative impacts would be less than significant.

Forecasted growth between 2008 and 2030 is projected to consume an additional 34,047 gigawatt hours per year of electricity within the Southern California Edison service area. While these forecasts represent very large increases in electricity consumption, the Project represents only approximately 0.1 percent of the cumulative consumption. As this level of cumulative consumption is consistent with the ability of the Southern California Edison to deliver electricity within its service area, a less than significant cumulative impact would result.

Forecasted growth between 2008 and 2030 is projected to result in an additional electricity demand of 8 to 10 million kilovolt amperes within the Southern California Edison service area, which includes the demand attributable to the Project. Development within the Project Site would represent approximately 0.09 to 0.12 percent of the total projected increase in demand within the Southern California Edison service area. Even without development of the Project, an expansion of Southern California Edison facilities would likely be required to accommodate the increase in demand. In addition, developers of individual future projects, as well as the Project, would provide for all Southern California Edison required improvements to facilitate the provision of electrical services to each individual development site. Furthermore, the Project related impacts would not contribute to cumulative off-site effects in the surrounding area since the Project related impacts would be fully mitigated by the Project's proposed project design features. Therefore, the Project would not contribute to any cumulative impacts to Southern California Edison services, and cumulative impacts would be less than significant.

Q. Utilities (Natural Gas)

1. Construction Impacts

The construction of buildings and facilities under the Project would not require the consumption of natural gas. Thus, as with the originally proposed project, construction under the Project would not impact natural gas supplies. As development would occur in limited areas of the existing Back Lot Area, improvements to the natural gas infrastructure would be limited to on-site connections. As such, off-site improvements would not be required under the Project. Impacts attributable to additional on-site connections would be temporary in nature. Thus, construction impacts under the Project would be less than significant.

2. Operational Impacts

With respect to operation, as the quantity of development, the Project would increase natural gas consumption over existing conditions. Operation of the Project would increase natural gas consumption by approximately 8.2 million cubic feet per month. The Southern California Gas Company would continue to provide natural gas to the Project Site under the Project. As the Southern California Gas Company indicated that it would have adequate supplies and facilities to accommodate the originally proposed project, it would similarly have adequate supplies and facilities to accommodate the Project given the substantially reduced consumption levels under this alternative. Thus, natural gas impacts under the Project would be less than significant.

The Project would utilize energy conservation measures outlined as project design features that go beyond existing standards, and a less than significant impact would occur with regard to this issue. Impacts to the natural gas supply and natural gas delivery infrastructure under the Project would be less than significant.

3. Project Design Features

L.5-3: A portion of the existing gas main located beneath Universal Hollywood Drive shall be removed and relocated by the Project Applicant or its successor to the extent necessary in connection with the proposed re-alignment of the road. The relocation of this line would not impact its capacity nor its ability to supply natural gas to the Project Site, as the relocated line would be fully operational prior to abandoning the existing line.

L.5-4: State Energy Conservation Standards for New Non-Residential Buildings, pursuant to Title 24, Part 6, Article 2, California Code of Regulations (Title 24) (2005), shall be exceeded by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the Project shall comply with the amended Title 24.

L.5-5: Install energy efficient heating and cooling systems, appliances (e.g., ENERGY STAR) and equipment, and control systems.

L.5-7: Provide education on energy efficiency, water conservation, waste diversion, and recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

4. Impacts Under No Annexation Scenario

As the Southern California Gas Company provides service to both the City and unincorporated portions of Los Angeles County, the Project's impacts would be the same whether the proposed annexation/detachment actions occur or not. As the impacts would be the same, the Project under the No Annexation scenario would result in less than significant impacts with regard to all of the issues relating to the delivery and use of natural gas at the Project Site as discussed above.

5. Cumulative Impacts

Based on forecasted growth within the Southern California Gas Company service area, an increase in demand amounting to approximately 9.80 billion cubic feet of natural gas per month would occur. With the addition of the Project's 8.2 million cubic feet per month, cumulative natural gas demand would increase to approximately 9.81 billion cubic feet per month. Based on these forecasts, the Project would constitute less than 0.2 percent of the forecasted cumulative natural gas demand. The Project as well as all forecasted growth would incorporate design features and energy conservation measures, as required by Title 24, which would lessen the impact on natural gas demand. Additionally, the Southern California Gas Company has indicated that it has existing facilities and supply to meet these projected future demands for natural gas. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. Therefore, the Project would not make a cumulatively considerable contribution to impacts relative to natural gas. As a result, the Project would have a less than significant cumulative natural gas impact.

R. Employment, Housing and Population (Employment)

1. Construction Impacts

Construction under the Project would generate a substantial number of jobs directly associated with the construction itself, as well as a large number of indirect jobs in a wide range of industries throughout the County, resulting from purchases of construction related supplies, goods, and services. As increases in construction employment is seen as a benefit, impacts related to construction employment would be less than significant.

2. Operational Impacts

The Project would generate 6,368 permanent jobs with a corresponding economic benefit over existing conditions. The Project would not include the development of residential land uses, and so would not result in direct off-site jobs associated with household spending. The Project would be consistent with Southern California Association of Government's adopted growth forecasts for employment and the City of Los Angeles General Plan Framework Element. The Project would also be consistent with the jobs goal of the County's General Plan, which is to create jobs and increase incomes for County residents. As such, the Project would be consistent with employment goals and objectives of the applicable land use plans and, thus, potential impacts with regard to employment would be less than significant.

3. Impacts Under No Annexation Scenario

Inasmuch as potential employment and economic impacts are measured at the scale of the Los Angeles County economy, they would be the same under the Project and the No

Annexation scenario. Thus, employment impacts under the No Annexation scenario would be less than significant.

4. Cumulative Impacts

SCAG forecasts a total of 2,265,000 jobs within the City of Los Angeles Subregion in 2030, which results in an employment growth of 312,764 jobs within the City of Los Angeles Subregion between 2008-2030. This forecasted employment growth is used as a proxy for "related projects," because the employment of individual developments that may actually occur between 2008 and 2030 cannot be reasonably foreseen over the period of Project buildout. Based on this forecast the Project's total employment accounts for 0.52 percent of Subregional 2030 employment and 3.76 percent of the 2008-2030 Subregional employment growth forecast. In addition, cumulative employment (i.e., total Project employment plus forecasted 2008-2030 employment growth in the Subregion) represents 14.33% of 2030 employment in the Subregion. Thus, the Project's incremental effect is not "cumulatively considerable" within the meaning of CEQA, and hence its cumulative impact is less than significant.

Furthermore, the film and television production and distribution industry plays a vital role in the Los Angeles regional economy, and it is reasonable to expect that because it is anchored in Southern California generally, and in Los Angeles County Region and the City of Los Angeles Subregion in particular, the industry will continue to grow over time. Therefore, some portion of the Project's growth is likely to have already been included in the Subregional forecast, and therefore this analysis probably overstates the magnitude of cumulative growth and its relationship to forecasted 2030 employment in the Subregion. It should also be recognized that a portion of the Project's job growth is a function of the synergistic relationships among entertainment industry and commercial businesses located on the Project Site. This means that some of the future job growth in the Subregion would only occur if additional development occurs at the Project Site.

S. Employment, Housing and Population (Housing)

1. Construction Impacts

Due to the employment patterns of construction workers in Southern California, construction workers are not likely to relocate their households as a result of the construction job opportunities available under the Project. Therefore, it is assumed that construction workers associated with the Project would not relocate their places of residence as a result of working at the Project Site. As a result, construction-related impacts to City or subregional housing would be less than significant under the Project.

2. Operational Impacts

It is forecasted that 382 households would re-locate to the area from increased employee demand. The creation of an increase in indirect housing needs does not create a significant impact, since the Project would not substantially accelerate growth in the area or introduce unplanned infrastructure. The Project would have a less than significant impact to the Southern California Association of Government's household forecast for the City of Los Angeles Subregion between 2008 and 2030 or to its policies within the 1996 Regional Comprehensive Plan and Guide. Housing impacts under the Project would be less than significant.

3. Impacts Under No Annexation Scenario

As the Project's housing would not exceed SCAG's projections for the Subregion which includes the entire Project Site (including both the County and City components), the scale of housing impact relative to the regional forecast remains the same whether or not the proposed annexation/detachment actions occur.

4. Cumulative Impacts

SCAG forecasts a total of 1,663,000 households within the City of Los Angeles Subregion in 2030, which results in a household growth of 294,530 within the City of Los Angeles Subregion between 2008-2030. This forecasted household growth is used as a proxy for "related projects," because the household growth of individual developments that may actually occur between 2008 and 2030 cannot be reasonably foreseen over the period of Project buildout. Based on this forecast, the Project's households account for 0.02 percent of households in the Subregion in 2030, and 0.13 percent of projected household growth in the Subregion between 2008 and 2030. In addition, cumulative household growth (i.e., Project households plus forecasted 2008-2030 household growth in the Subregion) represents 17.73 percent of the forecasted number of households in the Subregion in 2030. Thus, the Project's incremental housing effect is not "cumulatively considerable" within the meaning of CEQA, and hence its cumulative housing impact is less than significant.

T. Employment, Housing and Population (Population)

1. Construction Impacts

Due to the employment patterns of construction workers in Southern California, construction workers attributable to the Project would not be anticipated to relocate as a result of construction activities. Thus, a less than significant impact with regard to this issue would occur under the Project.

2. Operational Impacts

Under the Project, no residential development would occur and there would be no direct residential population increase. The Project would result in an increase in employment over both existing conditions and the originally proposed project. A portion (approximately 6 percent) of the net new employees under the Project would be anticipated to relocate closer to the Project Site. The Project would result in an indirect population impact from non-residential development of 1,146 persons. The Project's population impact would represent approximately 0.03 percent of the population growth forecast in the City of Los Angeles Subregion and approximately 0.39 percent of the remaining population growth forecast between 2008 and 2030 in this subregion. Thus, population impacts under the Project would be less than significant.

3. Impacts Under No Annexation Scenario

The conclusions presented above apply regardless of whether the proposed annexation and detatchment actions occur under the Project. Thus, impacts under the No Annexation Scenario would be less than significant.

4. Cumulative Impacts

SCAG forecasts a total of 4,413,000 persons within the City of Los Angeles Subregion in 2030, which results in a population growth of 294,363 within the City of Los Angeles Subregion

between 2008-2030. This forecasted population growth is used as a proxy for “related projects,” because the household growth of individual developments that may actually occur between 2008 and 2030 cannot be reasonably foreseen over the period of Project buildout. Based on this forecast, the the Project’s population represents 0.03 percent of the population in the Subregion in 2030, and 0.39 percent of forecasted population growth in the Subregion between 2008 and 2030. In addition, cumulative population (i.e., the Project population plus 2008-2030 forecasted population growth in the Subregion) represents 6.70 percent of the forecasted population in the Subregion in 2030. Thus, the Project’s incremental population effect is not “cumulatively considerable” within the meaning of CEQA, and hence its cumulative population impact is less than significant.

U. Climate Change

1. Construction Impacts

Construction emissions represent episodic greenhouse gas emissions and would be associated with site preparation, excavation, grading, and construction. Emissions are associated with the operation of construction equipment and the disposal of construction waste, as well as episodic water use for fugitive dust control and annual water consumption. Only greenhouse gas emissions from on-site demolition and construction activities and off-site hauling and construction worker commuting are considered as Project-generated. Total construction emissions vary based on construction phasing. Under the most conservative construction scenario, a total of 69,636 metric tons of carbon dioxide equivalent would be generated, which equates to 2,321 metric tons annually if amortized over the life of the Project.

2. Operational Impacts

Annual Project greenhouse gas emissions would total 31,960 metric tons of carbon dioxide equivalent at build out. Operational-phase emission reductions would be achieved from a combination of energy efficient project design features and green power purchasing from utilities. Actual greenhouse gas emission reductions may vary based on a number of factors, including the details of the developed land use, the mix of building sizes and types, and available technologies. The Project sets a series of performance targets that would guide design, construction, and operational practices throughout the life of the Project.

The Project would achieve energy savings via emission reduction strategies including: exceedance of Title 24 (2005) energy requirements by 15 percent; transportation demand management strategies (e.g., ridesharing, flexible work schedules, bicycle/pedestrian oriented environment, and shuttle service); outdoor and indoor water conservation measures to reduce potable water consumption; low and moderate water use landscaping and high efficiency irrigation systems; efficient lighting, cool roof technology; continued use of available reclaimed water; and solid waste diversion targets consistent with established objectives.

The Project’s design features would contribute to greenhouse gas reductions. These reductions represent a break from business as usual and establish consistency with governmental plans for emissions reduction. The Project’s greenhouse gas emissions would be approximately 23 percent less than a business as usual project. Based on the reductions achieved by implementation of the proposed project design features and emissions reductions strategies, and Project consistency with the goals and objectives of federal, State, and local emissions reduction plans and regulations, impacts associated with climate change would be less than significant.

3. Project Design Features

O-1: Construction of new buildings shall exceed Title 24 (2005) energy requirements by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the building shall comply with the amended Title 24.

O-3: The Project shall include the following energy saving and emission reducing features that would be implemented during the design and construction of each new building (other than sets/facades):

- Installing energy efficient heating and cooling systems, equipment, and control systems;
- Installing energy efficient appliances (e.g., Energy Star refrigerators, clothes washers, clothes dryers, dishwashers, ventilation fans, and ceiling fans);
- Installing efficient lighting and lighting control systems;
- Installing light-emitting diodes for private on-site traffic and street lighting;
- Installing light colored 'cool' roofs;
- Providing education on energy efficiency, waste diversion, recycling services to the Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation;
- Prohibit Heating, Ventilation, and Air-Conditioning, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons;
- For mechanically or naturally ventilated spaces in the building, meet the minimum requirements of Section 121 of the California Energy Code or the applicable local code, whichever is more stringent;
- Adhesives, Paints, Stains, Coatings, and Carpet shall be low volatile organic compound; and
- Minimum Efficiency Reporting Value 6 or higher filters are installed on central air and heating systems.

O-5: The Project shall implement the following indoor and outdoor water conservation project design features:

Outdoor:

- Use of native/drought tolerant plant materials (for at least 25 percent of new landscaping) and use of water efficient landscaping proper hydro-zoning, turf minimization, and landscaping contouring (to minimize precipitation runoff) for new landscaping in areas other than production

activities, entertainment attractions, sets/facades, the theme park, and visitor entries to the theme park and Universal CityWalk. Other than the exempted areas described above, areas of the Project Site within the County's jurisdiction would also comply with the County's landscaping design regulations, as applicable;

- Use of available reclaimed water for landscape irrigation;
- Installation of the infrastructure to deliver and use reclaimed water;
- Expanded use of high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping; and,
- Provide education on water conservation to the Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

Indoor:

- High Efficiency Toilets: 1.28 gallons/flush or less;
- High Efficiency Urinals: 0.5 gallons/flush or less;
- Restroom Faucets: 1.5 gallons/minute or less;
- Pre-rinse Spray Valve: 1.6 gallons per minute or less for commercial kitchens;
- Public Restroom: self-closing faucets;
- High efficiency clothes washers (water factor of 7.5 or less); and
- Cooling tower conductivity controllers or cooling tower pH conductivity controllers, as applicable.

O-6: The Project shall implement the following:

- Establish a solid waste diversion target of 65 percent for non-hazardous operational waste (not including production activities and temporary uses);
- During new construction, a minimum of 65 percent of non-hazardous demolition and construction debris by weight from construction of new Project buildings (not including sets/facades, production activities, and temporary uses)would be recycled and/or salvaged for reuse; and
- Recycling Centers: Provide readily accessible areas to serve the entire building for depositing, storage, and collection of non-hazardous materials for recycling.

Project Design Feature O-2 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Impacts Under No Annexation Scenario

The conclusions presented above apply regardless of whether the proposed annexation and detachment actions occur under the Project. Thus, impacts under the No Annexation Scenario would be less than significant.

5. Cumulative Impacts

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in global greenhouse gas emissions. Therefore, the significance of potential impacts from the Project's greenhouse gas emissions is determined on a cumulative basis. The Project would implement design features resulting in an overall reduction by 23 percent from business as usual. The Project would consider and implement feasible construction practices and energy-related technologies consistent with the recommendations and objectives of the responsible Federal, state and local agencies. Based on the Project's consistency with State regulatory actions, and County and City goals and objectives, as well as the proposed implementation of project design features and emissions reductions strategies, the Project's cumulative impact to global climate change would be considered less than significant.

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

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

A. Public Services (Schools)

1. Description of Effects

a. Construction Impacts

Project construction is not anticipated to result in adverse impacts to the Los Angeles Unified School District (LAUSD) school facilities and overall capacity levels due to the temporary nature of construction related activities. As construction workers are not anticipated to change their place of residence as a result of working at the Project Site, there would be no increase in student enrollment at the local schools serving the Project Site. Therefore, construction-related impacts associated with public schools would be less than significant.

b. Operational Impacts

Based on the application of generation factors developed by the LAUSD, the Project would generate approximately 136 new students. The number of students generated under the Project is substantially less than what is forecasted for the originally proposed project. The LAUSD forecasts indicate that Valley View Elementary School, Bancroft Middle School, and Hollywood High School would operate under capacity in the future. Implementation of the

Project would not result in overcrowding at any of those three schools. Therefore, the Project would result in less than significant impacts to LAUSD Schools.

Implementation of the mitigation measure identified below, requiring the mandatory payment of school fees pursuant to the Leroy F. Greene School Facilities Act of 1998 (California Senate Bill 50), would further reduce the less than significant impacts.

c. Impacts Under No Annexation Scenario

As the Project Site is located entirely in the LAUSD, maintaining the existing City/County jurisdictional boundaries would have no effect on the Project's impacts described above. As such, impacts on LAUSD facilities under the No Annexation scenario are less than significant.

d. Cumulative Impacts

A cumulative increase in the demand for school services is anticipated to occur with the development of future residential and non-residential projects, the Project, and more specifically, the future household growth within the school boundaries currently servicing the Project Site. It is concluded that the Los Angeles Unified School District schools that would serve the Project would operate over capacity with cumulative student generation and new or expanded schools could be needed. As mandated by State law, California Senate Bill 50 sets a maximum level of fees a developer may be required to pay to mitigate a project's impact on school facilities. As such, all future projects, including the Project, would be required to pay a school fee to the Los Angeles Unified School District to help reduce cumulative impacts that may result to school services. Compliance with the provisions of California Senate Bill 50 is deemed to provide full and complete mitigation of school facilities impacts. Therefore, with the full payment of all applicable school fees, cumulative impacts to schools would be less than significant.

2. Project Design Features

No Design Features are identified in the Environmental Impact Report for this environmental issue.

3. Mitigation Measures

K.3-1: The Project Applicant or its successor 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.

4. Findings

Although the Project would not result in significant impacts to Public Services—Schools prior to the implementation of mitigation measures, mitigation measures nonetheless have been incorporated into the Project which ensure compliance with State requirements and further reduce these less than significant environmental effects.

5. Rationale for Findings

As overall development would be reduced and residential land uses would be eliminated under this alternative, fewer students would be generated, and the Project would result in a less

than significant impact to LAUSD schools. The Project would be required to pay school fees in conformance with California Senate Bill 50, which provides full and complete mitigation of school impacts for the purposes of the California Environmental Quality Act.

6. Reference

For a complete discussion of impacts related to the Project's impacts on schools, see (1) Alternative 10: No Residential Alternative, subsection 3.k(3), Public Services—Schools, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.K.3, Public Services—Schools, in the Draft EIR; and (3) HR&A Advisors, *An Assessment of the Public School Enrollment and Capacity Impacts of the NBC Universal Evolution Plan* (March 2010), Appendix M-1 to the Draft EIR.

B. Water Resources—Surface Water (Drainage)

1. Description of Effects

a. Construction Impacts

On-site construction activities may cause short-term hydraulic erosion due to associated grading or construction-related soil disturbance. A Storm Water Pollution Prevention Plan and Erosion Control Plan would be implemented to provide for temporary storm water management. These plans would prevent construction from adversely affecting the amount of surface water in a water body. Construction of new drainage facilities would be required in a manner and sequence that would preclude on- and off-site flooding. In addition, there would be some construction off-site to install new connections and up to six new and relocated outfalls to the Los Angeles River Flood Control Channel. All other storm drain facilities would be constructed within the Project Site. Construction impacts would be confined to trenching for storm drain lines and removal of an existing water feature. Construction under the Project would not subject adjacent properties to the Project-related floodwaters because any alteration of flows on-site during construction would be conveyed to existing off-site regional storm drain facilities by temporary flood control improvements established in compliance with applicable regulatory standards. Therefore, no significant on-site or off-site flood impacts would result during the construction phases of the Project.

b. Operational Impacts

All new storm drains would be designed and sized to handle the 50-year frequency storm event (per the Los Angeles County Hydrology Manual), all 50-year frequency storm water flows would be collected and conveyed ultimately to the Los Angeles River Flood Control Channel, and there would be no flooding during a 50-year storm event. Development under the Project would require the construction of specific on-site flood control infrastructure to convey stormwater flows associated with each development site, or groups of development sites, to the major stormwater infrastructure. Future storm water conveyance facilities would be designed and constructed pursuant to all applicable County or City standards.

Project development would not increase overall peak flow rate with respect to the existing Project Site conditions. Peak flow rate measures the highest rate at which storm water is leaving the Project Site during a storm event. No additional detention features are proposed as a part of the Project since the overall peak flow rate resulting from the Project is less than the overall peak flow rate leaving the existing Project Site. Since there would be a slight decrease in

peak flow rate with the Project, it would not result in a permanent adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. With the implementation of the above modifications to the storm drain system, the Project would result in less than significant impacts.

c. Impacts Under No Annexation Scenario

Impacts related to surface water hydrology would not be affected by the proposed annexation/detachment, as impacts are analyzed using the County Hydrology Manual and method regardless of the portion of the Project Site that is proposed for individual development activities. In addition, all storm drain lines on the Project Site ultimately drain to the Los Angeles River Flood Control Channel and all proposed storm drain lines would also drain to the Los Angeles River Flood Control Channel.

d. Cumulative Impacts

Cumulative growth within the Los Angeles River Flood Control Channel catchment area could contribute to the increased utilization of the available capacity of the Los Angeles River Flood Control Channel. The Project would not result in an increase in peak flow rate of Project Site-related storm water runoff. Therefore, impacts would not be cumulatively considerable. As such, impacts would be less than significant on a cumulative basis

It is anticipated that individual buildings and facilities which constitute cumulative growth would be subject to building permit issuance processes which would require design features and characteristics which would reduce potential flood impacts on an individual, and thus, cumulative basis, to acceptable levels. The Project in association with other future projects would not contribute to flooding during the projected 50-year storm event, or have the potential to harm people or damage property or sensitive biological resources. Adherence to the existing requirements of the responsible jurisdictions and FEMA concerning development within flood plains would ensure that the Project and other future projects' volume and velocity changes would be within the carrying capacity identified by the Army Corps of Engineers for the Los Angeles River Flood Control Channel. As the Project development would not increase peak flow rates, the Project is not anticipated to have a cumulative effect on the surrounding area. Therefore, cumulative impacts related to potential drainage and flood hazards would be considered to be less than significant.

2. Project Design Features

G.1.a-1: The Project Applicant or its successor shall construct new storm drains as needed that shall be designed and sized using the Los Angeles County Hydrology Manual method for a minimum 50-year frequency storm event capacity.

3. Mitigation Measures

G.1.a-1: The Project Applicant or its successor shall prepare detailed drainage plans for each Project, pursuant to City of Los Angeles Department of Public Works and Bureau of Engineering requirements, and as that term is defined in the County Specific Plan, for review and approval by the appropriate responsible agency (i.e., Los Angeles County Department of Public Works or the City of Los Angeles Department of Public Works) at the time that grading or building

permit applications are submitted. These drainage plans shall include detailed hydrologic/hydraulic calculations, as necessary, and drainage improvement plans, and show quantitatively how projected stormwater runoff in each drainage area of the Project Site would be conveyed to off-site stormwater conveyance facilities.

4. Findings

Although the Project would not result in significant impacts to Surface Water (Drainage) prior to the implementation of mitigation measures, mitigation measures nonetheless have been incorporated. These will ensure compliance with County and City requirements and further reduce the less than significant impacts relating to operation of the originally proposed project as identified in the Project.

5. Rationale for Findings

Although no significant impacts are anticipated that would reduce or increase the amount of surface water in a body of water; result in a substantial change in the current or direction of water flow having the potential to harm people or damage property or sensitive biological resources; or subject the Project Site to inundation by 100-year floodwaters or other possible flood hazards, Mitigation Measure G.1.a-1 in addition to the identified project design features would be implemented by the Project Applicant or its successor during the construction phase of the Project.

6. Reference

For a complete discussion of environmental impacts of Water Resources—Surface Water (Drainage), see (1) Alternative 10: No Residential Alternative, subsection 3.g(1)(2), in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.G.1.a, Water Resources—Surface Water (Drainage), in the Draft EIR; (3) Appendix I-1 to the Draft EIR; and (4) Appendix FEIR-21 to the Final EIR.

VII. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

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

A. Traffic/Access—Traffic/Circulation (Construction Impacts; Operational Impacts: Public Transit, Arterial Monitoring Stations, and Supplemental Caltrans Analysis: On- and Off-Ramps)

1. Description of Effects

a. Construction Impacts

Construction traffic and/or construction activities could cause travel delays on an intermittent basis during buildout of the Project. Potential impacts associated with physical

construction of the Project would be limited to those locations immediately adjacent to or those within the Project Site. The most notable of these impacts would occur with the widening of Lankershim Boulevard, Barham Boulevard, and Buddy Holly Drive, which would require a temporary reduction in lane capacity (one lane in one direction) and would cause delays for vehicles traveling in that direction. Otherwise, the physical effects of construction would be limited.

Construction of the curb cuts and access roadways and driveways would occur in concert with the completion of the development they would be serving. Delays from additional construction traffic and/or construction activities at other locations are not expected to cause substantial inconvenience to auto travelers, but would be noticeable to commuters who regularly use the streets adjacent to the Project Site. Impacts related to in-street construction would be less than significant with implementation of the identified mitigation measures. During the Project's construction, some temporary sidewalk closures at limited locations may also occur. Notwithstanding, pedestrian activity around the Lankershim Boulevard and Universal Hollywood Drive/Universal Terrace Parkway intersection would be maintained throughout the construction of the Project. Sidewalk closures are concluded to constitute a less than significant impact due to the temporary nature of the impact as well as the impact occurring at only limited locations.

Overall, the impact on the transportation system from construction activities would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity near the Project Site. Project construction is not expected to create hazards for roadway travelers, as long as commonly practiced safety procedures for construction are followed. Such procedures have been incorporated into the Project's traffic mitigation measures.

b. Operational Impacts (Public Transit System)

Furthermore, the Project would result in less than significant impacts to the public transit system. The Project is estimated to generate approximately 6,247 daily transit trips, including 673 morning peak-hour transit trips and 699 afternoon peak-hour transit trips. There is residual capacity on the existing transit system on all lines serving the Project Site except Metro Rapid 750 (serving the Ventura Boulevard corridor). The Project proposes to provide one additional articulated bus to alleviate the operating conditions along this route. Assuming that 25 percent of the capacity for the additional bus would be available for Project transit trips, the anticipated transit demand on a systemwide basis would be more than satisfied by the proposed supply.

c. Operational Impacts (Arterial Monitoring Stations)

The evaluation of the impact of a project on the regional transportation system (freeways, designated streets, and transit facilities) is guided by procedures outlined in the Los Angeles County Congestion Management Plan. A total of six arterial monitoring stations were analyzed. With proposed mitigation measures and Transportation Demand Management trip reductions, all six intersections would be fully mitigated during both analyzed peak hours.

d. Operational Impacts (Supplemental Caltrans Analysis: on- and off-ramps)

Caltrans requested that the impact analysis include an evaluation of potential effects on both on- and off-ramps. Based on this analysis, under the Future with the Project conditions, before Transportation Demand Management trip reductions and mitigation, the Project impacts

would be significant at 12 of the analyzed freeway on- and off-ramps. With the implementation of the identified mitigation measures, impacts to on- and off-ramp locations would be reduced to less than significant levels. However, if Caltrans does not implement improvements to reduce impacts on the on- and off-ramps that would be affected by the Project, the Project's on- and off-ramp impacts would remain significant and unavoidable.

e. Impacts Under No Annexation Scenario

The proposed annexation/detachment of land areas between the County and City would not alter the potential for traffic/circulation impacts nor the significance level of any impact. Annexation has no bearing on which jurisdictional intersection or recommended improvement to various intersections could occur with the Project. The jurisdictions responsible for implementation of the mitigation measures would also be unaffected. As such, potential impacts would remain the same if the proposed annexation/detachment actions are not implemented.

f. Cumulative Impacts

(1) Construction Impacts

Most of the related projects are not located in close proximity to the Project Site and may or may not be developed within the same construction schedule as the Project. In addition, since the release of the Draft EIR, the Metro Universal project (Related Project no. 65) is no longer proposed. As such, cumulative construction impacts would be less than significant.

(2) Operational Impacts (Public Transit System)

Implementation of the Project in conjunction with cumulative conditions would increase the demand for transit in the Project area. The Project's increased transit use would result in significant transit impacts that would be reduced to a less than significant level with the Project's mitigation measures. Therefore, cumulative impacts would be less than significant.

(3) Operational Impacts (Arterial Monitoring Stations)

The Project's contribution to cumulative traffic conditions would result in significant cumulative Level of Service impacts at six Los Angeles County Congestion Management Plan arterial monitoring stations. With implementation of the proposed mitigation and Transportation Demand Management trip reductions, impacts to these arterial monitoring stations would be less than significant. Therefore, the Project's contribution to cumulative impacts at Los Angeles County Congestion Management Plan arterial monitoring stations would not be considerable, and cumulative impacts would be less than significant.

(4) Operational Impacts (Supplemental Caltrans Analysis: on- and off-ramps)

The Project's contribution to cumulative traffic conditions would result in significant impacts at freeway on-ramps and off-ramps. Therefore, the Project's contribution to significant cumulative impacts at the on-ramps and off-ramps would be considerable. However, with the implementation of the proposed mitigation, these impacts would be reduced to less than significant levels.

2. Project Design Features

B-1: The Project Applicant or its successor shall prepare and implement a Transportation Demand Management program to reduce traffic impacts of the Project encouraging Project employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The Transportation Demand Management program shall include implementation of several Transportation Demand Management strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Alternative work schedules;
- Bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments);
- Bicycle amenities;
- Rideshare/carpool/vanpool promotion and support;
- Mixed-use development;
- Education and information on alternative transportation modes;
- Transportation Information Center;
- Guaranteed Ride Home Program;
- Join an existing or form a new Transportation Management Association;
- On-site flex cars;
- Discounted employee and tenant transit passes; and
- Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program.

B-3: Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp shall be widened from its current configuration of two westbound lanes to three westbound lanes. The roadway shall continue to accommodate only westbound traffic on this section.

B-4: Buddy Holly Drive between the US 101 northbound off-ramp to Donald O'Connor Drive shall be widened to accommodate between four and five lanes. At the approach to Donald O'Connor Drive, a dedicated right-turn lane shall be provided, and a dedicated left-turn lane onto the northbound US-101 Freeway shall be provided.

B-5: The final segment of Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive may be widened to accommodate four westbound travel lanes and two eastbound travel lanes. If

this segment of Buddy Holly Drive is widened, the US 101 northbound on-ramp at Universal Studios Boulevard/Buddy Holly Drive shall be relocated maintaining the existing 12-foot travel lane, an 8-foot left shoulder, and a 6-foot right shoulder. Entrance to the on-ramp shall be reconfigured from the existing northbound right-turn lane off of Universal Studios Boulevard to a right-turn off the new westbound lanes on Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive. If operated under two-way flow, the westbound approach on Buddy Holly Drive would include two left-turn lanes, one through lane, and two free-flow right-turn lanes. Also, Universal Studios Boulevard would be restriped to provide a northbound right-turn lane, and the eastbound approach would be restriped to provide one left-turn lane and one shared through/right-turn lane. This configuration would not be needed if Buddy Holly remains a one-way eastbound street.

B-7: The new development calls for the realignment and widening of Universal Hollywood Drive, which extends between the Universal Tram stop east of Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and the entrance to CityWalk near Universal CityWalk, to improve overall circulation both on-site and off-site.

Project Design Features B-6, B-8, B-9, B-10, B-11, and B-12 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction. For more information, see Attachment B to the County's MMRP.

3. Mitigation Measures

B-6: The Project Applicant or its successor shall implement the following Lankershim Boulevard Corridor improvements:

a. [DELETED DUE TO SELECTION OF ALTERNATIVE 10];

b. [DELETED DUE TO SELECTION OF ALTERNATIVE 10];

c. Restripe James Stewart Avenue at its intersection with Lankershim Boulevard to provide one left-turn, one shared through/left-turn, and dual right-turn lanes in the westbound direction;

d. [SEE BELOW];

e. Widen Main Street at its intersection with Lankershim Boulevard to improve ingress/egress to/from the Project Site;

f. [DELETED DUE TO SELECTION OF ALTERNATIVE 10];

g. [SEE BELOW];

h. [SEE BELOW];

i. [SEE BELOW];

j. Widen Universal Hollywood Drive at its intersection with Lankershim Boulevard to provide a separate westbound left-turn lane and additional signal equipment for protected left-turn phasing on the east-west approach;

k. [SEE BELOW];

l. [SEE BELOW];

m. [DELETED DUE TO THE SELECTION OF ALTERNATIVE 10].

B-43: All construction workers shall be prohibited from parking on neighborhood streets offsite. To the extent that parking would not be available on-site, parking shall be provided by The Project Applicant or its successor at offsite locations. A construction worker shuttle service shall be provided if an offsite parking lot is not within reasonable walking distance of the Project Site.

B-44: The Project Applicant or its successor shall prepare construction traffic management plans, including but not limited to street closure information, detour plans, haul routes, and staging plans, satisfactory to the affected jurisdictions. The construction traffic management plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions to configure construction parking to minimize traffic interference;

2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);

3. Scheduling construction activities to reduce the effect on traffic flow on public roadways;

4. Rerouting construction trucks to reduce travel on congested streets;

5. Consolidating construction truck deliveries;

6. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site;

7. Construction-related vehicles shall not park on any residential street;

8. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing, and protection barriers;

9. All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the contractor;

10. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries to reduce travel during peak travel periods;

11. Construction vehicle travel through neighboring jurisdictions other than the City of Los Angeles shall be conducted in accordance with the standard rules and regulations established by the respective jurisdictions where such jurisdictions would be subject to construction impacts. These include allowable operating times for construction activities, truck haul routes, clearance requirements, etc.;

12. Prior to the issuance of any permit for the Project, required permits for the truck haul routes, if applicable, shall be obtained from the City of Los Angeles;

13. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and

14. Submit a traffic management plan to Caltrans for approval to avoid potential access restrictions to and from Caltrans facilities.

15. In order to facilitate coordination with funeral processions, the Applicant shall provide the Forest Lawn Memorial-Park Association 72-hour notice of major improvements to Forest Lawn Drive.

16. During construction, lane closures on Forest Lawn Drive shall be limited in terms of scope and duration to the extent feasible. A minimum of one lane of through traffic shall be maintained on Forest Lawn Drive in each direction at all times.

Mitigation Measures B-1, B-2, B-3, B-4, B-5, B-6.d, g, h, i, k, and l, B-7, B-8, B-9, B-10, B-12, B-13, B-15, B-16, B-18, B-19, B-20, B-22, B-23, B-26, B-27, B-28, B-29, B-30, B-31, B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40, B-41, B-45, B-46, and B-47 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction. For more information see Attachment B to the County's MMRP.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Traffic/Circulation–Construction Impacts and Traffic/Circulation—Operational Impacts (Public Transit, Arterial Monitoring Stations, and Supplemental Caltrans Analysis: On- and Off-Ramps) as identified in the EIR and MMRP, to less than significant levels.

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Traffic/Circulation—Construction Impacts and Traffic/Circulation—Operational Impacts (Public Transit, Arterial Monitoring Stations, and Supplemental Caltrans Analysis: On- and Off-Ramps) would occur as a result of the development of the Project with incorporation of the mitigation measures described above, as

well as the above-cited mitigation measures adopted by the City, which have been incorporated into the Project in the City's MMRP.

6. Reference

For a complete analysis of impacts related to the Project's Traffic/Access—Traffic/Circulation impacts, please see (1) Alternative 10: No Residential Alternative, subsection 3.b(1) of Section II, Corrections and Additions, of the Final EIR; (2) Section IV.B.1, Traffic/Access – Traffic/Circulation, of the Draft EIR; (3) Appendices E-1 and E-2 to the Draft EIR; and (4) Appendices FEIR-14 and FEIR-15 to the Final EIR.

B. Noise (Construction: Construction Vibration and Hauling Noise)

1. Description of Effects

a. Construction Vibration

Project construction activities could result in ground-borne vibration at the receptor areas. Pile driving equipment, which generates higher levels of ground-borne vibration than most construction equipment, would not be included in the Project's construction equipment mix. Construction within the Studio, Business, and Entertainment Areas would result in less than significant vibration impacts at all receptors. Construction within the Back Lot Area could potentially result in vibration impacts at the Hollywood Manor area, which is adjacent to and shares a common boundary with the east side of the Back Lot Area. Construction activity occurring within the northern and western parts of the Back Lot Area would not result in any significant impacts to the Hollywood Manor area. However, construction and grading activity within the southeastern-most portion of the Back Lot Area, has the potential to yield peak particle velocity levels in excess of 0.5 inch/second at the Hollywood Manor area. As such, without mitigation construction vibration impacts could be significant at the Hollywood Manor area. With the mitigation proposed, the impact would be reduced to a less than significant level. This relates only to impacts within the City of Los Angeles. There will be no impacts at receptor areas in the County.

b. Hauling Noise

Project construction activities would also require the hauling of materials to and from the construction sites. Construction haul routes anticipated to occur during construction within the Studio, Business, and Entertainment Areas could utilize Lankershim Boulevard, Forest Lawn Drive, or Universal Studios Boulevard to access area freeways. Hauling from the Back Lot Area construction could exit the Project Site at Buddy Holly Drive/Coral Drive to Universal Studios Boulevard to the US 101 Freeway or exit at Lakeside Plaza Drive and travel along Forest Lawn Drive to the Ventura Freeway (SR 134). The Forest Lawn Drive route could potentially impact the residential community in Burbank known as the "Rancho Neighborhood." The analysis evaluated these haul routes individually, as well as all haul routes being used at the same time. The analysis determined that due to the decreased level of development in the Back Lot Area under the Project, hauling under peak flow conditions along Forest Lawn Drive would result in a peak rate of approximately 45 haul trips per hour along Forest Lawn Drive. Because the Project would result in less than 78 haul trips per hour along Forest Lawn Drive, the rate at which a related noise impact could occur, no significant impact would occur at the "Rancho Neighborhood." Overall, none of the receptors along any of the haul routes would result in an

increase in community noise levels above the established threshold of 5 dBA. Therefore, the impact would be less than significant.

c. Impacts Under No Annexation Scenario

The significance thresholds used in this analysis are based on a combination of the noise standards in use by both the County and City. The significance thresholds that were selected for this analysis reflects the City or County noise standard, that would yield the more conservative analysis. As such, the jurisdiction within which the Project development is located would not result in the use of a significance threshold that would be more restrictive than that which is used in the various analyses presented in the Draft EIR. Therefore, the location of jurisdictional boundaries has no effect on the assessment of impacts whether under the Project or the No Annexation scenario. As such, impacts associated with the No Annexation scenario would be the same as those identified above with regard to the Project.

d. Cumulative Impacts

Construction hauling from the off-site projects and the Project were considered in a cumulative construction analysis. The two roadway segments utilized in the construction hauling are Lankershim Boulevard and Forest Lawn Drive. As some of the off-site projects may utilize the same roadway segments, the cumulative impact for all projects may have the potential to exceed 5 dB.

As discussed above, noise from the Project hauling under peak flow conditions would result in a less than significant impact at the Rancho Neighborhood. Related projects along or adjacent to Forest Lawn Drive would potentially utilize the same hauling roadway segments as the Project. Since hauling information for the related projects along or adjacent to Forest Lawn Drive are not publicly available, and because such projects' haul trips have the potential to occur on the same segment of Forest Lawn Drive as the Project, it is conservatively assumed that noise increases with these additional trips could exceed 5 dBA at the Rancho Neighborhood under the Project. As such, without the incorporation of mitigation measures, cumulative construction hauling could result in a potentially cumulative significant impact at the Rancho Neighborhood. It is important to note that such significant impact only would occur if hauling from the related projects along or adjacent to Forest Lawn Drive is concurrent with the Project's hauling, and if such concurrent hauling resulted in more than 78 haul trips per hour. With incorporation of Mitigation Measure C-5, which has been adopted by the City, impacts would be reduced to a less than significant level.

2. Project Design Features

C-1: The Project shall not utilize pile driving machinery as part of its construction equipment mix.

Project Design Features C-2 and C-3 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction. .

3. Mitigation Measures

No mitigation measures are applicable to development in the County for this environmental issue. Mitigation Measures C-3, C-5, C-6, and C-7 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

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

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Noise (Construction Vibration and Hauling Noise) would occur in the County as a result of the development of the Project.

6. Reference

For a complete discussion of environmental impacts of Noise (Construction Vibration and Hauling Noise), please see (1) Alternative 10: No Residential Alternative, subsection 3.c, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.C of the Draft EIR; (3) Appendix C-1 to the Draft EIR; and (4) Appendix FEIR-16 to the Final EIR.

C. Light and Glare (Natural Light)

1. Description of Effects

a. Construction Impacts

Cranes, scaffolding, and other construction equipment associated with mid- and high-rise construction are potential sources of shadows. However, these shadows are highly transitory, given the frequency at which this construction equipment is moved and would not generate shadows for any considerable period. Therefore, any construction related shading associated with development of the Project would not be expected to cause a significant shading impact.

b. Operational Impacts

Potential shading impacts from the Project were analyzed at 13 geographic areas with off-site shadow-sensitive uses, which include routinely usable outdoor spaces associated with residential, recreational, and institutional uses, as well as certain commercial uses, and existing solar collectors. Shadow patterns, based on the Project's permitted building heights, were calculated and diagrammed for daily periods during the spring equinox, winter solstice, summer solstice and fall equinox. The analysis conservatively assumes future buildout of the proposed Height Zones and Height Exception areas. Based on this analysis, the proposed 850-foot MSL (Business and Entertainment) Height Zone could result in shading, the Campo de Cahuenga, for 3.5 hours during the spring equinox and the proposed 850-foot MSL Height Zone could add one-half hour of shading to an area currently fully shaded for 3.0 hours during the winter solstice. With regard to Toluca Estates, the proposed 850-foot MSL (Business and Entertainment) Height Zone would shade one property in the Toluca Estates Area for 4.5 hours

during the winter solstice. Nevertheless, mitigation has been proposed to reduce potential impacts to a less than significant level.

No other shadow-sensitive uses would be shaded for three hours or more between 9:00 A.M. and 3:00 P.M. during the spring equinox or winter solstice. Based on the duration of shading significant impacts would occur at these locations. No shadow-sensitive uses would be shaded for four or more hours between 9:00 A.M. and 5:00 P.M. during the summer solstice or fall equinox.

c. Impacts Under No Annexation Scenario

The proposed annexation/detachment of areas between the County of Los Angeles and City of Los Angeles would not alter the potential for impacts to shadow-sensitive uses as the impact analysis and conclusions are independent of jurisdictional boundaries. As such, impacts to shadow-sensitive uses under the No Annexation scenario would be significant at the same locations identified above.

d. Cumulative Impacts

As with the analysis of the Project impacts, analysis of cumulative shadow impacts conservatively assumes future buildout of the proposed Height Zones and Height Exception areas. Development of the Project Site in combination with potential future cumulative development could contribute to the cumulative shading of off-site shadow sensitive uses. This is due both to existing plans for development as well as the City of Los Angeles' land use and zoning designations along Lankershim Boulevard, which permit development of multiple-story buildings which could shade local shadow-sensitive uses. However, the Metro Universal project (Related Project No. 65), across Lankershim Boulevard from the Project Site, is no longer proposed. Overall, with incorporation of proposed mitigation measures, cumulative impacts would be considered less than significant.

2. Project Design Features

No Design Features are identified in the Environmental Impact Report for this environmental issue.

3. Mitigation Measures

E.1-1: Prior to issuance of a building permit for structures proposed to built within 560-feet of Lankershim Boulevard and 440-feet of Universal Hollywood Drive within the 850-foot or 890-foot MSL Height Zones, the Project Applicant or its successor shall submit a site specific shadow study that illustrates that the proposed structure would not cause the Campo de Cahuenga historic site to be shaded for more than 3.0 continuous hours between 9:00 A.M. and 3:00 P.M. PST during the Spring Equinox or add shading to an area of the Campo de Cahuenga historic site already shaded continuously for 3.0 hours during the Winter Solstice.

E.1-2: Structures proposed to be built within the 850-foot MSL Height Zone shall conform with the Project's height limitations and setback requirements as shown on Attachment D to the MMRP.

4. Findings

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

5. Rationale for Findings

No adverse impacts associated with Light and Glare (Natural Light) would occur as a result of the development of the Project with incorporation of Mitigation Measures E.1-1 and E.1-2.

6. Reference

For a complete discussion of environmental impacts of Light and Glare (Natural Light), please see (1) Alternative 10: No Residential Alternative, subsection 3.e(1), in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.E.1 of the Draft EIR; (3) and Appendix FEIR-18 to the Final EIR.

D. Geotechnical (Liquefaction, Landslides, Closed Landfill, Expansive Soils, Fill)

1. Description of Effects

a. Liquefaction

Based on on-site soil conditions, the potential for liquefaction to occur on the site ranges from high to low. Impacts would be considered significant for areas designated with a high or moderate potential for liquefaction. Mitigation is proposed to reduce this impact to a less than significant level.

b. Landslides

An on-site slope stability hazard is present for most west, northeast, and north facing cut slopes. Excavation during Project grading in these areas could create geotechnical hazards related to landslides. Therefore, the Project's impacts related to landslides would be significant and mitigation is proposed to reduce this impact to a less than significant level.

c. Closed Landfill

A closed landfill is located towards the central portion of the Project Site. Methane gas may be present at this closed landfill. Additionally, the closed landfill is subject to settlement. Mitigation is proposed to reduce these impacts to a less than significant level.

d. Expansive Soils

Expansive soils are present within portions of the Project Site. As these soils are relatively impermeable, irrigation water could become trapped within the upper soils of landscaped areas particularly if the landscaped areas are covered with permeable planting materials. This trapped water could move laterally beneath slabs, curbs, and paving, thereby resulting in significant impacts. Mitigation is proposed to reduce this impact to a less than significant level.

e. Fills (Engineered and Non-Engineered)

As a result of past on-site construction activities, both engineered and nonengineered fills are present at the Project Site. The non-engineered fills that are present may be weak and compressible, particularly with the addition of water. Without proper mitigation, construction in areas with non-engineered fills could lead to significant impacts. Mitigation is proposed to reduce this impact to a less than significant level.

2. Project Design Features

F-1: All Project construction would conform to the requirements of the applicable building code, including all provisions related to seismic safety.

F-2: As part of Project grading, erosion and sedimentation control measures would be implemented during site grading to reduce erosion impacts. The Project Applicant or its successor would also comply with all construction site runoff control and implement construction "Best Management Practices" under applicable state and local requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.

F-3: Dewatering activities would be conducted in accordance with the applicable permit requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.

F-4: A total of 300,000 cubic yards of import or export of earth shall be permitted to/from the City portions of the Project Site. Movement of earth within the combined boundaries of the County and City portions of the Project Site shall not count toward this total.

3. Mitigation Measures

F-1: Prior to issuance of the building permit for a building or structure, a site-specific geotechnical report shall be prepared for each Project (not including sets/façades or temporary uses), pursuant to the City's Department of Building and Safety regulations, and as the term is defined in the County Specific Plan, in accordance with the City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. The recommendations contained within these site-specific geotechnical reports, including those pertaining to site preparation, fill placement, and compaction; foundations; pavement design; footings; and pile foundations shall be implemented. The site-specific geotechnical reports shall include all applicable recommendations included in the *Report of Geotechnical Investigation NBC Universal Evolution Plan* (March 2010) prepared by Shannon & Wilson, Inc. included as Attachment E to this MMRP. The site specific study shall determine which mitigation measures listed in Mitigation Measures F-3 to F-14 below are applicable for implementation of the Project, required by the City's Department of Building and Safety, and as that term is defined in the County Specific Plan, the study is considering.

F-2: During construction, geotechnical observation and testing shall be completed during the placement of new compacted fills, foundation construction, buttresses, stabilization fills, ground improvement, and any other geotechnical-related

construction for each Project, as applicable, in accordance with the City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. The geotechnical firm performing these services for locations within the City of Los Angeles shall be approved by the City of Los Angeles when work is occurring within its jurisdiction.

F-3: For slope stability hazards identified in Attachment E to the MMRP, such locations shall be mitigated by either reorienting the cut slopes, reducing the slope angle to the angle of the bedding or flatter, or by construction of buttress and stabilization fills. Site-specific geotechnical investigations shall be performed to the satisfaction of the applicable jurisdiction for the design of all cut and fill slopes in accordance with the City or County of Los Angeles requirements, as applicable.

F-5: Grading within the hillside areas shall address slope stability. Where favorable bedding exists, the slopes shall be constructed no steeper than a 2:1 (horizontal to vertical) inclination. If the bedding dips unfavorably out of the slopes, the slopes shall either be flattened to the angle of the bedding (or flatter), or the slopes shall be stabilized. The degree of stabilization would depend on the orientation of the bedding with respect to the final slope and the depth of the excavation. Where the bedding dips out of the slopes, buttress fills shall be provided. If the bedding is approximately parallel to the slopes, thinner stabilization fills will suffice. The design of the buttress or stabilization fills and specific design criteria for each slope shall be included to the satisfaction to the applicable jurisdiction in the site-specific geotechnical report prepared prior to construction of each Project, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan, in accordance with the City or County of Los Angeles requirements, as applicable.

F-6: Site-specific liquefaction hazard studies shall be required to the satisfaction to the applicable jurisdiction for each Project (not including sets/façades or temporary uses), pursuant to the City's Building and Safety regulations, and as the term is defined in the County Specific Plan, within a liquefaction hazard area identified in Attachment E to this MMRP in accordance with the City or County of Los Angeles requirements, as applicable. For areas with a high liquefaction potential, identified in Attachment E to this MMRP, where there is potential for more than four inches of settlement resulting from liquefaction, and areas of moderate liquefaction potential, where there is a potential for between one and four inches of settlement resulting from liquefaction, the liquefaction hazard shall be mitigated to the satisfaction to the applicable jurisdiction in accordance with the applicable City or County of Los Angeles requirements. Mitigation for high liquefaction potential could include ground improvement or deep foundations extending through the potentially liquefiable soils and structurally-supported floor slabs. Mitigation for moderate liquefaction potential could include ground improvement, deep foundations, or special foundation design procedures, such as extra reinforcement and strengthening of building foundations and floor slab systems.

F-7: Deep foundations shall be provided for any structures located over waste in the closed landfill in accordance with the requirements of the County of Los Angeles. These foundations shall extend through the closed landfill and into the underlying

bedrock. Downdrag loads resulting from decomposition and settlement of the closed landfill shall be added to the design loads on the piles.

F-8: Any required fill shall be placed in loose lifts not more than 8 inches thick and compacted to the standard as determined by the American Society for Testing and Materials (ASTM) Designation D1557 method of compaction. The fill shall be compacted in accordance with the applicable City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. Cohesive fills shall be compacted to 90%. Granular, non-cohesive soil shall be compacted to at least 95%. Where deep fills are required a greater degree of compaction may be required to reduce the settlement of the completed fills.

F-9: The on-site excavated materials, less any debris or organic matter, may be used in required fills in accordance with the City or County of Los Angeles requirements, as applicable. On-site clayey soils shall not be used within one foot of the subgrade for floor slabs, walks, and other slabs. Cobbles larger than 4 inches in diameter shall not be used in fill. Any required import material shall consist of relatively non-expansive soils with an Expansion Index of less than 35. The imported materials shall contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. All proposed import materials shall be approved by the geotechnical consultant-of-record prior to being placed at the site.

F-11: All concrete slabs on grade shall be underlain by at least one foot of non-expansive soil with an Expansion Index less than 35 to minimize the expansion potential. In addition, subsurface cutoff walls shall be provided between landscaped and hardscape areas. The cutoff walls shall consist of a concrete-filled trench at least six inches wide and two feet deep. The cutoff walls shall extend at least six inches below any adjacent granular non-expansive material or the paving base course. Drain lines shall also be installed adjacent to landscaped areas.

F-12: The geotechnical engineer-of-record shall be provided with a copy of the hardscape and landscaping plans in order to review in terms of movement of water and expansive soils prior to final design.

F-13: During construction non-engineered fills shall be excavated, and replaced as compacted fill properly benched into suitable materials, to the satisfaction to the applicable jurisdiction, in accordance with the City or County of Los Angeles requirements, as applicable. In general, most of the excavated materials can be reused in the compacted fills. The suitability of the materials shall be confirmed during the site-specific geotechnical report prepared for the individual development.

F-14: For new buildings, surface water runoff shall be removed by subdrains from behind building basement walls and retaining walls to prevent development of damaging hydrostatic pressures and to avoid detrimental effects on the strength and compressibility of compacted fills, to the satisfaction to the applicable jurisdiction, in accordance with the City or County of Los Angeles requirements, as applicable.

Mitigation Measure F-4 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on the Geotechnical impacts of the Project to less than significant levels.

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Geotechnical impacts would occur as a result of the development of the Project with incorporation of Mitigation Measures F-1 to F-14.

6. Reference

For a complete discussion of environmental Geotechnical impacts, please see (a) Alternative 10: No Residential Alternative, subsection 3.f, Geotechnical, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.F of the Draft EIR; (3) Appendix H-1 to the Draft EIR; and (4) Appendix FEIR-20 to the Final EIR.

E. Biota

1. Description of Effects

a. Listed or Sensitive Species

(1) Special Status Plants

While most of the site is developed with urban uses, biotic resources of interest are also found on the Project Site. No endangered or threatened species have been detected on the Project Site. It is anticipated that the Project would result in the loss of sensitive Southern California black walnut trees, which would be considered a significant impact; however, compliance with City protected tree requirements and implementation of Mitigation Measure I-1, requiring the planting of replacement walnut trees, would reduce this impact to a less than significant level. In addition, on-site walnut trees that would not be removed would be protected during Project construction through the implementation of Mitigation Measure I-4 which would reduce any indirect impacts to Southern California black walnut trees to less than significant.

(2) Special Status Wildlife

Sensitive reptile species (silvery legless lizard, coastal western whiptail, and San Bernardino ringneck snake) have potential to occur on-site and, if present, are likely to exist in small numbers due to the fragmented and/or disturbed habitat conditions and the Project Site's prolonged isolation, a situation that might lead to their eventual extirpation. Any potential impacts would be avoided through implementation of Project Design Feature I-3, which would involve avoidance and salvage of sensitive reptiles in the Back Lot Area.

A few sensitive bird species have a potential to nest on-site, including Cooper's hawk, Southern California rufous-crowned sparrow, and white-tailed kite. Although no raptor nests were observed on-site, and hawks maintain rather large nesting territories (possibly limiting the number of possible nests in the entire area), Cooper's hawk is still considered to have a moderate potential to nest on-site. Other bird species, including migratory birds, have a higher potential to nest in the vegetation or structures on-site. Construction activities associated with the Project, including vegetation removal, building demolition, and noise and vibration have a potential to result in direct (i.e., death or physical harm) and indirect (i.e., nest abandonment) adverse impacts to nesting birds; these impacts would be considered significant. Implementation of Mitigation Measure I-3, involving either initiation of construction activities before the nesting season, or pre-construction surveys during the nesting season, would reduce this impact to a less than significant level. In addition, although construction would temporarily reduce available nesting habitat for birds in the area, compliance with the City's protected tree requirements, the implementation of the tree regulations under the proposed County Specific Plan, and Mitigation Measure I-5 would result in the replacement and/or protection of nesting habitat in the form of trees and oak woodland habitat either on-site or in the vicinity.

The non-native grassland and woodland habitats on-site are used as foraging habitat for raptors; however, given the relatively low use of the site as observed during raptor surveys, the equal or higher usage of the golf course to the north, and the lack of any current nesting activities on-site, the on-site foraging habitat does not appear to be of high value critical to the maintenance of local raptor populations. With implementation of Mitigation Measure I-5, which provides for replacement of oak woodland habitat, impacts to raptor foraging under the Project would be reduced to less than significant.

Several special-status bat species (pallid bat, western mastiff bat, spotted bat, western red bat, and western yellow bat) have potential to forage and roost on-site in larger trees during winter or fall and spring migration periods. If roosting sensitive bat species were impacted by the Project, the impact may be considered significant. Implementation of Mitigation Measure I-6, involving pre-construction surveys and avoidance of roosting individuals if found, would reduce potential impacts on roosting sensitive bat species associated with the Project to less than significant levels.

b. Locally Designated Species, Habitats or Communities

(1) County Protected Trees

Under the Project, 571 protected oaks would be present within the proposed County area. All oaks that shift from County to City jurisdiction would be protected under the City protected tree regulations and impacts would be less than significant. In addition, there are total of 113 oaks ranging from four to seven inches in trunk diameter that may grow to become protected size within the current County area during the lifetime of the Project. Under the Project, all of the oaks that shift from County to City jurisdiction would still be protected, and impacts would be less than significant.

Under the Project, approximately 252 County-protected oak trees in the proposed County area may be impacted (removed, damaged, encroached upon within drip line or exclusion area) by development activities.

The removal of or damage to County-protected oak trees would be considered a significant impact as it would result in the loss of trees designated as locally sensitive under the

County's protected tree ordinance. However, implementation of the Oak Tree Removal Regulations in the proposed County Specific Plan as part of the Project requiring the planting of replacement trees or the payment of an in-lieu fee, would result in a less than significant impact to protected oaks under the Project.

The remaining protected oaks that would not be removed may be adversely impacted as a result of Project construction activities, such as from the inadvertent removal of limbs or encroachment into the root zone; such impacts may be considered significant, but with the implementation of Mitigation Measure I-4, which includes tree protection and enhancement measures from pre- to post-construction, this potential impact would be reduced to less than significant.

(2) City Protected Trees

Under the Project, which includes shifts in County and City jurisdictional boundaries, 250 protected trees would be present within the proposed City jurisdictional area (165 Coast live oaks, 30 California sycamores, and 12 Southern California black walnuts). Due to differences in tree sizes subject to the County and City ordinances, some of the Coast live oaks would be considered protected under the Los Angeles Municipal Code, whereas they are not considered protected within the County's jurisdiction. This would also mean that the additional sycamores would be protected; however, potential Project impacts to the black walnuts would be mitigated to a less than significant level through the implementation of Mitigation Measure I-1.

Under the Project, 140 City-protected trees in the proposed City area may be impacted (removed, damaged, encroached upon within drip line or exclusion area) by development activities. The removal of, or damage to, City-protected trees would be considered a significant impact as it would result in the loss of trees designated as locally sensitive under the City's protected tree ordinance. However, implementation of the City protected tree regulations would result in a less than significant impact to protected trees under the Project.

Any remaining protected trees that would not be removed may be adversely impacted as a result of Project construction activities, such as from the inadvertent removal of limbs or encroachment into the root zone; such impacts may be considered significant, but with the implementation of Mitigation Measure I-4, which includes tree protection and enhancement measures from pre- to post-construction, this potential impact would be reduced to a less than significant level.

c. Sensitive Plant Communities

Under the Project, which also includes shifts in County and City jurisdictional boundaries, impacts to oak woodlands in County jurisdiction following annexation would be addressed by Mitigation Measure I-5 pursuant to Section 21083.4 of the Public Resources Code, and impacts to oak woodlands within City jurisdiction following annexation would be addressed by Project Design Feature I-1.

The avoidance of and/or compensation for oak woodland impacts within the current jurisdiction of the County shall be partially accomplished through the implementation of Mitigation Measure I-4, which includes protecting avoided oaks during construction, and the implementation of the proposed County Specific Plan Oak Tree Removal regulations which includes oak tree replacement and/or payment of an in-lieu fee for protection of oaks. However, the installation of replacement oak trees can mitigate no more than half of the impacts to oak

woodland habitat in the County area from direct removal or damage during development of the Project Site. Therefore, this replacement would count toward only half of the oak woodland habitat mitigation, and impacts to oak woodland habitat would still be significant. This impact would be reduced to a less than significant level with the implementation of Mitigation Measure I-5. This mitigation measure presents options for impacted oak woodland habitat compensation, including conserving oak woodlands in perpetuity, replacing or restoring oak woodland habitat (which can only count toward half of the mitigation requirement), and contributing funds to an oak woodland fund. Thus, under the Project, impacts to oak woodland would be reduced to less than significant.

d. Wildlife Movement/Migration Corridors

The Project Site does not act as a true wildlife corridor, movement pathway, or linkage between larger habitat areas for terrestrial wildlife. Thus, although the Project would result in a loss of some of the relatively natural woodland, scrub and grassland habitats on-site, this would not result in a significant impact to wildlife migration or movement corridors.

e. Wetland Habitat

The Project Site does not contain wetland habitat; however, one potentially jurisdictional water feature (drainage) is present along the eastern Project Site boundary adjacent to Barham Boulevard and may be impacted by future development activities on-site. This impact is considered potentially significant under the Project; however, implementation of Mitigation Measure I-7 would reduce this impact to a less than significant level.

f. Impacts Under No Annexation Scenario

Impacts under the No Annexation scenario would be generally the same as for the Project for nearly all issues as the physical impacts of the Project would not change. The exception would be for those impacts which would vary based on specific County and City regulations that pertain to special status plants, protected trees, and oak woodlands. The appropriate jurisdiction's policies and procedures would be applicable to the areas within the existing City/County boundaries. While there are some differences between the policies and procedures of the respective jurisdictions, adherence to the policies and procedures of the applicable jurisdiction and project design features and mitigation measures would mitigate any potential impacts. As such, impacts associated with the No Annexation scenario would be less than significant.

g. Cumulative Impacts

The Project Site is not considered a major wildlife movement corridor or habitat linkage, but may provide for occasional or accidental movement of insects, bats, and birds. With implementation of project design features and mitigation measures discussed below, the Project would not have a significant impact on sensitive biological resources. If any of the related projects impact resources, similar to those found on the Project Site, these projects would likely be required to implement mitigation measures similar to those for the Project, which would reduce these impacts to less than significant. In addition, although the Project would result in some loss of available nesting habitat, it would not result in a cumulatively significant impact when considered with the proposed mitigation. Therefore, the Project is not anticipated to result in significant cumulative impacts to biological resources.

2. Project Design Features

I-1: The Project Applicant or its successor shall mitigate consistent with Mitigation Measure I-5 below for all impacted oak woodlands that are located within the current County jurisdiction, regardless of the proposed annexation of some of this habitat into the City under the originally proposed project.

I-3: Three sensitive reptile species (silvery legless lizard, coastal western whiptail, and San Bernardino ringneck snake) have low potential to occur on-site and, if present, are likely to exist in small numbers due to the fragmented and/or disturbed habitat conditions and the Project Site's prolonged isolation, a situation that might lead to their eventual extirpation. The Project includes the following project design feature to avoid or minimize potential impacts to sensitive reptile species:

- Prior to construction activities in the areas of oak woodland or scrub habitat in the Back Lot Area, field surveys would be conducted in oak woodland and scrub habitat in the Back Lot Area during the peak activity season and time of day for each species (ranging from February to May for silvery legless lizard, April to August for coastal western whiptail, and late spring through summer for San Bernardino ringneck snake) to determine the presence or absence of the aforementioned three special status reptiles on the Project Site, and their approximate population size and distribution if present. Surveys would be conducted by a qualified biologist according to standard methods of surveying for reptiles. A report would be submitted to the City Planning Department, County Department of Regional Planning, and CDFG documenting the survey methods and results, including number and location of individuals observed, if any, and estimated population sizes.

- Based on the field survey results, a plan would be prepared by a qualified biologist to trap special status reptile individuals present on-site prior to and during ground-disturbing construction activities and release them to nearby suitable protected habitat. This may include preserved habitat areas onsite or public lands in the vicinity if approved through a Memorandum of Understanding with the landholding agency (i.e. the City for Griffith Park, or the Santa Monica Mountains National Recreation Area). This plan would be submitted to and be approved by the City Planning Department and/or County Department of Regional Planning and CDFG prior to implementation and prior to vegetation removal or ground disturbance. A follow-up report documenting trapping and relocation methods and results would also be submitted to the City Planning Department and County Department of Regional Planning and CDFG following construction.

- If special status reptiles are relocated to preserved habitat on-site, this area would be protected during Project construction using silt fencing or other fencing as approved by a qualified biologist. The protective fencing would be installed prior to any ground disturbance or vegetation removal, and would be maintained during all phases of Project construction occurring within or adjacent to suitable habitat for the species; fence maintenance would be regularly monitored by a qualified biologist. No construction-related activities would be allowed in the protected habitat, including storage of materials or equipment, or trespass by

construction crew members. This preserved on-site habitat would also be protected in perpetuity from the adjacent development by appropriate permanent fencing as recommended and approved in the relocation plan described above.

- If special status reptiles are present on-site based on the field survey results, a qualified biologist would be present during vegetation removal and grading activities conducted in the oak woodland and scrub habitat in the Back Lot Area to monitor activities and relocate any special status reptiles in accordance with the above plan in order to avoid impacts to any individuals remaining on-site following pre-construction trapping and relocation activities.

3. Mitigation Measures

I-1: In order to avoid and compensate for impacts to Southern California black walnut trees within the County portion of the Project Site, the following measures shall be implemented:

a) Southern California black walnut trees that are avoided shall be protected during site development activities in compliance with protective measures described for avoided trees under Mitigation Measure I-4.

b) Southern California black walnut trees impacted within the County portion of the Project Site shall be replaced at a minimum 2:1 ratio. Impact includes cutting, relocating, inflicting damage, or encroaching into the root zone or filling the drip line area. Replacement shall generally follow the Oak Tree Removal Regulations of the proposed County Specific Plan, but shall relate specifically to Southern California black walnut trees, including the following:

1. The Project Applicant or its successor shall provide and plant two replacement trees for each single Southern California black walnut tree impacted. The replacement trees shall meet the following minimum requirements:

i. shall consist of a range of plant sizes, at a minimum of one gallon in size, in order to approximate a natural habitat condition and the range of sizes of the individuals impacted;

ii. shall consist exclusively of indigenous trees and certified as being grown from a seed source collected from an indigenous habitat within valley regions of Los Angeles County;

iii. if planted off-site, the replacement walnut trees shall be planted at a location approved by the County Forester, in consultation with the Supervisor's Office; and

2. Additional Requirements.

i. The Project Applicant or its successor shall monitor the replacement trees for a minimum of 5 years, to evaluate the growth, health and condition of the replacement trees

ii. The soil for new tree plantings shall be appropriately inoculated with beneficial mycorrhizal fungi.

iii. The Project Applicant or its successor shall design landscapes and irrigation systems which are adjacent to the replacement trees in a manner that is compatible for the survival of the replacement trees.

iv. Trees which are determined to be healthy and structurally sound shall be considered as candidates for relocation, to the extent feasible.

I-2: Avoidance of Special Status Plants. To avoid impacts to special-status plants that may not have been detected during focused surveys in June 2006, prior to vegetation clearing for construction in the Back Lot Area, focused surveys for the special-status plants identified below shall be conducted in the Back Lot Area during the blooming period for the species. If any species identified below are detected, then prior to vegetation clearing for construction the plants shall be censused and a special-status plant relocation plan shall be developed and implemented to provide for translocation of the plants. The plan shall be prepared by a biologist and shall include the following components: (1) identify an area of appropriate habitat on-site; (2) depending on the species detected, determine if translocation will take the form of seed collection and deposition, or transplanting the plants and surrounding soil as appropriate; (3) develop protocols for irrigation and maintenance of the translocated plants where appropriate; (4) set forth performance criteria (e.g., establishment of quantitative goals, expressed in percent cover or number of individuals, comparing the restored and impacted population) and remedial measures for the translocation effort; and (5) establish a five-year monitoring procedures/protocols for the translocated plants.

The following species will be targeted for focused pre-construction surveys:

- Catalina mariposa lily (Calochortus catalinae)
- Club-haired mariposa lily (Calochortus clavatus var. clavatus)
- Plummer’s mariposa lily (Calochortus plummerae)
- Many-stemmed dudleya (Dudleya multicaulis)
- Robinson’s pepper grass (Lepidium virginicum var. robinsonii)
- Coulter’s matilija poppy (Romneya coulteri)

I-3: To avoid impacting nesting birds, including migratory birds and raptors, one of the following shall be implemented:

- Conduct vegetation removal and building demolition associated with construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below.

- OR -

- Conduct pre-construction surveys for nesting birds if vegetation removal, building demolition or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct a weekly pre-construction bird survey no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nest shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum exclusion buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City of Los Angeles, Department of Building and Safety, or County of Los Angeles, Department of Public Works, as applicable, in charge of Mitigation Monitoring, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

I-4: In order to prevent damage to any protected trees that would be avoided within the City or County area during Project construction, the following measures shall be implemented for any such trees within 20 feet of an active construction area:

Pre-Construction

- Fencing: Chain link fencing, not less than 4 feet high with tree - protection signs, shall be erected around all undisturbed trees (or tree groups). The protective fence shall be installed at the protected zone boundary of each tree (or tree group), which is defined as five (5) feet beyond the tree canopy dripline. The intent of protection fencing is to prevent root damage and/or compaction by grading equipment. A Registered Consulting Arborist may be required on-site if grading

activities occur within the tree protected zone. The fencing shall be secured to 6-foot, heavy gauge t-bar line posts, pounded in the ground a minimum of 18-inches and spaced a minimum of 8-feet on-center. Fencing shall be attached to t-bar posts with minimum 14-gage wire fastened to the top, middle and bottom of each post. Tree protection signs shall be attached to every fourth post. The contractor shall maintain the fence to keep it upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are complete.

- Pre-Construction Meeting: A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders, etc.) and a Registered Consulting Arborist. The meeting shall focus on instructing the contractors on tree protection practices and to answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices that shall accomplish such.

During Construction

- Equipment Operation and Storage: Contractors shall avoid using heavy equipment operation around the undisturbed, protected trees. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and subsequently reduces water penetration into the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced protected tree zone, unless where specifically approved in writing and under the supervision of a Registered Consulting Arborist.

- Materials Storage and Disposal: Contractors shall not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the protected zone, and shall remove all foreign debris within the protected zone. However, the contractors shall leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrient supply. In addition, contractors shall avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. The contractors shall ensure that equipment be parked at least 50 feet from the protected zone to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could result in tree decline and/or mortality.

- Grade Changes: Contractors shall ensure that grade changes, including adding fill, shall not be permitted within the protected zone without special written authorization and under supervision by a Registered Consulting Arborist. Lowering the grade within the protected zone would necessitate cutting main support and feeder roots, thus jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of

the existing grade would compact the soil further, and decrease both water and air availability to the tree roots. Contractors shall ensure that grade changes made outside of the protected tree zone shall not create conditions that allow water to pond at the base of the tree. Water trapped at the base of a tree could lead to root rot and other detrimental tree impacts.

- Moving Construction Materials: Contractors shall ensure that care be exercised when moving construction equipment or supplies near the protected trees, especially overhead. Contractors shall ensure that damage to the tree(s) be avoided when transporting or moving construction materials and working around the tree (even outside of the fenced protected zone). Contractors shall flag above ground tree parts that could be damaged (e.g., low limbs, scaffold branches, trunks) with high visibility flagging, such as florescent red or orange. If contact with the tree crown is unavoidable, conflicting branch(es) may be pruned by an ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist and shall adhere to ISA standards.

- Trenching: Except where specifically approved in writing beforehand, all trenching shall be outside of the fenced protected zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain roots from retained trees, contractors shall use trenching techniques that include the use of either a root pruner (Dosko root pruner or equivalent) or an Air-Spade to limit root impacts. A Registered Consulting Arborist shall ensure that all pruning cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. Root damage caused by backhoes, earthmovers, dozers, or graders is severe and may ultimately result in tree mortality. Use of both root pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench shall be made no deeper than necessary.

- Irrigation: Irrigation of native oaks retained on-site shall seek to mimic natural rainfall patterns in Southern California. Supplemental irrigation for trees adjacent to construction activity may be necessary during winter or spring months. Summer and fall irrigation may be necessary based on variable climatic and site conditions, but should be conducted judiciously to avoid over-watering. One irrigation cycle should thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should be allowed to dry out between watering to avoid keeping a consistently wet soil. The contractors shall be responsible for irrigating (deep watering) the trees. Soil moisture shall be checked with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that would distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone. Over watering of native oak trees may promote the growth of tree-damaging agents, such as Oak Root Fungus, so proper soil moisture monitoring is critical to prolonged tree health. For any trees that have been substantially root pruned (30% or more of their root zone), irrigation shall be required for

the first twelve months. The first irrigation shall occur within 48 hours of root pruning. The tree(s) should be deep watered every two weeks during the summer and once a month during the winter (adjusted accordingly with rainfall).

- Canopy Pruning: The contractor shall not prune trees until all construction is completed, unless standard pruning would reduce conflict between canopy and equipment. This would help protect the tree canopies from damage. All pruning shall be conducted by an ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist and shall adhere to ISA pruning standards.

- Canopy Washing: During construction, the contractors shall wash the foliage of trees adjacent to construction activity with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations.

- Inspection: A Registered Consulting Arborist shall inspect the preserved trees adjacent to grading and construction activity on a monthly basis for the duration of the Project construction. A report summarizing site conditions, observations, tree health, and recommendations for minimizing tree damage shall be submitted by the Registered Consulting Arborist or Registered Professional Forester following each inspection.

Post-construction

- Mulch: The contractors shall ensure that the natural duff layer under all trees shall be maintained. This would stabilize soil temperatures in root zones, conserve soil moisture, and reduce erosion. The contractors shall ensure that the mulch be kept clear of the trunk base to avoid creating conditions favorable to the establishment and growth of decay causing fungal pathogens. Should it be necessary to add organic mulch beneath retained oak trees, packaged or commercial oak leaf mulch shall not be used as it may contain Oak Root Fungus. Also, the use of Redwood chips shall be avoided as certain inhibitive chemicals may be present in the wood. Other wood chips and crushed walnut shells can be used, but the best mulch that provides a source of nutrients for the tree is its own leaf litter. Any added organic mulch added by the contractors shall be applied to a maximum depth of 4- inches where possible.

- Pruning: Regular pruning of the trees is not required. An ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist shall only prune trees to maintain clearance and remove broken, dead or diseased branches. No more than 15% of the canopy shall be removed at any one time. All pruning shall conform to ISA standards.

- Watering: The trees should not require irrigation other than the twelve months following substantial root pruning, if applicable. However, soil probing shall be necessary to accurately monitor moisture levels. Especially in years with low winter rainfall supplemental irrigation for the

trees that sustained root pruning and any newly planted trees may be necessary.

- Watering Adjacent Plant Material: All plants near the trees shall require moderate to low levels of water. The contractor shall water surrounding plants infrequently with deep soaks and allow them to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet, nor should drainage allow ponding of water beneath the canopy of the oak trees. Irrigation spray shall not hit the trunk of any tree. The contractors shall maintain a 30-inch dry-zone around all tree trunks. An above ground micro-spray irrigation system shall be used in lieu of typical underground pop-up sprays.

- Chemical Applications: If the trees are maintained in a healthy state, regular spraying for insect or disease control would not be necessary. If a problem does develop, a Registered Consulting Arborist shall be consulted as the trees may require the application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor.

- Monitoring: A Registered Consulting Arborist shall inspect the trees preserved on-site for a period of seven (7) years following the completion of construction activity. Monitoring visits shall be completed quarterly, totaling twenty-eight (28) visits. Following each monitoring visit, a report summarizing site conditions, observations, tree health, and recommendations for promoting tree health shall be submitted. Additionally, any tree mortality shall be noted and any tree dying during the seven year monitoring period shall be replaced according to regulations of the City's Department of Public Works or provisions of the County Specific Plan, as applicable.

I-5: Mitigation for impacts to oak woodland habitat shall be accomplished through one or a combination of the options presented below.

1. Oak Woodland Conservation Easements – Protect existing oak woodlands on or off the Project Site in perpetuity at a 2:1 acreage ratio through a conservation easement approved by the County and the Department of Fish and Game. Priority should be given to oak habitat that is (1) of equal or greater ecological value as the habitat to be removed, and (2) is contiguous with or adjacent to larger areas of existing woodlands under conservation easements, public lands, or open space lands. Approval should be contingent on demonstrating that such lands meet these criteria to the maximum extent feasible and available. Mitigation for individual developments shall be clustered into the fewest areas possible, to avoid habitat fragmentation.

2. Plant Replacement Trees - Plant and maintain replacement trees on or off the Project Site at a 2:1 tree ratio, with the intention of recreating the acreage of oak woodlands impacted. The goal is to restore declining

woodlands or re-establish them where they once grew. The selection of off-site planting should follow the same criteria as noted in option 1 above (equivalent habitat replacement, contiguous with other protected woodland habitat, consolidation of mitigation to avoid fragmentation). Restoration should result in species composition and density similar to the Project Site and appropriate to the restoration site. This type of mitigation shall not fulfill more than one-half of the mitigation requirements for the Project. The replacement of oak woodland habitat, if pursued as a mitigation option, should be coordinated with the replacement of oak trees during implementation of the proposed County Specific Plan Oak Tree Removal regulations. An option is to propose planting a range of sizes including seedlings, 1 gallon, 5 gallon, 15 gallon, 24-inch box, 36-inch box, 48-inch box, and 60-inch box trees (depending on the planting area and the ability to irrigate). The goal is to stress sustainability and replicate natural oak woodlands by creating a diversity of size and age classes. The mitigation oaks shall be maintained for a period of no less than seven (7) years from the date of planting, and replaced if mortality should occur during that seven year period.

3. Oak Woodlands Conservation Funding – This final mitigation alternative involves contributing funds to the California Wildlife Conservation Board's Oak Woodlands Conservation Fund or, a segregated trust fund maintained or selected by the County. The contribution amount would equal an in lieu fee of $2,700 for each removed Oak Tree. This fee shall be adjusted by the County Forester consistent with the Consumer Price Index for the Los Angeles-Long Beach metropolitan statistical area on the annual anniversary of the adoption of the proposed County Specific Plan. The contribution should specify that funds should be prioritized for use in acquiring or restoring oak woodland habitat within Los Angeles County.

   The in lieu fee ($2,700) is the calculated average value of all trees that may be impacted by the Project and the No Annexation scenario. The value of each impacted tree was calculated using the Trunk Formula Method presented in the "Guide for Plant Appraisal," published by the International Society of Arboriculture (Council of Tree and Landscape Appraisers, 2000).

   Compliance with the proposed County Specific Plan oak tree regulations would also satisfy the Oak Woodland mitigation requirements, except that on-site or off-site tree replacement may only satisfy up to half of the mitigation to oak woodland habitat.

I-6: Prior to removal of trees within oak woodland habitat of eight inch diameter at breast height or greater, as well as native or non-native palm trees greater than ten feet in height, which may provide roosting habitat for special-status bat species, conduct pre-construction surveys for bats in the immediate vicinity of the affected trees using sonic bat detectors (e.g. Anabat). The surveys shall be conducted at dusk and after nightfall by a biologist. If special-status bats are detected, and based upon the experience of the biologist conducting the surveys, the detected bats are likely roosting in the trees to be removed, then exclusion devices (e.g., netting, canvas, or similar materials) shall be employed once bats

have emerged from identified roosts to block access to tree cavities or other roost entry points. If tree removal is to occur during the maternity season (March 1 to September 30), and if during this period the biologist detects maternity roosts, then removal of the trees shall be delayed for the remainder of the maternity season until the young are sufficiently mature to leave the maternity roost as determined by the biologist.

Mitigation Measure I-7 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

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

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Biota would occur as a result of the development of the Project with incorporation of Mitigation Measures I-1 to I-7.

6. Reference

For a complete discussion of environmental impacts to Biota, please see (1) Alternative 10: No Residential Alternative, subection 3.i., Biota, in Section II, Corections and Additions, of the Final EIR; (2) Section IV.I of the Draft EIR; (3) the Biota studies conducted by Glenn Lukos Associates and Dudek, in Appendices K to the Draft EIR; and (4) Appendices FEIR-25 and FEIR-26 to the Final EIR.

F. Cultural Resources (Historic)

1. Description of Effects

a. Environmental Impacts

Film production at the Project Site dates back to the early 1900's and continues through today. Studio production facilities include sound stages and outdoor sets as well as production support facilities that occur in a number of different types and sizes of buildings. Given the nature of entertainment production, it is common for these facilities to be moved around in response to the production needs at any given point in time. While individual buildings do not appear to exhibit historic attributes unto themselves, some of the buildings along with the outdoor sets collectively have historic value. This collection of resources form the potential Universal Studios Historic District which is historically significant for its association with the development of the motion picture industry in the United States. The potential Universal Studios Historic District does not appear eligible for the National Register due to a lack of physical integrity, but does appear to meet criteria for listing on the California Register. The potential Universal Studios Historic District is located in the northern portion of the Project Site and

contains sixty buildings in total. Of these, forty are considered contributors to the potential district. Of the forty contributing buildings, under the Project's conceptual plan, three are proposed to be demolished and/or altered. The demolition of three of the contributing buildings the Jack Webb building, the William Goetz building, and contributing stage building, represents a substantial loss of representative building types and would thus reduce the integrity of the potential district. As such, the Project would have a significant impact with respect to the potential district without mitigation. However, the implementation of project design features and mitigation measures, which include provisions to ensure that the historic integrity of the potential Universal Studios Historic District is maintained via the Universal Studios Historic District Historic Preservation Plan, would reduce the impacts associated with the Project, to a less than significant level.

The Universal Studios Back Lot Site is a contributing site to the potential Universal Studios Historic District. While two sets dating from the period of significance are to be demolished, the Universal Studios Back Lot Site would continue to retain its historic use and primary character-defining features. Therefore, the Universal Studios Back Lot Site would continue to be considered a historic site contributing to the potential Universal Studios Historic District. With regard to the conversion, rehabilitation or alteration of the remaining contributing resources, should such activities be undertaken in the future, a significant impact could occur; however, implementation of the Universal Studios Historic District Preservation Plan pursuant to the County Specific Plan would reduce impacts to these resources to a less than significant level.

b. Impacts Under No Annexation Scenario

The proposed annexation/detachment of land areas between the City of Los Angeles and County of Los Angeles would not alter the potential for encountering historical resources on the Project Site. Further, the area within the potential historic district is located within the County regardless of the proposed annexation/detachment actions. As such, potential impacts would remain the same as those identified above (i.e., less than significant with the implementation of the recommended mitigation measures), if the proposed annexation/detachment actions are not implemented.

c. Cumulative Impacts

Cumulative impacts to historic resources takes into consideration whether the impacts of the Project and the related projects, when taken as a whole, substantially diminish the number of historic resources within the same or similar context or property type. Two historic resources have been identified in the immediate vicinity of the Project Site. The first, Campo de Cahuenga, is located directly west of the Project Site at the Universal City Metro Red Line Station, near the northwest corner of Lankershim Boulevard and Campo de Cahuenga Way. The second resource, the Barham Boulevard Crossing, is located south of the Project Site where Barham Boulevard crosses the Hollywood Freeway.

Campo de Cahuenga is significant in the context of the Mexican-American War in 1847, and the construction of the existing park and building in 1949-50. The Barham Boulevard Crossing is significant in the context of the early planning of the Los Angeles freeway system and as a representative example of reinforced concrete construction of the 1940s. Neither of these contexts is associated with the history of the film industry or the significance of the potential Universal Studios Historic District, so the Project would have no impact on the historic significance of Campo de Cahuenga or the Barham Boulevard Crossing. All new development

under the Project would be contained within the Project Site and would not materially affect either resource. Therefore, the impacts to historic resources on the Project Site would not affect the historic resources in the immediate vicinity within the same or similar context or property type. As a result, the cumulative impacts are less than significant.

2. Project Design Features

J.1-1: As part of the Project, the alteration of contributing buildings, structures and sites within the potential Universal Studios Historic District shall comply with the Universal Studios Historic District Preservation Plan (see Attachment G to the MMRP). The Plan provides appropriate guidance for the alteration of contributing buildings, structures, and sites within the potential Universal Studios Historic District and establishes criteria for new construction to ensure that the historic integrity of the district is maintained. The Plan should serve as the framework for future repair, maintenance, and rehabilitation, and guide architects and designers in designing compatible new construction in the areas identified as potential sites for new buildings within the district. The Plan also includes guidelines for the documentation of historic resources.

3. Mitigation Measures

J.1-1: Retain and/or relocate the 1946 Film Vault (#6237) to avoid its demolition.

J.1-2: Retain and/or relocate the Jack Webb (#2250) and William Goetz (#2252) buildings to avoid their demolition.

J.1-3: Maintain the Universal Studios Back Lot Area identified on Attachment G to the MMRP as an area of open space primarily used for outdoor filming using large-scale, semi-permanent sets. Retain important character-defining features including: (1) the location in the northeastern portion of the Studio Area, adjacent to the motion picture production facilities; (2) the circulation pattern of streets, roads and trails; and (3) the large scale sets recreating different streetscapes and locations and arranged along key segments of the circulation system.

4. Findings

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

5. Rationale for Findings

No adverse impacts associated with Cultural Resources (Historic) would occur as a result of the development of the Project with incorporation of Mitigation Measures J.1.1 to J.1-3.

6. Reference

For a complete discussion of environmental impacts of Cultural Resources (Historic), please see (1) Alternative 10: No Residential Alternative, subsection 3.j(1), Historic Resources, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.J.1 of the Draft EIR; (3) Appendix L-1 to the Draft EIR; and (4) Appendix FEIR-27 to the Final EIR.

G. Cultural Resources (Archaeological)

1. Description of Effects

a. Construction Impacts

There is an extensive history of human habitation in the San Fernando Valley and the important Gabrielino/Tongva village of Kawenga is believed to have been in the vicinity of the Project Site. Furthermore, the Project Site is located in an area that would have provided the basic necessities for a prehistoric population. Therefore, development of the Project, including associated grading, excavations, and the development of proposed structures and other improvements could disturb existing, but as of yet undiscovered, archaeological resources. Present and past surveys of the Project Site have not identified prehistoric archaeological sites or isolated cultural resources except for a single isolated flake not considered significant. Large portions of the Project Site have been disturbed by the post-1914 development of the property. However, some areas with sensitivity for prehistoric buried sites are located along the northern margin of the Project Site in portions of the historical-period floodplain area of the Los Angeles River Flood Control Channel near the northern edge of the Project Site. In addition, a single historical period site was identified. The remains of three early-twentieth-century residences were found in the southeast corner of the Project Site near the intersection of Barham Boulevard and Buddy Holly Drive (hereafter referred to as SR-1). Additionally, the closed on-site landfill that contains trash from the early days of on-site activity may contain refuse dating from the 1920s and may have a high sensitivity for historical-period sites. Thus, there is the possibility of the existence of archaeological material on the Project Site. If development activities disturb, damage, or degrade a unique archaeological resource or an archaeological historic resource, or setting of the resource, the Project could have a significant impact on such resources. With implementation of the proposed mitigation measures, however potential impacts on on-site resources would be reduced to a less than significant level.

Additionally, pursuant to Government Code Section 65352.3, California Native American Tribes identified by the California Native American Heritage Commission (NAHC) were contacted regarding the potential effect of the Project to Native American resources. Two responses were received, both of which requested that a Native American Monitor be present during all periods of on-site archaeological monitoring. This request has been incorporated as a mitigation measure. To further satisfy notification requirements, NAHC representatives were also sent letters on June 5, 2012, by County and City staff, and an official notice for the City's August 14, 2012, public hearing was emailed to Mr. John Tommy Rosas.

b. Operational Impacts

Operational aspects of the Project would not cause ground disturbances with the potential to encroach or disturb unknown archaeological resources; therefore, no operational impacts to archaeological resources would occur.

c. Impacts Under No Annexation Scenario

The proposed annexation/detachment of land areas between the City of Los Angeles and County of Los Angeles would not alter the potential for encountering archaeological resources on the Project Site as the potential significance level of any artifact would be independent of jurisdictional boundaries. Therefore, the responsible agencies and those groups or agencies involved in consultation and establishing a mitigation protocol would not change. As

such, potential impacts would remain the same (i.e., less than significant with the implementation of the recommended mitigation measures), if the proposed annexation/detachment was not implemented.

d. Cumulative Impacts

The Project in combination with cumulative development could contribute to the progressive loss of and access to archaeological resources. The extent of the cultural resources (if any) that occur at the related project sites is generally unknown, especially given that the proposed Metro Universal project (Related Project No. 65.) has been withdrawn from consideration. The analysis of impacts to cultural resources concluded that through the implementation of the mitigation measures, recommended below, the Project related impacts to cultural resources would be less than significant. Therefore, the Project would not contribute to any potential cumulative impacts, and cumulative impacts to archaeological resources would be less than significant.

2. Project Design Features

No Design Features are identified in the Environmental Impact Report for this environmental issue.

3. Mitigation Measures

J.2-1: During construction, an archaeologist and Native American monitor shall be retained by the Project Applicant or its successor to monitor any earth-moving activities, including grading, in areas designated as high, moderate or low sensitivity for the presence of buried prehistoric archaeological sites (see Attachment H to the MMRP).

J.2-3: If potentially significant archaeological resources are encountered during Project development, site preparation/ construction activities in the area of potential impact shall be halted until the archaeological consultant and/or Native American monitor, as appropriate, have evaluated the resources and, if necessary, developed a plan to mitigate associated impacts. The construction manager at the Project Site shall be notified, and shall notify the responsible lead agency of the discovery. The archaeologist and/or the Native American monitor, as appropriate, with the concurrence of the City or County, as applicable, shall determine the area of potential impact and the timing when construction activities can resume.

a) Discovered cultural resources shall be stored in a protected environment to prevent vandalism, damage, or theft until such time as they are examined by an archaeologist and/or Native American monitor, as appropriate.

b) The identification and handling of archaeological resources at the site shall be conducted by a qualified archaeologist and overseen by local Native American monitor.

c) All the Project-related notes, records, photographs, and artifacts, both prehistoric and historical period, shall be curated at a repository in

accordance with 36 Code of Federal Regulations 79. Any items of cultural patrimony, however, shall be returned to an appropriate Native American community, which shall be responsible for the disposition of these materials.

J.2-4: If human remains are encountered during construction, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the archaeologist and Native American monitor, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City or County, as applicable, shall determine the area of potential impact and the timing when construction activities can resume.

J.2-5: All construction-phase employees shall undergo a cultural resources orientation and awareness training prior to commencing work activities on the Project Site. Such training shall include familiarization with the stop-work restrictions, noticing, and handling procedures, and ultimate disposition of cultural resources as described below. The construction manager shall provide the responsible lead agency with a verification list of the employees completing the orientation.

J.2-7: An archaeologist shall be retained by the Project Applicant or its successor to monitor any earthmoving activities, including grading, in areas designated as high sensitivity for the presence of buried historical period archaeological sites (see Attachment H to this MMRP).

Mitigation Measures J.2-2 and J.2-6 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

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

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Cultural Resources (Archaeological) would occur as a result of the development of the Project with incorporation of Mitigation Measures J.2-1-J.2-7.

6. Reference

For a complete discussion of environmental impacts of Cultural Resources (Archaeological), please see (1) Alternative 10: No Residential Alternative, subsection 3.j(2), Archaeological Resources, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.J.2 of the Draft EIR; and (3) Appendix L-2 to the Draft EIR.

H. Cultural Resources (Paleontological)

1. Description of Effects

a. Construction Impacts

Development could affect as-yet unrecorded fossil sites and remains during the construction period for the Project through surface disruption or excavation. Direct impacts would result mostly from earth-moving activities, particularly grading for roadways and building pads, and excavation for basement structures and pipelines in previously undisturbed strata. Direct impacts also would result from any earth-moving activity that buried previously undisturbed strata, making the strata and their paleontological resources unavailable for future scientific investigation. Although earthmoving activities would be comparatively short term, the possible accompanying loss of some fossil remains, unrecorded fossil sites, associated specimen data and corresponding geologic and geographic site data, and the fossil-bearing strata would be considered a significant environmental impact. Such resources, to the extent present at the Project Site, would be found within the portions of the Project Site that are underlain by the Upper Topanga Formation and, the Holocene younger alluvium, at depths greater than 12 feet below current grade. However, recommended mitigation measures identified would reduce any such potential impact on the paleontological resources of the Project Site to a less than significant level.

b. Operational Impacts

Operational aspects of the Project would not require any earth-moving activity that would disturb previously undisturbed strata and, therefore, would not result in the permanent loss of, or loss of access to, a paleontological resource of regional or statewide significance. Therefore, no operational impact on paleontological resources would occur.

c. Impacts Under No Annexation Scenario

The proposed annexation/detachment of areas between the County of Los Angeles and City of Los Angeles would not alter the potential for fossil remains being encountered at the Project Site because this potential is independent of jurisdictional boundaries. As such, potential impacts would remain the same and implementation of the recommended mitigation measures would reduce these impacts to a less than significant level under the No Annexation scenario as well.

d. Cumulative Impacts

Development of the Project Site, in combination with the other projects in the region that are underlain by the Upper Topanga Formation could lead to the progressive loss of fossil-bearing strata in this rock unit. The cumulative impact of the Project together with all other regional developments would be reduced to a less than significant level through implementation of statutory requirements, and by implementing site-specific mitigation measures required by responsible agencies entrusted with protecting paleontological resources. Such measures have

been identified in this Draft EIR, and similar mitigation measures have been implemented for past projects in the surrounding area. With implementation of the listed mitigation measures, important fossil remains would be recovered for future study. Thus, there would be no cumulative impact on the paleontological resources of the younger alluvium because fossil-bearing strata occur only in the subsurface and would not be available for prospecting without development. Therefore, cumulative impacts on paleontological resources would be less than significant.

2. Project Design Features

No Design Features are identified in the Environmental Impact Report for this environmental issue.

3. Mitigation Measures

J.3-1: The services of a qualified paleontologist approved by the City or County of Los Angeles, as applicable, and the Los Angeles County Natural History Museum Vertebrate Paleontology Department shall be retained prior to earth-moving activities associated with construction in a particular development area or with a particular development phase. Prior to these earth-moving activities, the paleontologist shall develop a site-specific mitigation plan to be implemented in support of the activities in the particular development area or during a particular development phase. The plan shall specify the level and types of mitigation efforts as set forth below, based on the types and depths of any earth-moving activity and the rock unit in which the activity would be conducted.

J.3-2: Earth-moving activities shall be monitored by the paleontologist or a monitor only in those areas of the Project Site where these activities would disturb previously undisturbed strata. Monitoring shall be conducted on a full-time basis in areas underlain by the Upper Topanga Formation and at depths greater than 10 feet below current grade in areas underlain by younger alluvium. If no fossil remains are found once 50 percent of earth-moving activities have been completed in an area underlain by one or the other rock unit, monitoring can be reduced or suspended in the remainder of that area following approval from the City or County of Los Angeles, as applicable. Monitoring shall consist of visually inspecting debris piles and freshly exposed strata for larger fossil remains, and periodically dry test screening sediment, rock, and debris for smaller fossil remains. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock sample that can be recovered easily. If recovery of a large or unusually productive fossil occurrence is warranted, earth-moving activities shall be diverted temporarily around the fossil site and a recovery crew shall be mobilized as necessary to remove the occurrence as quickly as possible. If the paleontologist or monitor is not on site when a fossil occurrence is uncovered by these activities, the activities shall be diverted temporarily around the fossil site and the monitor called to the site to evaluate and, if warranted, remove the occurrence. If the fossil site is determined by the paleontologist or monitor to be too unproductive or the fossil remains not worthy of recovery, no further action shall be taken to preserve the fossil site or remains, and earth-moving activities shall be allowed to proceed through the site immediately. The location and

proper geologic context of any fossil occurrence shall be documented, as appropriate.

As part of the monitoring effort, rock or sediment samples of the Upper Topanga Formation and younger alluvium shall be collected from each construction site and processed to allow for the recovery of smaller fossil remains. The total weight of all processed samples from either rock unit at each construction site shall not exceed 6,000 pounds (12,000 pounds total). The results of processing 250-pound test samples shall be used by the paleontologist or monitor in determining how much of the remainder of the total collected shall be processed. More of the samples or more of each sample shall be processed if the recovered remains are sufficiently common (at least 4-5 identifiable specimens per test sample), generally identifiable to genus or species level, and represent a taxonomically diverse faunal assemblage. With the development of each successive construction site, the paleontologist or monitor may specify that less than 6,000 pounds shall be processed, based on the amount of excavation and other earth-moving activities that would occur in areas underlain by either rock unit, and on the results of processing samples from the same rock unit at previous construction sites.

Unless potentially fossilized remains are discovered at or near the surface, no paleontological monitoring of earth-moving activities in the younger alluvium shall be conducted at depths less than 10 feet below current grade, and no sample shall be collected or processed.

J.3-3: Before the mitigation program begins, the paleontologist or monitor shall coordinate with the appropriate construction contractor personnel to provide information regarding City or County of Los Angeles requirements, as applicable, for the protection of paleontological resources. Contractor personnel shall be briefed on procedures to be followed in the event that fossil remains and a previously unrecorded fossil site are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing shall be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel shall be provided to appropriate contractor personnel. The Project's construction superintendent shall be instructed by the paleontologist or monitor regarding the identification of conditions whereby potential paleontological resources could occur. The construction superintendent shall be sufficiently informed that he/she will be able to recognize when fossil remains have been uncovered and require that grading be temporarily diverted around the fossil site until the monitor has evaluated and, if warranted, recovered the remains. Similarly, and if necessary, the monitor shall be empowered to temporarily divert grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.

J.3-4: The paleontologist shall reach a formal agreement with a recognized museum repository, such as the Los Angeles County Natural History Museum, before the mitigation program begins, regarding final disposition and permanent storage and maintenance of any fossil remains that might be recovered as a result of the mitigation program, the archiving of associated specimen data and corresponding geologic and geographic site data, and the level of treatment (preparation, identification, curation, and cataloguing) of the remains that would

be required before the entire mitigation program fossil collection would be accepted by the repository for storage. The fossil collection shall be donated to a public, nonprofit institution, such as the Los Angeles County Natural History Museum, with a research interest in the collection. The costs to be charged by the repository for curating and permanently storing the collection should be specified in the agreement.

J.3-5: All fossil specimens recovered at the Project Site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, shall be prepared, identified, curated, and catalogued in accordance with designated museum repository requirements. Rock samples from the Upper Topanga Formation and the younger alluvium shall be submitted to commercial laboratories for microfossil, pollen, or radiometric dating analysis.

J.3-6: The paleontologist or monitor shall maintain daily monitoring logs that record the particular tasks accomplished, locations where earth-moving activities and monitoring were conducted, rock unit(s) encountered, any fossil specimen recovered, and associated specimen data and geologic and geographic site data.

J.3-7: A final technical report of results and findings shall be prepared by the paleontologist in accordance with any City or County of Los Angeles requirements, as applicable. Copies of the final report and any supporting documentation, including the paleontologist's or monitor's field notes and fossil site maps shall be archived at the designated museum repository. The final report shall be prepared upon completion of grading activities for the first Project requiring monitoring by a paleontologist. Subsequent Project reports shall be issued as addenda to the first final report. Projects whose grading activities are completed within a one-year time period may be addressed collectively in one report or addenda.

4. Findings

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

5. Rationale for Findings

No adverse impacts associated with Cultural Resources (Paleontological) would occur as a result of the development of the Project with incorporation of Mitigation Measure J.3-1 to J.3-7.

6. Reference

For a complete discussion of environmental impacts of Cultural Resources (Paleontological), please see (1) Alternative 10: No Residential Alternative, subection 3.j(3), Paleontological Resources, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.J of the Draft EIR; and (3) Appendix L-2 to the Draft EIR.

I. Public Services (Fire Protection)

1. Description of Effects

a. Construction Impacts

Construction activities associated with development of the Project would increase the potential for accidental on-site fires from such sources as mechanical equipment and flammable construction materials. Construction contractors and work crews would implement the following measures to minimize these hazards during construction of the Project: maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur.

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 potentially requiring partial lane closures during street improvements and utility installations. These impacts would be considered to be less than significant as construction impacts are temporary in nature and do not cause lasting effects; partial lane closures, if determined to be necessary, would not greatly affect emergency vehicles, as using sirens to clear a path of travel or driving in the lanes of opposing traffic would be available options; and, flaggers would be used to facilitate traffic flow until construction is complete. Additionally, existing Los Angeles County Fire Department (County Fire Department) Fire Station 51, which includes an engine company and a paramedic squad, is located on-site, and would be available throughout the duration of Project construction as well as following the completion of construction.

In addition to emergency fire service, the County Fire Department has determined that an additional fire inspector position is required for each Department to review future development within County portion of the Project Site, respectively. In order to reduce potential impacts, Mitigation Measure K.1-4 address the need for added County personnel to assist with fire inspection duties. Therefore, construction-related impacts related to fire protection services would be less than significant with mitigation.

b. Operational Impacts

The County Fire Department has indicated that the need for fire service and additional equipment is based upon the nature of the use proposed rather than strictly the amount of development proposed. At build-out, the County Fire Department would require expanded County fire fighting facilities, which may be a new fire station or remodeling of the existing Fire Station 51 to accommodate additional equipment and staffing. To address changes in on-site conditions occurring during the course of the Project's implementation, the County Fire Department would require that the Applicant and the County Fire Department meet annually to review the new construction that is anticipated for the upcoming year and assess Facility Improvement needs. With implementation of Mitigation Measure K.1-5 (requiring facility improvements) and Mitigation Measure K.1-6 (establishing an annual process to discuss upcoming development(s)), potential impacts related to fire service would be reduced to a less than significant level.

With respect to response times to the City portions of the Project Site, signal pre-emption controls, would reduce potential impacts to emergency access during heavily congested travel periods in and around the Project Site. Furthermore, under the automatic aid agreements currently in place, County Fire Department and Burbank Fire Department can respond with additional units to the Project Site, as needed. Further, to ensure adequate fire

service for City portions of the Project Site, pursuant to Mitigation Measure K.1-2, the Applicant would (1) provide funding for the acquisition of a Fire Department rescue ambulance to be housed at Fire Station 86 and (2) offer to dedicate to the City of Los Angeles approximately 1-acre of land in the southeastern portion of the Project Site for use by the City for construction of a new fire station. As such, potential impacts related to City of Los Angeles Fire Department response distance and emergency access under the Project would be less than significant.

Any additional water lines and hydrants that may be required to serve the new buildings and/or to provide the required fire flows would be constructed as necessary. Any water main and other infrastructure upgrades potentially required for the fire flow system would not be expected to create a significant impact to the physical environment and would be installed in accordance with all statutory and City requirements which would preclude significant impacts. In addition, hydrants and water lines would also be installed per Fire Code requirements for the Project. As such, with respect to fire flows, fire protection services would be adequate with respect to City of Los Angeles Fire Department and the associated impact would be less than significant.

c. Impacts Under No Annexation Scenario

The development program under the No Annexation scenario would differ only slightly from the Project in that the City Fire Department would service relatively larger portions of the Entertainment and Business Areas. Under the No Annexation scenario, the overall quantity of new construction (i.e., total square footage) would be the same. Such impacts, as is the case with the Project, would be less than significant, since the Project in either case would comply with existing City Fire Department and County Fire Department requirements, emergency response times would not be significantly impacted by construction, and emergency vehicle access to adjoining and nearby properties would be maintained at all times. Implementation of the identified mitigation measures would reduce impacts to less than significant levels.

d. Cumulative Impacts

With regards to the County Fire Department, cumulative impacts are not expected to occur since the service area for Fire Station No. 51, located in the central portion of the Project Site, is not contiguous with other County Fire Department service areas, and the on-site demand for fire protection services would be fully accounted for by the Project's project design features and mitigation measures. As such, the cumulative impacts with regard to County Fire Department fire protection services would be less than significant.

In the City portion of the Project, impacts would be fully mitigated by the Project's proposed project design features and mitigation measures. In addition, developers of individual future projects, as well as the Project, would provide for all statutory and Fire Department-required improvements to facilitate the provision of fire services. Through this process, the ability of the City Fire Department to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be assured. On this basis, it is anticipated that cumulative impacts to City Fire Department fire protection services would be less than significant.

2. Project Design Features

K.1-6: In conjunction with the building permit process in the County, the Project Applicant or its successor shall consult with the County Fire Department and

incorporate fire prevention and suppression features appropriate to the design of the Project.

K.1-7: Project development in the County shall comply with all applicable County code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

K.1-8: The Project shall continue to provide fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration in the County. Final fire flows will be based on the square footage of the buildings, the types of construction used, and the type of fire sprinkler system within the structure.

K.1-9: Future buildings in the County shall be designed with sprinklers in accordance with the County of Los Angeles Building and Fire Codes. An automatic fire sprinkler system shall be provided for all buildings with four stories or greater above Los Angeles County Fire Department vehicular access (e.g. street level)

K.1-10: All new permanent outdoor facades that fall within the scope of the current edition of Los Angeles County, Fire Department Regulation #29 shall be constructed and maintained in accordance with that Regulation.

K.1-11: Prior to the removal of Park Lake (see Attachment A to the MMRP), a drafting reservoir and drafting appliances shall be provided and maintained with the ability to draft 1.5 million gallons of water designed to the satisfaction of the Los Angeles County, Fire Department.

Project Design Features K.1-1, K.1-2, K.1-3, K.1-4, and K.1-5 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

3. Mitigation Measures

K.1-4: Upon the issuance of the first building permit for new construction in the County portion of the Project Site, the Project Applicant or its successor shall enter into an agreement with the County to reimburse the County for the cost of staffing Fire Station 51 with a permanent fire inspector to serve the needs of implementation of the Project during construction activities and ongoing expanded operations.

K.1-5: Expanded County fire fighting facilities shall be provided to serve the Project. The expanded facilities may be a new fire station or remodeling of the existing Fire Station 51 to accommodate additional equipment and staffing (Facility Improvements). The decision to remodel the existing station or construct a second additional station is solely the County Fire Department's based upon its determination of service needs. The new fire station, if this option is selected, shall be a "four-man" station built to County Fire Department's specifications that could accommodate a new "tiller-quint", or similar equipment approved by the County Fire Department, with a minimum of four firefighter positions. The Project Applicant or its successor shall construct or cause to be constructed and furnish the Facility Improvements at no cost to the County as well as providing the quint and ancillary equipment for the quint, or similar equipment at no cost to the

County. The County Fire Department shall be responsible for staffing costs. The Facility Improvements shall be constructed / conveyed to the County Fire Department before building permits are issued for: (a) the first new building that is 75-feet or greater in height; (b) the first new building that is 70,000 square-feet in total net new floor area; or (c) the last of multiple buildings less than 75 feet in height that cumulatively exceed 100,000 square feet of new net floor area in the same vicinity. The Project Applicant or its successor and the County Fire Department shall work together to appropriately locate the station.

K.1-6: The Project Applicant or its successor shall engage in an annual review through the Project build-out with the County Fire Department to determine fire service needs of the Project Site.

K.1-7: Prior to the issuance of a certificate of occupancy, the Project Applicant or its successor shall contact the local water purveyor, if the fire hydrant is public, or a private sprinkler contractor, if the fire hydrant is private, to have the closest existing fire hydrant(s) to the location under review verified and tested to the satisfaction of the County Fire Department by conducting a fire flow availability test.

K.1-8: When the Applicant provides to County Fire Station 51 the tiller-quint pursuant to Mitigation Measure K.1-5 and the City Fire Department obtains the rescue ambulance pursuant to Mitigation Measure K.1-2, the City Fire Department and County Fire Department shall agree upon use of their respective equipment on an automatic response basis pursuant to a mutually acceptable automatic aid agreement.

Mitigation Measures K.1-1, K.1-2, and K.1-3 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Public Services (Fire and Sheriff/Police), as identified in the EIR, to less than significant levels.

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Public Services (Fire) would occur as a result of the development of the Project with incorporation of Mitigation Measures K.1-1 to K.1-8.

6. Reference

For a complete discussion of environmental impacts of Public Services (Fire), please see (1) Alternative 10: No Residential Alternative, subsection 3.k(1), in Section II, Corrections and Additions, of the Final EIR; (2) and Section IV.K of the Draft EIR.

J. Public Services (Police/Sheriff)

1. Description of Effects

a. Construction Impacts

Construction activities associated with Project development could result in impacts to the City of Los Angeles Police Department (City Police Department) and the County of Los Angeles Sheriff's Department (County Sheriff's Department) due to crimes involving the construction sites and with regard to emergency vehicle access. The City Police Department has indicated that during construction, emergency responders may need to consider alternative routes when responding to calls in this area, particularly during peak traffic periods. This condition may cause a delay in the response time for emergency responders. To reduce potential construction-related impacts to City Police Department and County Sheriff's Department services, access to the Project Site and area roadways would be maintained during construction. In the event that construction activities do require lane closures, emergency access would remain unimpeded through the use of flaggers, and other controls. Although there is the potential that at some locations, at certain times, traffic congestion may increase due to construction on off-site roadways, significant environmental impacts are not expected to occur at these locations based on the Applicant's implementation of a construction traffic management plan and various security measures, included as project design features. The implementation of these features would reduce the increase in demand for City Police Department and County Sheriff's Department services, and construction impacts are anticipated to be less than significant.

b. Operational Impacts

Implementation of the Project would result in increased demand for City Police Department and County Sheriff's Department services. The County Sheriff's Department has indicated that the Project would result in the need for additional lieutenants, sergeants, deputies, and support staff, with some of the additional deputies being needed to patrol the County portions of the Project Site.

Although the Project's traffic analysis shows that traffic at most of the intersections analyzed would operate at similar, and in some cases better conditions than future conditions without the Project, the Project could result in a minor increase in response time in the area. Any increase in traffic would not greatly affect emergency vehicles since the drivers of emergency vehicles normally have a variety of options for avoiding traffic. This impact is not considered significant since emergency response times would not be substantially affected and the availability of alternative routes given the street pattern in the area surrounding the Project Site.

The Project would include design features to reduce the increase in impacts to City Police Department and County Sheriff's Department services. These design features would include recommendations included in the City Police Department's Design Out Crime Guidelines and specific County Sheriff's Department recommendations, which may include an on-site security force, illuminating parking lots with artificial lighting, use of closed-circuit television monitoring and recording of on-site areas, maintaining security fencing along the Project Site's eastern boundary to restrict public access, and way-finding lighting. Further, emergency access to the Project Site would be provided by the existing and proposed on-site street systems. Implementation of the Project would result in an increase in the number of on-site security personnel to maintain adequate security levels. In addition, given that there is no

evidence of a relationship between on-site crime incidents and crime within the adjacent residential neighborhoods, it is concluded that on-site growth would not increase off-site crime. The proposed County Specific Plan would provide an adequate approach for minimizing security issues related to the sale of alcoholic beverages. Since it cannot be guaranteed that the Project's revenue contributions would be applied to police and sheriff services in the Project area, it is conservatively concluded that the Project's demands would result in a reduction in the service ratio, and thus, impacts could potentially be significant. Mitigation measures have been included to reduce impacts to a less than significant level.

c. Impacts Under No Annexation Scenario

Under the No Annexation scenario, potential traffic impacts to City Police Department and County Sheriff's Department services would be similar to those under the Project, and would be less than significant with the addition of officers. Similar to the Project, development under the No Annexation scenario would generate revenues to the County and City which could be applied to the provision of police/sheriff's facilities and/or related staffing. The sufficiency of such funds, and a decision to allocate such funds accordingly, cannot be guaranteed; therefore, it is conservatively concluded that the demands under the No Annexation scenario would result in a reduction in the service ratio, and thus, impacts prior to mitigation could potentially be significant. The same mitigation measures that apply to the Project would also apply to the No Annexation scenario. This would limit the increase in demand for City Police Department and County Sheriff's Department services and reduce potential impacts to less than significant levels.

d. Cumulative Impacts

The increase in demand from the identified cumulative off-site growth could result in a reduction in the service ratio, and thus, impacts from cumulative off-site growth prior to mitigation could potentially be significant. However, mitigation measures have been included to address the Project's increase in demand on police and sheriff services. Thus, with the implementation of these mitigation measures, the Project's cumulative impacts would be less than significant.

2. Project Design Features

K.2-1: During Project construction, the Project Applicant or its successor shall implement security measures at Project construction sites that are accessible to the general public. Security measures could include, but are not limited to, fencing, security lighting, and providing security personnel to patrol construction sites.

K.2-3: The Project Applicant or its successor shall design on-site streets, street lighting, and street signage in accordance with the emergency access requirements of the applicable jurisdiction (i.e., City of Los Angeles or County of Los Angeles). The Project Applicant or its successor shall submit to the applicable jurisdiction (i.e., City or County) for review the design plans for on-site street widths, street lighting, and street signage.

Project Design Feature K.2-2 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

3. Mitigation Measures

K.2-2: The Project Applicant or its successor shall provide a new up to 16,000 square foot facility within the County portion of the Project Site, for the shared use of the County Sheriff's Department, contract security, and corporate security for the Project Site. Construction of the facility shall meet the operational needs of the County Sheriff's Department and comply with applicable California Code of Regulations Title 15 requirements and County standards. The facility shall include holding cells, office space, locker room, and several access points. The Project Applicant or its successor shall improve the facility at its cost. The facility shall be available once certificates of occupancy have been issued for a cumulative total of 765,000 square feet of net new Project development within County portions of the Project Site or 2022, whichever comes first, and once constructed shall replace the existing on-site County Sheriff's Department facility.

K.2-3: Extra private security personnel shall be deployed at important entertainment events (i.e., visits to the Project Site by state, national, or international dignitaries and red carpet events), in order to reduce the need for sworn officer response.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Public Services (Police/Sheriff), as identified in the EIR, to less than significant levels.

5. Rationale for Findings

No adverse impacts associated with Public Services (Police/Sheriff) would occur as a result of the development of the Project with incorporation of Mitigation Measures K.2-2 to K.2-3.

6. Reference

For a complete discussion of environmental impacts of Public Services (Police/Sheriff), please see (1) Alternative 10: No Residential Alternative, subsection 3.k(2), in Section II, Corrections and Additions, of the Final EIR; and (2) Section IV.K of the Draft EIR.

K. Utilities (Water)

1. Description of Effects

a. Construction Impacts

Construction impacts would be limited to trenching for water lines and removing one existing on-site man-made water feature, all of which would be temporary in nature. Vehicle and pedestrian access would be impacted during the connection of the proposed water mains to the existing Los Angeles Department of Water and Power mains located along Barham Boulevard and Buddy Holly Drive, and potential construction of a new water main along Barham Boulevard. The installation of these connection lines and upgrades would require up to two traffic lane closures for approximately one week at the Barham and Buddy Holly Drive locations. Depending on the length of the new water main that may be

required in Barham Boulevard, there could be additional traffic lane closures along Barham Boulevard from the intersection with Buddy Holly Drive to the intersection with Lake Hollywood Drive. The Project's construction impacts relative to vehicular and pedestrian access associated with the installation of the proposed new connection lines would be considered a less than significant impact.

During the construction of the Project, additional water would be required during grading. Adequate facilities for the provision of this water exist and there would continue to be an adequate supply of water for construction purposes. Therefore, potential construction-related impacts would be less than significant.

b. Operational Impacts

The Project would increase the Project Site's water consumption over existing conditions. The Project would have a net increase in average water consumption of 657,315 gallons per day and a net increase in peak water consumption of 1,209,961 gallons per day. With project design features, adequate water supplies would be available to serve the Project Site. For instance, in order to facilitate Los Angeles Department of Water and Power's long-term supply of potable water available to serve the Project, the Applicant would enter into an agreement with the Los Angeles Department of Water and Power to augment the water supply available to the Los Angeles Department of Water and Power. Thus, the Project would result in a less than significant impact to water supplies.

Notwithstanding, the net increase in water demand would exceed the capacity of the water conveyance infrastructure. As such, improvements to the internal water distribution system would be required. Due to the Project's elimination of the residential, neighborhood retail and community-serving commercial uses, the Project would not include an underground recycled water storage tank to serve the Back Lot Area. However, improvements to the on-site recycled water system for the remainder of the Project would occur. These improvements would reduce impacts to the conveyance infrastructure to a less than significant level.

Development under the Project would incorporate project design features that include water conservation features. Impacts with regard to water resources under the Project would be less than significant.

c. Impacts Under No Annexation Scenario

The proposed detachment/annexation of land between the County and City would not alter the projected increases in demand for water nor the means by which water is delivered to the Project Site. As total water demand under the No Annexation scenario is the same as that of the Project, impacts with regard to water demand would be less than significant under the No Annexation scenario, as is the case with the Project. The water supply service lines would be designed and constructed pursuant to the requirements of the applicable jurisdiction; therefore impacts would be the same with or without the proposed annexation/detachment. With the incorporation of the proposed project design features, impacts under the No Annexation scenario would be less than significant.

d. Cumulative Impacts

The City's Urban Water Management Plan (2005) anticipates that sufficient supplies would be available to meet the cumulative demand at 2030 through a combination of existing

and planned locally-developed supplies, conservation and purchasing water from the Metropolitan Water District. The 2005 Urban Water Management Plan also includes water shortage contingency plans in the event anticipated supplies are not available. Through these processes (i.e., implementation of the 2005 Urban Water Management Plan and compliance with California Water Code requirements for water supply assessment), sufficient water supplies would be available to meet the forecasted demand. As the Project would enter into an agreement with the Los Angeles Department of Water and Power to augment the water supply available to Los Angeles Department of Water and Power and development would have a less than significant impact with regard to water supply, the Project's water supply impacts would not be cumulatively considerable, and cumulative water supply impacts are also concluded to be less than significant.

With regard to conveyance infrastructure, it is anticipated that all projects would comply with City requirements regarding distribution infrastructure to serve the project demand of the related projects. As such, cumulative impacts with regard to conveyance infrastructure are less than significant.

2. Project Design Features

L.2-1: Any additional water lines and hydrants that may be needed to provide additional fire flows to new buildings shall be constructed as necessary. The new water lines shall be designed and installed in accordance with applicable City and County standards and would be sized to accommodate both fire flow demand and peak day domestic demand.

L.2-2: All water lines that are constructed that deliver both domestic and fire water shall be constructed with the necessary materials and appropriate size to deliver the highest instantaneous demand on the individual water line.

L.2-3: The following water conservation features shall be incorporated into the proposed outdoor and indoor areas of the Project:

Outdoor

- Use recycled water for landscape irrigation.
- Installation of the infrastructure to deliver and use recycled water.
- Expanded use of high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping.
- Use native/drought tolerant plant materials (for at least 25 percent of new landscaping) and use of water efficient landscaping such as proper hydro-zoning, turf minimization, and landscaping contouring (to minimize precipitation runoff) for new landscaping in areas other than production activities, entertainment attractions, sets/facades, the theme park and visitor entries to the theme park and Universal CityWalk). Other than the exempted areas described above, areas of the Project Site within the

County's jurisdiction would also comply with the County's landscaping design regulations, as applicable.

- Provide education on water conservation for employees.

Indoor

- Install high efficiency toilets that use 1.28 gallons per flush or less.
- Install high efficiency urinals that use 0.5 gallons per flush or less.
- Install restroom faucets that use 1.5 gallons per minute or less.
- Install pre-rinse spray valves that use 1.6 gallons per minute or less for commercial kitchens.
- Install self-closing faucets for public restrooms.
- Install high efficiency clothes washers with a water savings factor of 7.5 or less.
- Install cooling tower conductivity controllers or cooling tower pH conductivity controllers, as applicable.

Project Design Features L.2-4 and L.2-5 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

3. Mitigation Measures

Mitigation Measure L.2-1 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

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

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Utilities (Water) would occur as a result of the development of the Project with incorporation of the identified project design features and mitigation measure.

6. Reference

For a complete discussion of environmental impacts of Utilities (Water), see (1) Alternative 10: No Residential Alternative, subsection 3.l(2), in Section II, Corrections and

Additions, of the Final EIR; (2) Section IV.L.2.1, Utilities (Water), in the Draft EIR; (3) Appendices N-1 and N-2 to the Draft EIR; (4) Appendix FEIR-28 to the Final EIR; and (5) NBC Universal Evolution Plan, Plan for Municipal Services for Proposed Annexation to the City of Los Angeles, October 2012.

L. Environmental Safety

1. Description of Effects

a. Hazardous Materials Use, Storage, and Management

Compliance with project design features as well as existing regulations and plans at the Project Site during construction would reduce the risk for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials through the use, handling, and storage of hazardous materials. Therefore, a less than significant impact is anticipated.

During operations, the Project has the potential to increase the acquisition, use, handling and storage of hazardous materials on-site. With continued implementation of hazardous materials management in accordance with all applicable local, state, and federal laws and regulations, operation of the Project would be consistent with the County and City General Plan Safety Elements. Through continued compliance with applicable laws, as well as implementation of the identified project design features, impacts associated with the use, storage, and management of hazardous materials would be less than significant.

b. Hazardous Waste

Compliance with the project design features as well as existing regulations and plans at the Project Site during construction of the Project would prevent exposure of people to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards due to increased use, handling and storage of hazardous materials, and the potential to encounter contaminated soil. In addition, with implementation of mitigation specific to the potential discovery of contaminated soil during construction excavation and grading activities, potential hazardous materials impacts during construction would be minimized further. Therefore, no significant impact is anticipated.

Due to the implementation of existing hazardous waste reduction efforts on-site, and that operational hazardous waste is conveyed to licensed treatment, disposal and resource recovery facilities, it is not anticipated that operation of the Project would result in a notable increase in demand for hazardous waste landfill capacity. With compliance with applicable regulations related to the handling, storage and disposal of hazardous waste, no significant impact is anticipated related to these potential releases of the materials.

c. Asbestos, Lead-Based Paint, and Polychlorinated Biphenyls

As the handling and disposal of asbestos, asbestos containing material, lead-based paint, and polychlorinated biphenyls would be in accordance with the project design features as well as all applicable laws and regulations, construction of the Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impact

associated with asbestos, asbestos containing material, lead-based paint, or polychlorinated biphenyls is anticipated from construction of the Project.

Operation of new proposed development at the Project Site is not anticipated to expose persons to friable asbestos or lead-based paint. With existing laws and regulations, as well as implementation of the identified project design features, operation of the Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impact associated with asbestos, asbestos-containing materials, and lead-based paint is anticipated from operation of the Project. Furthermore, due to project design features, the operation of the Project would not result in significant exposure to polychlorinated biphenyls.

d. Closed Landfill

Construction of the Project in the area of the closed landfill would be undertaken in accordance with the project design features as well as all applicable laws and regulations. However, construction still has the potential to expose people and the environment to potentially hazardous conditions (including explosive and toxic concentrations of landfill gas and leachate from the landfill), if encountered. With implementation of the identified mitigation, potential impacts would be less than significant.

Operation of the Project in the area of the closed landfill would be undertaken in accordance with the identified project design features as well as all applicable laws and regulations. Therefore, operation of the Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant impacts associated with the closed landfill are anticipated from operation of the Project.

e. Underground Storage Tanks

If existing known and unknown underground storage tanks or impacted soils are encountered during Project-related grading, the project design features as well as existing comprehensive on-site policies and programs specifically related to environmental safety would continue to be implemented. Therefore, a less than significant impact is anticipated.

All new underground storage tanks at the Project Site would be installed in accordance with the identified project design features as well as in accordance with federal, state, and local laws. Implementation of the identified project design features and continued compliance with applicable laws would minimize impacts to human health and the environment associated with underground storage tanks and no significant impacts are anticipated.

f. Aboveground Storage Tanks

New aboveground storage tanks installed on the Project Site by the Applicant, tenants or third-party vendors must conform to applicable regulatory requirements. Implementation of the identified project design features as well as compliance with these laws would minimize impacts to human health and the environment associated with aboveground storage tanks by ensuring that new tanks include secondary containment, as required. Therefore, no significant impacts are anticipated.

g. Radio Frequency

The Project involves the construction and operation of several satellite-uplink antenna systems and possibly a variety of wireless communication antennas, including cellular systems. As potential radio frequency radiation is a result of energy from the operation of an antenna that transmits energy, the construction of the Project in itself would not result in a radio frequency safety hazard. Therefore, no significant impact associated with radio frequency is anticipated from the construction of the Project.

With regulatory compliance and implementation of the proposed mitigation measures, the potential radio frequency hazard would not result in a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant human exposure to radio frequency energy or radiation is anticipated.

h. Emergency Response

Construction of the Project could temporarily interfere with local and on-site emergency response. Implementation of construction traffic management plans and access standards would reduce the potential for the impacts on emergency response during construction and operations. Therefore, construction and operation of the Project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, State, or Federal agency's emergency evacuation plan. As a result, a less than significant impact is anticipated.

i. Impacts Under No Annexation Scenario

If the proposed annexation/detachment does not occur, the appropriate lead agency's policies and procedures would be applicable to the current areas within the City/County boundaries. While there are some differences between the policies and procedures of the respective jurisdictions, adherence to the policies and procedures of the applicable jurisdiction would mitigate any potential impacts. As such, impacts associated with the No Annexation scenario would be less than significant.

j. Cumulative Impacts

Development of the Project in combination with the related projects has the potential to increase the risk for an accidental release of hazardous materials. Each of the related projects would require evaluation for potential threats to public safety, including those associated with the use, storage, and/or disposal of hazardous materials, asbestos containing material, lead-based paint, polychlorinated biphenyls, and radio frequency would be required to comply with all applicable local, State, and federal laws, rules and regulations. Because environmental safety issues are largely site-specific, this evaluation would occur on a case-by-case basis for each individual project affected, in conjunction with development proposals on these properties. Therefore, with compliance with all applicable local, State, and federal laws, rules and regulations, cumulative impacts would be less than significant.

2. Project Design Features

M-1: Prior to the issuance of any demolition permit or building permit for remodeling of existing buildings, the Project Applicant or its successor shall provide evidence to the City of Los Angeles, Department of Building and Safety or County of Los Angeles, Department of Public Works, as applicable, that the demolition contract

provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with all applicable federal, state and local regulations.

M-2: Prior to the issuance of any demolition permit or building permit for remodeling of existing buildings, the Project Applicant or its successor shall provide evidence to the City of Los Angeles, Department of Building and Safety, or County of Los Angeles, Department of Public Works, as applicable, that the demolition contract provides for a qualified lead-based paint abatement contractor/specialist to remove or otherwise abate or manage lead-based paint during demolition or renovation activities in accordance with all applicable federal, state and local regulations.

M-3: The Project Applicant or its successor shall implement a soil management plan, or other applicable plan, approved by the Department of Toxic Substances Control, pursuant to Department of Toxic Substances Control's Voluntary Cleanup Program, or other applicable state or local regulatory agency providing oversight, to address contamination in soil in the Back Lot Area. The approved soil management plan or other applicable plan shall include procedures for soil sampling and remedial options that may include removal (excavation), treatment (*in-situ* or *ex-situ*), or other measures, as appropriate.

M-4: The Project Applicant or its successor shall submit to the County Fire Department, City Fire Department, and Los Angeles County Department of Public Works, and City Department of Building and Safety, as applicable, an updated emergency response and/or evacuation plan, as appropriate, to include operation of the Project. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments.

3. Mitigation Measures

M-1: If soil contamination is suspected to be present, prior to excavation and grading, the South Coast Air Quality Management District's Rule 1166 shall be implemented, as appropriate. If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) by a qualified professional during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in Southern California Air Quality Management District's Rule 1166, so as to render the area suitable for grading activities to resume. The contaminated soil discovered shall be evaluated and excavated/disposed of, treated in-situ (in-place), or otherwise managed in accordance with all applicable regulatory requirements.

M-2: As required by the Occupational Safety and Health Administration, Construction Worker Safety Plan shall be developed by each contractor working within the footprint of the landfill. The Construction Worker Safety Plan shall comply with Occupational Safety and Health Administration Safety and Health Standards 29 Code of Federal Regulations 1910.120, the California Code of Regulations, Title 8, General Industry Safety orders, and U.S. Occupational Safety and Health Administration. The Plan shall include requirements associated with potential

exposure to landfill gases. In addition, construction personnel shall wear protective equipment and clothing and other safety equipment, as appropriate, in accordance with the Construction Worker Safety Plan and/or Project Site-specific safety plans, as applicable.

M-3: Construction of all new development within 1,000 feet of the landfill shall be designed and constructed to prevent gas migration into the buildings in accordance with the recommendations of a licensed civil engineer. The recommendations shall be subject to the review and approval of the Los Angeles County, Department of Public Works.

M-5: During operation, monitoring of methane safety systems shall occur in accordance with County or City requirements, as applicable.

M-6: The Project Applicant or its successor shall locate and operate satellite-uplink antennas with an absolute minimum of 1 foot of separation between the eye level and all waveguide connections, waveguide components, and flexible waveguide. Exposure within 1 to 3 feet from waveguide shall be limited to less than one minute.

M-7: The Project Applicant or its successor shall develop and use a simple lockout, tagout procedure prior to the maintenance activities of satellite-uplink antennas (i.e., reflector antennas) to ensure that the high-power amplifiers cannot be energized while anyone is working on an antenna.

M-8: If a 2.4-meter-diameter antenna is installed so that the bottom lip of the antenna is less than 7 feet above ground, the Project Applicant or its successor shall install a barrier, such as a chain and stanchion barrier to be added in front on the antenna, to prevent access to the area directly in front of the antenna. As appropriate, the width of the restricted access area shall be 10 feet wide, to ensure that no access to the area is possible by leaning over the chain. The distance in front of the antenna shall be determined based on the minimum elevation angle and height of the bottom lip of the antenna above the ground. The bottom lip of the antenna shall be a minimum of 7 feet above ground level at the chain. In addition, a warning/notice sign shall be hung on each side of the enclosure.

M-9: The Project Applicant or its successor shall restrict access to the beam of the 2.4-meter-diameter antenna(s) only to workers trained in radio frequency safety.

M-10: Prior to operation of new antennas on the Project Site, the Applicant's or its successor's existing Radio Frequency Radiation Safety and Health Program shall be updated and additional training given to maintenance personnel, as appropriate.

Mitigation Measure M-4 adopted by the City is not applicable to the portion of the Project in the County's jurisdiction.

4. Findings

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen potential significant environmental effects on Environmental Safety, as identified in the EIR, to less than significant levels.

In addition, where changes or alterations are within the responsibility and jurisdiction of another public agency (the City) and not the agency making the finding (the County), such changes have been adopted by such other agency.

5. Rationale for Findings

No adverse impacts associated with Environmental Safety would occur as a result of the development of the Project with incorporation of Mitigation Measures M-1 to M-10.

6. Reference

For a complete discussion of environmental impacts of Environmental Safety, please see (1) Alternative 10: No Residential Alternative, subsection 3.m., Environmental Safety, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.M of the Draft EIR; (3) Appendix M-1 to the Draft EIR; and (4) Appendix FEIR-29 to the Final EIR.

VIII. SIGNIFICANT IMPACTS WHICH REMAIN SIGNIFICANT AFTER MITIGATION MEASURES

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

A. Traffic/Access—Traffic/Circulation (Operational: Intersections, Freeway Segments, Neighborhood Intrusion, Site Access, Supplemental Caltrans Analysis: Weaving)

1. Description of Effects

The Project is expected to generate a net total of 23,601 daily trips on a typical weekday, including approximately 2,241 morning peak-hour trips and 2,197 afternoon peak-hour trips before considering Transportation Demand Management/transit credits. With the incorporation of Transportation Demand Management trip reductions, the Project Site is expected to generate a net increase of 19,139 daily trips on a typical weekday, including approximately 1,760 morning peak-hour trips and 1,698 afternoon peak-hour trips. The Project's Transportation Demand Management program thus reduces the Project's trip generation by 4,462 daily trips, including approximately 481 morning peak-hour trips and 499 afternoon peak-hour trips. The Study Area for the traffic analysis encompasses a geographic area of approximately 50 square miles, and is generally bounded by Burbank Boulevard in North Hollywood and Burbank on the north, Santa Monica Boulevard in West Hollywood and Hollywood on the south, Buena Vista Street and Forest Lawn Drive on the east, and Sepulveda Boulevard in Sherman Oaks on the west.

a. Intersection Levels of Service

Intersection impacts are evaluated based on an intersection's level of service. An intersection's Level of Service is rated from A to F, with Level of Service A reflecting conditions where there is very little traffic and Level of Service F reflecting congested conditions. Due to

the highly urbanized nature of the Project area, many intersections currently operate at Level of Service E or Level of Service F.

Of the 148 unsignalized intersections during the morning peak hour in 2030, before taking into account the Project's Transportation Demand Management program and other mitigation measures, the Project is forecasted to result in significant impacts at 6 intersections operating at Level of Service C or Level of Service D; 7 intersections operating at Level of Service E; and 31 intersections operating at Level of Service F. During the afternoon peak hour in 2030, the Project is expected to result in significant impacts at 10 intersections operating at Level of Service C or Level of Service D, 11 intersections operating at Level of Service E, and 22 intersections operating at Level of Service F. Intersections impacted in the morning peak hour are not necessarily the same intersections impacted in the afternoon peak hour and vice-versa. Thus, a total of 60 of the 148 signalized study intersections analyzed would be significantly impacted in the morning and/or afternoon peak hour before Transportation Demand Management trip reduction and mitigation. The Project would not result in significant traffic impacts at 88 of the 148 signalized study intersections during either peak hour.

With the implementation of Transportation Demand Management trip reduction and mitigation, the Project would result in remaining significant intersection impacts at the following intersections:

Intersection #22	US 101 Northbound On-Ramp/Campo de Cahuenga (afternoon peak hour)
Intersection #30	Cahuenga Boulevard/Moorpark Street (morning and afternoon peak hours)
Intersection #35	Lankershim Boulevard/Main Street (afternoon peak hour)
Intersection #36	Lankershim Boulevard/Campo de Cahuenga/Universal Hollywood Drive (morning peak hour)

However, with the Metro Universal project (Related Project No. 65) no longer proposed, it is anticipated that implementation of the Project would only result in one remaining significant intersection impact, at Intersection # 30 – Cahuenga Boulevard/Moorpark Street (afternoon peak hour).

With respect to unsignalized intersections, based on the *City of Los Angeles CEQA Thresholds Guide* threshold for unsignalized intersections, taking into account the Transportation Demand Management trip reductions and mitigation, impacts at one (1) of these unsignalized intersections would be significant. Project impacts at only the Lankershim Boulevard & Jimi Hendrix Drive (Intersection 73) unsignalized intersection would be significant after implementation of Transportation Demand Management trip reductions and mitigation.

b. Freeway Segments

The evaluation of the impact of a project on the regional transportation system (freeways, designated streets, and transit facilities) is guided by procedures outlined in the Los Angeles County Congestion Management Plan. A total of 16 freeway segments were analyzed.

The Project would result in significant impacts to the following six freeway segments before Transportation Demand Management trip reductions and mitigation:

Segment 1: US 101 south of Alvarado Street – morning peak hour (northbound) and afternoon peak hour (southbound)

Segment 2: US 101 south of Vermont Avenue – morning peak hour (northbound and southbound) and afternoon peak hour (southbound)

Segment 3: US 101 south of Santa Monica Boulevard – morning peak hour (northbound) and afternoon peak hour (southbound)

Segment 4: US 101 south of Barham Boulevard – morning peak hour (northbound) and afternoon peak hour (southbound)

Segment 5: US 101 north of Campo de Cahuenga Way – afternoon peak hour (northbound)

Segment 10: SR 170 north of Magnolia Boulevard – afternoon peak hour (northbound)

Even with implementation of the identified mitigation measures, significant impacts would remain at these same six freeway segments.

c. Neighborhood Intrusion

Neighborhood intrusion impacts occur when traffic congestion occurs along major roadways, and parallel alternative routes are available to motorists that involves travel through local neighborhoods. Based on the Project's traffic analysis, nine neighborhoods were identified that may be subject to neighborhood traffic intrusion impacts. After Transportation Demand Management trip reductions and subregional and regional highway improvements, three neighborhoods have the potential to experience neighborhood intrusion impacts. With implementation of the proposed mitigation, the Project's potential significant neighborhood impact could remain significant and no other feasible mitigation was identified.

d. Site Access

Under the Future with Project conditions, before Transportation Demand Management trip reductions and mitigation, all but one of the intersections that directly access the Project Site would operate at Level of Service E or F during the peak hours. Therefore, the Project's impacts, before mitigation, related to site access would be significant. After Transportation Demand Management trip reductions and implementation of mitigation measures, the Project would still have a significant access impact at one access location: Intersection #36: Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive (morning peak hour). Due to physical constraints, no improvements could be identified that would mitigate the impact at this location to less than significant.

e. Supplemental Caltrans Analysis: Weaving

Caltrans requested that the traffic impact analysis include an evaluation of the Project's potential effects on weaving/merging operations along those freeway segments to which the Project would add the most traffic. Based on this analysis, before Transportation Demand

Management trip reductions and mitigation, Project impacts would be significant at six of the locations where weaving/merging operations were analyzed. With the implementation of the identified mitigation measures, weaving impacts would be reduced, but not to a less than significant level.

f. Impacts Under No Annexation Scenario

The proposed annexation/detachment of land areas between the County and City would not alter the potential for traffic/circulation impacts nor the significance level of any impact. Annexation has no bearing on which jurisdictional intersection or recommended improvement to various intersections could occur with the Project. The jurisdictions responsible for implementation of the mitigation measures would also be unaffected. As such, potential impacts would remain the same if the proposed annexation/detachment actions are not implemented.

g. Cumulative Impacts

(1) Intersection Levels of Service

Cumulative conditions would result in significant impacts at several intersections and the Project would contribute to these impacts. Thus, the Project's contribution to impacts that would occur in the future cumulative conditions would be considerable, and cumulative impacts would be significant at these intersections. While the Project's mitigation measures would reduce several of the significant impacts to a less than significant level, some of the impacts would remain significant and unavoidable. These same conclusions apply based on the use of the other jurisdictions' methodology/ significance thresholds.

(2) Freeway Segments

The Project's contribution to cumulative traffic would result in significant cumulative Level of Service impacts at six Los Angeles County Congestion Management Plan freeway segments, before Transportation Demand Management trip reductions and mitigation. With implementation of proposed mitigation measures, the Project's significant impacts to these Los Angeles County Congestion Management Plan freeway segments would be reduced but would remain significant and unavoidable.

(3) Neighborhood Intrusion

Implementation of the Project in conjunction with the 256 related projects would increase the amount of traffic in the Project area. Cumulative impacts related to neighborhood intrusion would be significant and unavoidable. With implementation of the Project's proposed mitigation, potential neighborhood intrusion impact could remain significant and no other feasible mitigation was identified. Therefore, cumulative impacts related to neighborhood intrusion could be significant and unavoidable.

(4) Site Access

The Project would result in significant impacts related to site access. With implementation of the recommended mitigation measures, Project impacts related to access would remain significant and no other feasible mitigation was identified. Therefore, cumulative project access impacts would be significant and unavoidable.

(5) Supplemental Caltrans Analysis: Weaving

With regard to weaving, the Project's contribution to this type of cumulative traffic condition would result in significant impacts at six study freeway segments. Therefore, the Project could result in significant cumulative impacts at the analyzed freeway segments.

2. Project Design Features

B-1: The Project Applicant or its successor shall prepare and implement a Transportation Demand Management program to reduce traffic impacts of the Project encouraging Project employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. The Transportation Demand Management program shall include implementation of several Transportation Demand Management strategies, which may include, but are not limited to the following:

- Flexible work schedules and telecommuting programs;
- Alternative work schedules;
- Bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments);
- Bicycle amenities;
- Rideshare/carpool/vanpool promotion and support;
- Mixed-use development;
- Education and information on alternative transportation modes;
- Transportation Information Center;
- Guaranteed Ride Home Program;
- Join an existing or form a new Transportation Management Association;
- On-site flex cars;
- Discounted employee and tenant transit passes; and
- Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program.

B-3: Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp shall be widened from its current configuration of two westbound lanes to three westbound lanes. The roadway shall continue to accommodate only westbound traffic on this section.

B-4: Buddy Holly Drive between the US 101 northbound off-ramp to Donald O'Connor Drive shall be widened to accommodate between four and five lanes. At the approach to Donald O'Connor Drive, a dedicated right-turn lane shall be

provided, and a dedicated left-turn lane onto the northbound US-101 Freeway shall be provided.

B-5: The final segment of Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive may be widened to accommodate four westbound travel lanes and two eastbound travel lanes. If this segment of Buddy Holly Drive is widened, the US 101 northbound on-ramp at Universal Studios Boulevard/Buddy Holly Drive shall be relocated maintaining the existing 12-foot travel lane, an 8-foot left shoulder, and a 6-foot right shoulder. Entrance to the on-ramp shall be reconfigured from the existing northbound right-turn lane off of Universal Studios Boulevard to a right-turn off the new westbound lanes on Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive. If operated under two-way flow, the westbound approach on Buddy Holly Drive would include two left-turn lanes, one through lane, and two free-flow right-turn lanes. Also, Universal Studios Boulevard would be restriped to provide a northbound right-turn lane, and the eastbound approach would be restriped to provide one left-turn lane and one shared through/right-turn lane. This configuration would not be needed if Buddy Holly remains a one-way eastbound street.

B-7: The new development calls for the realignment and widening of Universal Hollywood Drive, which extends between the Universal Tram stop east of Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and the entrance to CityWalk near Universal CityWalk, to improve overall circulation both on-site and off-site.

Project Design Features B-6, B-8, B-9, B-10, B-11, and B-12 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction. For more information, see Attachment B to the County's MMRP.

3. Mitigation Measures

B-6: The Project Applicant or its successor shall implement the following Lankershim Boulevard Corridor improvements:

a. [DELETED DUE TO SELECTION OF ALTERNATIVE 10];

b. [DELETED DUE TO SELECTION OF ALTERNATIVE 10];

c. Restripe James Stewart Avenue at its intersection with Lankershim Boulevard to provide one left-turn, one shared through/left-turn, and dual right-turn lanes in the westbound direction;

d. [SEE BELOW];

e. Widen Main Street at its intersection with Lankershim Boulevard to improve ingress/egress to/from the Project Site;

f. [DELETED DUE TO SELECTION OF ALTERNATIVE 10];

g. [SEE BELOW];

h. [SEE BELOW];

i. [SEE BELOW];

j. Widen Universal Hollywood Drive at its intersection with Lankershim Boulevard to provide a separate westbound left-turn lane and additional signal equipment for protected left-turn phasing on the east-west approach;

k. [SEE BELOW];

l. [SEE BELOW];

m. [DELETED DUE TO THE SELECTION OF ALTERNATIVE 10].

B-43: All construction workers shall be prohibited from parking on neighborhood streets offsite. To the extent that parking would not be available on-site, parking shall be provided by The Project Applicant or its successor at offsite locations. A construction worker shuttle service shall be provided if an offsite parking lot is not within reasonable walking distance of the Project Site.

B-44: The Project Applicant or its successor shall prepare construction traffic management plans, including but not limited to street closure information, detour plans, haul routes, and staging plans, satisfactory to the affected jurisdictions. The construction traffic management plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:

1. Provisions to configure construction parking to minimize traffic interference;

2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person);

3. Scheduling construction activities to reduce the effect on traffic flow on public roadways;

4. Rerouting construction trucks to reduce travel on congested streets;

5. Consolidating construction truck deliveries;

6. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site;

7. Construction-related vehicles shall not park on any residential street;

8. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing, and protection barriers;

9. All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the contractor;

10. Schedule construction-related deliveries, other than concrete and earthwork-related deliveries to reduce travel during peak travel periods;

11. Construction vehicle travel through neighboring jurisdictions other than the City of Los Angeles shall be conducted in accordance with the standard rules and regulations established by the respective jurisdictions where such jurisdictions would be subject to construction impacts. These include allowable operating times for construction activities, truck haul routes, clearance requirements, etc.;

12. Prior to the issuance of any permit for the Project, required permits for the truck haul routes, if applicable, shall be obtained from the City of Los Angeles;

13. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and

14. Submit a traffic management plan to Caltrans for approval to avoid potential access restrictions to and from Caltrans facilities.

15. In order to facilitate coordination with funeral processions, the Applicant shall provide the Forest Lawn Memorial-Park Association 72-hour notice of major improvements to Forest Lawn Drive.

16. During construction, lane closures on Forest Lawn Drive shall be limited in terms of scope and duration to the extent feasible. A minimum of one lane of through traffic shall be maintained on Forest Lawn Drive in each direction at all times.

Mitigation Measures B-1, B-2, B-3, B-4, B-5, B-6.d, g, h, i, k, and l, B-7, B-8, B-9, B-10, B-12, B-13, B-15, B-16, B-18, B-19, B-20, B-22, B-23, B-26, B-27, B-28, B-29, B-30, B-31, B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40, B-41, B-45, B-46, and B-47 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction. For more information see Attachment B to the MMRP.

4. Findings

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

5. Rationale for Findings

While implementation of the identified mitigation measures, including those previously adopted by the City, would reduce impacts, the Project's impacts on specific intersections and freeway segments, neighborhood intrusion, site access, and weaving (under the supplemental Caltrans analysis) would still remain significant and unavoidable. If any of the traffic mitigation measures within the City or County of Los Angeles or any other jurisdiction are determined to be

infeasible or necessary permits/approvals to implement the mitigation measures cannot be obtained, then a significant impact (or impacts) may remain. Furthermore, if implementation of any measure is delayed, a significant impact would occur until the implementation of the measure.

6. Reference

For a complete analysis of impacts related to the Project's Traffic/Access—Traffic/Circulation impacts, please see (1) Alternative 10: No Residential Alternative, subsection 3.b(1) of Section II Corrections and Additions, of the Final EIR; (2) Section IV.B.1, Traffic/Access – Traffic/Circulation, of the Draft EIR; (3) Appendices E-1 and E-2 to the Draft EIR; and (4) Appendices FEIR-14 and FEIR-15 to the Final EIR.

B. Noise (Construction & Demolition)

1. Description of Effects

Increased on-site noise levels would occur during demolition, site preparation activities, and the subsequent construction of proposed development of on-site structures. Construction would require the use of a number of pieces of heavy equipment such as bulldozers, backhoes, cranes, loaders, and concrete mixers. In addition, both heavy- and light-duty trucks would be required to deliver construction materials to and export construction debris from the site.

There is the potential for significant short-term noise impacts resulting from construction activities within the Project Site during daytime and nighttime hours. The analysis of potential construction noise impacts focused on the potential impacts of construction within the Studio, Business, and Entertainment Areas, the Back Lot Area, and all of these areas simultaneously. It is important to note that, to be conservative, the noise-reducing impact of project design features was not included in the construction analysis; accordingly, the construction noise analysis overstates potential noise levels related to construction activities.

The analysis of the Project construction concluded that un-mitigated construction noise may exceed the thresholds of significance at all of the receptor locations during the nighttime hours and almost all of the daytime hours. Mitigation measures are proposed to reduce construction noise impacts on area receptors. These mitigation measures would reduce the impacts onto the receptors, but depending on the receptor and ambient noise levels at the time of construction, daytime construction impacts may remain significant. During nighttime construction, impacts would be reduced to less than significant levels, except for those atypical conditions when exterior nighttime construction pursuant to the stated exceptions would occur.

2. Project Design Features

C-1: The Project shall not utilize pile driving machinery as part of its construction equipment mix.

Project Design Features C-2 and C-3 adopted by the City are not applicable to the portion of the Project in the County's jurisdiction.

3. Mitigation Measures

C-1: When Project construction staging occurs within 500 feet of an occupied residential structure that is located outside of the combined boundaries of the County Specific Plan and the City jurisdiction or along the frontage of Forest Lawn Memorial-Park, Hollywood Hills, the contractor shall:

- Locate stationary construction equipment away from the occupied residential structure or install temporary acoustic barriers around stationary construction noise sources; and

- Shut off construction equipment that is not in use.

C-2: Project construction or grading activity shall be permitted during the following times:

- Monday through Friday (non-legal Holidays) between 7:00 A.M. and 7:00 P.M.;

- Saturdays between 8:00 A.M. and 6:00 P.M., except that no hauling shall occur along Forest Lawn Drive during this time.

<u>Exceptions</u>

Notwithstanding the above permitted times, the following construction activities may occur between 7:00 P.M. and 7:00 A.M. Monday through Friday (non-legal holidays), between 6:00 P.M. and 8:00 A.M. on Saturdays, and on Sundays and legal Holidays:

- Construction activities conducted within an enclosed structure that either: (1) do not result in an audible sound outside of the combined boundaries of the proposed County Specific Plan and the City jurisdiction; or (2) are located more than 400 feet from an occupied residential structure that is located outside of the combined boundaries of the proposed County Specific Plan and the City jurisdiction.

- Those construction activities which must occur during otherwise prohibited hours due to restrictions imposed by a public agency.

- Roofing activities in the Studio, Entertainment, and Business Areas which cannot be conducted during daytime hours due to weather conditions, provided at least 72 hour advance written notice is submitted to the County Department of Public Works or City Building and Safety Department, as appropriate to jurisdiction.

- Emergency repairs, such as repairs to damaged utility infrastructure.

- Project construction activities which cannot be interrupted (e.g., continuous concrete pours and other activities which affect health and safety as approved by the County Department of Public Works or City Building and Safety Department, as appropriate to jurisdiction).

4. Findings

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

5. Rationale for Findings

This conclusion is conservative since the project design features would have a substantial effect in reducing construction noise. As a result, the construction noise analysis overestimates potential noise levels related to construction activity. Further, the mitigation measures recommended above would reduce the daytime noise levels associated with grading and construction activities attributable to the Project to some extent. However, depending on the receptor and ambient noise levels at the time of construction these activities could continue to substantially increase the daytime noise levels at nearby noise-sensitive uses above the established threshold. This would be considered a significant and unavoidable short-term impact when grading and construction activities associated with the Project occur near noise sensitive uses.

6. Reference

For a complete discussion of environmental impacts of Noise (Construction and Demolition), please see (1) Alternative 10: No Residential Alternative, subsection 3.c, in Section II, Corrections and Additions, of the Final EIR; (2) Section IV.C of the Draft EIR; (3) Appendix C-1 to the Draft EIR; and (4) Appendix FEIR-16 to the Final EIR.

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

1. Description of Effects

a. Construction Impacts

Project construction has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily nitrogen oxides, would result from the use of construction equipment such as dozers, loaders, and cranes. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

For the Project, air quality impacts for construction emissions were modeled using a conservative construction zone approach for new development areas. The construction zone approach uses conservative air quality modeling based on where construction and new Project developments are planned. Project development is represented by ten different construction zones located around the Project Site. The combined impact of construction in multiple construction zones was evaluated to identify the maximum potential impacts due to Project construction. As a conservative assumption, this analysis assumed that maximum construction activity will occur in all construction zones at the same time, even though this is unlikely to occur in practice.

(1) Regional Construction

To evaluate the short-term air quality impacts, the maximum emission rate during the entire construction period for each construction zone was identified and it was assumed that the maximum emission rate from each construction zone would occur at the same time. Since these maximum emission rates occur for relatively short periods of time during the construction schedule for each construction zone, this is a conservative approximation. The maximum offsite construction emissions were estimated for the construction activities for each land use type (i.e., Studio, Studio Office, Office, Entertainment, Entertainment Retail, Hotel, Amphitheater, and parking structures). Based on the anticipated construction schedule for each construction zone, the maximum offsite daily emissions were estimated by totaling the potential emissions for the various combinations of construction activities.

Based upon the emission estimates for the individual construction zones, the maximum total daily construction emissions (i.e., onsite plus offsite) were estimated. The maximum total daily mass emissions and the average total daily mass emissions show that the maximum construction emissions may exceed SCAQMD significance thresholds for CO, NOx, VOC, PM_{10}, and $PM_{2.5}$. The maximum construction emissions for SOx would be less than the significance threshold. The average construction emissions are much lower, and only the NOx and VOC average daily emissions may exceed the SCAQMD significance thresholds. Implementation of proposed mitigation measures would work to reduce construction emissions. However, maximum site-wide regional construction impacts would remain significant and unavoidable for carbon monoxide, volatile organic compounds, nitrogen oxides, PM_{10}, and $PM_{2.5}$ under peak construction conditions.

(2) Localized Construction

The maximum ambient air quality impacts for construction criteria pollutant emissions results indicate that hypothetical worst-case air quality impacts could exceed SCAQMD air quality significance thresholds for 1-hour and annual NO_2, and 24-hour PM_{10}. Results also show that estimated CO, sulfate, 24-hour $PM_{2.5}$, and annual PM_{10} impacts are below SCAQMD thresholds. This analysis incorporates project design features (*e.g.*, fugitive dust control and diesel particulate filters on selected construction equipment). The primary construction activities contributing to the maximum estimated impacts are earth moving and fuel combustion (*e.g.*, construction vehicles). The reported short-term impacts (1-hour, 8-hour, 24-hour averages) are in part due to the assumed simultaneous occurrence of maximum construction conditions in all construction zones. It is possible that the simultaneous construction emissions from all construction zones may not occur and thus the actual impacts would be lower than that reported. Furthermore, the reported impacts represent the maximum impact from the worst case scenario of the maximum daily construction emissions from each construction zone occurring at the same time. Thus, the impacts during construction of the construction zones are expected to be less than that reported since the maximum values are for the conservative representation of the worst case construction occurring in each construction zone at the same time.

This analysis incorporates other conservative assumptions that likely overstate actual impacts. For short-term averaging times (*e.g.*, 1-hour, 8-hour, 24-hour), the analysis uses maximum emission rates and evaluates them over all relevant meteorological conditions in the SCAQMD meteorological data set to determine the maximum air quality impact that might occur in any hour, which is the value reported. Because this analysis assumes that both maximum emissions and worst-hour meteorological conditions occur exactly at the same time (a

combination which may not even occur), there is a low probability that the reported maximum impacts will actually occur.

b. Operational Impacts

(1) Regional Operations

After build-out, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities at the Project Site. Emission estimates represent the potential increase (or decrease) in emissions due to the Project based on the demolition of sources as well as the creation of new sources as compared to baseline conditions. The estimated emissions are based on SCAQMD emission factors for new land use developments (*e.g.*, Hotel) and increases in current emissions based on the square footage increase for the various land use types (*e.g.*, Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater). Project daily operations would generate maximum emissions of carbon monoxide and nitrogen oxides that exceed the Southern California Air Quality Management District significance threshold resulting in a significant impact. Maximum emissions of sulfur oxides, volatile organic compounds, PM_{10}, and $PM_{2.5}$ would be less than significant as they would not exceed the Southern California Air Quality Management District's significance thresholds.

(2) Localized Operations

The daily mass emissions of criteria pollutants associated with on-site Project operations were used to model maximum ambient air quality impacts. The operational emissions may result in maximum ambient air concentrations that exceed the Southern California Air Quality Management District air quality significance threshold for annual nitrogen dioxide, resulting in a significant impact. The estimated annual NO_2 concentration is primarily due to the background concentrations assumed for NO_2, which are based on the most recent measured NO_2 concentrations. The impacts due to the Project contribute to less than 5% of forecasted annual NO_2 level. The 2007 AQMP projects that NO_x emissions in the South Coast Air Basin will decrease substantially by 2030.[1] Results also show that estimated 1-hour NO_2, 24-hour PM_{10}, and annual PM_{10}, 24-hour $PM_{2.5}$, CO, and sulfate impacts would be below SCAQMD thresholds and below the 1-hour NO_2 Federal standard (188 ug/m^3).

Relative to localized off-site impacts, carbon monoxide concentration levels were forecasted for those intersections that changed from Level of Service C to D as a result of the Project and for all intersections rated D or worse where the Project increases the volume-to-capacity ratio by two percent or more. Future carbon monoxide concentrations near these intersections would not exceed the national and State ambient air quality standards for carbon monoxide. Since a significant impact would not occur at the intersections operating at the highest Vehicle-to-Capacity ratio, no significant impacts would occur at any other analyzed roadway intersection as a result of Project-generated traffic volumes. Thus, the Project would not cause any new or exacerbate any existing carbon monoxide hotspots, and, as a result, impacts related to localized mobile-source carbon monoxide emissions would be less than significant.

Furthermore, the evaluation of existing conditions with the Project also did not show any exccedances of the SCAQMD significance thresholds for CO. Based on the conservative

[1] SCAQMD, 2007. Final 2007 Air Quality Management Plan.

screening procedures described above, four intersections met the SCAQMD criteria for further evaluation. There are no intersections that would exceed the SCAQMD significance thresholds for CO.

(3) Concurrent Construction and Operation (Mid-Project Impacts)

The development of the Project through 2030 may lead to a situation where emissions from both construction and operation occur simultaneously. A hypothetical mid-Project scenario was identified based on the potential construction schedules. This scenario is conservative because it was developed to maximize the potential air quality impacts based on the likely construction schedules and operations.

The onsite operational emissions were adjusted to represent the incremental increase in emissions due to partial Project completion. The offsite emissions are based on emission estimates due to increased vehicle trips due to the new partial Project operations, and the offsite construction emissions are the maximum that may occur. The mid- Project Scenario emissions may exceed the SCAQMD significance thresholds for CO, NO_x, and VOC. The mid-Project Scenario emissions would be below SCAQMD significance thresholds for PM_{10}, and $PM_{2.5}$, and SO_x. With respect to onsite emissions, maximum impacts may exceed SCAQMD thresholds for 24-hour PM_{10}, and 1-hour and annual NO_2. Note that the new Federal 1-hour NO_2 standard is 188 ug/m^3 and the Federal annual NO_2 standard is 100 ug/m^3. The estimated impacts are greater than the Federal 1-hour NO_2 standard and less than the Federal annual NO_2 standard. Results show that the maximum impacts for CO and sulfates are below SCAQMD thresholds.

The chronic and noncancer risk impacts were also evaluated for the mid-Project scenario. The results show that the mid-Project scenario would not result in any chronic and acute noncancer impacts.

c. Impacts Under No Annexation Scenario

Both the County and the City of Los Angeles are located in the South Coast Air Basin and as such both jurisdictions rely on the South Coast Air Quality Management District for guidance regarding air quality issues and significance thresholds. Therefore, the location of jurisdictional boundaries has no effect on the assessment of impacts whether under the Project or the No Annexation scenario. As such, impacts associated with the No Annexation scenario would be the same as those identified above with regard to the Project.

d. Cumulative Impacts

According to the Southern California Air Quality Management District, individual construction projects that exceed the Southern California Air Quality Management District recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would exceed the Southern California Air Quality Management District significance threshold for all criteria pollutants except SO_X. Consequently, the Project would have a cumulative impact due to construction-related regional carbon monoxide, volatile organic compounds, and nitrogen oxides, PM_{10} and $PM_{2.5}$ emissions. In terms of localized air quality impacts, construction of the Project would have a cumulative impact due to nitrogen dioxide (1-hour and annual) and PM_{10} (24-hour) emissions. Other construction projects in the vicinity of the Project Site could also

contribute emissions that would cumulatively increase these concentrations. With respect to sulfur oxides, construction of the Project during all phases of construction at the Project Site would not exceed the Southern California Air Quality Management District significance threshold. Therefore, cumulative impacts associated with sulfur oxides construction emissions would be less than significant.

According to the Southern California Air Quality Management District, individual projects that exceed the Southern California Air Quality Management District recommended daily thresholds for project-specific operation impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Operational emissions of the Project would exceed the Southern California Air Quality Management District thresholds for carbon monoxide and nitrogen oxides. Consequently, the total emissions of these criteria pollutants would be cumulatively considerable.

Relative to localized offsite impacts, cumulative development is not expected to expose sensitive receptors to substantial concentrations of carbon monoxide. As discussed previously, the future 1-hour and 8-hour carbon monoxide concentrations at the study intersections in 2030 are based on the projected future traffic volumes from the study intersections contained in the traffic study for the Project, which takes into account emissions from the Project, future ambient growth, and cumulative growth in the Project area. As discussed above, future 1-hour and 8-hour carbon monoxide concentrations near the selected study intersections would not exceed their respective national or State ambient air quality standards. Therefore, carbon monoxide hotspots would not occur near these intersections in the future, and this cumulative impact would be less than significant.

2. Project Design Features

H-1: The Project Applicant or its successor shall implement fugitive dust control measures during Project construction in accordance with South Coast Air Quality Management District Rule 403. The Project Applicant or its successor shall include in construction contracts the fugitive dust control measures in accordance with South Coast Air Quality Management District Rule 403, with construction controls being at least as effective as the following:

- Watering active construction areas at least twice daily to minimize fugitive dust emissions;
- Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation;
- Suspending earthmoving operations or requiring additional watering to meet Rule 403 criteria if wind gusts exceed 25 mph;
- Covering all haul trucks or maintaining at least six inches of freeboard;
- Minimizing track-out emissions; and
- Limiting vehicle speeds to 15 miles per hour or less in staging areas and on-site haul roads.

H-2: Project Site haul roads during vertical construction shall be paved temporary or permanent paving.

H-3: Diesel-emitting construction equipment greater than 200 horsepower shall use diesel particulate filters having 85 percent removal efficiency based on California Air Resources Board verified technologies.

H-6: New on-site facility NO_X emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

3. Mitigation Measures

H-1: The Project Applicant or its successor shall include in construction contracts the following control measures:

- Keep all construction equipment in proper tune and maintained in accordance with manufacturer's specifications.
- All contractors shall operate in compliance with the California Air Resource Board in-use off-road diesel engine rule.[2]
- Limit truck and equipment idling time to five minutes or less.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export), to the extent available.
- Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.
- Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113, to the extent available.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- Require the use of pre-painted construction materials, to the extent available.

H-2: Construct or build with materials that do not require painting, to the extent available.

H-3: During Project construction, all internal combustion engines/construction equipment used on the Project Site for purposes of the Project construction shall be designed or retrofitted to meet EPA-Certified Tier 2 emissions standards, or higher, according to the following:

- January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards, to the extent available. In addition, construction

[2] CARB, 2007. Regulation for In-Use Off-Road Diesel Vehicles. Article 4.8, Section 2449. Websites www.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm, www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

equipment shall be outfitted with BACT devices certified by CARB to the extent available for such construction equipment. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations to the extent available for such equipment.

- Post–January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, to the extent available. In addition, construction equipment shall be outfitted with BACT devices certified by CARB to the extent available for such construction equipment. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations to the extent available for such equipment.
- For each applicable unit of construction equipment, a copy of the certified tier specification, BACT documentation, and CARB or SCAQMD operating permit, to the extent such are available for such construction equipment, shall be maintained and made available upon request by the lead agency.

H-4: The Project Applicant or its successor shall minimize delivery truck idling times to a maximum of five (5) minutes, per the California Air Resources Board's Airborne Toxic Control Measure.

H-5: The Project Applicant or its successor shall route delivery trucks via the most efficient route on the Project Site.

4. Findings

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

5. Rationale for Findings

Implementation of the mitigation measures listed above would work to reduce Project construction emissions. However, maximum site-wide regional construction impacts would remain significant and unavoidable for carbon monoxide, volatile organic compounds, nitrogen oxides, PM_{10}, and $PM_{2.5}$. Construction emissions would result in maximum ambient air concentrations, across all construction scenarios, that would exceed Southern California Air Quality Management District thresholds, thereby resulting in significant impacts, for nitrogen dioxide (1-hour and annual) and to PM_{10} (24-hour and annual). Even with implementation of the mitigation measures listed above, impacts associated with these concentration levels could be significant and unavoidable. In addition, estimated construction emissions for the construction scenarios described above would cause maximum ambient concentrations to exceed the new federal 1-hour nitrogen dioxide standard, also resulting in a significant impact. Localized concentrations of all other criteria pollutants would be less than significant.

The Project would generate mass daily regional emissions of carbon monoxide and nitrogen oxides that exceed the Southern California Air Quality Management District thresholds of significance. Even with implementation of the mitigation measures listed above, impacts associated with these criteria pollutants could be significant and unavoidable. Mass daily

emissions of all other criteria pollutants would be less than significant. Operational emissions would result in maximum ambient air concentrations that would exceed the Southern California Air Quality Management District thresholds for nitrogen dioxide (annual). Even with implementation of the mitigation measures listed above, impacts associated with this pollutant could be significant and unavoidable. Localized concentrations of all other criteria pollutants would be less than significant.

During the period of time when Project construction and operations are occurring concurrently, mass daily emissions of carbon monoxide, volatile organic compounds, and nitrogen oxides would exceed the Southern California Air Quality Management District thresholds of significance. Even with implementation of the mitigation measures listed above, impacts associated with these criteria pollutants would be significant and unavoidable. Mass daily sulfur oxide emissions during concurrent construction and operations would be less than significant. During the period of time when Project construction and operations are occurring concurrently, emissions would result in maximum ambient air concentrations that exceed Southern California Air Quality Management District air quality significance thresholds for PM_{10} (24-hour and annual) and $PM_{2.5}$ (24-hour) as well as the threshold for nitrogen dioxide (1-hour and annual) concentrations. In addition, estimated construction emissions would cause maximum ambient concentrations to exceed the new federal 1-hour nitrogen dioxide standard, also resulting in a significant impact. Even with implementation of the mitigation measures listed above, impacts associated with these concentration levels would be significant and unavoidable.

6. Reference

For a complete discussion of environmental impacts of Air Quality, please see (1) Alternative 10: No Residential Alternative, subsection H, of Section II, Corrections and Additions, of the Final EIR; (2) Section IV.H of the Drafit EIR; (3) Appendix H-1 of the EIR; and (4) Appendix FEIR-24 to the Final EIR.

D. Solid Waste (Operational: Landfill Capacity)

1. Description of Effects

a. Landfill Capacity

The Project would increase solid waste generation over existing conditions. Operation of the Project would generate an average of approximately 22.5 tons of solid waste daily. Existing onsite programs to recycle waste would continue into the future, and would be expanded to result in a diversion rate of 65 percent. Applying this same practice to the Project would result in 7.9 tons of solid waste that would need to be landfilled on a daily basis.

The Puente Hills and Chiquita Canyon Landfills would accept operational solid waste generated under the Project. Based on existing information, the closure dates for these two landfills occurs before 2030, the time horizon for buildout, therefore it is conservatively concluded that the Project would result in a significant impact due to the uncertainty regarding future landfill capacity.

b. Impacts Under No Annexation Scenario

The amount of solid waste generated would be the same under the No Annexation Scenario. Therefore, as is the case with the Project, due to the uncertainty in future availability and capacity of regional landfills, it is conservatively concluded that development under the No Annexation scenario would also result in a potentially significant impact with respect to landfill capacity.

c. Cumulative Impacts

Implementation of the Project in combination with the identified related projects and forecasted growth would further increase regional demands on landfill capacities. Based on forecasted growth within the County and City of Los Angeles, the City of Los Angeles would generate an additional 2,248.59 tons of solid waste per day based on forecasted growth between 2007 and 2030. Assuming the 56 percent diversion rate achieved by the City of Los Angeles in 2005, approximately 989.38 tons of solid waste would need to be landfilled on a daily basis. In comparison, all other areas within the County of Los Angeles (excluding the City of Los Angeles) would generate 5,149.26 tons of solid waste per day. Assuming the 50 percent diversion required by Assembly Bill 939, all other areas within Los Angeles County would generate 2,574.63 tons of solid waste per day that would need to be landfilled.

As discussed above, the Project would generate approximately 22.5 tons of solid waste per day, of which 65 percent would be recycled. Therefore, the actual amount of additional waste that would be landfilled is forecasted to be approximately 7.9 tons per day, with 1.9 tons per day resulting from the City portion of the Project Site and 6.0 tons per day resulting from the county portion of the Project Site. When waste from the City portion of the Project Site is added to the forecasted growth in the City's solid waste stream, the cumulative total that would need to be landfilled is 991.3 tons per day. As such, the City portion of the Project would contribute only a small fraction (0.2 percent) of the cumulative 2030 City solid waste stream that would need to be landfilled. Similarly, when solid waste generated from the County portion of the Project is added to the forecasted growth in the County solid waste stream that would need to be landfilled, the 2030 County solid waste stream that would need to be landfilled totals 2,580.6 tons per day. As such, the County portion of the Project would also contribute only a small fraction (0.2 percent) of the cumulative 2030 County solid waste stream that would need to be landfilled. Thus, the total amount of solid waste from forecasted growth that would need to be landfilled in Los Angeles County, including solid waste from the Project, would be 3,571.9 tons per day, of which the Project would contribute 7.9 tons per day, or approximately 0.2 percent. However, given the uncertainty of landfill capacity through 2030, cumulative impacts with respect to landfill capacity are concluded to be significant.

2. Project Design Features

L.3-5: During occupancy and operations, the Project shall have a solid waste diversion target of 65 percent of the non-hazardous waste (not including production activities and temporary uses).

3. Mitigation Measures

No mitigation measures are identified for this environmental issue.

4. Findings

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

5. Rationale for Findings

Because of the uncertainty regarding future landfill capacity to 2030, under the Project it is conservatively concluded that this would result in a significant impact.

6. Reference

For a complete discussion of environmental impacts of Solid Waste (Operational: Landfill Capacity), please see (1) Alternative 10: No Residential Alternative, subsection L.3., of Section II, Corrections and Additions, of the EIR; (2) Section IV.L.3 of the Draft EIR; and (3) NBC Universal Evolution Plan, Plan for Municipal Services for Proposed Annexation to the City of Los Angeles, October 2012.

IX. ALTERNATIVES TO THE PROPOSED PROJECT

A. Summary of Findings

Based upon the following analysis, the County finds, pursuant to CEQA Guidelines section 15096(g)(2), that no alternative (other than Alternative 10 that was adopted by the Lead Agency as the Project and is now being adopted by the County as a Responsible Agency) or feasible mitigation measure within its powers would substantially lessen or avoid any significant effect the Project would have on the environment.

B. Project Objectives

An important consideration in the analysis of alternatives to the originally proposed project is the degree to which such alternatives would achieve the objectives of the originally proposed project. To facilitate this comparison, the objectives of the originally proposed project contained in Section 1.B, Introduction/Summary of the Draft EIR and Section 5 of the Final EIR's discussion of Alternative 10 were compared to the alternatives.

The overall purpose of the originally proposed project is to provide a clear set of comprehensive guidelines under which future development of the Project Site would occur. The overall goal for future development is to provide new facilities to accommodate the growth of existing on-site businesses and to encourage the creation of new business and entertainment opportunities integrated with existing facilities.

The specific objectives of the originally proposed project are as follows:

- Provide Comprehensive Guidelines for Growth
- Expand Entertainment Industry and Complementary Uses of the Project Site
- Maintain and Enhance the Site's Role in the Entertainment Industry
- Create a Fully Integrated Site
- Continue the Tradition of Outdoor Uses

- Establish Jurisdictional Boundaries that Reflect Existing and Planned On-Site Land Use Patterns
- Fulfill Adopted Land Use and Transportation Policies
- Maximize Opportunities for the Local and Regional Economy
- Provide Certainty for Future Development
- Enhance the Identity of the Site as an Entertainment and Media-Oriented Commercial District
- Recognize Relationships with Neighbors
- Maximize the Efficient Use of the Project Site to Meet Regional Housing Needs.

In addition, the EIR contained additional objectives that specifically pertained to the originally proposed project's residential component:

- Locate residential development in proximity to a regional employment and entertainment center, within a site that is well serviced by existing and proposed infrastructure and services.
- Provide a physical design that incorporates a variety of housing product types (e.g., townhomes, mid-rise, and high-rise buildings), as well as efficient and aesthetically attractive streets in with convenient connections to adjoining mass transit, arterials, and freeways, while minimizing traffic impacts on existing residential neighborhoods.
- Create a pedestrian-friendly, mixed use community combining new housing with on-site neighborhood retail and community serving commercial uses, community service facilities, active and passive open space and other on-site amenities.

C. Project Alternatives

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

1. Alternative 1: No Project – Status Quo (No Additional Square Footage)

a. Description of Alternative

The Status Quo Alternative assumes that the originally proposed project would not be implemented and that on-site activities would be limited to the maintenance and replacement of existing land uses, with no increase in on-site floor area. Replacement buildings under this Alternative would be of the same type and floor area as what is being demolished, with the replacement buildings limited to the location of the building that is being demolished or

renovated. As such, replacement buildings would not increase the total amount of developed square footage within either the City or County jurisdictional areas. For example, a demolished building located in the City would not be replaced with the same use and floor area at another location within the City portions of the Project Site or anywhere within the County portion of the Project Site. In addition, under this Alternative, no changes in existing jurisdictional boundaries would occur (i.e., no annexation or detachment).

b. Impact Summary of Alternative 1

Alternative 1 would eliminate some of the significant impacts that would occur with the originally proposed project, including: operational air quality, traffic/circulation, noise, and solid waste. However, significant construction air quality impacts would occur under Alternative 1, as is the case with the originally proposed project. In addition, Alternative 1 could result in potentially significant impacts with regard to artificial light, glare, and historic resources that do not occur under the originally proposed project. Alternative 1 would result in the avoidance of most of the adverse, less than significant impacts anticipated to occur with the development of the originally proposed project, including among other things: land use – physical, operational noise, geology/soils, biota, visual qualities, public services, and utilities. On the other hand, Alternative 1 would eliminate net beneficial effects that would otherwise occur with implementation of the originally proposed project, including: advancing key regional, City, and County land use policies, creating new employment and housing opportunities, improving jobs/housing balance, and increasing parklands in the area.

c. Finding

Overall, the Status Quo Alternative would reduce adverse environmental impacts when compared with the development of the originally proposed project. Therefore, this Alternative would be an environmentally superior alternative to the Project. However, Alternative 1 would not address any of the project objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the EIR.

d. Rationale for Finding

Alternative 1 would not meet any of the project objectives. Specifically, Alternative 1 would not expand the existing on-site motion picture, television production and entertainment facilities or enhance the Project Site's role in the entertainment industry by meeting the growing and changing needs of the industry. In addition, Alternative 1 would not meet the project objectives to: create a fully integrated site (i.e., expanding existing uses while creating new entertainment facilities and residential uses); establish jurisdictional boundaries that reflect existing Project Site land use patterns; and fulfill adopted County and City land use and transportation policies (i.e., Transportation Demand Management program and transit connectivity) by locating the originally proposed project's growth at a regional transportation hub and in proximity to a jobs rich area.

Further, Alternative 1 would not provide a mixed-use community that fulfills adopted land use and transportation policies that ultimately decrease dependency on the automobile with resultant traffic, air quality and noise benefits, nor creates greater efficiencies in the utilization of infrastructure. This alternative would also not generate housing and recreational opportunities that would contribute to the existing supply in the Project area. Lastly, Alternative

1 would not provide certainty for future development on all portions of the Project Site, and the Project's beneficial effects to the local and regional economy would be lost.

e. Reference

For a complete discussion of impacts associated with Alternative 1, please see Section V of the Draft EIR.

2. Alternative 2: No Project – Reduced Existing Land Use Plans: Proposed Development Program

a. Description of Alternative

The purpose of this Alternative is to compare the originally proposed project to the incremental growth of the Project Site pursuant to the existing land use regulations that guide on-site development (i.e., respective County and City General Plans, zoning, and location specific land use approvals, e.g., existing Conditional Use Permits). As such, this alternative assumes that the Project's proposed General Plan amendments or zone changes are not required. In addition, neither the proposed City nor County Specific Plans would be implemented under Alternative 2. This alternative assumes that the Project Site would continue to function as it does today, with on-going demolition, construction, and relocation of structures with additional square footage limited to the quantities proposed under the Project that are also allowed under existing land use regulations. It is conservatively assumed that additional new development under Alternative 2 would only occur within the County portion of the Project Site, and that only replacement structures would occur in the City (i.e., no new additional development). In defining this alternative it is also important to note that the Project Site's existing zoning would allow most of the uses proposed for the County portion of the Project Site, except for hotel and child care uses.

Under these parameters, Alternative 2 would include a total of 939,402 square feet of net new studio, office, studio office, entertainment, and entertainment retail uses. This level of development was calculated based on the proportional acreage within each development area multiplied by the land use program under the originally proposed project within the corresponding development area. For example, if 75 percent of the Studio Area is located within the County and 100,000 square feet of studio uses are proposed in the Studio Area under the originally proposed project, then this alternative would assume that 75,000 square feet of studio uses would occur within the County portion of the Studio Area.

Under this alternative, the originally proposed project's residential program would not occur, nor would the associated 180,000 square feet of commercial/community-serving development proposed within the Mixed-Use Residential Area. As such, existing uses located in the Mixed-Use Residential Area would be retained. In addition, no hotel development would occur under this alternative and the existing child care center would not be relocated or expanded. Thus, Alternative 2 would be developed pursuant to the existing County zoning code and not the development standards set forth in the proposed County Specific Plan. In addition, under this Alternative, no changes in existing jurisdictional boundaries would occur (i.e., no annexation or detachment).

b. Impact Summary of Alternative 2

Alternative 2, while reducing the amount of on-site development, would reduce but not eliminate any of the originally proposed project's significant and adverse impacts. This alternative would continue to generate significant impacts to traffic, construction air quality, construction noise, and solid waste disposal. Furthermore, Alternative 2 would eliminate net beneficial effects that would otherwise occur with implementation of the originally proposed project, including: advancing key land use policies; the provision of housing; improving jobs/housing balance; and improving the parks ratio in the area. However, Alternative 2 would reduce the originally proposed project's significant operational air quality impact and less than significant impacts on noise from operations, improving public services (other than parks), biotic resources, aesthetics and views, and utilities among other issues.

c. Finding

Overall, Alternative 2 would not introduce additional significant environmental impacts, except by not implementing certain improvements associated with the development of the originally proposed project. Also, Alternative 2 would meet only some of the project objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 2 described in the EIR infeasible.

d. Rationale for Finding

Alternative 2 would meet only some of the project objectives. Specifically, objectives that would not be met include those that pertain to the originally proposed project's residential component such as locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and creating a pedestrian friendly mixed use community. In addition, Alternative 2 would not meet the project objective to provide for a physical design that would include a range of housing types as no residential development would occur. Furthermore, this Alternative would not provide a mixed-use community that fulfills adopted land use and transportation policies that ultimately decrease dependency on the automobile with resultant traffic, air quality and noise benefits, nor create greater efficiencies in the utilization of infrastructure. Development under Alternative 2 would also not provide certainty for future development of the Project Site as the proposed Specific Plans would not be implemented.

Conversely, the objectives for the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would be met under this Alternative. This is due to the continued growth and complementary use of the Project Site as a regional entertainment center that would help promote the regional economy by providing office, studio, and entertainment uses that are consolidated on a single property. However, the lack of hotel development under Alternative 2 would result in realizing these objectives to a lesser degree than under the originally proposed project.

e. Reference

For a complete discussion of impacts associated with Alternative 2, please see Section V of the Draft EIR.

3. Alternative 3: No Project – Reduced Existing Land Use Plans: 2:1 FAR Limited Development Program

a. Description of Alternative

The purpose of this Alternative is to compare the proposed project to the incremental growth of the Project Site pursuant to the existing land use regulations that guide on-site development (i.e., respective County and City General Plans, zoning, and location-specific land use approvals, e.g., Conditional Use Permits). As such, Alternative 3 assumes that no General Plan amendments or zone changes are required to implement the alternative. In addition, neither the proposed City nor County Specific Plans would be implemented. This alternative assumes that the Project Site would continue to function as it does today, with on-going demolition, construction, and relocation of structures. The growth that is assumed to occur under this alternative would only occur within the County portions of the Project Site as limited development potential exists within the City portions of the Project Site.

Thus, additional new development assumed to occur under this alternative would only occur within the County portion of the Project Site, and only replacement structures would occur in the City. In defining this alternative it is also important to note that the Project Site's existing zoning would allow most of the uses proposed for the County portion of the Project Site.

Most of the County portion of the Project Site is zoned M-1½, which allows for a floor area ratio of 13:1. Under Alternative 3, the analyzed development program is equivalent to a 2:1 floor area ratio applied to the existing County portion of the Project Site that is not otherwise governed by a Conditional Use Permit. Land uses developed under this Alternative would be limited to those uses permitted by the existing land use plans that guide on-site development. As such, it would allow a broad range of industrial and commercial uses, including most of the uses proposed for the originally proposed project except for residential, hotel and child care uses. Under these parameters, this alternative would include studio, office, studio office, entertainment, and entertainment retail uses. As such, under this alternative the originally proposed project's residential program would not occur, nor would the associated 180,000 square feet of commercial development proposed within the Mixed-Use Residential Area. In addition, no hotel or child care center development would occur under this alternative. Furthermore, development under Alternative 3 would occur in a manner consistent with building heights and other related County development standards (i.e., this alternative would be developed pursuant to existing County zoning codes and not the development standards set forth in the proposed Specific Plans).

As this alternative is defined by a floor area ratio level across the County portions of the Project Site, the calculation of the amount of development analyzed under this Alternative needs to consider both the maximum amount of development that could occur within the County under a 2:1 floor area ratio and existing development within the County. Under existing jurisdictional boundaries, a total of 296 acres are located within the County of Los Angeles. Of this total, 71.7 acres are under the jurisdiction of County Conditional Use Permit 90-074 which places various limitations on activities within the Conditional Use Permit area. For the purposes of this alternative, it is assumed that development would not occur within this portion of the Project Site. With a floor area ratio of 2:1, the remaining 224.3 acres within the County portion of the Project Site (i.e., 296 acres minus 71.7 acres) translates to a total of 19.5 million square feet of development. Existing and interim project development totals 4.1 million square feet. As such, the incremental development (over existing and interim project conditions) analyzed under this Alternative is 15.4 million square feet. While this represents a seven to eightfold increase

in development over the originally proposed project, it still represents only a small fraction of the Project Site's development potential under existing County zoning. As stated above, the County's M-1½ zoning allows a floor area ratio of 13:1. Applying this floor area ratio to all 224.3 acres in the County yields a development potential of over 127 million square feet, or nearly eight times more development than is assumed under this alternative.

The amount of incremental development by land use category under this alternative is calculated mainly based on the proportion that each land use category represents of the Project's proposed development program. Based on these parameters, the development program that is analyzed under this alternative is: (1) studio – 3,349,700 square feet; (2) studio office -- 4,701,600 square feet; (3) office -- 5,389,200 square feet; (4) entertainment -- 1,583,700 square feet; and (5) entertainment retail -- 426,400 square feet. In addition, under Alternative 3, the amphitheater would be demolished and replaced with a new 60,000 square foot venue.

b. Impact Summary of Alternative 3

Alternative 3 would substantially increase the overall density of development on the Project Site and would ultimately increase the intensity of the Project's significant impacts. Alternative 3 would generate significant impacts with regard to traffic, air quality, construction noise, and solid waste disposal at an increased level when compared to the originally proposed project. Specifically, this alternative would nearly triple the daily trips to and from the Project Site, which would result in 15 to 20 times greater number of intersections being significantly impacted in and around the area of the Project Site when compared to the originally proposed project. Also, significant visual character and view impacts would occur within the Hollywood Manor area near the eastern border of the Project Site due to the overall increase in mass and height of structures that do not occur under the originally proposed project. In addition, structures that could be located along Lankershim Boulevard may result in significant natural light impacts at the Campo de Cahuenga, Weddington Park (South), and City View Lofts. In comparison, natural light impacts with mitigation are less than significant under the originally proposed project.

In addition, Alternative 3 would eliminate net beneficial effects that would otherwise occur with implementation of the originally proposed project, including: advancing key land use policies, the provision of housing, and improving jobs/housing balance and parklands in the area. Specifically, there would be no increase in total housing capacity, while total indirect population and employment would increase from expanded development. Thus, this Alternative would exacerbate the imbalance in the jobs/housing ratio in the local and sub-regional areas. Alternative 3 would also increase the Project's adverse, but less than significant impacts on electricity and natural gas consumption, water consumption, and wastewater generation, among other things.

However, Alternative 3 would reduce the originally proposed project's less than significant impacts on surface water quality, drainage, and biotic resources, among other issues.

c. Finding

Overall, Alternative 3 would produce a greater number of significant impacts than the originally proposed project, while also increasing the severity of the originally proposed project's significant impacts. Also, Alternative 3 would meet only some of the project objectives. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal,

social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 3 described in the EIR infeasible.

d. Rationale for Finding

Alternative 3 would meet only some of the project objectives. Specifically, objectives that would not be met include those that pertain to the originally proposed project's residential component such as locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and creating a pedestrian friendly mixed use community. Furthermore, this alternative would not provide a mixed-use community that fulfills adopted land use and transportation policies that ultimately decrease dependency on the automobile with resultant traffic, air quality, and noise benefits, nor create greater efficiencies in the utilization of infrastructure. Development under Alternative 3 would also not provide certainty for future development of the Project Site as the proposed Specific Plans would not be implemented. The lack of housing along with the much greater amount of commercial activity would exacerbate jobs/housing imbalance.

Conversely, the objectives for the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would be met under this Alternative. This is due to the continued growth and complementary use of the Project Site as a regional entertainment center that would help promote the regional economy by providing office, studio, and entertainment uses that are consolidated on a single property. However, the lack of hotel development under Alternative 3 would result in realizing these objectives to a somewhat lesser degree than under the originally proposed project.

e. Reference

For a complete discussion of impacts associated with Alternative 3, please see Section V of the Draft EIR.

4. Alternative 4: Reduced Intensity

a. Description of Alternative

The Reduced Intensity Alternative includes all the proposed types of land uses that are part of the originally proposed project, but reduces the quantity of net new development that would occur at the Project Site by 25 percent across all land use categories. This overall reduction in land use intensity would result in a total of approximately 1,491,063 net new square-feet of floor area, including 375 hotel rooms and hotel-related facilities as well as 2,203 residential units. Development under Alternative 4 would occur in accordance with all of the provisions set forth in the proposed County and City Specific Plans, including, but not limited to, all proposed development standards, as well as proposed streetscape and circulation plans. In terms of floor area by land use category, net new development under Alternative 4 would consist of 230,962 square feet of studio uses; 327,994 square feet of studio office uses; 371,554 square feet of office uses, 109,241 square feet of entertainment uses, 29,412 square feet of entertainment retail uses, and 337,500 square feet of hotel uses, including up to 375 hotel rooms. Similar to the originally proposed project, the amphitheater would be demolished under this alternative and replaced with a new, smaller entertainment venue. The proposed

Mixed-Use Residential Area portion of the Project Site would see neighborhood retail and community-serving commercial uses reduced to approximately 135,000 square feet with a smaller residential land use program totaling 2,203 units. The Reduced Intensity Alternative would be developed across the entire 391-acre Project Site, like the originally proposed project, but at a reduced level. In addition, under Alternative 4, the Project's proposed changes in existing jurisdictional boundaries would occur (i.e., annexation/detachment).

b. Impact Summary of Alternative 4

Alternative 4 would reduce the originally proposed project's density of development within the Project Site by 25 percent across all of the Project's land use categories. As many of the originally proposed project's potential environmental impacts are directly related to the amount of development that occurs, Alternative 4 would lessen these types of impacts, including most of those for which the originally proposed project would result in significant impacts. Even though most of the originally proposed project's significant impacts would be reduced under Alternative 4, they would not be sufficiently reduced to less than significant levels. As such, Alternative 4, as is the case with the originally proposed project, would result in significant impacts with regard to traffic, air quality, construction noise, and solid waste disposal. While impacts for a number of issues would be reduced under Alternative 4, the reduced levels of development under this alternative also serve to reduce the beneficial impacts of the originally proposed project, particularly with regard to advancing key land use policies and the provision of new employment and housing in an existing urbanized area in proximity to multiple transit lines and major employment centers.

c. Finding

In summary, Alternative 4 would not introduce additional significant environmental impacts, and in many cases would lessen the originally proposed project's overall impacts, including beneficial impacts. Alternative 4 would meet all of the project objectives, but to a lesser degree than what occurs under the originally proposed project due to the overall decrease in the amount of development. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 4 described in the EIR infeasible.

d. Rationale for Finding

The objectives for continuing the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would be met under Alternative 4, but to a lesser degree given the reduced amount of studio and studio-related uses. In addition, Alternative 4 would not promote the regional economy to as great an extent as the originally proposed project by providing lower levels of office, studio, and entertainment uses. With regard to the proposed residential development, as Alternative 4 would provide less housing than the originally proposed project, it would not meet the Project objective to maximize the overall amount of housing units on the Project Site to help meet regional housing needs consistent with the County and City General Plans and SCAG's Regional Housing Needs Assessment.

e. Reference

For a complete discussion of impacts associated with Alternative 3, please see Section V of the Draft EIR.

5. Alternative 5: Mixed-Use Residential High-Rise

a. Description of Alternative

The Mixed-Use Residential High-Rise Alternative includes the same amount of development and proposed uses as set forth for the originally proposed project, but all of the residential structures in the Mixed-Use Residential Area would be high-rise structures of approximately 25 stories in height. Based on future grade levels, buildings under Alternative 5 would reach heights of between 800 feet above mean sea level in the northern portion of the Mixed-Use Residential Area to approximately 1,050 feet above mean sea level in the southwestern portion of the Mixed-Use Residential Area. Commercial and community serving uses within the Mixed-Use Residential Area would be developed in 1- or 2-story buildings. Under this alternative, the same amount of commercial and residential development as the Project (i.e., 2.01 million square feet of commercial development, which includes 500 hotel rooms and related hotel facilities, and 2,937 residential units) would occur. New development under Alternative 5 would be the same as the originally proposed project within the Studio, Entertainment, and Business Areas, but the Mixed-Use Residential Area would be developed with different building locations and open space configurations compared to the originally proposed project.

Under Alternative 5, the development profile within the Mixed-Use Residential Area would change from a mix of residential building heights to the development of only high-rise buildings. The roughly 15-20 high-rise buildings that would be constructed under Alternative 5 would be spread across those portions of the Mixed-Use Residential Area that allow height exceptions. It is assumed that the 180,000 square feet of proposed retail and community uses would be developed throughout the balance of the Mixed-Use Residential Area. Based on these assumptions development under Alternative 5 would occur across all of the Mixed-Use Residential Area's Mixed-Use Universal City District and occupy the same 391-acre area as the originally proposed project. As fewer buildings would be built under this alternative, the separation between buildings, on average, would increase.

As with the originally proposed project, changes in existing jurisdictional boundaries would also occur under this alternative (i.e., annexation or detachment). All proposed streetscape and circulation plans would be implemented as proposed under the Project, with some modifications to development standards in the originally proposed project (i.e., building heights within certain portions of the Mixed-Use Residential Area would be adjusted to allow 25-story structures).

b. Impact Summary of Alternative 5

Alternative 5 would create greater effects than the originally proposed project in terms of significant impacts. Specifically, Alternative 5 would generate significant impacts with regard to visual character, which do not occur under the originally proposed project. In addition, due to the same amounts and types of uses, development under Alternative 5 would not lessen any of the originally proposed project's significant adverse impacts. Thus, Alternative 5 would continue to generate significant impacts to traffic, air quality, construction noise, and solid waste disposal. Conversely, as with the originally proposed project, beneficial effects would occur with implementation of this alternative with regard to advancing key land use plans and policies,

parks and recreation, and housing. By providing housing and employment opportunities under this alternative, the imbalance in the jobs/housing ratio in the local and sub-regional areas would be improved.

c. Finding

Alternative 5 would meet all of the project objectives. But, as described above, significant visual character impacts could occur for those geographic areas near the eastern border of the Project Site due to the overall increase in mass and height of structures. Thus, Alternative 5 would have greater impacts than the originally proposed project. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 5 described in the EIR infeasible.

d. Rationale for Finding

Alternative 5 would provide a mixed-use community that fulfills adopted land use and transportation policies that ultimately decrease dependency on the automobile with resultant traffic, air quality and noise benefits, and creates greater efficiencies in the utilization of infrastructure. As Alternative 5 would be developed pursuant to the proposed County and City Specific Plans, development under Alternative 5 would also provide certainty for future development of the Project Site. Objectives that would be met under Alternative 5 that pertain to the originally proposed project's residential component include: locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and creating a pedestrian friendly mixed-use community. However, Alternative 5 would not meet the project objective to provide for a physical design that would include a range of housing types as all of the residential structures in the Mixed-Use Residential Area would be high-rise structures.

In addition, the project objectives with regards to the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would also continue to be met under this alternative.

e. Reference

For a complete discussion of impacts associated with Alternative 5, please see Section V of the Draft EIR.

6. Alternative 6: Mixed-Use Residential Mid-Rise

a. Description of Alternative

The Mixed-Use Residential Mid-Rise Alternative includes the same amount of development and proposed uses as set forth for the originally proposed project, but all of the residential structures in the Mixed-Use Residential Area would be mid-rise structures of approximately 5-6 stories in height (i.e., less than 75 feet in height). Commercial and community serving uses within the Mixed-Use Residential Area would be developed in 1- or 2-story buildings or integrated into the ground floor of the mid-rise buildings. Under this alternative, the same amount of commercial and residential development as the originally proposed project (i.e., 2.01 million square feet of commercial development, including 500 hotel rooms and related hotel

facilities, and 2,937 residential units) would occur. New development under Alternative 6 would be the same as the originally proposed project within the Studio, Entertainment, and Business Areas, but the Mixed-Use Residential Area would be developed with different building locations and configurations compared to the originally proposed project.

Under Alternative 6, the development profile within the Mixed-Use Residential Area would change from a mix of residential building heights to the development of only mid-rise buildings. As such, development under Alternative 6 would occur across all of the Mixed- Use Residential Area's Mixed-Use Universal City District and occupy the same 391-acre area as the originally proposed project, but would result in more buildings and less spacing between buildings.

As with the originally proposed project, it is assumed that changes in existing jurisdictional boundaries would also occur under this alternative (i.e., annexation/detachment). All proposed streetscape and circulation plans would be implemented as proposed under the Project.

b. Impact Summary of Alternative 6

Alternative 6 would create similar effects as the originally proposed project within all of the identified environmental issue areas in terms of significant impacts. Also, due to the same amount and types of uses, development under Alternative 6 would not lessen any of the originally proposed project's significant adverse impacts. This alternative would continue to generate significant impacts to traffic, air quality, construction noise, and solid waste disposal. Conversely, as with the Project beneficial effects would occur with implementation of this alternative with regard to advancing key land use plans and policies, parks and recreation, and housing. By providing housing and employment opportunities, which both occur under this alternative, the imbalance in the jobs/housing ratio in the local and sub-regional areas would be improved.

c. Finding

Overall, Alternative 6 would create similar effects as the originally proposed project. Alternative 6 would meet all but one of the project objectives. However, Alternative 6 would not meet the project objective to provide for a physical design that would include a range of housing types. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 4 described in the EIR infeasible.

d. Rationale for Finding

Alternative 6 would meet all but one of the project objectives. Specifically, Alternative 6 would provide a mixed-use community that fulfills adopted land use and transportation policies that ultimately decreases dependency on the automobile with resultant traffic, air quality and noise benefits, and creates greater efficiencies in the utilization of infrastructure. As Alternative 6 would be developed pursuant to the proposed County and City Specific Plans, development under Alternative 6 would also provide certainty for future development of the Project Site. Objectives that would be met under Alternative 6 that pertain to the originally proposed project's residential component include locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and

creating a pedestrian friendly mixed use community. However, Alternative 6 would not meet the project objective of maximizing the efficient use of the project site through physical design that would include a range of housing types as all of the residential structures in the Mixed-Use Residential Area would be mid-rise structures of approximately 5–6 stories in height.

In addition, the project objectives with regard to the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would also continue to be met under this alternative.

e. Reference

For a complete discussion of impacts associated with Alternative 6, please see Section V of the Draft EIR.

7. Alternative 7: Environmental Equivalency Alternative

a. Description of Alternative

The Environmental Equivalency Alternative is a hypothetical alternative land use mix that was developed taking into consideration the equivalency program provisions of both the proposed County and City Specific Plans. As such, the hypothetical land use changes analyzed as Alternative 7 are defined as follows: (1) proposed County Specific Plan – change 75,000 square feet of office uses to 18,000 square feet of entertainment retail uses; and (2) proposed Universal City Specific Plan – change 990 residential units to 49,000 square feet of retail uses and 200 hotel rooms. All other aspects of Alternative 7 are the same as the originally proposed project. In addition, under Alternative 7, the originally proposed project's proposed changes in jurisdictional boundaries would occur (i.e., annexation and detachment) and development would occur in accordance with the provisions of both the proposed County and City Specific Plans.

b. Impact Summary of Alternative 7

Thus, the equivalency transfers that are incorporated into Alternative 7 would be in compliance with the equivalency transfer provisions of the proposed County and City Specific Plans. As a result, implementation of the equivalency transfers that are incorporated into Alternative 7 would constitute a valid set of equivalency transfers and would not result in environmental impacts that are greater than those of the originally proposed project.

c. Finding

Alternative 7 impacts would be less than or equivalent to those of the originally proposed project in all of the environmental issue categories that are analyzed in this Draft EIR.

d. Rationale for Finding

Alternative 7 is a hypothetical alternative land use mix based on the proposed County and City Specific Plans.

e. Reference

For a complete discussion of impacts associated with Alternative 7, please see Section V of the Draft EIR.

8. Alternative 8: East/West Road Without Forman Avenue Extension

a. Description of Alternative

Alternative 8 involves the construction of the East-West Road, with three travel lanes in each direction, generally located along the Project Site's northern edge and connecting Barham Boulevard and Lankershim Boulevard. The extension of Forman Avenue to Riverside Drive to the north, as shown on the County Highway Plan, is not included as part of this alternative. The proposed alignment of the East-West Road would be routed through the existing on-site studio and production facilities, thus, requiring the demolition of existing on-site land uses.

b. Impact Summary of Alternative 8

Alternative 8 impacts with regard to traffic, air quality, noise, and historic resources would be greater than those that occur under the originally proposed project, and would have similar impacts with regard to all other environmental issues analyzed in this Draft EIR. Due to the shift in the distribution of vehicle trips in the Project area, Alternative 8 would increase vehicle/capacity ratios such that significant impacts would remain at a greater number of intersections during the morning and afternoon peak hours than under the originally proposed project. Additionally, as the proposed US 101 Freeway southbound on-ramp at Universal Studios Boulevard would not be constructed under Alternative 8, a significant impact would remain at one additional freeway segment that would not occur under the originally proposed project.

The increase in the overall amount of construction associated with Alternative 8 would also increase construction air quality impacts over that of the originally proposed project and would locate construction emissions in closer proximity to off-site sensitive receptors to the north, and also to those off-site sensitive receptors at locations that are located east and west of where the East-West Road would connect to Barham and Lankershim Boulevards. As a result, health impacts related to operational localized air emissions at these receptors would be significant and greater than the less than significant impacts under the originally proposed project. Similarly, locating on-site vehicles closer to sensitive receptors would increase noise impacts at these receptors over what would occur under the originally proposed project. As the alignment of the East-West Road would require the demolition of a notably larger number of buildings deemed as contributors to the potential Universal Studios Historic District than the originally proposed project, Alternative 8 would result in a significant impact to historic resources, whereas the originally proposed project would result in a less than significant impact to historic resources with the implementation of mitigation.

c. Finding

Alternative 8 would meet all of the project objectives, with the exception of one: recognizing the Project Site's relationship with its neighbors. By placing the East-West Road within close proximity to residential neighborhoods across the Los Angeles River Flood Control Channel north of the Project Site, as well as at locations immediately to the east and west of the locations where the East-West Road connects to Barham and Lankershim Boulevards, Alternative 8 would increase noise and air quality impacts at these receptors. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 4 described in the EIR infeasible.

d. Rationale for Finding

As the total amount of overall development and the distribution of proposed development across the Project Site under Alternative 8 would be similar to the originally proposed project, objectives that pertain to the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would be met under this alternative. This is due to the continued growth and complementary use of the Project Site as a regional entertainment center that would help promote the regional economy by providing office, studio, and entertainment uses. In addition, this alternative would also achieve the objective of setting forth Specific Plans that would provide certainty for future development of the Project Site.

Alternative 8 would also achieve project objectives with regard to locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and creating a pedestrian-friendly mixed-use community. Additionally, Alternative 8 would provide a mixed-use community that fulfills adopted land use policies that ultimately decreases dependency on the automobile with resultant traffic, air quality and noise benefits, while creating greater efficiencies in the utilization of infrastructure. Nonetheless, Alternative 8 would not meet the objective of recognizing the Project Site's relationship with its neighbors.

e. Reference

For a complete discussion of impacts associated with Alternative 3, please see Section V of the Draft EIR.

9. Alternative 9: East/West Road with Forman Avenue Extension

a. Description of Alternative

Under Alternative 9, in addition to the East-West Road, the Forman Avenue extension, as set forth in the County Highway Plan, would also be constructed. As such, under Alternative 9, the East-West Road would connect Barham Boulevard and Lankershim Boulevards, as described under Alternative 8, and the Forman Avenue extension would connect the East-West Road to Riverside Drive to the north. Under this alternative, the Forman Avenue extension would provide two travel lanes in each direction.

b. Impact Summary of Alternative 9

Alternative 9 impacts with regard to traffic, air quality, noise, and historic resources would be greater than those that occur under the originally proposed project, and would have similar impacts with regard to all other environmental issues analyzed in this Draft EIR. In addition, Alternative 9 impacts with regard to traffic, air quality, and noise would also be greater than the corresponding impacts under Alternative 8.

Due to the shift in the distribution of vehicle trips in the Project area, Alternative 9 would increase vehicle/capacity ratios such that significant impacts would remain at a greater number of intersections during the morning and afternoon peak hours than under the originally proposed project. Furthermore, as the proposed US 101 Freeway southbound onramp at Universal Studios Boulevard would not be constructed under Alternative 9, a significant impact would

remain at one additional freeway segment that does not occur under the originally proposed project.

The increase in the overall amount of construction associated with Alternative 9 would also increase construction air quality impacts over that of the originally proposed project and would locate construction emissions in closer proximity to off-site sensitive receptors. While the overall regional operational air emissions would be similar to the originally proposed project, Alternative 9 would locate on-site and off-site vehicles closer to sensitive receptors to the north, and to the east and west of where the East-West Road would connect to Barham and Lankershim Boulevards. As a result, health impacts related to operational localized air emissions at these receptors would be greater than under the originally proposed project and Alternative 8.

Similarly, locating vehicles closer to sensitive receptors would increase noise impacts at these receptors over what would occur under the originally proposed project. As the alignment of the East-West Road would require the demolition of a notably larger number of buildings deemed as contributors to the potential Universal Studios Historic District than the originally proposed project, Alternative 9, as is the case with Alternative 8, would result in a new significant impact to historic resources, whereas the originally proposed project would result in a less than significant impact to historic resources with the implementation of mitigation.

c. Finding

Alternative 9 would meet all of the project objectives, with the exception of one. Alternative 9 would not meet the objective of recognizing the Project Site's relationship with its neighbors. By placing the East-West Road and the Forman Avenue Extension within close proximity to residential neighborhoods across the Los Angeles River Flood Control Channel to the north of the Project Site, as well as at locations immediately to the east and west of the locations where the East-West Road connects to Barham and Lankershim Boulevards, Alternative 9 would increase noise and air quality impacts at these receptors. It is found pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make Alternative 4 described in the EIR infeasible.

d. Rationale for Finding

Project objectives that pertain to the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would be met under this alternative as well. This is due to the continued growth and complementary use of the Project Site as a regional entertainment center that would help promote the regional economy by providing office, studio, and entertainment uses. In addition, this alternative would also achieve the objective of setting forth Specific Plans that would provide certainty for future development of the Project Site.

Alternative 9 would also achieve project objectives with regard to locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and creating a pedestrian friendly mixed use community. Additionally, Alternative 9 would provide a mixed-use community that fulfills adopted land use policies that ultimately decreases dependency on the automobile with resultant traffic, air quality and noise benefits, while creating greater efficiencies in the utilization of

infrastructure. Nonetheless, Alternative 9 would not meet the objective of recognizing the Project Site's relationship with its neighbors. Due to the inclusion of the Forman Avenue Extension, these impacts would be greater under Alternative 9 than under Alternative 8.

e. Reference

For a complete discussion of impacts associated with Alternative 9, please see Section V of the Draft EIR.

10. Alternative 10: No Residential Alternative

Alternative 10 was adopted by the Lead Agency as the Project and is now being adopted by the County as a Responsible Agency, and has been described throughout these CEQA Findings and Statement of Overriding Considerations as the Project.

Alternative 10 would meet most, but not all of the project objectives due to the elimination of the proposed residential, neighborhood retail and community-serving commercial uses in the existing Back Lot Area. Specifically, objectives that would not be met include those that pertain to the originally proposed project's residential component such as locating residential development in proximity to an employment center, providing efficient and aesthetically attractive streets in the residential community, and creating a pedestrian friendly mixed use community. Furthermore, Alternative 10 would not provide a mixed-use community that fulfills adopted land use and transportation policies that ultimately decrease dependency on the automobile with resultant traffic, air quality, and noise benefits, nor create greater efficiencies in the utilization of infrastructure. However, Alternative 10 would provide similar certainty for future development of the Project Site as it is anticipated that modified Specific Plans would be adopted under Alternative 10 that would guide the development of the Project Site.

Conversely, the objectives for the continuation of the Project Site's role in the entertainment industry and the enhancement of the Project Site as a media-oriented commercial district would be met and increased under Alternative 10. This is due to the continued growth and complementary use of the Project Site as a regional entertainment center that would help promote the regional economy by providing office, studio, and entertainment uses that are consolidated on a single property. For instance, Alternative 10 would meet, to a greater extent than the originally proposed project, the objective to expand entertainment industry and complementary uses of the Project Site, the objective to maintain and enhance the Project Site's role in the entertainment industry, and the objective to continue the tradition of outdoor film and television production facilities uniquely integrated with the theme park and business uses within the Project Site.

D. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a originally proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. In addition, Section 15126.6 of the CEQA Guidelines states that: "If the environmentally superior alternative is the 'No Project' Alternative, then the EIR shall identify the environmentally superior alternative among the other alternatives."

The selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project, and on a comparison of the remaining environmental impacts of each alternative.

Through the comparison of the environmental characteristics and potential impacts of each of the alternatives, Alternative 2, No Project – Existing Land Use Plans: Proposed Development Program, was concluded to have a lesser degree of environmental effect than any of the other project alternatives without resulting in additional significant impacts that do not occur under the originally proposed project. While Alternative 2 was selected as the environmentally superior alternative, Alternative 2 would meet only some of the objectives of the originally proposed project. Further, it should be noted that none of the alternatives analyzed would eliminate all of the originally proposed project's significant impacts and that some of the alternatives would result in significant environmental impacts that do not occur under the originally proposed project.

However, CEQA requires that when the No Project Alternative is the environmentally superior alternative, another alternative needs to be selected as environmentally superior. In accordance with this directive, in the Final EIR, the No Residential Alternative (Alternative 10) was selected as the environmentally superior alternative. Although the Draft EIR selected Alternative 4, Reduced Intensity, as the environmentally superior alternative, the Final EIR included an analysis of Alternative 10, and that analysis showed that Alternative 10, not Alternative 4, would be the environmentally superior alternative.

Alternative 10 was selected as the environmentally superior alternative because it would reduce all of the originally proposed project's significant impacts without resulting in new significant impacts that do not occur under the originally proposed project. This occurs as Alternative 10 represents a significant reduction in the overall density of the originally proposed project by eliminating the entire residential portion of the originally proposed project while increasing the Studio Office and Entertainment uses of the originally proposed project.

Even though most of the originally proposed project's significant impacts would be reduced under Alternative 10, they would not be sufficiently reduced to less than significant levels. As such, Alternative 10, as is the case with the originally proposed project, would result in significant impacts with regard to traffic (operation), air quality, construction noise, and solid waste disposal. While impacts for a number of issues would be reduced under Alternative 10, the reduced levels of development under this alternative also serve to reduce some of the beneficial effects of the originally proposed project, particularly with regard to the provision of housing as well as advancing those land use policies that relate to housing. However, Alternative 10 would implement other land use policies to a greater extent than the originally proposed project. Specifically, Alternative 10 would provide a greater level of commercial growth at a regional transportation hub than the originally proposed project, and a greater expansion to the entertainment and tourism industries, which are key economic engines in Southern California. In summary, Alternative 10 would not introduce additional significant environmental impacts, and in many cases would lessen the originally proposed project's overall impacts, as well as some of its beneficial effects, while increasing other beneficial effects.

X. FINDINGS REGARDING GENERAL IMPACT CATEGORIES

A. Potential Secondary Effects

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

Implementation of the Project's traffic mitigation measures and improvements/ upgrades to the area's water and electrical infrastructure have the potential to result in significant impacts, after the incorporation of project design features and mitigation measures, that are beyond those identified in the above sections. Specifically, implementation of the Project's traffic mitigation measures have the potential to contribute to significant regional construction air quality impacts during periods when multiple off-site roadway improvements are under construction at the same time and/or construction of a single off-site roadway improvement occurs concurrently with average or peak levels of on-site construction. Potential significant construction noise impacts could also occur for limited durations when mechanical construction equipment would be used within 200 to 300 feet of noise sensitive uses (e.g., residences, outdoor patios/plazas) given the incremental difference between construction noise levels and ambient noise levels in the area. With the exception of the west side of Barham Boulevard, and at the Lankershim Boulevard/Main Street (Intersection No. 35) and Olive Avenue/Pass Avenue (Intersection No. 81) intersections, the proposed off-site roadway improvements would not reduce the width of the sidewalks to less than minimum City standards. However, in order to provide a conservative analysis, any reduction in sidewalk width it considered to constitute a significant impact. As such, implementation of the Project's off-site roadway improvements would result in a significant impact with regard to sidewalk widths. Lastly, the removal of 25 on-street parking spaces along the east side of Barham Boulevard between Coyote Canyon Road and Lake Hollywood Drive in the City would also constitute a significant impact.

With regard to off-site improvements to the area's water and electrical infrastructure, significant short-term construction noise and construction regional air quality impacts similar to those described above could also occur given the incremental difference between construction noise levels and ambient noise levels in the area and if the off-site water and electrical improvements occur concurrently with average or peak levels of on-site construction.

B. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines states:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which

> would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The Project represents infill development within an urbanized area of southern California, recognized as a regional center for the entertainment industry, housing studio production and entertainment facilities. Alternative 10 would allow development within underutilized portions of the Project Site, adding expansion of current studio and entertainment uses, commercial uses (e.g., retail, hotel), and community support services. The associated utility and public service improvements described above would be growth-accommodating rather than growth inducing. Therefore, the Project's growth inducing impacts would be less than significant.

C. Significant Irreversible Impacts

CEQA Guidelines Section 15126.2(c) indicates that:

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

Construction of the Project would require consumption of resources that are not replenishable or which may renew slowly enough to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel, and stone), metals (e.g., steel, copper, and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment.

Operation of the Project would involve on-going consumption of nonrenewable resources such as natural gas, and crude oil. Petroleum products (diesel fuel, fuel oil, gasoline, and petrochemical synthetics) would be consumed directly and indirectly by proposed Project activities in terms of electricity generation, and as fuels used by vehicles bringing visitors and employees to the Project Site. To the extent that fossil fuels remain a principal source of energy within the economy, the Project represents a long-term commitment of these resources. Development would irreversibly increase the commitment of public services, such as providing police and fire services. Operation of the Project would also result in an increased commitment

of public maintenance services such as waste disposal and treatment, as well as an increased commitment of the infrastructure that serves the Project Site. The use of potentially hazardous materials would occur on the Project Site. Such materials would be used, handled, stored, and disposed of in accordance with applicable government regulations and standards, which would protect against a significant and irreversible environmental change resulting from an accidental release of hazardous materials.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would be consistent with growth and anticipated change in the City of Los Angeles, the County of Los Angeles, and the Southern California region as a whole. Further, use of such resources would be of a relatively small scale in relation to the Project's fulfillment of regional and local urban design and development goals for the area. These goals are intended to promote smart growth that would reduce resource consumption by reducing vehicle trips and incorporating sustainable design features. Therefore, the use of such resources for the Project would be reduced as compared to development in other locations that would not fulfill such goals as fully. As such, the use of such resources would not be considered significant.

XI. ADDITIONAL RESPONSIBLE AGENCY CONSIDERATIONS UNDER CEQA

1. Pursuant to CEQA Guidelines § 15096(a), the County has reviewed and considered the information found in the EIR and has reached its own conclusions on whether and how to approve the Project and make these findings.

2. Pursuant to Public Resources Code § 21002.1(d) and CEQA Guidelines § 15096(f), the County, acting as a responsible agency under CEQA, has determined that the EIR complies with the mandates of CEQA and the CEQA Guidelines and fully discloses and analyzes the effects of those activities involved in the Project which the County is required by law to carry out or approve.

3. The County finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Pursuant to CEQA Guidelines Sections 15096(f), the County finds that the conditions described in CEQA Guidelines Sections 15162 and 15163 calling for the preparation of a subsequent or supplemental EIR have not occurred in that:

    a. The Project, as approved by the County, does not result in any new significant environmental effects and no substantial increase in the severity of a previously identified significant effect, as it is the same Project (Alternative 10) approved by the City and studied in the EIR.

    b. There have been no substantial changes to the Project which would require major revisions to the EIR.

c. There have been no substantial changes with respect to the circumstances under which the Project is being undertaken which would require major revisions to the EIR.

d. There is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified.

e. The Project will not have any significant effects not discussed in the EIR.

f. There are no new or additional mitigation measures that would substantially reduce one or more significant effects that the Project would have on the environment.

5. The mitigation measures identified for the originally proposed project were included in the Draft and Final EIR. With the City's approval of Alternative 10 as the Project, those mitigation measures were revised and finalized in the City's MMRP. CEQA also authorizes and requires a responsible agency approving a project to adopt an MMRP for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The final mitigation measures included in the County's MMRP serve that function. The County's MMRP includes all of the mitigation measures also adopted by the City in connection with the approval of the Project that address the direct or indirect environmental effects of those parts of the Project that are subject to the County's jurisdiction. The County finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the County's MMRP and those mitigation measures previously incorporated into the Project by the City through its adoption of the City's MMRP.

6. In accordance with CEQA, the County's MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code § 21081.6, the County hereby adopts the County's MMRP. Similarly, the County hereby adopts each of the mitigation measures expressly set forth in the County's MMRP as conditions of approval for the Project.

7. The custodian of the documents or other material which constitute the record of proceedings upon which the County's decision is based is the County of Los Angeles Department of Regional Planning, 320 West Temple Street, 13th Floor, Los Angeles, California 90012.

8. The County finds and declares that substantial evidence for each and every finding made herein is contained in the EIR or is in the record of proceedings in the matter.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

The EIR has identified unavoidable significant impacts that would result from implementation of the originally proposed project. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decision of the public agency allows the occurrence of significant impacts that are identified in the EIR but are not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. State

CEQA Guidelines require, pursuant to CEQA Guidelines Section 15093(b), that the decisionmaker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the EIR which cannot be substantially mitigated to an insignificant level or be eliminated. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, including the reference library to the EIR, and documents and materials that constitute the record of proceedings.

The following impacts are not mitigated to a less than significant level for the Project, as identified in the EIR: Traffic (during operations and under cumulative conditions), Noise (during construction and under cumulative conditions), Air Quality (during construction and operations and under cumulative conditions), Solid Waste—Landfill Capacity (during operations and under cumulative conditions), and Off-Site Mitigation Measures (during construction and operations). It is not feasible to mitigate such impacts to a less than significant level.

Accordingly, the County adopts the following Statement of Overriding Considerations. The County recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected certain alternatives to the originally proposed project (as analyzed in the EIR), as discussed above, and selected Alternative 10, the environmentally superior alternative, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the County hereby finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

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

1. The Project will enhance the future economic vitality of the City of Los Angeles and County of Los Angeles by providing commercial growth (307,949 net new square feet of Studio uses, 647,320 net new square feet of Studio Office uses, 495,406 net new square feet of Office uses, 337,895 net new square feet of Entertainment uses, 39,216 net new square feet of Entertainment Retail uses, and two new 500-room hotels). Such commercial growth will be located across from the Metro Red Line station and in proximity to regional freeways and other transit, and will enhance the Universal City area as a high activity regional center destination, which may attract more business to the area and encourage local job creation.

2. Development and construction of the Project will generate more than 18,500 part-time and full-time jobs in the Los Angeles County economy, of which over 11,000 jobs are directly related to construction of the Project. Operation of the Project at full buildout will generate more than 11,750 jobs in the Los Angeles County economy, of which 6,368 jobs are from on-site operations. Overall, the Project will create more than 30,000 jobs during construction and operations. (*See Appendix F-30 to the Final EIR*)

3. Development and construction of the Project includes an estimated $1.619 billion investment in construction costs, with a resulting estimated $2.783 billion economic output to the Los Angeles County economy from that construction. (*See Appendix F-30 to the Final EIR*)

4. The Project also will be a significant economic engine in Los Angeles County. The annual economic output from operation of the Project will generate approximately $1.9 billion in economic activity in the greater Los Angeles County area. (*See Appendix F-30 to the Final EIR*)

5. Operation of the Project also will generate approximately $15.0 million of recurring tax revenues for the County of Los Angeles, as well as approximately $5.7 million in one-time tax revenues. Operation of the Project also will generate approximately $7.7 million of recurring annual tax revenues for the City of Los Angeles, as well as approximately $1.0 million in one-time tax revenues. (*See September 17, 2012, HR&A Advisors Memorandum re: Tax Revenue Impacts of NBC Universal Evolution Plan Alternative 10*)

6. The Project would result not only in a substantial number of new jobs and new economic activity, but it would also help to anchor the entertainment and tourism sector in Los Angeles County. The variety of part-time and full-time jobs generated by the Project would provide important employment opportunities including opportunities for students, part-time and entry level workers. The Project would similarly create career paths to higher-skilled, higher-wage positions in the multi-dimensional entertainment industry. Overall, the Project would reinforce the state's and region's entertainment and tourism sector in Los Angeles County. The Project is consistent with applicable growth forecasts and regional and local economic development and employment policies.

7. The Project's development and operation of additional studio, production, post-production, and related uses will expand and enhance the Project Site's historic role in the entertainment industry, allowing the incorporation of new technologies and operations and providing for facilities on the Project Site to meet the growing and changing needs of the industry. Approximately two-thirds (66.2%) of new jobs created as a result of the Project will be associated with film, television and video related production and management activities.

8. The Project will invest more than $100 million in transportation and transit improvements and voluntarily implement key improvements which will enhance overall transportation operations.

    a. The Project will facilitate a reduction of traffic impacts (and associated greenhouse gas emissions) by:

(1) Implementing a Transportation Demand Management (TDM) program that encourages employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day. Key features of the TDM program would include: (1) joining or forming a Transportation Management Association; (2) a transportation information center for employees and visitors; (3) a guaranteed ride home program for employees; (4) on-site flex cars and a flex car station on the Project Site; (5) discounted employee and tenant transit passes; (6) rideshare/carpool/vanpool support for employees; (7) pedestrian-oriented infrastructure; and (8) bike amenities including bike parking with showers for employees;

(2) Funding the upgrade of traffic signal controllers and installation of CCTV cameras at various intersections; and

(3) Providing up to $650,000 for the implementation of the Los Angeles Department of Transportation's Neighborhood Traffic Management Plan.

b. Freeway connections to the Project Site would be improved, including but not limited to US 101 interchange improvements at Campo de Cahuenga Way and a new US 101 southbound on-ramp from Universal Studios Boulevard.

c. Transportation improvements to the regional corridor would include, but not be limited to:

- Additional lanes and beautification on Lankershim Boulevard;
- Additional southbound lanes and beautification on Barham Boulevard;
- Signal coordination and roadway improvements at the SR 134 ramps on Forest Lawn Drive; and
- Realignment and widening of portions of Universal Hollywood Drive.

d. Dozens of intersections in both the City of Los Angeles and City of Burbank would be improved.

e. The Project would provide funding to the City of Burbank Department of Transportation as follows:

(1) Up to $150,000 for a Timing Plan Study;

(2) Up to $800,000 for Adaptive Traffic Control System software and hardware; and

(3) Up to $500,000 for Intelligent Transportation Systems equipment for interconnection of signal equipment between the Cities of

Burbank and Los Angeles along Barham Boulevard and Olive Avenue corridor.

f. The Project would pay for up to five portable or small dynamic changeable message signs as part of the Hollywood Event Management infrastructure.

g. Transit connections would include new shuttles from the project site to the Metro Red Line Station, Downtown Burbank Metrolink Station and Burbank Media District, and an additional Metro Rapid Bus on Ventura Boulevard into the Studio City area.

9. The Project would provide funding in the amount of $3,000,000 to the Los Angeles County Flood Control District River Construction Trust Fund to be used by the County Flood Control District for construction of the regional river bikeway on the County land adjacent to the Project Site.

10. The Project would provide funding in the amount of $500,000 to the Los Angeles County Flood Control District River Construction Trust Fund to be used by the County Flood Control District for planning and design of the regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City.

11. The Project would establish a Community Liaison telephone hotline in connection with the Project's construction and operation.

12. The Property Owner will require the contractor(s) for the Project would be required to enter into a Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council to promote efficiency of demolition and construction operations during construction of the Project and provide for the orderly settlement of labor disputes and grievances without strikes or lockouts, thereby promoting the public interest in assuring the timely and economical completion of the Project.

13. Construction and implementation of the Project would institute on-site waste management and recycling programs. During new construction, a minimum of 65 percent of the non-hazardous construction and demolition debris by weight from construction of new Project buildings (not including sets/facades, production activities, and temporary uses) will be recycled and/or salvaged for reuse. During occupancy and operations, the Project will have a solid waste diversion target of 65 percent of the non-hazardous waste (not including production activities and temporary uses).

14. The Project will incorporate various energy efficient features, including: construction of new buildings that exceed Title 24 (2005) energy requirements by 15 percent or greater; and energy saving and emission reducing features such as (1) installing energy efficient heating and cooling systems, equipment, and control systems; (2) installing energy efficient appliances (e.g., Energy Star refrigerators, clothes washers, clothes dryers, dishwashers, ventilation fans, and ceiling fans); (3) installing efficient lighting and lighting control systems; (4) installing light-emitting diodes for private on-site traffic and street lighting; (5) installing light colored 'cool' roofs; and (6) providing education on energy efficiency, waste diversion, recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.

15. The Project would develop Trailhead Park, an approximately 0.9-acre landscaped and developed public park adjacent to the Los Angeles River Flood Control Channel in the northeastern portion of the Project Site, for which public access would be provided via Lakeside Plaza Drive. Trailhead Park would provide a connection, via Lakeside Plaza Drive, to the existing bicycle path to the east on Forest Lawn Drive.

16. The Project would preserve cultural resources through the implementation of the Universal Studios Potential Historic District Preservation Plan.

17. The Project would implement various measures to improve fire services including contributing to the expansion of County and City fire service capabilities in the area. In addition, the Project will provide a new up to 16,000 square foot facility within the County of Los Angeles portion of the Project Site for the shared use of the County Sheriff's Department, contract security, and corporate security for the Project Site.

DRAFT

DEVELOPMENT AGREEMENT

by and between

THE COUNTY OF LOS ANGELES

and

UNIVERSAL STUDIOS LLC

dated as of

_____

Draft Submitted to County of Los Angeles
February 13, 2013

This document is a draft and is not intended to create any binding obligations. Any agreement shall be reflected in a written document signed by both parties.

DEVELOPMENT AGREEMENT

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DEVELOPMENT AGREEMENT

This Development Agreement is executed this _____ day of _____, 2013, by and between the COUNTY OF LOS ANGELES, a body corporate and a political subdivision of the State of California ("County"), and UNIVERSAL STUDIOS LLC, a Delaware Limited Liability Company ("Universal"), pursuant to California Government Code Section 65864 *et seq.*, and the implementing procedures of the County, with respect to the following:

RECITALS

WHEREAS, to strengthen the public planning process, to encourage private participation in comprehensive planning, and to reduce the economic risk of development, the Legislature of the State of California adopted the Development Agreement Act, which authorizes the County to enter into a property development agreement with any person having a legal or equitable interest in real property for development of such property in order to establish certain development rights in the real property that is the subject of the proposed development project; and

WHEREAS, pursuant to the Development Agreement Act, the County adopted the Development Agreement Ordinance, establishing procedures and requirements for entering into a development agreement with a private developer pursuant to the Development Agreement Act, which agreement vests certain rights and requires a developer to provide certain public benefits beyond those that could otherwise be imposed as conditions of development pursuant to the Development Agreement Act. The Parties are entering into this Agreement in accordance with the Development Agreement Act and the Development Agreement Ordinance; and

WHEREAS, Universal owns in fee or otherwise retains a legal or equitable interest in the Property. Universal is developing the Property as described in the Universal Studios Specific Plan approved by the County on _____ and provided for by the Project Approvals, which development includes, but is not limited to, the expansion and enhancement of studio and motion picture production facilities, entertainment retail venues, entertainment venues, theme park, tram tour, hotel, studio office, and office; and

WHEREAS, Universal has proposed the development of the Project representing a substantial investment in the County. Universal desires to enter into a development agreement with the County in connection with the possible development of the Project, including compliance with the various conditions and requirements of the Project, all of which will result in large expenditures of monies by Universal; and

WHEREAS, to ensure that the County remains responsive and accountable to its residents while pursuing the benefits of development agreements contemplated by the State Legislature, the County: (1) accepts restraints on its police powers contained in development agreements only to the extent and for the duration required to achieve the mutual objectives of the parties; and (2) to offset such restraints, seeks public benefits that go beyond those obtained by traditional County controls and conditions imposed on development project applications; and

WHEREAS, the County has considered the environmental impact report (State Clearinghouse No. 2007071036) prepared for the Project and certified on November 14, 2012,

by the City of Los Angeles as lead agency pursuant to CEQA for the development of the Property as more fully described therein. Specifically, this Agreement relates to the development of the Property pursuant to "Alternative 10" as identified and analyzed in the FEIR and as set forth in the Universal Studios Specific Plan; and

WHEREAS, the County and Universal recognize that the expansion and further development within the Property as provided for by the Project will provide opportunities for continued growth in the studio production, entertainment, and tourism industries, which will further enhance the region's leadership in such industries, will provide basic County infrastructure to support the expanding studio production, entertainment, and tourism industries in the region, will provide new general fund revenues to offset incremental County costs associated with such growth, and will contribute significantly to the economy of the County of Los Angeles, the Southern California region, and California generally; and

WHEREAS, Universal wishes to obtain reasonable assurances that the Project may be developed in accordance with the Universal Studios Specific Plan and the terms of this Agreement, as Universal anticipates making substantial capital expenditures in reliance upon this Agreement; and

WHEREAS, Universal will implement public benefits above and beyond the necessary mitigation for the Project, including the creation of new jobs and the enhancement of the critical studio production, entertainment, and tourism industries in Southern California and funding for various community improvements as set forth in this Agreement; and

WHEREAS, this Agreement is necessary to assure Universal that the Project will not be reduced in density, intensity, or use or be subjected to new rules, regulations, ordinances, or policies unless otherwise allowed by this Agreement; and

WHEREAS, the County and Universal have anticipated and planned for the detachment of certain property owned by Universal from the City of Los Angeles into the County and for the annexation of certain property owned by Universal from the County into the City proposed as part of the Project;

WHEREAS, development of the Project in accordance with this Agreement will provide for the orderly development of the Property in accordance with the objectives set forth in the General Plan and the Universal Studios Specific Plan. Moreover, a development agreement for the Project will eliminate uncertainty in planning for and securing orderly development of the Property, assure installation of necessary improvements, assure attainment of maximum efficient resource utilization within the County at the least economic cost to its citizens, and otherwise achieve the goals and purposes for which the Development Agreement Act was enacted;

WHEREAS, the implementation of the Universal Studios Specific Plan and related actions will allow further development of Universal City consistent with the Project objectives and Specific Plan goals;

WHEREAS, on _____, 2013, the Regional Planning Commission held a duly noticed public hearing on this Agreement and the related Project Approvals. Following the public

hearing, the Regional Planning Commission considered the environmental impact report that was certified for the Project by the City as lead agency under CEQA, recommended approval of the CEQA Findings and Statement of Overriding Considerations, recommended adoption of the MMRP, and determined that the Project and the Agreement are, as a whole and taken in their entirety, consistent with the County's objectives, policies, general land uses, and programs specified in the General Plan and the Zoning Code. The Regional Planning Commission recommended approval of this Agreement; and

WHEREAS, on ____, 2013, the Board of Supervisors, having received the Regional Planning Commission's recommendations, held a duly-noticed public hearing on this Agreement and the related Project Approvals. Following the public hearing, the Board adopted the CEQA Findings and Statement of Overriding Considerations and the MMRP, and indicated its intent to approve this Agreement, finding that the Agreement is consistent with the General Plan and Zoning Code;

WHEREAS, on _____, 2013, the Board of Supervisors adopted Ordinance No. _____, approving this Agreement and authorizing the Chairman of the Board of Supervisors to execute this Agreement ("Enacting Ordinance"). The Enacting Ordinance took effect on _____, 2013. The following land use approvals and entitlements relating to the Project were approved by the Board concurrently with this Agreement: the General Plan Amendment (No. _____), the Zone Change (No. _____), and the Universal Studios Specific Plan (No. _____).

AGREEMENT

NOW, THEREFORE, pursuant to the authority contained in the Development Agreement Act and the Development Agreement Ordinance, with reference to the foregoing recitals and in consideration of the mutual promises, obligations, and covenants herein contained, the Parties agree as follows:

1. DEFINITIONS.

For all purposes of this Agreement, except as otherwise expressly provided or unless the context requires:

1.1. "Agreement" means this Development Agreement and all amendments and modifications thereto.

1.2. "Annexation" means the inclusion, attachment, or addition of territory to the City from the County, pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Government Code Section 56017.

1.3. "Annexation Property" means that real property owned by Property Owner that is proposed to be annexed to the City from the County, as described in Exhibit B and shown in Exhibit C.

1.4. "Applicable Rules" means the Rules, Regulations, and Official Policies in effect as of the Effective Date of this Agreement. For purposes of the convenience of the Parties in administration of this Agreement, the County has separately compiled the Applicable Rules and shall maintain them in an appropriate file indexed to this Agreement. Property Owner has reviewed said compilation. Notwithstanding the foregoing, said compilation is for the convenience of the Parties only and shall not preclude the application to this Agreement of Applicable Rules, notwithstanding that they may not be included, in whole or in part, in said compilation.

1.5. "Board of Supervisors" means the Board of Supervisors of the County and the legislative body of the County pursuant to Section 65867 of the Development Agreement Act.

1.6. "CEQA" means the California Environmental Quality Act (Cal. Public Resources Code Sections 21000 *et seq.*) and the State CEQA Guidelines (Cal. Code of Regs., Title 14, Sections 15000 *et seq.*).

1.7. "City" means the City of Los Angeles, a charter city and municipal corporation.

1.8. "City [Q]C2 Area" means the property owned by Universal adjacent to the Specific Plan area and within the boundaries of the City, as depicted on Exhibit H.

1.9. "Community Benefits" means the community benefits to be performed by Property Owner in connection with this Agreement as identified in Exhibit G.

1.10. "County" means the County of Los Angeles, a body corporate and a political subdivision of the State of California.

1.11. "County Agency" means each and every agency, department, board, commission, authority, employee, and/or official acting under the authority of the County, including, without limitation, the Board of Supervisors and the Regional Planning Commission.

1.12. "Detachment" means the detachment, exclusion, deletion, or removal of territory from the City to the County, pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Government Code Section 56033.

1.13. "Detachment Property" means that real property owned by Property Owner that is proposed to be detached from the City to the County and included in the Property, as described in Exhibit D and shown in Exhibit E.

1.14. "Development Agreement Act" means Article 2.5 of Chapter 4 of Division 1 of Title 7 (Sections 65864 through 65869.5) of the California Government Code.

1.15. "Development Agreement Ordinance" means Chapter 22.16, Part 4 of the Los Angeles County Code.

1.16. "Director of Planning" means the Director of the Department of Regional Planning for the County.

1.17. "Effective Date" is the date on which this Agreement shall be effective in accordance with Section 7.1 hereof.

1.18. "Fees" means Impact Fees, Processing Fees, and any other fees or charges imposed or collected by the County.

1.19. "FEIR" means the Final Environmental Impact Report for the Project, State Clearinghouse No. 2007071036, certified by the City on November 14, 2012, in accordance with the requirements of CEQA.

1.20. "General Plan" means the adopted General Plan for the County.

1.21. "Impact Fees" means impact fees, linkage fees, exactions, assessments or fair share charges, or other similar impact fees or charges imposed on and in connection with new development by the County pursuant to Rules, Regulations, and Official Policies. Impact Fees do not include (i) Processing Fees or (ii) other Countywide fees or charges of general applicability, provided that such Countywide fees or charges are not imposed on impacts of new development.

1.22. "Initial Project Approvals" means those land use approvals and entitlements relating to the Project that were approved by the Board of Supervisors concurrently with this Agreement, which include the General Plan Amendment (No. _____), the Zone Change (No. ____), the CEQA Findings and Statement of Overriding Considerations, the MMRP (No. _____), and the Specific Plan (No. _____).

1.23. "LAFCO" means the Local Agency Formation Commission for the County of Los Angeles.

1.24. "Implementing Approvals" means the permits, approvals, plans, inspections, certificates, documents, licenses, and all other actions required to be taken by the County in order for Property Owner to implement, develop, and construct the Project and the Mitigation Measures, including without limitation, building permits, demolition permits, foundation permits, public works permits, grading permits, stockpile permits, encroachment permits, and other similar permits and approvals that are required by the County Code, Project plans, and Project Approvals to implement the Project and the Mitigation Measures. Implementing Approvals shall not include any Implementing Discretionary Actions.

1.25. "Implementing Discretionary Action" means an action or decision requested by Property Owner in connection with the implementation of the Project Approvals that requires the exercise of judgment or deliberation on the part of the County and/or any County Agency in the process of approving or disapproving a particular activity, as distinguished from an activity that merely requires the County and/or any County Agency to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

1.26. "Mitigation Measures" means the mitigation measures described in the FEIR and in the MMRP.

1.27. "MMRP" means the Mitigation Monitoring and Reporting Program for the Project, which was adopted by the County and which is attached hereto and fully incorporated herein as Exhibit F, Mitigation Monitoring and Reporting Program.

1.28. "Parties" means collectively Property Owner and the County.

1.29. "Party" means any one of Property Owner or the County.

1.30. "Processing Fees" means all processing fees and charges required by the County or any County Agency including, but not limited to, fees for land use applications, project permits, building applications, building permits, grading permits, encroachment permits, tract or parcel maps, lot line adjustments, air right lots, street vacations, and certificates of occupancy that are necessary to implement the Project and the Mitigation Measures. Processing Fees do not include Impact Fees, except as specifically provided for in this Agreement.

1.31. "Project" means development within the County on the Property as described in the Initial Project Approvals.

1.32. "Project Approvals" means all of the following: (1) the Initial Project Approvals; (2) any Implementing Approvals; (3) any Implementing Discretionary Actions; and (4) any subsequent approvals required by other state or federal entities for development and implementation of the Project.

1.33. "Property" means the real property owned by Property Owner within the area covered by the Specific Plan and located within the areas of the County, including those areas proposed to be detached from the City and returned to the jurisdiction of the County, all as described in Exhibit A.

1.34. "Property Owner" means Universal and its successors, transferees, and assignees.

1.35. "Regional Planning Commission" means the Regional Planning Commission of the County and the planning agency of the County pursuant to Section 65867 of the Development Agreement Act.

1.36. "Rules, Regulations, and Official Policies" means the County rules, regulations, ordinances, laws, and officially adopted policies governing development, including, without limitation, density and intensity of use, permitted uses, the maximum height and size of proposed buildings, the provision for the reservation or dedication of land, if any, for public purposes, the construction, installation, and extension of public improvements, environmental review, and other criteria relating to development or use of real property and which are generally applicable to the Property.

1.37. "Specific Plan" or "Universal Studios Specific Plan" means the Universal Studios Specific Plan approved by the County on _____ (No. _____).

1.38. "Subsequent Discretionary Action" means an action or decision requested by Property Owner unrelated to the Project or beyond the scope of the Project that requires the exercise of judgment or deliberation on the part of the County and/or any County Agency in the process of approving or disapproving a particular activity, as distinguished from an activity that merely requires the County and/or any County Agency to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

1.39. "Term" means the period of time for which this Agreement shall be effective in accordance with Section 7.2 hereof.

1.40. "Uniform Codes" means those building, electrical, mechanical, plumbing, fire, and other similar regulations of a Countywide scope that are based on recommendations of an international, multi-state, or California professional organization or commission and that become applicable throughout the County, such as, but not limited to, the Uniform Building Code, the Uniform Electrical Code, the Uniform Mechanical Code, Uniform Plumbing Code, or the Uniform Fire Code (including those amendments to the promulgated uniform codes that reflect local modification adopted pursuant to the applicable process provided in state law for a local jurisdiction to modify such uniform codes and that are applicable Countywide).

2. OBLIGATIONS OF PROPERTY OWNER.

2.1. Project Development. Property Owner agrees that it will use commercially reasonable efforts, in accordance with its own business judgment and taking into account market conditions and economic considerations, to undertake development of the Project in accordance with the terms and conditions of this Agreement and the Project Approvals. Nothing in this Agreement shall be construed to require Property Owner to proceed with the construction of or any other implementation of the Project or any portion thereof.

2.2. Timing of Development. The parties acknowledge that Property Owner cannot at this time predict when or at what rate the Property would be developed. Such decisions depend upon numerous factors that are not all within the control of Property Owner, such as market orientation and demand, interest rates, and competition. Because the California Supreme Court held in Pardee Construction Co. v. City of Camarillo, 37 Cal. 3d 465 (1984), that the failure of the parties therein to provide for the timing of development permitted a later adopted initiative restricting the timing of development and controlling the Parties' agreement, it is the intent of Property Owner and the County to hereby acknowledge and provide for the right of Property Owner to develop the Property in such order and at such rate and times as Property Owner deems appropriate within the exercise of its sole and subjective business judgment. The County acknowledges that such a right is consistent with the intent, purpose, and understanding of the Parties to this Agreement; provided, however, that this Section 2.2 does not in any way affect the specific timing or implementation of improvements or other requirements of development to the extent such provisions are set forth in the Specific Plan.

2.3. Public Benefits

1. Property Owner shall limit "On-site (Business) Signs" (as that term is defined in the Specific Plan) on the Property to those that identify or promote (1) media and entertainment industry products of Universal or its affiliates, (2) products related to the media and entertainment industry that are produced, distributed, or sold within the combined boundaries of the Specific Plan area and the adjacent City [Q]C2 Area, not including products solely displayed in commercials produced therein, (3) media and entertainment industry businesses, services, activities, or events located or conducted within the combined boundaries of the Specific Plan area and the adjacent City [Q]C2 Area, and (4) businesses, services, activities or events conducted or located on a lot in which the Sign is located.

2. Property Owner shall perform the Community Benefits identified in Exhibit G to this Agreement.

3. OBLIGATIONS OF THE COUNTY.

3.1. Entitlement to Develop. Property Owner shall have the vested right during the Term of this Agreement to develop the Project in accordance with the this Agreement, the Project Approvals, and the Applicable Rules. The Parties acknowledge that Implementing Approvals will be required and Implementing Discretionary Actions may be required for development and implementation of the Project. The County shall process and consider any application for Implementing Approvals and/or Implementing Discretionary Actions in accordance with this Agreement, the Initial Project Approvals, Applicable Rules and any Future Rules that are made applicable to the Project or Property pursuant to Section 3.2, below. The County agrees that it is bound to permit the uses, density and intensity of such uses, the building heights, and the development standards and design guidelines provided for in this Agreement and the Project Approvals.

The County shall not require Property Owner to obtain any approvals or permits for the development of the Project in accordance with this Agreement other than those permits or approvals that are required by the Project Approvals, the Applicable Rules, and any Future Rules that are made applicable to the Project or Property pursuant to Section 3.2, below. The Parties agree that this Agreement does not modify, alter, or change the County's obligations pursuant to CEQA and acknowledge that Implementing Discretionary Actions and Subsequent Discretionary Actions may require additional environmental review pursuant to CEQA. In the event that additional environmental review is required by CEQA, the County may utilize tiered environmental documents as provided in California Public Resources Code Sections 21093 and 21094.

3.2. Changes in Applicable Rules. County may adopt new or modified Rules, Regulations, and Official Policies after the Effective Date ("Future Rules"); provided, however, that such Future Rules shall be applicable to the Project or Property only to the extent that such application will not modify, prevent, or impede development of the Project on the Property or conflict with any of the vested rights granted to Property Owner under this Agreement. Any

Future Rules shall be deemed to conflict with Property Owner's vested rights if, without limitation, they seek to limit or reduce the types of uses allowed, the density or intensity of uses permitted, or the building heights allowed, or attempt to alter or modify the development standards or design guidelines, or to limit the timing of the development of the Project, either with specific reference to the Property or as part of a general enactment that applies to the Property. Property Owner may, in its sole discretion, consent to the application to the Project of any Future Rules.

Notwithstanding the foregoing, the County shall not be precluded from applying any Future Rules to the Project or Property under the following circumstances where the Future Rules are: (1) specifically mandated by changes in state or federal laws or regulations adopted after the Effective Date as provided in Government Code Section 65869.5; (2) specifically mandated by a court of competent jurisdiction and are generally applicable on a Countywide basis; (3) necessary to protect the public health and safety, and are generally applicable on a Countywide basis (except in the event of natural disasters as found by the Board of Supervisors such as floods, earthquakes, and similar acts of God); and (4) changes, amendments, or modifications to Uniform Codes or to the County's local adoption and/or modification thereof, so long as such Uniform Code has been adopted by the County and is in effect on a Countywide basis. In addition, all specifications, standards, and policies regarding the design and construction of public works facilities, if any, shall be those that are in effect at the time the project plans are being processed for approval and/or under construction, and the design and construction requirements for an individual action under the Project shall be governed by the Uniform Codes then in effect at the time such action is submitted for review and approval, except as otherwise specifically provided for in the Specific Plan.

This Agreement shall not be construed to prevent County from approving, conditionally approving, or denying any Subsequent Discretionary Action on the basis of Applicable Rules or Future Rules.

3.2.1. Special Taxes and Assessments. Property Owner shall have the right, to the extent permitted by law, to protest, oppose and vote against any and all special taxes, assessments, levies, charges, and/or fees imposed with respect to any assessment districts, Mello-Roos, or community facilities districts, maintenance districts, or other similar districts.

3.3. Moratoria or Interim Control Ordinances. In the event an ordinance, resolution, policy, or other measure is enacted, whether by action of the County, by initiative, or otherwise, which relates directly or indirectly to the Project or to the rate, amount, timing, sequencing, or phasing of the development or construction of the Project on all or any part of the Property or the implementation of the Mitigation Measures adopted in connection with approval of the Project, County agrees that such ordinance, resolution or other measure shall not apply to the Property or this Agreement, unless such changes are adopted pursuant to Section 3.2, above.

3.4. Infrastructure Financing. If Property Owner undertakes infrastructure financing, such as Mello-Roos or community facilities districts, the County agrees to cooperate fully in such endeavors and agrees to use good faith efforts to promptly commence and diligently and timely process any related applications.

3.5. Impact Fees. The County shall only impose those Impact Fees with respect to the Project that are in force and effect on the Effective Date and in the amount in effect on the Effective Date. The amount of Impact Fees imposed by the County on the Project may not be increased. The installation of improvements identified in the Mitigation Measures implemented in connection with the Project shall be accepted by the County in lieu of otherwise applicable Impact Fees. This Agreement shall not limit any impact fees, linkage fees, exaction, assessments, or fair share charges or other similar fees or charges that are imposed by other governmental entities and that the County is required to collect or assess pursuant to applicable law (e.g., school district impact fees pursuant to Government Code Section 65995).

3.6. Processing Fees. Property Owner shall pay all Processing Fees for the Implementing Approvals, Implementing Discretionary Actions, and any Subsequent Discretionary Actions. Processing Fees shall be those in effect at the time an application is submitted for any Implementing Approval, Implementing Discretionary Action, and/or Subsequent Discretionary Action, except as otherwise provided in the Specific Plan.

3.7. Timeframes and Staffing for Processing and Review. The County acknowledges that expeditious processing of Implementing Approvals and Implementing Discretionary Actions, if any, and any other approvals or actions required for the Project are important to the implementation of the Project. In recognition of the importance of timely review and processing of Implementing Approvals and Implementing Discretionary Actions, if any, the County agrees to enter into a separate Supplemental Fee Agreement, or similar agreement, to work with Property Owner to establish time frames for processing and reviewing of such Implementing Approvals and Implementing Discretionary Actions, if any, and both Parties agree to comply in good faith with timeframes established in the Project Approvals. The County agrees to use good faith efforts to diligently and timely process Implementing Discretionary Actions, if any.

4. ANNEXATION AND DETACHMENT.

4.1. Annexation and Detachment Actions. After the Effective Date, the County and Property Owner may initiate proceedings under the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 *et seq.*), for the Annexation of the Annexation Property and the Detachment of the Detachment Property. The County and Property Owner agree to take such subsequent actions as may be reasonably required to complete the Annexation and Detachment actions under such conditions as are imposed by LAFCO and reasonably acceptable to Property Owner and the County.

4.2. Effectiveness of Agreement as to Detachment Property. The provisions of this Agreement shall not become operative for the Detachment Property unless LAFCO proceedings detaching the Detachment Property from the City to the County are completed within three (3) years following the date upon which the Enacting Ordinance is adopted and all litigation, if any, with respect to the Initial Project Approvals has been finally resolved and no longer subject to appeal or further judicial review. If the Detachment of the Detachment Property is not completed within the time specified above or any extension thereto, subject to the modification provisions set forth in this Agreement or by mutual consent of the Parties, the

effectiveness of the Agreement as to the Detachment Property shall be null and void. However, this Agreement shall be valid and enforceable, and this Section shall have no impact on the operation of the Agreement for those portions of the Property already within the County's jurisdictional boundaries as of the Effective Date.

5. ANNUAL REVIEW.

5.1. Annual Review. Annual review of the Property Owner's good faith compliance with the terms of this Agreement shall take place on an annual basis beginning 12 months after the Effective Date of this Agreement and continuing to occur annually thereafter on the yearly anniversary of the Effective Date ("Annual Review") until termination of the Agreement. The Annual Review shall be conducted in accordance with the Development Agreement Act and the Development Agreement Ordinance, and shall address all items set forth therein as well as specifically demonstrate Property Owner's compliance with its obligations under Section 2 above, this Agreement as a whole, and the MMRP. Property Owner shall submit evidence of compliance with this Agreement and the MMRP in a form that the Director of Planning may reasonably establish, in writing, and transmitted to the Director of Planning no later than sixty (60) days from the Director of Planning's commencement of the Annual Review. Property Owner shall reimburse the County for the actual costs of preparing for and conducting the Annual Review within forty-five (45) days of written demand by the County.

6. DEFAULT PROVISIONS

6.1. General Default Provisions.

6.1.1. Default. Failure or unreasonable delay by the County or Property Owner to perform any material provision of this Agreement shall constitute a default under this Agreement.

6.1.2. Notice of Default. In the event of a default, the Party alleging such default shall give the defaulting Party written notice of default ("Notice of Default"). Failure or delay in giving a Notice of Default shall not waive a Party's right to give future notice of the same or any other default. The Notice of Default shall specify the nature of the alleged default and the manner in which said default may be satisfactorily cured.

6.1.3. Cure Period. The defaulting Party shall provide evidence that it was never, in fact, in default or shall promptly commence to cure the identified default within thirty (30) days of the Notice of Default, unless the Parties extend such time by mutual written consent or except in cases in which Property Owner's alleged default presents a threat of imminent harm to the public. If the nature of the alleged default is such that it cannot be reasonably cured within such 30-day period, the commencement of the cure within such time period and the diligent pursuit to completion of the cure shall be deemed a cure within such period. During any period of curing, the Party charged shall not be considered in default for purposes of terminating this Agreement or instituting legal proceedings pursuant to this Agreement. In the case of a dispute as to whether a default exists or whether the defaulting Party has cured the default, the Parties may submit the matter to dispute resolution pursuant to Section 7.6 of this Agreement.

6.2. Remedies for Default

6.2.1. Property Owner Default; County Remedies. If the Property Owner remains in default after the cure period, and the alleged default is not the subject of a dispute resolution pursuant to Section 7.6 of this Agreement, the County shall have all rights and remedies provided by this Agreement, including, without limitation, the right to modify or terminate this Agreement subject to the provisions set forth in Section 6.2.1.1 below. The County shall, in addition to any other remedy available at law or in equity, also have the right to compel specific performance of the obligations of Property Owner under this Agreement, including, without limitation, the right to compel specific performance of the Community Benefits set forth in Exhibit G to this Agreement.

6.2.1.1. Termination or Modification. If the Director of Planning finds and determines that Property Owner remains in default after the cure period, if the alleged default is not the subject of dispute resolution pursuant to Section 7.6 of this Agreement, and if the County intends to terminate or modify this Agreement, the Director of Planning shall notify the Regional Planning Commission that the Agreement is being violated, and a public hearing shall be scheduled before the Regional Planning Commission in accordance with the notice and hearing requirements of the Development Agreement Act (Government Code Sections 65867 and 65868) and the Development Agreement Ordinance. If after such public hearing, the Regional Planning Commission finds that Property Owner is in violation of this Agreement, the Regional Planning Commission shall notify the Board of Supervisors of its findings and recommend such action as it deems appropriate. If the Regional Planning Commission reports a violation of the Development Agreement to the Board of Supervisors pursuant to this Section, the Board of Supervisors may take one of the following actions: (a) approve the recommendation of the Regional Planning Commission instructing that action be taken as indicated therein in cases other than a recommendation to terminate or modify the Agreement; or (b) refer the matter back to the Regional Planning Commission for further proceedings with or without instructions; or (c) schedule the matter for hearing before the Board of Supervisors if termination or modification of the Agreement is recommended. Procedures for such hearing before the Board of Supervisors shall be the same as provided in Section 22.16.450 of the Development Agreement Ordinance. There shall be no termination or modifications of this Agreement unless the Board of Supervisors acts pursuant to the provisions set forth in the Development Agreement Act (Government Code Sections 65867.5 and 65868) and the Development Agreement Ordinance, which include, but are not limited to, the requirement for the mutual consent of the Parties to the termination or modification.

6.2.2. County Default; Property Owner Remedies. If the County remains in default after the cure period and the alleged default is not the subject of dispute resolution pursuant to Section 7.6 of this Agreement, Property Owner shall have all rights and remedies provided by this Agreement, including, without limitation, the right to compel specific performance of the County's obligations under this Agreement. Property Owner also has the right to initiate termination or modification of this Agreement subject to the provisions set forth in the Development Agreement Act and Development Agreement Ordinance, which include, but are not limited to, the requirement for mutual consent of the Parties to the termination or modification.

6.2.3. No Monetary Damages. It is acknowledged by the Parties that neither the County nor the Property Owner would have entered into this Agreement if it were liable in monetary damages under or with respect to this Agreement or the application thereof. Therefore, the Parties agree that the Parties shall not be liable in monetary damages and the Parties covenant not to sue for or claim any monetary damages for the breach of any provision of this Agreement. The limitation on monetary damages shall not be construed to limit the right of the County to seek specific performance of any or all of the Community Benefits identified on Exhibit G to this Agreement, including any payments required therein.

6.3. Termination of the Agreement. In addition to the procedures set forth in Section 6.2.1.1, this Agreement is also subject to the following termination provisions:

6.3.1. Termination Upon Expiration of Term. This Agreement shall terminate upon expiration of the Term set forth in Section 7.2 unless otherwise extended or modified by mutual consent of the Parties. Upon termination of this Agreement, the County Registrar-Recorder/County Clerk may cause a notice of such termination in a form satisfactory to the County to be duly recorded in the official records of the County.

6.3.2. Termination by Mutual Consent. This Agreement may be terminated by mutual consent of the Parties, subject to the procedures set forth in the Development Agreement Act and the Development Agreement Ordinance.

6.4. Enforced Delay; Extension of Time of Performance. In addition to specific provisions of this Agreement, performance by any Party hereunder shall not be deemed to be in default where a delay is enforced due to: war, insurrection, strikes, walkouts, riots, floods, earthquakes, fires, casualties, acts of God, third-party litigation, restrictions imposed or mandated by other governmental entities, enactment of conflicting state or federal laws or regulations, judicial decisions, or similar basis for excused performance that is not within the reasonable control of the Party to be excused, and the cause of the enforced delay actually prevents or unreasonably interferes with such Party's ability to comply with this Agreement; provided, however, that the Parties agree that a delay that results solely from unforeseen economic circumstances shall not constitute an enforced delay for purposes of this Section 6.4. This Section shall not be applicable to any proceedings with respect to bankruptcy or receivership initiated by or on behalf of Property Owner, or by any third parties against Property Owner if such third-party proceedings are not dismissed within ninety (90) days. If written notice of an enforced delay is given to either Party within forty-five (45) days of the commencement of such enforced delay, an extension of time for such cause will be granted in writing for the period of the enforced delay, or longer as may be mutually agreed upon.

7. GENERAL PROVISIONS.

7.1. Effective Date. The Effective Date of this Agreement shall be the later of: (1) the date on which the Agreement is attested to by the County Clerk of the County of Los Angeles after execution by Property Owner and the Chairperson of the Board of Supervisors, or (2) the effective date of the ordinance by which the Board of Supervisors approved this Agreement.

7.2. Term. The Term of this Agreement shall commence on the Effective Date and shall extend for a period of twenty-five (25) years after the Effective Date, unless said Term is otherwise terminated, modified, or extended by circumstances set forth in this Agreement or by mutual consent of the Parties hereto. Following the expiration of this Term, this Agreement shall terminate and be of no further force and effect; provided, however, that this termination shall not affect any right or duty arising from entitlements or approvals, including the Project Approvals, approved concurrently with, or subsequent to, the Effective Date of this Agreement.

7.3. Incorporation of Preamble, Recitals, and Exhibits. The preamble paragraph, Recitals, and Exhibits, and all defined terms contained therein, are incorporated fully herein.

7.4. Consistency with General Plan and Applicable Rules. The County hereby finds and determines that execution of this Agreement is in the best interest of the public health, safety, and general welfare, and the provisions of this Agreement are consistent with the General Plan. Based upon all information made available to the County up to or concurrently with the execution of this Agreement, the County finds that no Applicable Rules prohibit or prevent the full completion and occupancy of the Project in accordance with the uses, intensities, densities, designs and heights, permitted demolition, and other development entitlements incorporated and agreed to herein and in the Project Approvals.

7.5. Enforceability of Agreement. The Parties agree that unless this Agreement is amended or terminated pursuant to the provisions of this Agreement, this Agreement shall be enforceable by any of the Parties hereto.

7.6. Dispute Resolution. In addition to, and not by way of limitation of, all other remedies available to the Parties under the terms of this Agreement, the Parties may choose to use the informal dispute resolution and/or arbitration processes in this Section 7.6.

7.6.1. Informal Dispute Resolution Process. The Parties may agree to informal dispute resolution proceedings to fairly and expeditiously resolve disputes related to the interpretation or enforcement of, or compliance with, the provision of this Agreement ("Disputes"). These dispute resolution proceedings may include: (a) procedures developed by the County for expeditious interpretation of questions arising under development agreements; or (b) any other manner of dispute resolution that is mutually agreed upon by the Parties.

7.6.2. Non-Binding Arbitration. The Parties may agree to use non-binding arbitration to resolve any Dispute arising under this Agreement. The arbitration shall be conducted by an arbitrator who must be a former judge of the Los Angeles County Superior Court, Appellate Justice of the Second District Court of Appeals, or Justice of the California Supreme Court. This arbitrator shall be selected by mutual agreement of the Parties.

7.6.3. Non-Binding Arbitration Procedures. Upon appointment of the arbitrator, the Dispute shall be set for arbitration at a time not less than thirty (30) nor more than ninety (90) days from the effective date of the appointment of the arbitrator. The arbitration shall be conducted under procedures that are mutually agreed upon by the Parties in writing prior

to the commencement of arbitration, and in no event more than thirty (30) days from the effective date of the appointment of the arbitrator.

7.7. Legal Action. Subject to the limitations on remedies imposed by this Agreement, either Party may, in addition to any other rights or remedies, institute legal action in any court of competent jurisdiction, to cure, correct, or remedy any default, enforce any covenant or agreement herein, enjoin any threatened or attempted violation, or enforce by specific performance the obligations and rights of the Parties hereto. Property Owner shall have no liability (other than the potential termination of this Agreement) if the contemplated development fails to occur.

7.8. Applicable Law. This Agreement shall be construed and enforced in accordance with the laws of the State of California.

7.9. Amendments. This Agreement may be amended from time to time by mutual consent in writing of the Parties to this Agreement in accordance with the provisions of the Development Agreement Act (Government Code Section 65868) and the Development Agreement Ordinance. Any amendment to this Agreement that relates to the Term, permitted uses, density or intensity of use, height, or size of buildings, provisions for reservation and dedication of land, conditions, restrictions, and requirements or any conditions or covenants relating to the use of the Property, which are not provided for under the Project Approvals, shall require notice and public hearing before the Parties may execute an amendment thereto.

7.10. Assignment. Property Owner agrees that there shall be no assignment of any of Property Owner's interests, rights, or obligations under this Agreement unless and until: (i) Property Owner agrees in writing in a form reasonably acceptable to the County to remain responsible for the obligations set forth in Exhibit G to this Agreement; (ii) Property Owner satisfies the obligations set forth in Exhibit G to this Agreement; or (iii) Property Owner guarantees to the satisfaction of the County the obligations set forth in Exhibit G to this Agreement. Property Owner also agrees that any interests, rights, or obligations under this Agreement related to the Hotel Land Use Category, as defined in the Specific Plan, shall only be assigned or transferred to a reputable and experienced hotel operator with a portfolio of hotels that contains primarily 3- and 4-star properties, unless otherwise agreed to in writing by the County.

7.11. Covenants. It is intended and determined that the provisions of this Agreement shall constitute covenants that shall run with the land comprising the Property for the benefit thereof, and the burdens and benefits hereof shall bind and inure to the benefit of all assignees, transferees, and successors to the Parties hereto.

7.12. Cooperation and Implementation.

7.12.1. Processing. Upon satisfactory completion by Property Owner of all required preliminary actions and payment of appropriate Processing Fees, the County shall commence and diligently process all required steps necessary for the implementation of this Agreement and development of the Property in accordance with the terms of this Agreement.

Property Owner shall, in a timely manner, provide the County with all documents, plans, fees, and other information necessary for the County to carry out its processing obligations pursuant to this Agreement.

7.12.2. Other Governmental Permits. Property Owner shall apply in a timely manner for such other permits and approvals as may be required from other governmental or quasi-governmental agencies having jurisdiction over the Project as may be required for the development of, or provision of services to, the Project. The County shall cooperate with Property Owner in its endeavors to obtain such permits and approvals and shall, from time to time at the request of Property Owner, attempt with due diligence and in good faith to enter into binding agreements with any such entity to ensure the availability of such permits and approvals, or services, provided such agreements are reasonable and not detrimental to the County, as determined by the County. These agreements may include, but are not limited to, joint powers agreements under the provisions of the Joint Exercise of Powers Act (Government Code Section 6500, *et seq.*), Mello Roos or community facilities districts, LAFCO's approval of the Annexation or Detachment, or the provisions of other laws to create legally binding, enforceable agreements between such parties. To the extent allowed by law, Property Owner shall be a party to any such agreement, or a third party beneficiary thereof, entitled to enforce for its own benefit on behalf of the County, or in its own name, the rights of the County or Property Owner thereunder or the duties and obligations of the parties thereto. Property Owner shall reimburse the County for all costs and expenses incurred in connection with seeking and entering into any such agreement provided that Property Owner has requested such agreement. Property Owner shall defend the County in any challenge by any person to any such agreement, and shall reimburse the County for any costs and expenses incurred by the County in enforcing such agreement. Any fees, assessments, or other amounts payable by the County thereunder shall be borne by Property Owner except where Property Owner has notified the County in writing, prior to the County's entering into such agreement, that Property Owner does not desire for the County to execute such agreement.

7.12.3. Cooperation in the Event of Legal Challenge. In the event of any legal action instituted by a third party or other governmental entity or official challenging the validity of any provision of this Agreement, the Parties hereby agree to cooperate in defending said action.

7.13. Relationship of the Parties. It is understood and agreed by the Parties hereto that the Project is a private development. Further, the County and Property Owner hereby renounce the existence of any form of joint venture or partnership between them and agree that nothing herein or in any document executed in connection herewith shall be construed as making the County and Property Owner joint venturers or partners.

7.14. Hold Harmless and Insurance.

7.14.1. Hold Harmless. Property Owner hereby agrees to and shall indemnify, save, hold harmless, and, if requested by the County, defend the County, including any County Agency, from any claim, action, or proceeding brought by a third party (i) to challenge, attack, set aside, void, or annul this Agreement or the Project Approvals, or (ii) for claims, costs, and

liability for any damages, personal injury, or death, which may arise directly or indirectly from the negotiation, formation, execution, enforcement, or termination of this Agreement. Nothing in this Section shall be construed to mean that Property Owner shall hold the County harmless and/or defend it from any claims arising from, or alleged to arise from, the negligent acts, negligent failure to act, or intentional acts on the part of the County. The County agrees that it shall reasonably cooperate with Property Owner in the defense of any matter in which Property Owner is defending, indemnifying, and/or holding the County harmless. The County may make all reasonable decisions with respect to its representation in any legal proceeding. In the event any claim, action, or proceeding as described above is filed by a third party against the County, Property Owner shall, within 10 days of being notified of the filing, make an initial deposit with the Department of Regional Planning in the amount of $5,000, from which actual costs and expenses shall be billed and deducted for purposes of defraying the costs and/or expenses involved in the County's cooperation in the defense, including, but not limited to, depositions, testimony, and other assistance provided to Property Owner or Property Owner's counsel. If during the litigation process actual costs or expenses incurred reach 80 percent of the amount on deposit, Property Owner shall deposit additional funds to bring the balance up to the amount of $5,000. There is no limit to the number of supplemental deposits that may be required during the course of litigation. At the sole discretion of Property Owner, the amount of the initial or any supplemental deposit may exceed the minimum amounts specified herein. Additionally, the cost for collection and duplication of records, including the reasonable costs of staff time necessary to collect, review, and/or duplicate such records in connection with the preparation of any administrative record or otherwise in relation to litigation, shall be paid by Property Owner in accordance with Section 2.170.010 of the County Code. In the event that it is determined by a court of competent jurisdiction that the claim, action, or proceeding arises from the negligent acts, negligent failure to act, or intentional acts on the part of the County, the County shall reimburse Property Owner for any deposits made to the Department of Regional Planning pursuant to this Section.

7.14.2. Insurance. Without limiting its obligation to hold the County harmless, Property Owner shall provide and maintain at its own expense, during the Term of this Agreement, a mutually agreed-upon program of insurance concerning its operations hereunder.

7.15. Notices. Any notice or communication required under this Agreement between the County or Property Owner shall be in writing, and shall be given either personally or by registered or certified mail, return receipt requested. Notice, whether given by personal delivery or registered mail, shall be deemed to have been given and received upon the receipt by the County or the Property Owner at the addresses designated below. Either Party hereto may at any time, by giving ten (10) days' written notice to the other Party hereto, provide additional persons or addresses or designate any other person or address in substitution of the person or address to whom or to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at their addresses set forth below:

If to the County:	with copies to
Director of Regional Planning	Director of Public Works
Attention: Richard Bruckner	Attention: Gail Farber

County of Los Angeles Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

County of Los Angeles Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803

Senior Deputy County Counsel
Attention: Patricia Keane
Office of the County Counsel
County of Los Angeles
500 West Temple Street, 6th Floor
Los Angeles, CA 90012

If to Property Owner:

Chief Real Estate Development & Planning Officer, Global Real Estate
Universal Studios LLC
Attention: Corinne Verdery
100 Universal City Plaza, 1280-8
Universal City, CA 91608

General Counsel
NBCUniversal, Inc.
30 Rockefeller Plaza
New York, NY 10112

with copies to

Latham & Watkins LLP
Attention: George Mihlsten
355 South Grand Avenue
Los Angeles, CA 90071

7.16. Recordation. As provided in Government Code Section 65868.5, the Executive Officer-Clerk of the Board of Supervisors ("Executive Officer") of the County shall record a copy of this Agreement with the Registrar-Recorder/County Clerk of the County of Los Angeles within ten (10) days following the execution of this Agreement. Property Owner shall provide the Executive Officer with the fees for such recording should the Executive Officer effectuate the recordation.

7.17. Constructive Notice and Acceptance. Every person who now or hereafter owns or acquires any right, title, interest in or to any portion of the Property, is and shall be conclusively deemed to have consented and agreed to every provision contained herein, whether or not any reference to this Agreement is contained in the instrument by which such person acquired an interest in the Property.

7.18. Successors and Assignees. The provisions of this Agreement shall be binding upon and shall inure to the benefit of the Parties, any subsequent owner of all or any portion of the Property and their respective successors, transferees, and assignees.

7.19. Severability. If any term, provision, condition, or covenant of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the

remaining provisions, conditions, and covenants of this Agreement shall continue in full force and effect.

7.20. Time of the Essence. Time is of the essence for each provision of this Agreement of which time is an element.

7.21. Waiver. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the Party against whom enforcement of a waiver is sought and refers expressly to this Section. No waiver by any Party of any provisions of this Agreement shall be considered a waiver of any other provision or any subsequent breach of the same or any other provision, including the time for performance of any such provision. The exercise of any right or remedy provided in this Agreement or provided by law shall not prevent the exercise by that Party of any other right or remedy provided in this Agreement or under the law.

7.22. No Third-Party Beneficiaries. The only Parties to this Agreement are the County and Property Owner and their successors-in-interest. There are no third-party beneficiaries and this Agreement is not intended, and shall not be construed to benefit or be enforceable by any other person whatsoever.

7.23. Entire Agreement. This Agreement, inclusive of the preamble paragraph, Recitals and Exhibits, constitutes the entire understanding and agreement between the Parties with respect to the subject matter contained herein. There are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein (or any such representations, understandings or ancillary covenants, undertakings or agreements are integrated in this Agreement) and no testimony or evidence of any such representations, understandings, or covenants shall be admissible in any proceedings of any kind or nature to interpret or determine the provisions or conditions of this Agreement.

7.24. Construction of Agreement. Each Party acknowledges that it has received independent legal advice from its attorneys with respect to the advisability of executing this Agreement and the meaning of the provisions hereof. This Agreement has been reviewed and revised by legal counsel for both the County and the Property Owner. The provisions of this Agreement and the attached Exhibits shall be construed as a whole according to their common meaning, in a manner that shall achieve the purposes of this Agreement, and not strictly for or against any Party based upon any attribution to such Party as the source of the language in question. The headings and table of contents used in this Agreement are for the convenience of reference only and shall not be used in construing this Agreement.

7.25. Discretion to Encumber. This Agreement shall not prevent or limit Property Owner in any manner, at its sole discretion, from encumbering the Property or any portion of the Property or any improvement on the Property by any mortgage, deed of trust, or other security device securing financing with respect to the Property or its improvements.

7.26. Expedited Processing of Legal Actions. Property Owner and the County agree to cooperate in good faith for the expedited processing of any legal action seeking specific

performance, declaratory relief, or injunctive relief, to set court dates at the earliest practicable date(s), and not to cause undue delay in the prosecution/defense of the action, provided such cooperation shall not require any Party to waive any rights.

7.27. Entitlement to Written Notice of Default. The mortgagee of a mortgage or beneficiary of a deed of trust encumbering the Property, or any part thereof, and their successors and assigns shall, upon written request to the County, be entitled to receive from the County written notification of any default by Property Owner of the performance of Property Owner's obligations under this Agreement that has not been cured within sixty (60) days following the date of default. Property Owner shall reimburse the County for its actual costs, reasonably and necessarily incurred, to prepare this notice of default.

7.28. Counterparts. This Agreement is executed in two duplicate originals, each of which is deemed to be an original. This Agreement, not counting the Cover Page, Table of Contents, and Signature Page, consists of twenty (20) pages and eight (8) Exhibits, which constitute the entire understanding and agreement of the Parties. Said Exhibits are identified as follows:

Exhibit A:	Legal Description of Property
Exhibit B:	Legal Description of Annexation Property
Exhibit C:	Maps of Annexation Property
Exhibit D:	Legal Description of Detachment Property
Exhibit E:	Maps of Detachment Property
Exhibit F:	MMRP
Exhibit G:	Community Benefits
Exhibit H:	Maps of Specific Plan Area/City [Q]C2 Area (Before and After Annexation)

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first written above.

COUNTY OF LOS ANGELES, a body politic and political subdivision of the State of California

By: _____

DATE:

APPROVED AS TO FORM:

By: _____

DATE:

ATTEST:
[Officer-Clerk of the Board of Supervisors]

By:_____

DATE:

UNIVERSAL STUDIOS LLC

By: _____
Name:
Title:

By: _____
Name:
Title:

This document is a draft and is not intended to create any binding obligations. Any agreement shall be reflected in a written document signed by both parties.

EXHIBIT A

Legal Description of Property

NBCUNIVERSAL COUNTY AREAS PRE-ANNEXATION
LEGAL DESCRIPTION

BEING LOTS "C" AND "E" TOGETHER WITH PORTIONS OF LOTS "B" AND "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND A PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITIONS BEING FILED IN CASE 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341, PAGES 75 THROUGH 89 OF DEEDS, RECORDS OF SAID COUNTY AND THAT PORTION OF THE PARCEL OF LAND SHOWN AS "LOS ANGELES RIVER" ON SAID MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 1 THROUGH 4, INCLUSIVE, PER THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY DECEMBER 30, 2004.

LICENSED LAND SURVEYOR
M.D. INGLEDON
No. 7714
STATE OF CALIFORNIA

DEC 1 1 2012

NBCUNIVERSAL COUNTY AREAS POST-ANNEXATION
LEGAL DESCRIPTION

BEING LOTS "C" AND "E" TOGETHER WITH PORTIONS OF LOTS "B" AND "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND A PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITIONS BEING FILED IN CASE 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341, PAGES 75 THROUGH 89 OF DEEDS, RECORDS OF SAID COUNTY AND THAT PORTION OF THE PARCEL OF LAND SHOWN AS "LOS ANGELES RIVER" ON SAID MAP RECORDED IN BOOK 31, PAGES 39 THROUGH 44 OF MISCELLANEOUS RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT LAND BOUND TO THE NORTHEAST, EAST, AND SOUTHEAST BY THE WESTERLY BOUNDARY OF LOT "F" TOGETHER WITH THE WESTERLY BOUNDARY OF RANCHO PROVIDENCIA AS SHOWN ON SAID MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION;

SAID LAND BOUND TO THE WEST, SOUTHWEST, SOUTH, AND SOUTHEAST BY THE NORTH AND NORTHEAST BOUNDARY OF THAT CERTAIN EASEMENT DEED RECORDED AS INSTRUMENT NUMBER 87-1240174 ON AUGUST 4, 1987 IN SAID COUNTY RECORDER'S OFFICE, TOGETHER WITH THE NORTHERLY LINE OF THAT LAND DESCRIBED IN INSTRUMENT 87-381928 AS RECORDED IN SAID COUNTY RECORDER'S OFFICE; SAID LAND ALSO BOUND TO THE SOUTH AND SOUTHEAST BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT A POINT ON THE SOUTHERLY BOUNDARY OF THAT LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID POINT 0.82 FEET NORTHEASTERLY OF THE SOUTHWEST TERMINUS OF THAT CERTAIN LINE SHOWN ON SAID RECORD OF SURVEY AS BEARING NORTH 21-52-56 EAST AND HAVING A DISTANCE OF 7.00 FEET, SAID POINT ALSO SHOWN AS THE NORTHERLY TERMINUS OF THAT CERTAIN LINE SHOWN ON THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS AS BEARING 21-52-26 AND HAVING A DISTANCE OF 6.18 FEET; THENCE ALONG SAID SOUTHERLY BOUNDARY AS SHOWN IN SAID RECORD OF SURVEY SOUTH 32-47-36 WEST A DISTANCE OF 29.75 FEET; THENCE DEPARTING SAID SOUTHERLY BOUNDARY IN SAID RECORD OF SURVEY NORTH 57-12-24 WEST A DISTANCE OF 20.00 FEET; THENCE SOUTH 32-47-36 WEST A DISTANCE OF 36.62 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 415.57 FEET, CONCAVE TO THE SOUTHEAST, A RADIAL TO SAID POINT BEARS NORTH 00-24-52 WEST; THENCE CONTINUING SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16-43-01 DEGREES AN ARC LENGTH OF 121.25 FEET TO THE BEGINNING OF A TANGENT CURVE, SAID BEGINNING BEING A POINT OF REVERSE CURVATURE, SAID TANGENT CURVE HAVING A RADIUS OF 499.00 FEET, CONCAVE TO THE NORTH, A RADIAL TO SAID POINT OF REVERSE CURVATURE BEARS SOUTH 17-07-53 EAST; THENCE CONTINUING SOUTHWESTERLY, WESTERLY, AND NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32-33-57 DEGREES AN ARC LENGTH OF 283.62 FEET; THENCE NORTH 74-33-55 WEST A DISTANCE OF 350.90 FEET TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 1004.00 FEET, CONCAVE TO THE NORTHEAST, THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05-58-42 DEGREES AN ARC LENGTH OF 104.76

LICENSED LAND SURVEYOR
M.D. INGLEDON
No. 7714
STATE OF CALIFORNIA

DEC 11 2012

FEET; THENCE NORTH 68-35-13 WEST A DISTANCE OF 662.20 FEET; THENCE NORTH 21-24-47 EAST A DISTANCE OF 47.58 FEET TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 225.00 FEET, CONCAVE TO THE WEST, THENCE NORTHEASTERLY, NORTHERLY, AND NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 36-39-50 DEGREES AN ARC LENGTH OF 143.98 FEET; THENCE NORTH 15-15-03 WEST A DISTANCE OF 211.26 FEET TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 175.00 FEET, CONCAVE TO THE SOUTHWEST, THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 33-24-19 DEGREES AN ARC LENGTH OF 102.03 FEET MORE OR LESS, TO A POINT ON THE WESTERLY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" PER THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY JULY 30, 2002, SAID POINT SHOWN AS THE SOUTHERLY TERMINUS OF THE LINE BEARING SOUTH 00-21-20 WEST 47.10 FEET ON SAID CERTIFICATE OF COMPLIANCE, SAID POINT ALSO BEING THE NORTHEASTERLY TERMINUS OF THE LINE BEARING SOUTH 63-45-05 WEST 111.14 FEET ON SAID CERTIFICATE OF COMPLIANCE; THENCE ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 00-21-20 EAST A DISTANCE OF 47.10 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 23-45-03 WEST A DISTANCE OF 42.94 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 44-48-23 WEST A DISTANCE OF 26.58 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 38-35-31 WEST A DISTANCE OF 59.09 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 10-01-42 WEST A DISTANCE OF 16.49 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 04-00-28 EAST A DISTANCE OF 91.00 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 06-59-45 WEST A DISTANCE OF 36.67 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 18-09-31 WEST A DISTANCE OF 29.16 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 31-07-35 WEST A DISTANCE OF 33.01 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 18-36-44 WEST A DISTANCE OF 26.00 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 07-08-06 WEST A DISTANCE OF 67.27 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 17-47-37 WEST A DISTANCE OF 21.54 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 37-24-57 WEST A DISTANCE OF 31.74 FEET; THENCE CONTINUING ALONG THE WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 04-00-28 EAST A DISTANCE OF 129.43 FEET TO THE NORTHEAST CORNER OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE CONTINUING ALONG THE SOUTHWESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 85-59-32 WEST A DISTANCE OF 326.70 FEET; THENCE CONTINUING ALONG THE SOUTHWESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" NORTH 04-00-28 EAST A DISTANCE OF 218.76 FEET; THENCE DEPARTING SAID WESTERLY BOUNDARY OF SAID "PARCEL 4 AFTER ADJUSTMENT" SOUTH 83-17-35 EAST A DISTANCE OF 112.11 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 354.95 CONCAVE TO THE SOUTHWEST, A RADIAL TO SAID POINT BEARS NORTH 08-38-27 EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 37-14-02 AN ARC LENGTH OF 230.67, MORE OR LESS, TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 506.50 FEET, CONCAVE TO THE SOUTHWEST, A RADIAL TO SAID POINT BEARS NORTH 40-57-11 EAST; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08-12-43 AN ARC LENGTH OF 72.60 FEET MORE OR LESS, TO THE BEGINNING OF A NON-TANGENT LINE; THENCE ALONG SAID NON-TANGENT LINE NORTH 54-08-42 EAST A DISTANCE OF 99.58; THENCE NORTH 24-01-22 EAST A DISTANCE OF 291.20 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 533.57 FEET, CONCAVE TO THE SOUTHWEST, A RADIAL TO SAID POINT BEARS NORTH 43-50-08 EAST; THENCE NORTHWESTERLY AND WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44-15-41 AN ARC LENGTH OF 412.19 FEET MORE OR LESS, TO

THE BEGINNING OF A NON-TANGENT LINE; THENCE ALONG SAID NON-TANGENT LINE SOUTH 14-08-53 WEST A DISTANCE OF 53.17 FEET; THENCE NORTH 89-59-50 WEST A DISTANCE OF 470.09 FEET; THENCE SOUTH 00-00-10 WEST A DISTANCE 225.37 FEET; THENCE SOUTH 89-57-59 WEST A DISTANCE OF 269.47 FEET; THENCE NORTH 89-01-24 WEST A DISTANCE OF 180.89 FEET; THENCE NORTH 86-50-55 WEST A DISTANCE OF 5.27 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63 FEET, CONCAVE TO THE NORTHEAST, A RADIAL TO SAID POINT BEARS SOUTH 03-33-44 WEST; THENCE WESTERLY AND NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24-28-32 AN ARC LENGTH OF 108.77 FEET, MORE OR LESS TO THE BEGINNING OF A NON TANGENT LINE; THENCE ALONG SAID NON-TANGENT LINE NORTH 64-22-28 WEST A DISTANCE OF 122.99 FEET, MORE OR LESS TO A POINT LYING ON THE EASTERLY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY BEING 80 FEET WIDE, HAVING A HALF WIDTH OF 40.00 FEET AS SHOWN IN TRACT 27621 RECORDED IN MAP BOOK 769, PAGES 14 THROUGH 15, SAID POINT LYING NORTH 25-35-56 EAST A DISTANCE OF 132.09 FEET FROM A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES SHOWN AS THE NORTHWESTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 82-41-39 WEST A DISTANCE OF 116.52 FEET ON SAID TRACT 27621.

SAID LAND ALSO BOUND TO THE WEST BY THE EASTERLY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY LINE HAVING A HALF WIDTH OF 50.00 FEET, SAID RIGHT OF WAY HALF WIDTH PER THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY;

SAID LAND BOUND TO THE NORTH IN PART BY THE SOUTHERLY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE, SAID LAND ALSO BOUND IN PART TO THE NORTH AND WEST BY THE FOLLOWING DESCRIBED LINES: COMMENCING AT THE NORTHWEST CORNER OF LOT 1 AS PER THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED AND RECORDED BY THE COUNTY RECORDER IN SAID COUNTY DECEMBER 30, 2004, SAID CORNER LYING IN THE NORTHEASTERLY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY HAVING A HALF WIDTH OF 50.00 FEET AS SHOWN ON THAT CERTAIN RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID CORNER ALSO BEING THE NORTHWESTERLY TERMINUS OF THE LINE SHOWN AS BEARING NORTH 24-17-17 WEST 228.33 FEET ON SAID CERTIFICATE OF COMPLIANCE; THENCE NORTH 24-17-17 WEST A DISTANCE OF 9.69 FEET ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING; THENCE DEPARTING SAID NORTHEASTERLY RIGHT OF WAY LINE SOUTH 88-53-29 EAST A DISTANCE OF 515.72 FEET; THENCE NORTH 00-43-31 EAST A DISTANCE OF 126.94 FEET, MORE OR LESS, TO A POINT ON THE NORTHERLY LINE OF SAID LOT 1; THENCE DEPARTING SAID NORTHERLY LINE OF SAID LOT 1 NORTH 00-43-31 EAST A DISTANCE OF 19.23 FEET MORE OR LESS TO SAID SOUTHERLY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER SAID GRANT DEED.

EXHIBIT B

Legal Description of Annexation Property

NBCUNIVERSAL ANNEXATION PROPERTY (FUTURE CITY PROPERTY)
LEGAL DESCRIPTION

PARCEL 1:

A PORTION OF LOT "B" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID POINT BEING SHOWN AS A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES LYING AT THE NORTHEASTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 71-29-54 EAST A DISTANCE OF 90.95 FEET IN SAID CERTIFICATE OF COMPLIANCE, THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY AND SAID NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" SOUTH 71-29-54 WEST A DISTANCE OF 90.95 FEET; THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY AND SAID NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" NORTH 82-41-39 WEST A DISTANCE OF 105.99 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF SAID "LOT 1 AFTER ADJUSTMENT", SAID POINT SHOWN IN SAID CERTIFICATE OF COMPLIANCE AS BEING THE NORTHWEST CORNER OF LOT 1 TRACT 27621 RECORDED IN MAP BOOK 769, PAGES 14 THROUGH 15; THENCE DEPARTING SAID NORTHERLY BOUNDARY OF SAID "LOT 1 AFTER ADJUSTMENT" NORTH 82-41-39 WEST A DISTANCE OF 10.53 FEET MORE OR LESS TO THE EASTERLY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD, SAID RIGHT OF WAY BEING 80.00 FEET WIDE, HAVING A HALF WIDTH OF 40.00 FEET AS PER SAID TRACT 27621; THENCE CONTINUING ALONG SAID EASTERLY RIGHT OF WAY NORTH 25-35-56 EAST A DISTANCE OF 132.09 FEET; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY OF LANKERSHIM BOULEVARD SOUTH 64-22-28 EAST A DISTANCE OF 122.99 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63 FEET, CONCAVE TO THE NORTHEAST, A RADIAL TO SAID POINT BEARS SOUTH 28-02-16 WEST; THENCE SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 23-57-02 AN ARC LENGTH OF 106.44 FEET, MORE OR LESS TO A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES; THENCE CONTINUING ALONG SAID CORPORATION SOUTH 71-29-54 WEST BOUNDARY A DISTANCE OF 71.40 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A PORTION OF LOT "B" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LICENSED LAND SURVEYOR
M.D. INCLEDON
No. 7714
STATE OF CALIFORNIA
11/8/2012

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID POINT BEING SHOWN AS A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES LYING AT THE NORTHEASTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 71-29-54 EAST A DISTANCE OF 90.95 FEET IN SAID CERTIFICATE OF COMPLIANCE; THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY AND NORTHWESTERLY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" OF SAID CERTIFICATE OF COMPLIANCE NORTH 71-29-54 EAST A DISTANCE OF 555.81 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY AND NOTHWESTERLY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" OF SAID CERTIFICATE OF COMPLIANCE NORTH 71-29-54 EAST A DISTANCE OF 214.87 FEET; THENCE NORTH 89-59-50 WEST A DISTANCE OF 203.77 FEET; THENCE SOUTH 00-00-10 WEST A DISTANCE OF 68.20 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 3:

A PORTION OF LOT "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID POINT BEING SHOWN AS A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES LYING AT THE NORTHEASTERLY TERMINUS OF THAT LINE SHOWN AS BEARING SOUTH 71-29-54 WEST A DISTANCE OF 944.27 FEET IN SAID CERTIFICATE OF COMPLIANCE; SAID POINT ALSO BEING SHOWN AS THE NORTHWESTERLY TERMINUS OF THE SOUTHWESTERLY BOUNDARY OF LOT 2 SHOWN AS THAT LINE BEARING NORTH 45-14-58 WEST A DISTANCE OF 1515.55 FEET IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726; THENCE ALONG SAID SOUTHWESTERLY BOUNDARY OF SAID CERTIFICATE OF COMPLIANCE SOUTH 45-14-58 EAST A DISTANCE OF 78.27 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID BOUNDARY OF SAID CERTIFICATE OF COMPLIANCE SOUTH 45-14-58 EAST A DISTANCE OF 466.39 FEET; THENCE DEPARTING SAID BOUNDARY NORTH 24-01-22 EAST A DISTANCE OF 251.98 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 533.57 FEET, CONCAVE TO THE SOUTHWEST, A RADIAL TO SAID POINT BEARS SOUTH 44-00-42 WEST; THENCE CONTINUING NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 44-26-15 DEGREES AN ARC LENGTH OF 413.83 FEET TO THE BEGINNING OF A NON-TANGENT LINE; THENCE SOUTH 14-08-53 WEST A DISTANCE OF 53.24 FEET; THENCE NORTH 89-59-50 WEST A DISTANCE OF 46.09 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 4:

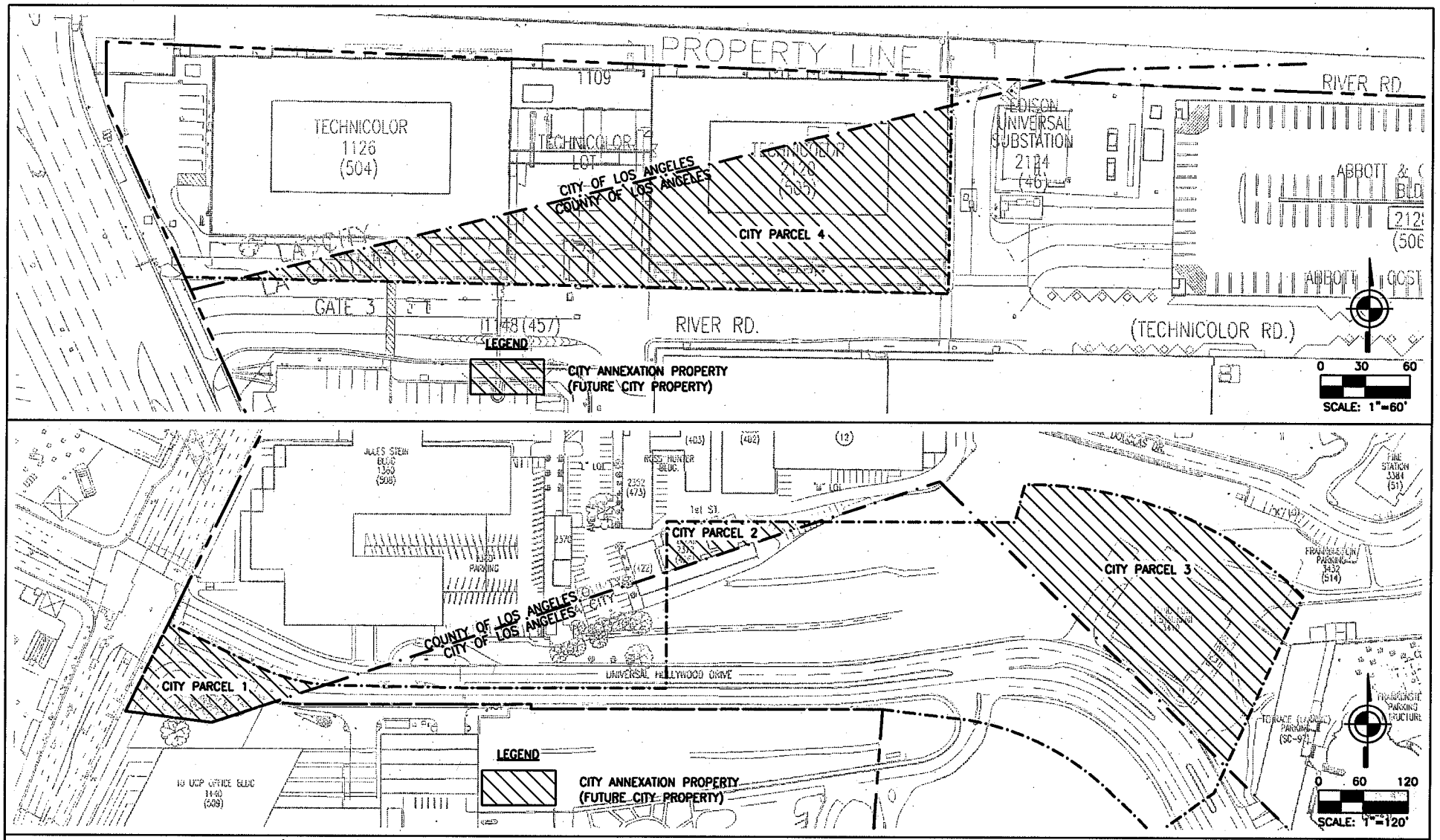
A PORTION OF LOT "B" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39 THROUGH 44, INCLUSIVE, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF

SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, TOGETHER WITH A PORTION OF THAT LAND DESCRIBED AS LOT 1 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED WITH COUNTY RECORDER IN SAID COUNTY ON DECEMBER 30, 2004, MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF LOT 1 IN SAID CERTIFICATE OF COMPLIANCE, SAID POINT BEING THE SOUTHWESTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 76-13-44 EAST A DISTANCE OF 597.98 FEET, SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD; THENCE ALONG SAID NORTHERLY BOUNDARY NORTH 76-13-44 EAST A DISTANCE OF 34.11 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG SAID NORTHERLY BOUNDARY NORTH 76-13-44 EAST A DISTANCE OF 494.33 FEET; THENCE SOUTH 00-43-31 WEST A DISTANCE OF 126.94 FEET; THENCE NORTH 88-53-29 WEST A DISTANCE OF 478.61 FEET TO THE TRUE POINT OF BEGINNING.

EXHIBIT C

Maps of Annexation Property



NBC UNIVERSAL EVOLUTION PLAN - CITY ANNEXATION PROPERTY (FUTURE CITY PROPERTY)
JANUARY 16, 2013

EXHIBIT D

Legal Description of Detachment Property

NBCUNIVERSAL DETACHMENT PROPERTY (FUTURE COUNTY PARCEL)
LEGAL DESCRIPTION

PARCEL 1:

A PORTION OF LOT "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID POINT BEING SHOWN AS A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES LYING AT THE NORTHEASTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 71-29-54 EAST A DISTANCE OF 90.95 FEET IN SAID CERTIFICATE OF COMPLIANCE, THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY AND SAID NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" NORTH 71-29-54 EAST A DISTANCE OF 71.40 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY NORTH 71-29-54 EAST A DISTANCE OF 484.41 FEET; THENCE DEPARTING SAID CORPORATION BOUNDARY SOUTH 00-00-10 WEST A DISTANCE OF 157.17 FEET; THENCE SOUTH 89-57-59 WEST A DISTANCE OF 269.47 FEET; THENCE NORTH 89-01-24 WEST A DISTANCE OF 180.89 FEET; THENCE NORTH 86-50-55 WEST A DISTANCE OF 5.28 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 254.63 FEET, CONCAVE TO THE NORTHEAST, A RADIAL TO SAID POINT BEARS NORTH 4-05-14 EAST; THENCE CONTINUING NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00-50-53 DEGREES AN ARC LENGTH OF 3.77 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 2:

A PORTION OF LOT "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF "LOT 1 AFTER ADJUSTMENT" IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID POINT BEING SHOWN AS A POINT ON THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES LYING AT THE NORTHEASTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 71-29-54 EAST A DISTANCE OF 90.95 FEET IN SAID CERTIFICATE OF COMPLIANCE; THENCE CONTINUING ALONG SAID

LICENSED LAND SURVEYOR
M.D. INCLEDON
No. 7714
STATE OF CALIFORNIA
11/8/2012

CORPORATION BOUNDARY AND NORTHWESTERLY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" OF SAID CERTIFICATE OF COMPLIANCE NORTH 71-29-54 EAST A DISTANCE OF 770.68 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID CORPORATION BOUNDARY AND NOTHWESTERLY BOUNDARY OF "LOT 4 AFTER ADJUSTMENT" OF SAID CERTIFICATE OF COMPLIANCE NORTH 71-29-54 EAST A DISTANCE OF 173.62 FEET; THENCE SOUTH 45-14-58 EAST A DISTANCE OF 78.27 FEET; THENCE NORTH 89-59-50 WEST A DISTANCE OF 220.24 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 3:

A PORTION OF LOT "D" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF "LOT 3 AFTER ADJUSTMENT" IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 02-1783215 OF OFFICIAL RECORDS, SAID POINT ALSO BEING THE NORTHEASTERLY TERMINUS OF THE LINE BEARING SOUTH 85-59-32 EAST A DISTANCE OF 326.70 FEET, SAID POINT ALSO BEING THE NORTHERLY TERMINUS OF THE LINE BEARING SOUTH 04-00-28 WEST A DISTANCE OF 129.43 FEET IN SAID CERTIFICATE OF COMPLIANCE; THENCE SOUTH 04-00-28 WEST A DISTANCE OF 129.43 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 37-24-57 EAST A DISTANCE OF 31.74' ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 17-47-37 EAST A DISTANCE OF 21.54 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 07-08-06 EAST A DISTANCE OF 67.27 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 18-36-44 EAST A DISTANCE OF 26.00 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 31-07-35 EAST A DISTANCE OF 33.01 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 18-09-31 EAST A DISTANCE OF 29.16 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 06-59-45 EAST A DISTANCE OF 36.67 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 4-00-28 WEST A DISTANCE OF 91.00 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 10-01-42 EAST A DISTANCE OF 16.49 ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 38-35-31 EAST A DISTANCE OF 59.09 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 44-48-23 EAST A DISTANCE OF 26.58 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 23-45-03 EAST A DISTANCE OF 42.94 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT"; THENCE SOUTH 00-21-20 WEST A DISTANCE OF 47.10 FEET ALONG THE EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT" TO A NON-TANGENT CURVE HAVING A RADIUS OF 175.00 FEET, CONCAVE SOUTHWESTERLY, A RADIAL TO SAID POINT BEARS SOUTH 41-20-38 WEST; THENCE DEPARTING SAID EASTERLY BOUNDARY OF SAID "LOT 3 AFTER ADJUSTMENT" SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 33-24-19 DEGREES AN ARC LENGTH OF 102.03 FEET TO THE BEGINNING OF A TANGENT CURVE; THENCE SOUTH 15-15-03 EAST A DISTANCE OF 211.26 FEET TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 225.00 FEET, CONCAVE SOUTHWESTERLY; THENCE SOUTHEASTERLY, SOUTHERLY, AND SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 36-39-50 DEGREES AND ARC LENGTH OF 143.98 FEET TO THE BEGINNING OF A TANGENT LINE; THENCE SOUTH 21-24-47 WEST A DISTANCE OF 47.58 FEET; THENCE SOUTH 68-35-13 EAST A DISTANCE OF 662.20 FEET TO THE BEGINNING OF

A TANGENT CURVE HAVING A RADIUS OF 1004.00 FEET, CONCAVE NORTHEASTERLY; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05-58-42 DEGREES AN ARC LENGTH OF 42.29 FEET TO THE BEGINNING OF A TANGENT LINE; THENCE SOUTH 74-33-55 EAST A DISTANCE OF 350.90 FEET TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 499.00 FEET, CONCAVE NORTHWESTERLY; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32-33-57 DEGREES AN ARC LENGTH OF 283.62 FEET TO THE BEGINNING OF A TANGENT CURVE HAVING A RADIUS OF 415.57, CONCAVE TO THE SOUTHEAST, A RADIAL TO SAID POINT OF REVERSE CURVATURE BEARING SOUTH 17-07-53 EAST; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16-43-01 DEGREES AND ARC LENGTH OF 121.25 FEET TO THE BEGINNING OF A NON-TANGENT LINE; THENCE NORTH 32-47-36 EAST A DISTANCE OF 36.62 FEET; THENCE SOUTH 57-12-24 EAST A DISTANCE OF 20.00 FEET TO A POINT ON THAT SOUTHERLY BOUNDARY OF LAND AS SHOWN ON THAT RECORD OF SURVEY RECORDED IN BOOK 149 PAGES 82 THROUGH 93, INCLUSIVE, AS INSTRUMENT NUMBER 96-436038, RECORDED IN SAID COUNTY, SAID POINT BEING 29.75 FEET SOUTHWESTERLY OF THE NORTHEAST TERMINUS OF THAT LINE SHOWN BEARING NORTH 32-47-36 A DISTANCE OF 50.08 FEET ON SAID RECORD OF SURVEY; THENCE NORTH 32-47-36 EAST A DISTANCE OF 29.75 FEET ALONG SAID SOUTHERLY BOUNDARY OF SAID RECORD OF SURVEY; THENCE NORTH 21-52-56 EAST A DISTANCE OF 0.82 FEET ALONG SAID SOUTHERLY BOUNDARY OF SAID RECORD OF SURVEY; THENCE DEPARTING SAID SOUTHERLY BOUNDARY OF SAID RECORD OF SURVEY NORTH 45-14-58 WEST A DISTANCE OF 2212.74 FEET ALONG THE SOUTHWESTERLY BOUNDARY OF LOT 2 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID LINE ALSO BEING THE CORPORATION BOUNDARY OF THE CITY OF LOS ANGELES; THENCE DEPARTING SAID SOUTHWESTERLY BOUNDARY SOUTH 24-01-22 WEST A DISTANCE OF 39.22 FEET; THENCE SOUTH 54-08-42 EAST A DISTANCE OF 99.58 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 506.50 FEET, CONCAVE SOUTHWESTERLY, A RADIAL TO SAID POINT BEARS SOUTH 49-09-54 WEST; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 08-21-20 DEGREES AN ARC LENGTH OF 73.86 FEET TO THE BEGINNING OF A NON-TANGENT CURVE HAVING A RADIUS OF 354.95 FEET, CONCAVE TO THE SOUTHWEST, A RADIAL TO SAID POINT BEARS SOUTH 45-52-29 WEST; THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 37-23-39 AN ARC LENGTH OF 231.66 FEET MORE OR LESS, TO A NON-TANGENT LINE; THENCE ALONG SAID NON-TANGENT LINE NORTH 83-17-35 WEST A DISTANCE OF 111.99 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

A PORTION OF LOT "B" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39 THROUGH 44, INCLUSIVE, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, TOGETHER WITH A PORTION OF THAT LAND DESCRIBED AS LOT 1 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED WITH COUNTY RECORDER IN SAID COUNTY ON DECEMBER 30, 2004, MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF LOT 1 IN SAID CERTIFICATE OF COMPLIANCE, SAID POINT BEING THE SOUTHWESTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 76-13-44 EAST A DISTANCE OF 597.98 FEET, SAID POINT ALSO BEING ON THE NORTHEASTERLY RIGHT OF WAY LINE OF LANKERSHIM BOULEVARD; THENCE ALONG SAID NORTHEASTERLY RIGHT OF WAY OF LANKERSHIM BOULEVARD NORTH 24-17-17 WEST A

DISTANCE OF 9.70 FEET; THENCE DEPARTING SAID RIGHT OF WAY OF LANKERSHIM SOUTH 88-53-29 EAST A DISTANCE OF 37.12 FEET; THENCE SOUTH 76-13-44 WEST A DISTANCE OF 34.11 FEET TO THE POINT OF BEGINNING.

PARCEL 5:

A PORTION OF LOT "B" AS SHOWN ON THE MAP OF THE PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVERBED ADJOINING IN THE LANKERSHIM RANCH LAND AND WATER COMPANY'S SUBDIVISION, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 31 PAGES 39 THROUGH 44, INCLUSIVE, OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID MAP OF THE PARTITION BEING FILED IN CASE NO. 70672 OF THE SUPERIOR COURT OF SAID COUNTY, A CERTIFIED COPY OF SAID DECREE BEING RECORDED IN BOOK 4341 PAGE 75 OF DEEDS, RECORDS OF SAID COUNTY, TOGETHER WITH A PORTION OF THAT LAND DESCRIBED AS LOT 1 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED WITH COUNTY RECORDER IN SAID COUNTY ON DECEMBER 30, 2004, MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE NORTHERLY BOUNDARY OF LOT 1 IN SAID CERTIFICATE OF COMPLIANCE, SAID POINT BEING THE NORTHEASTERLY TERMINUS OF THAT LINE SHOWN AS BEARING NORTH 76-13-44 EAST A DISTANCE OF 597.98 FEET, SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE; THENCE SOUTH 76-13-44 WEST A DISTANCE OF 69.54 FEET ALONG SAID NORTHERLY BOUNDARY OF LOT 1 IN SAID CERTIFICATE OF COMPLIANCE; THENCE NORTH 00-43-31 EAST A DISTANCE OF 19.23 FEET TO A POINT ON SAID SOUTHERLY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL; THENCE SOUTH 87-43-35 EAST ALONG SAID SOUTHERLY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL TO THE POINT OF BEGINNING.

PARCEL 6:

PORTIONS OF LAND WITHIN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

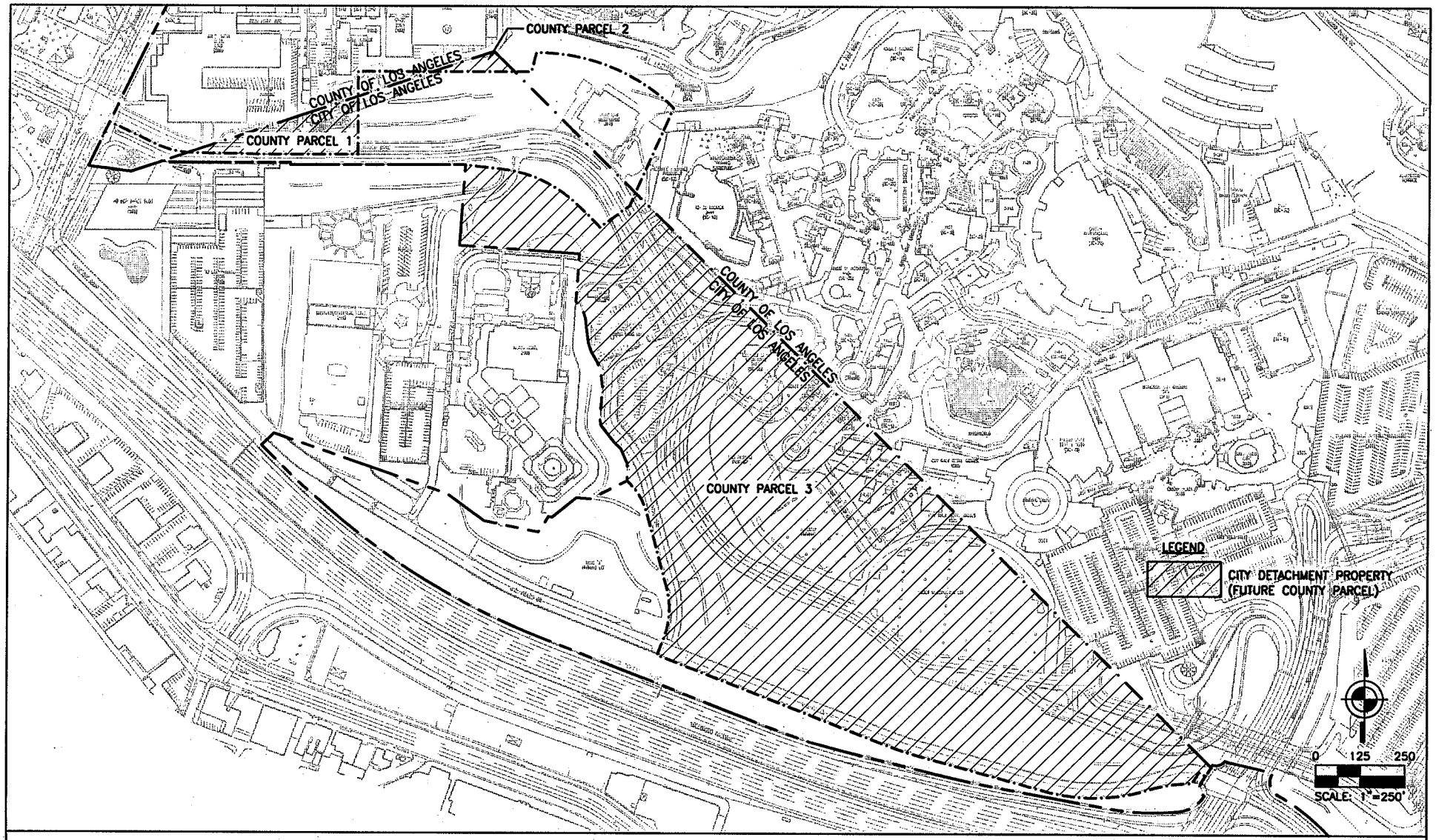
THOSE CERTAIN PORTIONS OF LAND BOUND TO THE WEST BY THE NORTHWESTERLY AND WESTERLY BOUNDARY OF LOT 1 OF THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726, OFFICIAL RECORDS OF SAID COUNTY,

BOUND TO THE NORTH BY THE SOUTHERLY RIGHT OF WAY OF THE LOS ANGELES COUNTY FLOOD CONTROL CHANNEL AS PER THAT CERTAIN GRANT DEED RECORDED AS INSTRUMENT NUMBER 2787 IN BOOK 36979 PAGES 328 THROUGH 331, INCLUSIVE, RECORDED AUGUST 13, 1951 IN SAID COUNTY RECORDERS OFFICE,

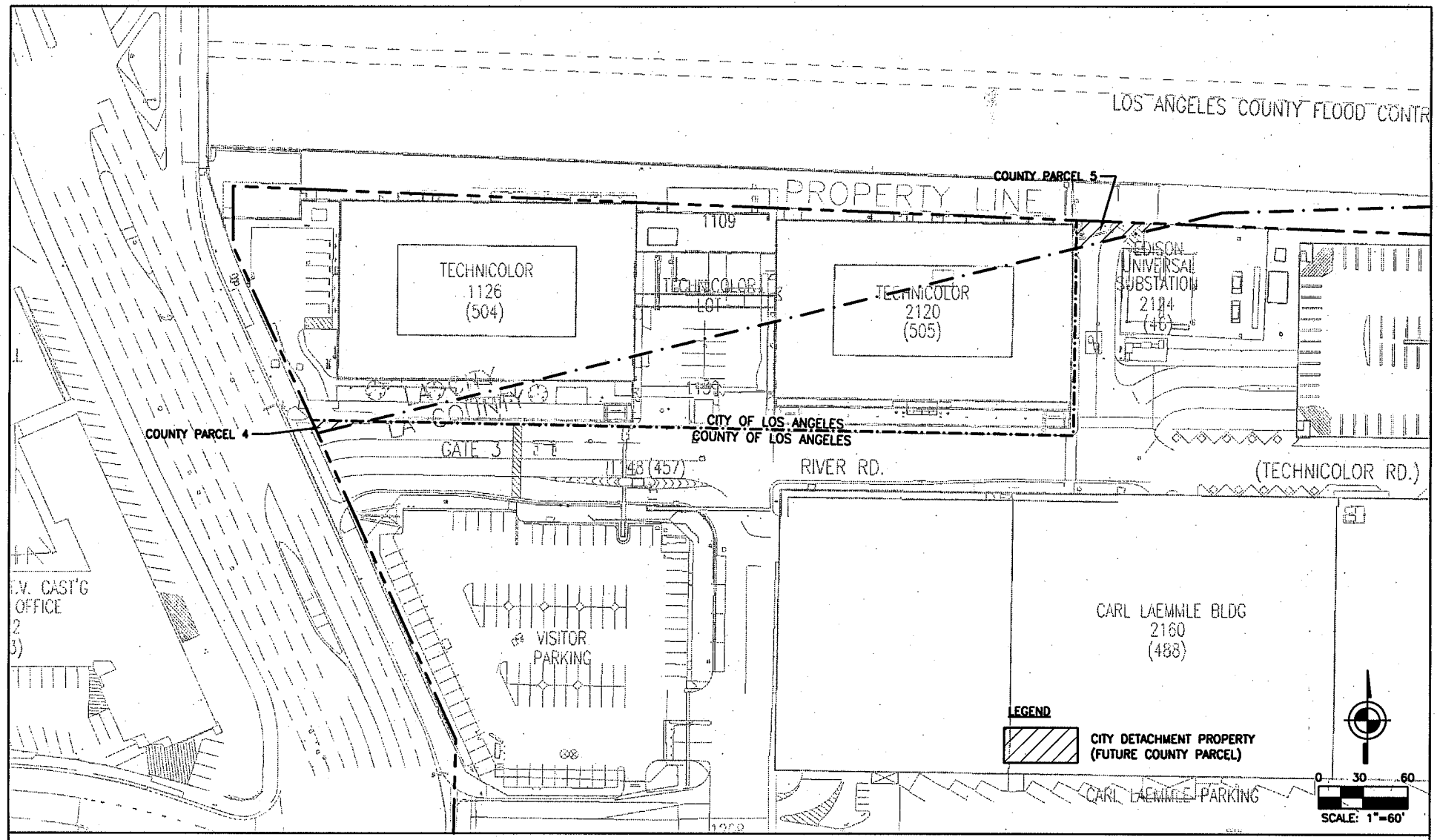
BOUND TO THE SOUTH BY THE NORTHERLY LINE OF THAT LAND DESCRIBED AS LOT 1 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED AS INSTRUMENT NUMBER 04-3404726 OF OFFICIAL RECORDS, SAID CERTIFICATE OF COMPLIANCE FILED WITH COUNTY RECORDER IN SAID COUNTY ON DECEMBER 30, 2004 BOUND TO THE EAST BY THE EXTENSION OF THAT CERTAIN LINE LYING IN THE EASTERLY BOUNDARY OF SAID LOT 1 BEARING NORTH 14-46-10 EAST A DISTANCE OF 219.09 FEET EXTENDING NORTHERLY TO THE CENTERLINE OF THE LOS ANGELES RIVER, AS PER LOS ANGELES FLOOD CONTROL FIELD BOOK 2025 PAGES 15 THROUGH 17, INCLUSIVE.

EXHIBIT E

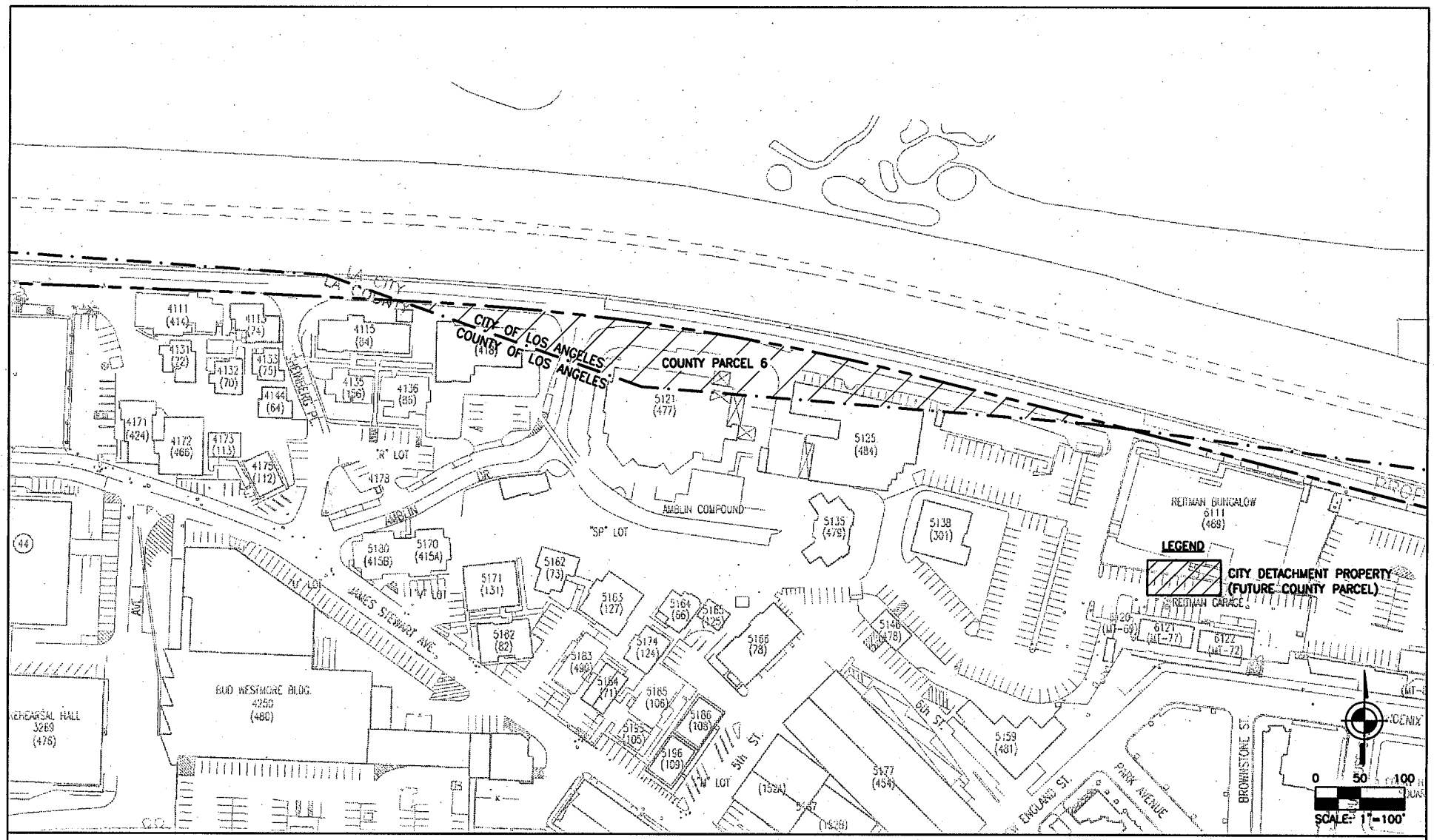
Maps of Detachment Property



NBC UNIVERSAL EVOLUTION PLAN - CITY DETACHMENT PROPERTY (FUTURE COUNTY PARCEL)
JANUARY 16, 2013



NBC UNIVERSAL EVOLUTION PLAN - CITY DETACHMENT PROPERTY (FUTURE COUNTY PARCEL)
JANUARY 16, 2013



NBC UNIVERSAL EVOLUTION PLAN - CITY DETACHMENT PROPERTY (FUTURE COUNTY PARCEL)
JANUARY 16, 2013

EXHIBIT F

Mitigation Monitoring and Reporting Program

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Introduction

As of January 1, 1989, the California Environmental Quality Act (CEQA) requires a Mitigation Monitoring and Reporting Program (MMRP) for projects where mitigation measures are a condition of their approval and development. This MMRP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The MMRP describes the procedures the Project Applicant or its successor will use to implement the Mitigation Measures adopted in connection with the approval of the Project and the methods of monitoring and reporting on such actions. Monitoring refers to the observation of mitigation activities at the Project Site, in the design of plans or in the operation of designated agencies. The County of Los Angeles is a Responsible Agency for implementation of the NBC Universal Evolution Plan Project. A MMRP is necessary only for impacts which would be significant if not mitigated.

An Environmental Impact Report (EIR) was prepared to address the potential environmental impacts of the NBC Universal Evolution Plan Project (Project). Where appropriate, the EIR includes recommended mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the Project. The City of Los Angeles and the County entered into a Memorandum of Understanding concerning cooperative efforts to process the Project's environmental documents and entitlements. The City of Los Angeles Department of City Planning served as the lead agency for the EIR, however, the City and County were each involved in the preparation and evaluation of the EIR as set forth in the Memorandum of Understanding. The Project as approved by the City of Los Angeles is "Alternative 10: No Residential Alternative," which the EIR identified as the environmentally superior alternative to the originally proposed project. This MMRP is designed to monitor implementation of these measures that would reduce the Project impacts that are expressly identified as "Mitigation Measures." In addition to Mitigation Measures, which would lessen an otherwise significant Project impact, the Environmental Impact Report includes Project Design Features, which are measures proposed by the Applicant as a feature of the Project, and were taken into consideration in the evaluation of the Project's impacts. As a result, this MMRP lists CEQA Mitigation Measures and Project Design Features together.

Not all Project Design Features and Mitigation Measures will be applicable to all development areas within the Project Site. This MMRP references the Business, Entertainment, Studio, and Back Lot Areas including the streets and roadways in the vicinity as illustrated on Attachment A to this MMRP.

The Project Applicant shall be obligated to provide documentation concerning implementation of the listed Project Design Features and Mitigation Measures to the appropriate Monitoring Agency as listed in the table below. Unless otherwise specified in Project Design Features or Mitigation Measures, the County of Los Angeles shall have sole authority with regard to projects built pursuant to the County Specific Plan and the City of Los Angeles shall have sole authority with regard to projects built within the City's jurisdiction. Project Design Features and Mitigation Measures applicable only to County of Los Angeles Projects are noted (Co), those Project Design Features and Mitigation Measures applicable only to City of Los Angeles

Projects are noted (Ci), and Project Design Features and Mitigation Measures applicable to both City and County Projects are noted (Ci/Co). For those Project Design Features and Mitigation Measures applicable only to the City of Los Angeles Projects noted (Ci), only the alpha-numeric designation is provided to identify those Project Design Features and Mitigation Measures as the responsibility of the City of Los Angeles to enforce. Please refer to the City MMRP for those Project Design Features and Mitigation Measures applicable to projects developed within the City of Los Angeles.

Enforcement

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

Program Modification

The City of Los Angeles as the Lead Agency approved and adopted the final Project MMRP for the Evolution Plan Project on November 14, 2012. Minor changes and modifications to the MMRP are permitted, but can only be made by the Project Applicant or its successor subject to the approval by the Lead Agency for Project Design Features and Mitigation Measures applicable to the Lead Agency. In conjunction with any appropriate agencies or departments, the Lead Agency will determine the adequacy of any proposed change or modification. The County of Los Angeles and other responsible agencies have the authority and requirement under CEQA to approve their own MMRPs for the Project, provided that Mitigation Measures therein address only the direct or indirect environmental effects of those parts of the Project, which the responsible agency decides to carry out, finance, or approve. (Pub. Resources Code § 21081.6(a); CEQA Guidelines §§ 15096(g)(1), 15097(d).) Minor changes and modifications to any MMRP approved by a responsible agency can only be made by the Project Applicant or its successor subject to the approval by that responsible agency. Any revisions to a Mitigation Measure in the final MMRP or any MMRP adopted thereafter by a responsible agency must achieve the same level or more of mitigation as the original mitigation measure and not result in new or more severe environmental impacts.

MMRP Attachments

Attachment A	Project Development Areas
Attachment B	Los Angeles Department of Transportation Assessment Letter
Attachment C	Vibration Mitigation Area in southern portion of the Back Lot
Attachment D	Maximum Allowable Heights
Attachment E	Report of Geotechnical Investigation NBC Universal Evolution Plan (March 2010)
Attachment F	Drainage Areas
Attachment G	Universal Studios Potential Historic District Preservation Plan
Attachment H	Areas designated as high, moderate or low sensitivity for the presence of buried prehistoric archaeological sites *(DEIR Fig. 202)*
Attachment I	Areas designated as high sensitivity for the presence of surface prehistoric archaeological sites *(DEIR Fig. 201)*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
A.1 LAND USE – Land Use Plans/Zoning					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
A.2 LAND USE – Physical Land Use					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
B.1 TRAFFIC / ACCESS – Traffic/Circulation					
The Traffic Access / Traffic Circulation Project Design Features and Mitigation Measures set forth in the Environmental Impact Report and this MMRP include several off-site improvements and fair-share funding obligations. These traffic-related Project Design Features and Mitigation Measures are all part of the Transportation Improvement Program for the Project. The Transportation Improvement Program shall be implemented according to the final adopted phasing program presented in Attachment B to this MMRP, as may be modified and approved by the City of Los Angeles Department of Transportation in accordance with these provisions. The Transportation Improvement Program phasing program may be revised, where appropriate and as determined, by the City of Los Angeles Department of Transportation: (1) upon demonstration that Mitigation Measures for each phase in the revised phasing plan are equivalent or superior to the original Project Design Feature and/or Mitigation Measures, and/or (2) upon demonstration that approval or implementation of Project Design Features or Mitigation Measures have been delayed by other governmental entities, provided that the Project Applicant or its successor has demonstrated reasonable efforts and due diligence to the satisfaction of the City of Los Angeles Department of Transportation.					
Project Design Features					
PDF B-1 (Ci/Co): The Project Applicant or its successor shall prepare and implement a Transportation Demand Management program to reduce traffic impacts of the Project encouraging Project employees and patrons to reduce vehicular	a. Provide documentation satisfactory to the Director that a Preliminary TDM plan	Preliminary TDM plan prior to the issuance of the first Substantial Conformance	Applicant	Director of Regional Planning in consultation with the Department of Public Works, Traffic and	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
traffic on the street and freeway system during the most congested time periods of the day. The Transportation Demand Management program shall include implementation of several Transportation Demand Management strategies, which may include, but are not limited to the following: • Flexible work schedules and telecommuting programs; • Alternative work schedules; • Bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments); • Bicycle amenities; • Rideshare/carpool/vanpool promotion and support; • Mixed-use development; • Education and information on alternative transportation modes; • Transportation Information Center; • Guaranteed Ride Home Program; • Join an existing or form a new Transportation Management Association; • On-site flex cars; • Discounted employee and tenant transit passes; and • Financial mechanisms and/or programs to provide for the implementation of the Transportation Demand Management program. The Transportation Demand Management program shall be subject to the approval of the applicable jurisdiction. In the City, it shall be subject to the approval of the Los Angeles Department of Transportation. In the County, it shall be subject to the approval of the Director of Regional Planning.	has been prepared to the satisfaction of the City of Los Angeles Department of Transportation.	Review for the first Project developed under this Specific Plan.		Lighting Division. *(See City MMRP for projects in the City.)*	
	b. Provide documentation satisfactory to the Director that a Final TDM plan has been prepared to the satisfaction of the City of Los Angeles Department of Transportation.	Final TDM plan prior to the issuance of the permanent certificate of occupancy for the first Project developed under this Specific Plan.		Director of Regional Planning in consultation with County Department of Public Works, Traffic and Lighting Division. *(See City MMRP for projects in the City.)*	
PDF B-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
PDF B-3 (Ci/Co): Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp shall be widened from its current configuration of two westbound lanes to three westbound lanes. The roadway shall continue to accommodate only westbound traffic on this section.	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF B-4 (Ci/Co): Buddy Holly Drive between the US 101 northbound off-ramp to Donald O'Connor Drive shall be widened to accommodate between four and five lanes. At the approach to Donald O'Connor Drive, a dedicated right-turn lane shall be provided, and a dedicated left-turn lane onto the northbound US-101 Freeway shall be provided.	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF B-5 (Ci/Co): The final segment of Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive may be widened to accommodate four westbound travel lanes and two eastbound travel lanes. If this segment of Buddy Holly Drive is widened, the US 101 northbound on-ramp at Universal Studios Boulevard/Buddy Holly Drive shall be relocated maintaining the existing 12-foot travel lane, an 8-foot left shoulder, and a 6-foot right shoulder. Entrance to the on-ramp shall be reconfigured from the	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
existing northbound right-turn lane off of Universal Studios Boulevard to a right-turn off the new westbound lanes on Buddy Holly Drive between Donald O'Connor Drive and Universal Studios Boulevard/Universal Center Drive. If operated under two-way flow, the westbound approach on Buddy Holly Drive would include two left-turn lanes, one through lane, and two free-flow right-turn lanes. Also, Universal Studios Boulevard would be restriped to provide a northbound right-turn lane, and the eastbound approach would be restriped to provide one left-turn lane and one shared through/right-turn lane. The entire improvement described above would not be needed if Buddy Holly remains a one-way eastbound street.	improvements in County *(See Attachment B)*.				
PDF B-6 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles*	___/___/____
PDF B-7 (Ci/Co): The new development calls for the realignment and widening of Universal Hollywood Drive, which extends between the Universal Tram stop east of Lankershim Boulevard and Universal Studios Boulevard, providing access to parking structures within Universal Studios Hollywood and the entrance to CityWalk near Universal CityWalk, to improve overall circulation both on-site and off-site.	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDFs B-8, B-9, B-10, B-11 and B-12 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
PDF B-13: *Deleted due to selection of Alternative 10.*	*N/A*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MMs B-1 and B-2 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MMs B-3 and B-4 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____
MM B-5 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-6 (Ci/Co): The Project Applicant or its successor shall implement the following Lankershim Boulevard Corridor improvements: a. *Deleted due to selection of Alternative 10*; b. *Deleted due to selection of Alternative 10*; c. Restripe James Stewart Avenue at its intersection with Lankershim Boulevard to provide one left-turn, one shared through/left-turn, and dual right-turn lanes in the westbound direction (Co); d. (Ci) *For more information see Attachment B to this MMRP*; e. Widen Main Street at its intersection with Lankershim Boulevard to improve ingress/egress to/from the Project Site (Co); f. *Deleted due to selection of Alternative 10*; g. (Ci) *For more information see Attachment B to this MMRP*; h. (Ci) *For more information see Attachment B to this MMRP*; i. (Ci) *For more information see Attachment B to this MMRP*; j. Widen Universal Hollywood Drive at its intersection with Lankershim Boulevard to provide a separate westbound left-turn lane and additional signal equipment for protected left-turn phasing on the east-west approach (Ci/Co); k. (Ci) *For more information see Attachment B to this MMRP*; l. (Ci) *For more information see Attachment B to this MMRP*; and m. *Deleted due to selection of Alternative 10.*	Funding or guarantee provided in accordance with the phasing program of the Transportation Improvement Program, or acceptance of completed roadway improvements by County for improvements in County *(See Attachment B)*.	At the implementation of the applicable phase described in the phasing program of the Transportation Improvement Program *(See Attachment B)*.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MMs B-7, B-8, B-9 and B-10 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-11: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-12 and B-13 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-14: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-15 and B-16(Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-17: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-18, B-19 and B-20 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MM B-21: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-22 and B-23 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____
MMs B-24 and B-25: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM B-26 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____
MMs B-27, B-28 and B-29 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank.*	___/___/____
MM B-30 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank; CALTRANS.*	___/___/____
MM B-31 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank.*	___/___/____
MM B-32: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MMs B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40 and B-41 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; City of Burbank.*	___/___/____
MM B-42: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM B-43 (Ci/Co): All construction workers shall be prohibited from parking on neighborhood streets offsite. To the extent that parking would not be	Include prohibiting construction worker parking on	On-going during construction.	Applicant / Contractor	Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
available on-site, parking shall be provided by the Project Applicant or its successor at offsite locations. A construction worker shuttle service shall be provided if an offsite parking lot is not within reasonable walking distance of the Project Site.	neighborhood streets off-site in construction traffic management plan.			*(See City MMRP for projects in the City.)*	
MM B-44 (Ci/Co): The Project Applicant or its successor shall prepare construction traffic management plans, including but not limited to street closure information, detour plans, haul routes, and staging plans, satisfactory to the affected jurisdictions. The construction traffic management plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate: 1. Provisions to configure construction parking to minimize traffic interference; 2. Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person); 3. Scheduling construction activities to reduce the effect on traffic flow on public roadways; 4. Rerouting construction trucks to reduce travel on congested streets; 5. Consolidating construction truck deliveries; 6. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site; 7. Construction-related vehicles shall not park on any residential street; 8. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing, and protection barriers; 9. All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the contractor; 10. Schedule construction-related deliveries, other	Prepare construction traffic management plan with required plan provisions as set forth in mitigation measure.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
than concrete and earthwork-related deliveries to reduce travel during peak travel periods; 11. Construction vehicle travel through neighboring jurisdictions other than the City of Los Angeles shall be conducted in accordance with the standard rules and regulations established by the respective jurisdictions where such jurisdictions would be subject to construction impacts. These include allowable operating times for construction activities, truck haul routes, clearance requirements, etc.; 12. Prior to the issuance of any permit for the Project, required permits for the truck haul routes~~,~~ if applicable~~,~~ shall be obtained from the City of Los Angeles; 13. Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; and 14. Submit a traffic management plan to Caltrans for approval to avoid potential access restrictions to and from Caltrans facilities. 15. In order to facilitate coordination with funeral processions, the Applicant shall provide the Forest Lawn Memorial-Park Association 72-hour notice of major improvements to Forest Lawn Drive. 16. During construction, lane closures on Forest Lawn Drive shall be limited in terms of scope and duration to the extent feasible. A minimum of one lane of through traffic shall be maintained on Forest Lawn Drive in each direction at all times.					
MM B-45 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles.*	___/___/____
MMs B-46 and B-47 (Ci): *For more information see Attachment B to this MMRP.*	*See Attachment B.*	*See Attachment B.*	*Applicant*	*City of Los Angeles; CALTRANS.*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
B.2 TRAFFIC / ACCESS – Parking					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
C. NOISE					
Project Design Features					
PDF C-1 (Ci/Co): The Project shall not utilize pile driving machinery as part of its construction equipment mix.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDFs C-2 and C-3 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
MM C-1 (Ci/Co): When Project construction staging occurs within 500 feet of an occupied residential structure that is located outside of the combined boundaries of the Universal Studios Specific Plan and the City jurisdiction, or along the frontage of Forest Lawn Memorial Park, Hollywood Hills, the contractor shall: Locate stationary construction equipment away from the occupied residential structure or install temporary acoustic barriers around stationary construction noise sources; and Shut off construction equipment that is not in use.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM C-2 (Ci/Co): Project construction or grading activity shall be permitted during the following times: • Monday through Friday (non-legal Holidays) between 7:00 A.M. and 7:00 P.M.; • Saturdays between 8:00 A.M. and 6:00 P.M.,	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
except that no hauling shall occur along Forest Lawn Drive during this time. Exceptions Notwithstanding the above permitted times, the following construction activities may occur between 7:00 P.M. and 7:00 A.M. Monday through Friday (non-legal holidays), between 6:00 P.M. and 8:00 A.M. on Saturdays, and on Sundays and legal Holidays: • Construction activities conducted within an enclosed structure that either: (1) do not result in an audible sound outside of the combined boundaries of the proposed Universal Studios Specific Plan and the City jurisdiction; or (2) are located more than 400 feet from an occupied residential structure that is located outside of the combined boundaries of the proposed Universal Studios Specific Plan and the City jurisdiction. • Those construction activities which must occur during otherwise prohibited hours due to restrictions imposed by a public agency. • Roofing activities in the Studio, Entertainment, and Business Areas which cannot be conducted during daytime hours due to weather conditions, provided at least 72 hour advance written notice is submitted to the County Department of Public Works or City Building and Safety Department, as appropriate to jurisdiction. • Emergency repairs, such as repairs to damaged utility infrastructure. • Project construction activities which cannot be interrupted (e.g., continuous concrete pours and other activities which affect health and safety as approved by the County Department of Public Works or City Building and Safety Department, as appropriate to jurisdiction).					
MM C-3 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM C-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM C-5 (Ci/Co): In the event that there are concurrent cumulative hauling activities from the Project and related projects along or adjacent to Forest Lawn Drive that result in 78 haul trips per hour, the Applicant or its successor shall monitor whether such hauling results in increases of noise greater than 5 decibels above ambient within the Rancho Neighborhood in the City of Burbank. If noise increases generated by the concurrent hauling from the Project and related projects along Forest Lawn Drive exceed 5 decibels above ambient, the Applicant or its successor shall install or contribute to the installation of a sound wall consistent with the following: • The installation of a noise barrier shall occur along the north end of Forest Lawn Drive. The barrier shall extend approximately 0.4 mile along Forest Lawn Drive across from the Rancho Neighborhood. The barrier may consist of plywood panels (fifteen feet in height) and each panel shall overlap each end by 4 inches. • The Applicant or its successor shall post notices on the temporary noise barrier adjacent to the north side of Forest Lawn Drive that no unauthorized materials (such as graffiti or posters) may be posted on the temporary barrier and shall visually inspect and remove graffiti and/or unauthorized posters from the temporary barrier within 24 hours, as necessary.	Include in Construction Management Plan for Projects that would require hauling on Forest Lawn Drive in excess of 78 haul trips per hour.	Prior to issuance of grading or building permit, if applicable.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM C-6 (Ci/Co): During Project construction, the Applicant or its successor shall: • Prior to initiation of Project hauling along Forest Lawn Drive, the Applicant shall coordinate with the Los Angeles Department of Transportation to determine the number of haul truck trips scheduled to occur along Forest Lawn Drive at that time in connection with the Forest Lawn	Include in Construction Management Plan for Projects that would require hauling on Forest Lawn Drive.	Prior to issuance of grading or building permit, if applicable.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Memorial-Park Master Plan and the Oakwood Garden Apartments expansion. • The Applicant shall limit the Project's haul truck trips such that cumulative haul truck trips on Forest Lawn Drive from the Project, Forest Lawn Memorial-Park Master Plan, and the Oakwood Garden Apartments expansion does not exceed 140 haul truck trips per hour. • At such time as the haul truck trips from the Forest Lawn Memorial-Park Master Plan and the Oakwood Garden Apartments expansion are reduced from the level established at the time Project hauling is initiated, the Los Angeles Department of Transportation may allow the Applicant to increase the Project's haul truck trips up to a cumulative total of 140 haul trips per hour.					
MM C-7 (Ci/Co): Prior to the issuance of a City of Los Angeles haul route permit for hauling on Forest Lawn Drive, the Applicant shall have provided notice to Forest Lawn Memorial-Park Association 10 days in advance of any hearing on a haul route permit for Project hauling on Forest Lawn Drive.	Provide notice to Forest Lawn Memorial-Park Association.	10-days prior to hearing for City of Los Angeles haul route permit.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
D. VISUAL QUALITIES – Aesthetics					
Project Design Features					
PDFs D-1, D-2, D-3 and D-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
E.1 LIGHT AND GLARE – Natural Light					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
issue.					
Mitigation Measures					
MM E.1-1 (Ci/Co): Prior to issuance of a building permit for structures proposed to be built within 560-feet of Lankershim Boulevard and 440-feet of Universal Hollywood Drive within the 850-foot or 890-foot MSL Height Zones, the Project Applicant or its successor shall submit a site specific shadow study that illustrates that the proposed structure would not cause the Campo de Cahuenga historic site to be shaded for more than 3.0 continuous hours between 9:00 A.M. and 3:00 P.M. PST during the Spring Equinox or add shading to an area of the Campo de Cahuenga historic site already shaded continuously for 3.0 hours during the Winter Solstice.	Provide shadow study for applicable structure(s).	Prior to issuance of building permit for applicable structure(s).	Applicant / Project Architect	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM E.1-2 (Co): Structures proposed to be built within the 850-foot MSL Height Zone shall conform with the Project's height limitations and setback requirements as shown on Attachment D to this MMRP.	Provide drawings showing building heights and setbacks for applicable structure(s).	Prior to issuance of building permit for applicable structure(s).	Applicant / Project Architect	Department of Regional Planning.	___/___/____
MMs E.1-3 and E.1-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
E.2 LIGHT AND GLARE – Artificial Light					
Project Design Features					
PDF E-2-1 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
E.3 LIGHT AND GLARE - Glare					
Project Design Features					
PDF E-3-1 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
F. GEOTECHNICAL					
Project Design Features					
PDF F-1 (Ci/Co): All Project construction would conform to the requirements of the applicable building code, including all provisions related to seismic safety.	Provide drawings with Project pursuant to the applicable building code.	Prior to issuance of building permit.	Applicant / Project Engineer / Project Architect	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF F-2 (Ci/Co): As part of Project grading, erosion and sedimentation control measures would be implemented during site grading to reduce erosion impacts. The Project Applicant or its successor would also comply with all construction site runoff control and implement construction "Best Management Practices" under applicable state and local requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.	Provide Construction Management Plan including applicable Best Management Practices.	Prior to issuance of grading permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF F-3 (Ci/Co): Dewatering activities would be conducted in accordance with the applicable permit requirements, as discussed further in Section IV.G.1.b, Water Resources – Surface Water Quality of the Draft EIR.	Obtain permit for discharge of construction dewatering.	Prior to issuance of grading and/or building permits, if required.	Applicant / Project Engineer	Department of Public Works. If NPDES permit also required, Regional Water Quality Control Board. *(See City MMRP for projects in the City.)*	___/___/____
PDF F-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
MM F-1 (Ci/Co): Prior to issuance of the building permit for a building or structure, a site-specific geotechnical report shall be prepared for each Project (not including sets/façades or temporary uses), pursuant to the City's Department of Building and Safety regulations, and as the term is defined in	a. Preparation of site-specific geotechnical report.	Prior to issuance of building permit.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Incorporate	Prior to issuance of	Applicant /	Department of Public	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
the County Specific Plan, in accordance with the City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. The recommendations contained within these site-specific geotechnical reports, including those pertaining to site preparation, fill placement, and compaction; foundations; pavement design; footings; and pile foundations shall be implemented. The site-specific geotechnical reports shall include all applicable recommendations included in the *Report of Geotechnical Investigation NBC Universal Evolution Plan* (March 2010) prepared by Shannon & Wilson, Inc. included as Attachment E to this MMRP. The site specific study shall determine which mitigation measures listed in Mitigation Measures F-3 to F-19 below are applicable for implementation of the Project, required by the City's Department of Building and Safety, and as that term is defined in the County Specific Plan, the study is considering.	applicable site-specific geotechnical recommendations in building design as shown on Project drawings.	building permit.	Project Engineer	Works. *(See City MMRP for projects in the City.)*	
MM F-2 (Ci/Co): During construction, geotechnical observation and testing shall be completed during the placement of new compacted fills, foundation construction, buttresses, stabilization fills, ground improvement, and any other geotechnical-related construction for each Project, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan, in accordance with the City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. The geotechnical firm performing these services for locations within the City of Los Angeles shall be approved by the City of Los Angeles when work is occurring within its jurisdiction.	Undertake on-site geotechnical observation and testing as required by mitigation measure.	As necessary and appropriate during construction.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-3 (Ci/Co): For slope stability hazards identified in Attachment E to this MMRP, such locations shall be mitigated by either reorienting the cut slopes, reducing the slope angle to the angle of the bedding or flatter, or by construction of buttress and stabilization fills. Site-specific geotechnical	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate site-specific	Prior to issuance of building permit.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
investigations shall be performed to the satisfaction of the applicable jurisdiction for the design of all cut and fill slopes in accordance with the City or County of Los Angeles requirements, as applicable.	geotechnical recommendations in design as shown on Project drawings.				
MM F-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM F-5 (Ci/Co): Grading within the hillside areas shall address slope stability. Where favorable bedding exists, the slopes shall be constructed no steeper than a 2:1 (horizontal to vertical) inclination. If the bedding dips unfavorably out of the slopes, the slopes shall either be flattened to the angle of the bedding (or flatter), or the slopes shall be stabilized. The degree of stabilization would depend on the orientation of the bedding with respect to the final slope and the depth of the excavation. Where the bedding dips out of the slopes, buttress fills shall be provided. If the bedding is approximately parallel to the slopes, thinner stabilization fills will suffice. The design of the buttress or stabilization fills and specific design criteria for each slope shall be included to the satisfaction to the applicable jurisdiction in the site-specific geotechnical report prepared prior to construction of each Project, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan, in accordance with the City or County of Los Angeles requirements, as applicable.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate site-specific geotechnical recommendations in design as shown on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-6 (Ci/Co): Site-specific liquefaction hazard studies shall be required to the satisfaction to the applicable jurisdiction for each Project (not including sets/façades or temporary uses), pursuant to the City's Building and Safety regulations, and as the term is defined in the County Specific Plan, within a liquefaction hazard area identified in Attachment E to this MMRP in accordance with the City or County of Los Angeles requirements, as applicable. For areas with a high liquefaction potential, identified in	a. If determined applicable by the site-specific study prepared pursuant to MM F-1, prepare site-specific liquefaction hazard study within a liquefaction hazard area as identified in the mitigation	Prior to issuance of building permit.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Attachment E to this MMRP, where there is potential for more than four inches of settlement resulting from liquefaction, and areas of moderate liquefaction potential, where there is a potential for between one and four inches of settlement resulting from liquefaction, the liquefaction hazard shall be mitigated to the satisfaction to the applicable jurisdiction in accordance with the applicable City or County of Los Angeles requirements. Mitigation for high liquefaction potential could include ground improvement or deep foundations extending through the potentially liquefiable soils and structurally-supported floor slabs. Mitigation for moderate liquefaction potential could include ground improvement, deep foundations, or special foundation design procedures, such as extra reinforcement and strengthening of building foundations and floor slab systems.	measure.				
	b. Incorporate site-specific liquefaction hazard study recommendations, if applicable, in building design as shown on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-7 (Co): Deep foundations shall be provided for any structures located over waste in the closed landfill in accordance with the requirements of the County of Los Angeles. These foundations shall extend through the closed landfill and into the underlying bedrock. Downdrag loads resulting from decomposition and settlement of the closed landfill shall be added to the design loads on the piles.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required foundation design on Project drawings for applicable structures.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-8 (Ci/Co): Any required fill shall be placed in loose lifts not more than 8 inches thick and compacted to the standard as determined by the American Society for Testing and Materials (ASTM) Designation D1557 method of compaction. The fill shall be compacted in accordance with the applicable City or County of Los Angeles requirements to the satisfaction of the applicable jurisdiction. Cohesive fills shall be compacted to 90%. Granular, non-cohesive soil shall be compacted to at least 95%. Where deep fills are required a greater degree of compaction may be	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required fill and soil specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
required to reduce the settlement of the completed fills.					
MM F-9 (Ci/Co): The on-site excavated materials, less any debris or organic matter, may be used in required fills in accordance with the City or County of Los Angeles requirements, as applicable. On-site clayey soils shall not be used within one foot of the subgrade for floor slabs, walks, and other slabs. Cobbles larger than 4 inches in diameter shall not be used in fill. Any required import material shall consist of relatively non-expansive soils with an Expansion Index of less than 35. The imported materials shall contain sufficient fines (binder material) so as to be relatively impermeable and result in a stable subgrade when compacted. All proposed import materials shall be approved by the geotechnical consultant-of-record prior to being placed at the site.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required fill and soils specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-10: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM F-11 (Ci/Co): All concrete slabs on grade shall be underlain by at least one foot of non-expansive soil with an Expansion Index less than 35 to minimize the expansion potential. In addition, subsurface cutoff walls shall be provided between landscaped and hardscape areas. The cutoff walls shall consist of a concrete-filled trench at least six inches wide and two feet deep. The cutoff walls shall extend at least six inches below any adjacent granular non-expansive material or the paving base course. Drain lines shall also be installed adjacent to landscaped areas.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required design specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-12 (Ci/Co): The geotechnical engineer-of-record shall be provided with a copy of the hardscape and landscaping plans in order to review in terms of movement of water and expansive soils prior to final design.	Provide hardscape and landscape plans to project engineer for review.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM F-13 (Ci/Co): During construction non-engineered fills shall be excavated, and replaced as compacted fill properly benched into suitable materials, to the satisfaction to the applicable jurisdiction, in accordance with the City or County of Los Angeles requirements, as applicable. In general, most of the excavated materials can be reused in the compacted fills. The suitability of the materials shall be confirmed during the site-specific geotechnical report prepared for the individual development.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required design specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM F-14 (Ci/Co): For new buildings, surface water runoff shall be removed by subdrains from behind building basement walls and retaining walls to prevent development of damaging hydrostatic pressures and to avoid detrimental effects on the strength and compressibility of compacted fills, to the satisfaction to the applicable jurisdiction, in accordance with the City or County of Los Angeles requirements, as applicable.	If determined applicable by the site-specific study prepared pursuant to MM F-1, incorporate required design specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MMs F-15, F-16, F-17, F-18 and F-19: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
G.1.A WATER RESOURCES – Surface Water-Drainage					
Project Design Features					
PDF G.1.a-1 (Ci/Co): The Project Applicant or its successor shall construct new storm drains as needed that shall be designed and sized using the Los Angeles County Hydrology Manual method for a minimum 50-year frequency storm event capacity.	If new storm drains needed, provide required storm drain specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF G.1.a-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MM G.1.a-1 (Ci/Co): The Project Applicant or its successor shall prepare detailed drainage plans for each Project, pursuant to City of Los Angeles Department of Public Works and Bureau of Engineering requirements, and as that term is	Provide detailed drainage plans, as applicable, with required specifications on Project drawings.	Prior to issuance of grading or building permits, as applicable.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
defined in the County Specific Plan, for review and approval by the appropriate responsible agency (i.e., Los Angeles County Department of Public Works or the City of Los Angeles Department of Public Works) at the time that grading or building permit applications are submitted. These drainage plans shall include detailed hydrologic/hydraulic calculations, as necessary, and drainage improvement plans, and show quantitatively how projected stormwater runoff in each drainage area of the Project Site would be conveyed to off-site stormwater conveyance facilities.					
G.1.B WATER RESOURCES – Surface Water Quality					
Project Design Features					
PDF G.1.b-1 (Ci/Co): Prior to the issuance of grading permits for Projects (not including sets/façades or temporary uses), pursuant to the City's Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan, that are expected to disturb one acre or more of land, the Project Applicant, its successor, or authorized agent (i.e., contractor) shall provide proof to the applicable jurisdiction (the City or County Department of Public Works), as appropriate, with evidence that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the General Construction Permit and a certification that a Storm Water Pollution Prevention Program has been prepared. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Regional Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan shall include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion, sediment, and other construction-related pollutants to	a. Preparation and approval of Stormwater Pollution Prevention Plan, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Submit documentation to County substantiating the Notice of Intent having been filed with the State Water Resources Control Board.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
meet the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards. The Best Management Practices to be implemented during construction shall address the following: • Erosion Control; • Sediment Control; • Waste and Materials Management; • Non-stormwater Management; • Training and Education; and • Maintenance, Monitoring, and Inspections. The construction site management Best Management Practices shall be implemented for the Project during the dry season and wet season as necessary depending upon the phase of construction and weather conditions. As required by the Construction General Permit, during all phases of construction, the Project shall implement Best Management Practices consistent with the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards.					
PDF G.1.b-2 (Ci/Co): For individual Projects (pursuant to the City Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan), that may occur over time that disturb less than one acre, prior to receiving a grading permit from either the City of Los Angeles or the County of Los Angeles, the Project Applicant or its successor shall certify to the satisfaction of the City or County Department of Public Works, dependent upon the location of the Project, that the Project Applicant or its successor understands and shall implement all applicable Best Management Practices meeting the minimum requirements contained in the Municipal Separate Storm Sewer System Permit (National Pollutant Discharge Elimination System Permit No.	Provide Construction Management Plan including applicable Best Management Practices, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
CAS00400) including: • Retaining sediments generated on the Project Site using adequate Treatment Control or Structural Best Management Practices; • Retaining construction-related materials, wastes, spills, or residues at the Project Site; • Containing non-storm water runoff from equipment and vehicle washing and any other activity at the Project Site; and • Controlling erosion from slopes and channels by implementing an effective combination of Best Management Practices.					
PDF G.1.b-3 (Ci/Co): Prior to issuance of a B-Permit or building permit for any Project, (pursuant to the City's Department of Public Works and Bureau of Engineering regulations, and as that term is defined in the County Specific Plan), that triggers the Standard Urban Stormwater Mitigation Plan requirements, the Project Applicant or its successor shall prepare and submit a Standard Urban Stormwater Mitigation Plan to the City of Los Angeles or County of Los Angeles to the satisfaction to the applicable jurisdiction, as applicable, for review. In addition, drawings and specifications of the proposed permanent stormwater quality Best Management Practices, including continuous deflection separator units and media filters (or Best Management Practices of similar technology with equivalent treatment or pollutant removal performance) in Drainage Areas A, D, E, F, J, L, M and O as shown on Attachment F to this MMRP, and bioswales and bioretention/underdrains (or Best Management Practices of similar technology with equivalent treatment or pollutant removal performance) in Drainage Areas M, R and S, as applicable, shall be submitted for review to the City of Los Angeles or County of Los Angeles, as applicable.	a. Prepare and submit Standard Urban Stormwater Mitigation Plan and proposed permanent stormwater quality Best Management Practices, if required.	Prior to issuance of building permits, if applicable.	Applicant / Project Engineer / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Implement approved Standard Urban Stormwater Mitigation Plan and permanent stormwater quality Best Management Practices, if required.	During construction as applicable.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
PDFs G.1.b-4 and G.1.b-5: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
G.2 WATER RESOURCES – Groundwater					
Project Design Features					
PDF G.2-1 (Ci/Co): Should a groundwater monitoring well be discovered during construction, the abandonment or removal of the well shall be in accordance with the applicable guidelines of the California Department of Water Resources, and the California Department of Health Services. As part of the abandonment process, a Well Abandonment Permit shall be obtained from the Los Angeles County Department of Public Health.	a. If during construction a well is discovered, obtain well abandonment permit.	Prior to well abandonment, if well discovered.	Applicant / Contractor	County Department of Public Health in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
	b. Abandon well pursuant to Well Abandonment Permit, if required.	During construction as applicable.	Applicant / Contractor	County Department of Public Health in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
H. AIR QUALITY					
Project Design Features					
PDF H-1 (Ci/Co): The Project Applicant or its successor shall implement fugitive dust control measures during Project construction in accordance with South Coast Air Quality Management District Rule 403. The Project Applicant or its successor shall include in construction contracts the fugitive dust control measures in accordance with South	Include fugitive dust control measures in Construction Management Plan.	Prior to issuance of demolition or grading permits.	Applicant / Contractor	South Coast Air Quality Management District. Regional Planning in consultation with the Department of Public	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Coast Air Quality Management District Rule 403, with construction controls being at least as effective as the following: • Watering active construction areas at least twice daily to minimize fugitive dust emissions; • Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation; • Suspending earthmoving operations or requiring additional watering to meet Rule 403 criteria if wind gusts exceed 25 mph; • Covering all haul trucks or maintaining at least six inches of freeboard; • Minimizing track-out emissions; and • Limiting vehicle speeds to 15 miles per hour or less in staging areas and on-site haul roads.				Works. *(See City MMRP for projects in the City.)*	
PDF H-2 (Ci/Co): Project Site haul roads during vertical construction shall be paved temporary or permanent paving.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF H-3 (Ci/Co): Diesel-emitting construction equipment greater than 200 horsepower shall use diesel particulate filters having 85% removal efficiency based on California Air Resources Board verified technologies.	Include in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Regional Planning in consultation with the Department of Public Works. South Coast Air Quality Management District. *(See City MMRP for projects in the City.)*	___/___/____
PDFs H-4 and H-5: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF H-6 (Ci/Co): New on-site facility NOx emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South	Incorporate emission control measures in building design as applicable.	Prior to issuance of building permit.	Applicant / Project Architect Project Engineer	Department of Public Works. South Coast Air Quality Management District.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Coast Air Quality Management District Regulation XIII, New Source Review.				*(See City MMRP for projects in the City.)*	
Mitigation Measures					
MM H-1 (Ci/Co): The Project Applicant or its successor shall include in construction contracts the following control measures: • Keep all construction equipment in proper tune and maintained in accordance with manufacturer's specifications. • All contractors shall operate in compliance with the California Air Resource Board in-use off-road diesel engine rule.[1] • Limit truck and equipment idling time to five minutes or less. • Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export), to the extent available. • Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible. • Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113, to the extent available. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation. • Require the use of pre painted construction materials, to the extent available.	Include control measures in construction contracts and Construction Management Plan.	Prior to issuance of grading or building permits, as applicable.	Applicant / Contractor	Department of Public Works. South Coast Air Quality Management District. *(See City MMRP for projects in the City.)*	___/___/____

[1] *CARB, 2007. Regulation for In-Use Off-Road Diesel Vehicles. Article 4.8, Section 2449.* http://www.arb.ca.gov/regact/2007/ordiesl07/ordiesl07.htm; http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM H-2 (Ci/Co): Construct or build with materials that do not require painting, to the extent available.	Incorporate in building design as applicable.	Prior to issuance of building permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM H-3 (Ci/Co): During Project construction, all internal combustion engines/construction equipment used on the Project Site for purposes of the Project construction shall be designed or retrofitted to meet EPA-Certified Tier 2 emissions standards, or higher, according to the following: • January 1, 2012, to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards, to the extent available. In addition, construction equipment shall be outfitted with BACT devices certified by CARB to the extent available for such construction equipment. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations to the extent available for such equipment. • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, to the extent available. In addition, construction equipment shall be outfitted with BACT devices certified by CARB to the extent available for such construction equipment. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations to the extent available for such equipment.	Incorporate in Construction Management Plan, to the extent equipment is available.	Prior to issuance of building permit.	Applicant / Contractor	Regional Planning in consultation with the Department of Public Works. South Coast Air Quality Management District. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
• For each applicable unit of construction equipment, a copy of the certified tier specification, BACT documentation, and CARB or SCAQMD operating permit, to the extent such are available for such construction equipment, shall be maintained and made available upon request by the lead agency.					
MM H-4 (Ci/Co): The Project Applicant or its successor shall minimize delivery truck idling times to a maximum of five (5) minutes, per the California Air Resources Board's Airborne Toxic Control Measure.	Post limitation in loading dock area.	Annually at time of MMRP compliance report.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM H-5 (Ci/Co): The Project Applicant or its successor shall route delivery trucks via the most efficient route on the Project Site.	Include in security manual.	Annually at time of MMRP compliance report.	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
I. BIOTA					
Project Design Features					
PDF I-1 (Co): The Project Applicant or its successor shall mitigate consistent with Mitigation Measure I-5 below for all impacted oak woodlands that are located within the current County jurisdiction, regardless of the proposed annexation of some of this habitat into the City under the proposed Project.	See Mitigation Measure I-5.	See Mitigation Measure I-5.	Applicant / Contractor	Department of Regional Planning in consultation with the County Fire Department, Forestry Division.	___/___/____
PDF I-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF I-3 (Ci/Co): Three sensitive reptile species (silvery legless lizard, coastal western whiptail, and San Bernardino ringneck snake) have low potential to occur on-site and, if present, are likely to exist in small numbers due to the fragmented and/or disturbed habitat conditions and the Project Site's prolonged isolation, a situation that might lead to their eventual extirpation. The proposed Project includes the following project design feature to avoid or minimize potential impacts to sensitive reptile species:	a. Perform field surveys.	Prior to construction operations in the Back Lot area within the applicable time protocols set forth in the mitigation measure.	Applicant / Project Biologist / Contractor	Department of Regional Planning. California Department of Fish and Game	___/___/____
	b. Prepare and obtain approval of plans, if applicable.	Prior to implementation and prior to vegetation removal or ground	Applicant / Project Biologist / Contractor	Department of Regional Planning. California Department of Fish and Game	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
• Prior to construction activities, field surveys would be conducted in oak woodland and scrub habitat in the Back Lot Area during the peak activity season and time of day for each species (ranging from February to May for silvery legless lizard, April to August for coastal western whiptail, and late spring through summer for San Bernardino ringneck snake) to determine the presence or absence of the aforementioned three special status reptiles on the Project Site, and their approximate population size and distribution if present. Surveys would be conducted by a qualified biologist according to standard methods of surveying for reptiles. A report would be submitted to the City Planning Department, County Department of Regional Planning, and California Department of Fish and Game documenting the survey methods and results, including number and location of individuals observed, if any, and estimated population sizes.		disturbance.			
• Based on the field survey results, a plan would be prepared by a qualified biologist to trap special status reptile individuals present on-site prior to and during ground-disturbing construction activities and release them to nearby suitable protected habitat. This may include preserved habitat areas on-site or public lands in the vicinity if approved through a Memorandum of Understanding with the landholding agency (i.e. the City for Griffith Park, or the Santa Monica Mountains National Recreation Area). This plan would be submitted to and be approved by the City Planning Department and/or County Department of Regional Planning and California Department of Fish and Game prior to implementation and prior to vegetation removal or ground disturbance. A follow-up report documenting trapping and	c. Implement approved plan(s), if applicable.	During construction.	Applicant / Project Biologist / Contractor	Department of Regional Planning. California Department of Fish and Game	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
relocation methods and results would also be submitted to the City Planning Department and County Department of Regional Planning and California Department of Fish and Game following construction. • If special status reptiles are relocated to preserved habitat on-site, this area would be protected during Project construction using silt fencing or other fencing as approved by a qualified biologist. The protective fencing would be installed prior to any ground disturbance or vegetation removal, and would be maintained during all phases of Project construction occurring within or adjacent to suitable habitat for the species; fence maintenance would be regularly monitored by a qualified biologist. No construction-related activities would be allowed in the protected habitat, including storage of materials or equipment, or trespass by construction crew members. This preserved on-site habitat would also be protected in perpetuity from the adjacent development by appropriate permanent fencing as recommended and approved in the relocation plan described above. If special status reptiles are present on-site based on the field survey results, a qualified biologist would be present during vegetation removal and grading activities conducted in the oak woodland and scrub habitat in the Back Lot Area to monitor activities and relocate any special status reptiles in accordance with the above plan in order to avoid impacts to any individuals remaining on-site following pre-construction trapping and relocation activities.					
Mitigation Measures					
MM I-1 (Co): In order to avoid and compensate for impacts to Southern California black walnut trees within the County portion of the Project Site, the following measures shall be implemented:	a. Implement tree protective measures, if applicable.	Prior to issuance of grading or building permits as applicable.	Applicant / Contractor	Department of Regional Planning in consultation with the County Fire	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
a) Southern California black walnut trees that are avoided shall be protected during site development activities in compliance with protective measures described for avoided trees under Mitigation Measure I-4.				Department, Forestry Division. *(See City MMRP for projects in the City.)*	
b) Southern California black walnut trees impacted within the County portion of the Project Site shall be replaced at a minimum 2:1 ratio. Impact includes cutting, relocating, inflicting damage, or encroaching into the root zone or filling the drip line area. Replacement shall generally follow the Oak Tree Removal Regulations of the proposed County Specific Plan, but shall relate specifically to Southern California black walnut trees, including the following: 1. The Project Applicant or its successor shall provide and plant two replacement trees for each single Southern California black walnut tree impacted. The replacement trees shall meet the following minimum requirements: i. shall consist of a range of plant sizes, at a minimum of one gallon in size, in order to approximate a natural habitat condition and the range of sizes of the individuals impacted; ii. shall consist exclusively of indigenous trees and certified as being grown from a seed source collected from an indigenous habitat within valley regions of Los Angeles County; iii. if planted off-site, the replacement walnut trees shall be planted at a location approved by the County Forester, in consultation with the Supervisor's Office; and 2. Additional Requirements. i. The Project Applicant or its successor shall monitor the replacement trees for a minimum of 5 years, to evaluate the	b. Implement tree replacement requirements, if applicable.	Prior to issuance of permanent certificate of occupancy, if applicable.	Applicant / Contractor	Department of Regional Planning in consultation with the County Forester. *(See City MMRP for projects in the City.)*	___/___/____
	c. Monitor replacement trees, if applicable.	Once a year for five years following replacement, if applicable.	Applicant / Contractor	Department of Regional Planning in consultation with the County Forester. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
growth, health and condition of the replacement trees. ii. The soil for new tree plantings shall be appropriately inoculated with beneficial mycorrhizal fungi. iii. The Project Applicant or its successor shall design landscapes and irrigation systems which are adjacent to the replacement trees in a manner that is compatible for the survival of the replacement trees. iv. Trees which are determined to be healthy and structurally sound shall be considered as candidates for relocation, to the extent feasible.					
MM I-2 (Ci/Co): Avoidance of Special Status Plants. To avoid impacts to special-status plants that may not have been detected during focused surveys in June 2006, prior to vegetation clearing for construction in the Back Lot Area, focused surveys for the special-status plants identified below shall be conducted in the Back Lot Area during the blooming period for the species. If any species identified below are detected, then prior to vegetation clearing for construction the plants shall be censused and a special-status plant relocation plan shall be developed and implemented to provide for translocation of the plants. The plan shall be prepared by a biologist and shall include the following components: (1) identify an area of appropriate habitat on-site; (2) depending on the species detected, determine if translocation will take the form of seed collection and deposition, or transplanting the plants and surrounding soil as appropriate; (3) develop protocols for irrigation and maintenance of the translocated plants where appropriate; (4) set forth performance criteria (e.g., establishment of quantitative goals, expressed in percent cover or number of individuals, comparing	a. Prepare focused survey.	Prior to issuance of grading permit and vegetation clearing for construction in the Back Lot Area.	Applicant / Project Biologist or Contractor	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
	b. Prepare and implement relocation plan, if required.	Prior to issuance of certificate of occupancy for buildings in Back Lot Area, if applicable.	Applicant / Project Biologist or Contractor	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
	c. Monitor relocated special-status plants, if applicable.	Every five years following relocation of special-status plant, if applicable.	Applicant / Project Biologist or Contractor	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
the restored and impacted population) and remedial measures for the translocation effort; and (5) establish a five-year monitoring procedures/protocols for the translocated plants. The following species will be targeted for focused pre-construction surveys: • Catalina mariposa lily (*Calochortus catalinae*) • Club-haired mariposa lily (*Calochortus clavatus var. clavatus*) • Plummer's mariposa lily (*Calochortus plummerae*) • Many-stemmed dudleya (*Dudleya multicaulis*) • Robinson's pepper grass (*Lepidium virginicum* var. *robinsonii*) • Coulter's matilija poppy (*Romneya coulteri*)					
MM I-3 (Ci/Co): To avoid impacting nesting birds, including migratory birds and raptors, one of the following shall be implemented: • Conduct vegetation removal associated with building demolition and construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below. - OR - • Conduct pre-construction surveys for nesting birds if vegetation removal, building demolition or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct a weekly pre-construction bird survey no more than 30 days prior to initiation of grading to provide	Remove vegetation as specified during applicable time protocol stated in mitigation measure OR conduct pre-construction surveys during nesting season.	Prior to issuance of grading permit according to applicable time protocols stated in mitigation measure.	Applicant / Contractor or Project Biologist	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nest shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum exclusion buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City of Los Angeles, Department of Building and Safety, or County of Los Angeles, Department of Public Works, as applicable, in charge of Mitigation Monitoring, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.					
MM I-4 (Ci/Co): In order to prevent damage to any protected trees that would be avoided within the City or County area during Project construction, the following measures shall be implemented for any such trees within 20 feet of an active construction	a. Implement tree protective measures, if applicable.	Prior to issuance of grading or building permits, if applicable.	Applicant / Contractors / Registered Consulting Arborist	County Fire Department, Forestry Division. Department of Regional Planning.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
area: *Pre-Construction*				*(See City MMRP for projects in the City.)*	
• *Fencing:* Chain link fencing, not less than 4 feet high with tree - protection signs, shall be erected around all undisturbed trees (or tree groups). The protective fence shall be installed at the protected zone boundary of each tree (or tree group), which is defined as five (5) feet beyond the tree canopy dripline. The intent of protection fencing is to prevent root damage and/or compaction by grading equipment. A Registered Consulting Arborist may be required on-site if grading activities occur within the tree protected zone. The fencing shall be secured to 6-foot, heavy gauge t-bar line posts, pounded in the ground a minimum of 18-inches and spaced a minimum of 8-feet on-center. Fencing shall be attached to t-bar posts with minimum 14-gage wire fastened to the top, middle and bottom of each post. Tree protection signs shall be attached to every fourth post. The contractor shall maintain the fence to keep it upright, taut and aligned at all times. Fencing shall be removed only after all construction activities are complete.	b. Implement construction period and post-construction protocols, if applicable.	During and following construction, if applicable.	Applicant / Contractors / Registered Consulting Arborist	County Fire Department, Forestry Division. Department of Regional Planning. *(See City MMRP for projects in the City.)*	
• *Pre-Construction Meeting:* A pre-construction meeting shall be held between all contractors (including grading, tree removal/pruning, builders, etc.) and a Registered Consulting Arborist. The meeting shall focus on instructing the contractors on tree protection practices and to answer any questions. All equipment operators and spotters, assistants, or those directing operators from the ground shall provide written acknowledgement of their receiving tree protection training. This training shall include information on the location and marking of protected trees, the necessity of preventing damage, and the discussion of work practices	c. Monitoring of protected trees and submittal of monitoring report, if applicable.	Quarterly during post-construction for seven years following construction, if applicable.	Applicant / Contractors / Registered Consulting Arborist	Department of Regional Planning; County Fire Department, Forestry Division. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
that shall accomplish such. *During Construction* • *Equipment Operation and Storage:* Contractors shall avoid using heavy equipment operation around the undisturbed, protected trees. Operating heavy machinery around the root zones of trees would increase soil compaction, which decreases soil aeration and subsequently reduces water penetration into the soil. All heavy equipment and vehicles shall, at minimum, stay out of the fenced protected tree zone, unless where specifically approved in writing and under the supervision of a Registered Consulting Arborist. • *Materials Storage and Disposal:* Contractors shall not store or discard any supply or material, including paint, lumber, concrete overflow, etc. within the protected zone, and shall remove all foreign debris within the protected zone. However, the contractors shall leave the duff, mulch, chips, and leaves around the retained trees for water retention and nutrient supply. In addition, contractors shall avoid draining or leakage of equipment fluids near retained trees. Fluids such as gasoline, diesel, oils, hydraulics, brake and transmission fluids, paint, paint thinners, and glycol (anti-freeze) shall be disposed of properly. The contractors shall ensure that equipment be parked at least 50 feet from the protected zone to avoid the possibility of leakage of equipment fluids into the soil. The effect of toxic equipment fluids on the retained trees could result in tree decline and/or mortality. • *Grade Changes:* Contractors shall ensure that grade changes, including adding fill, shall not be permitted within the protected zone without special written authorization and under supervision by a Registered Consulting Arborist. Lowering the grade within the protected zone					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
would necessitate cutting main support and feeder roots, thus jeopardizing the health and structural integrity of the tree(s). Adding soil, even temporarily, on top of the existing grade would compact the soil further, and decrease both water and air availability to the tree roots. Contractors shall ensure that grade changes made outside of the protected tree zone shall not create conditions that allow water to pond at the base of the tree. Water trapped at the base of a tree could lead to root rot and other detrimental tree impacts. • *Moving Construction Materials:* Contractors shall ensure that care be exercised when moving construction equipment or supplies near the protected trees, especially overhead. Contractors shall ensure that damage to the tree(s) be avoided when transporting or moving construction materials and working around the tree (even outside of the fenced protected zone). Contractors shall flag above ground tree parts that could be damaged (e.g., low limbs, scaffold branches, trunks) with high visibility flagging, such as florescent red or orange. If contact with the tree crown is unavoidable, conflicting branch(es) may be pruned by an ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist and shall adhere to ISA standards. • *Trenching:* Except where specifically approved in writing beforehand, all trenching shall be outside of the fenced protected zone. Roots primarily extend in a horizontal direction forming a support base to the tree similar to the base of a wineglass. Where trenching is necessary in areas that contain roots from retained trees, contractors shall use trenching techniques that include the use of either a root pruner (Dosko root pruner or equivalent) or an Air-Spade to limit					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
root impacts. A Registered Consulting Arborist shall ensure that all pruning cuts shall be clean and sharp, to minimize ripping, tearing, and fracturing of the root system. Root damage caused by backhoes, earthmovers, dozers, or graders is severe and may ultimately result in tree mortality. Use of both root pruning and Air-Spade equipment shall be accompanied only by hand tools to remove soil from trench locations. The trench shall be made no deeper than necessary. • *Irrigation:* Irrigation of native oaks retained on-site shall seek to mimic natural rainfall patterns in Southern California. Supplemental irrigation for trees adjacent to construction activity may be necessary during winter or spring months. Summer and fall irrigation may be necessary based on variable climatic and site conditions, but should be conducted judiciously to avoid over-watering. One irrigation cycle should thoroughly soak the root zones of the trees to a depth of 3 feet. The soil should be allowed to dry out between watering to avoid keeping a consistently wet soil. The contractors shall be responsible for irrigating (deep watering) the trees. Soil moisture shall be checked with a soil probe before irrigating. Irrigation is best accomplished by installing a temporary above ground micro-spray system that would distribute water slowly (to avoid runoff) and evenly throughout the fenced protection zone. Over watering of native oak trees may promote the growth of tree-damaging agents, such as Oak Root Fungus, so proper soil moisture monitoring is critical to prolonged tree health. For any trees that have been substantially root pruned (30% or more of their root zone), irrigation shall be required for the first twelve months. The first irrigation shall occur within 48 hours of root pruning. The tree(s) should be deep watered					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
every two weeks during the summer and once a month during the winter (adjusted accordingly with rainfall). • *Canopy Pruning:* The contractor shall not prune trees until all construction is completed, unless standard pruning would reduce conflict between canopy and equipment. This would help protect the tree canopies from damage. All pruning shall be conducted by an ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist and shall adhere to ISA pruning standards. • *Canopy Washing:* During construction, the contractors shall wash the foliage of trees adjacent to construction activity with a strong water stream every two weeks in early hours before 10:00 a.m. to control mite and insect populations. • *Inspection:* A Registered Consulting Arborist shall inspect the preserved trees adjacent to grading and construction activity on a monthly basis for the duration of the Project. A report summarizing site conditions, observations, tree health, and recommendations for minimizing tree damage shall be submitted by the Registered Consulting Arborist or Registered Professional Forester following each inspection. *Post-construction* • *Mulch:* The contractors shall ensure that the natural duff layer under all trees shall be maintained. This would stabilize soil temperatures in root zones, conserve soil moisture, and reduce erosion. The contractors shall ensure that the mulch be kept clear of the trunk base to avoid creating conditions favorable to the establishment and growth of decay causing fungal pathogens. Should it be necessary to add organic mulch beneath retained oak trees, packaged or commercial oak					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
leaf mulch shall not be used as it may contain Oak Root Fungus. Also, the use of Redwood chips shall be avoided as certain inhibitive chemicals may be present in the wood. Other wood chips and crushed walnut shells can be used, but the best mulch that provides a source of nutrients for the tree is its own leaf litter. Any added organic mulch added by the contractors shall be applied to a maximum depth of 4- inches where possible. • *Pruning:* Regular pruning of the trees is not required. An ISA Certified Tree Worker under the supervision of a Registered Consulting Arborist shall only prune trees to maintain clearance and remove broken, dead or diseased branches. No more than 15% of the canopy shall be removed at any one time. All pruning shall conform to ISA standards. • *Watering:* The trees should not require irrigation other than the twelve months following substantial root pruning, if applicable. However, soil probing shall be necessary to accurately monitor moisture levels. Especially in years with low winter rainfall supplemental irrigation for the trees that sustained root pruning and any newly planted trees may be necessary. • *Watering Adjacent Plant Material:* All plants near the trees shall require moderate to low levels of water. The contractor shall water surrounding plants infrequently with deep soaks and allow them to dry out in-between, rather than frequent light irrigation. The soil shall not be allowed to become saturated or stay continually wet, nor should drainage allow ponding of water beneath the canopy of the oak trees. Irrigation spray shall not hit the trunk of any tree. The contractors shall maintain a 30-inch dry-zone around all tree trunks. An above ground micro-spray irrigation system shall be used in lieu of					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
typical underground pop-up sprays. • *Chemical Applications:* If the trees are maintained in a healthy state, regular spraying for insect or disease control would not be necessary. If a problem does develop, a Registered Consulting Arborist shall be consulted as the trees may require the application of insecticides to prevent the intrusion of bark-boring beetles and other invading pests. All chemical spraying shall be performed by a licensed applicator under the direction of a licensed pest control advisor. • *Monitoring:* A Registered Consulting Arborist shall inspect the trees preserved on-site for a period of seven (7) years following the completion of construction activity. Monitoring visits shall be completed quarterly, totaling twenty-eight (28) visits. Following each monitoring visit, a report summarizing site conditions, observations, tree health, and recommendations for promoting tree health shall be submitted. Additionally, any tree mortality shall be noted and any tree dying during the seven year monitoring period shall be replaced according to regulations of the City's Department of Public Works, or provisions of the County Specific Plan, as applicable.					
MM I-5 (Co): Mitigation for impacts to oak woodland habitat shall be accomplished through one or a combination of the options presented below. 1. Oak Woodland Conservation Easements – Protect existing oak woodlands on or off the Project Site in perpetuity at a 2:1 acreage ratio through a conservation easement approved by the County and the Department of Fish and Game. Priority should be given to oak habitat that is (1) of equal or greater ecological value as the habitat to be removed, and (2) is contiguous with or adjacent to larger areas of existing	a. Implement mitigation as set forth, if applicable.	Prior to issuance of permanent certificate of occupancy for building(s) in Oak Woodlands habitat.	Applicant	Department of Regional Planning in consultation with the County Fire Department, Forestry Division.	___/___/____
	b. Monitor replacement trees, if applicable.	Annually.	Applicant	Department of Regional Planning in consultation with the County Fire Department, Forestry	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
woodlands under conservation easements, public lands, or open space lands. Approval should be contingent on demonstrating that such lands meet these criteria to the maximum extent feasible and available. Mitigation for individual developments shall be clustered into the fewest areas possible, to avoid habitat fragmentation. 2. Plant Replacement Trees - Plant and maintain replacement trees on or off the Project Site at a 2:1 tree ratio, with the intention of recreating the acreage of oak woodlands impacted. The goal is to restore declining woodlands or re-establish them where they once grew. The selection of off-site planting should follow the same criteria as noted in option 1 above (equivalent habitat replacement, contiguous with other protected woodland habitat, consolidation of mitigation to avoid fragmentation). Restoration should result in species composition and density similar to the Project Site and appropriate to the restoration site. This type of mitigation shall not fulfill more than one-half of the mitigation requirements for the Project. The replacement of oak woodland habitat, if pursued as a mitigation option, should be coordinated with the replacement of oak trees during implementation of the proposed County Specific Plan Oak Tree Removal regulations. An option is to propose planting a range of sizes including seedlings, 1 gallon, 5 gallon, 15 gallon, 24-inch box, 36-inch box, 48-inch box, and 60-inch box trees (depending on the planting area and the ability to irrigate). The goal is to stress sustainability and replicate natural oak woodlands by creating a diversity of size and age classes. The mitigation oaks shall be maintained for a period of no less than seven (7) years from the date of planting, and replaced if mortality should occur during that seven year period.				Division.	

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
3. Oak Woodlands Conservation Funding – This final mitigation alternative involves contributing funds to the California Wildlife Conservation Board's Oak Woodlands Conservation Fund or, a segregated trust fund maintained or selected by the County. The contribution amount would equal an in lieu fee of $2,700 for each removed Oak Tree. This fee shall be adjusted by the County Forester consistent with the Consumer Price Index for the Los Angeles-Long Beach metropolitan statistical area on the annual anniversary of the adoption of the proposed County Specific Plan. The contribution should specify that funds should be prioritized for use in acquiring or restoring oak woodland habitat within Los Angeles County. The in lieu fee ($2,700) is the calculated average value of all trees that may be impacted by the proposed Project and the No Annexation scenario. The value of each impacted tree was calculated using the Trunk Formula Method presented in the "Guide for Plant Appraisal," published by the International Society of Arboriculture (Council of Tree and Landscape Appraisers, 2000). Compliance with the proposed County Specific Plan oak tree regulations would also satisfy the Oak Woodland mitigation requirements, except that on-site or off-site tree replacement may only satisfy up to half of the mitigation to oak woodland habitat.					
MM I-6 (Ci/Co): Prior to removal of trees within oak woodland habitat of eight inch diameter at breast height or greater, as well as native or non-native palm trees greater than ten feet in height, which may provide roosting habitat for special-status bat species, conduct pre-construction surveys for bats in the immediate vicinity of the affected trees using sonic bat detectors (e.g. Anabat). The surveys shall	a. Conduct pre-construction survey.	Prior to removal of oak tree(s) of specified size within the oak woodland habitat.	Applicant / Project Biologist / Contractor	Department of Regional Planning in consultation with the County Fire Department, Forestry Division.	___/___/____
	b. Implementation of exclusion device or	Prior to removal of oak tree(s) of	Applicant / Project Biologist	Department of Regional Planning in	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
be conducted at dusk and after nightfall by a biologist. If special-status bats are detected, and based upon the experience of the biologist conducting the surveys, the detected bats are likely roosting in the trees to be removed, then exclusion devices (e.g., netting, canvas, or similar materials) shall be employed once bats have emerged from identified roosts to block access to tree cavities or other roost entry points. If tree removal is to occur during the maternity season (March 1 to September 30), and if during this period the biologist detects maternity roosts, then removal of the trees shall be delayed for the remainder of the maternity season until the young are sufficiently mature to leave the maternity roost as determined by the biologist.	delay of tree(s) removal if required under the mitigation measure.	specified size within the oak woodland habitat.	/ Contractor	consultation with the County Fire Department, Forestry Division.	
MM I-7 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
J.1 CULTURAL RESOURCES – Historic Resources					
Project Design Features					
PDF J.1-1 (Co): As part of the Project, the alteration of contributing buildings, structures and sites within the potential Universal Studios Historic District shall comply with the Universal Studios Historic District Preservation Plan (see Attachment G to this MMRP). The Plan provides appropriate guidance for the alteration of contributing buildings, structures, and sites within the potential Universal Studios Historic District and establishes criteria for new construction to ensure that the historic integrity of the district is maintained. The Plan should serve as the framework for future repair, maintenance, and rehabilitation, and guide architects and designers in designing compatible new construction in the areas identified as potential sites for new buildings within the district. The Plan also includes guidelines for the documentation of historic resources.	Provide documentation of compliance from a Historic Preservation Expert.	Prior to issuance of demolition or building permit(s) for contributing buildings or building permits for new buildings within the potential Universal Studios Historic District.	Applicant / Project Historic Preservation Expert / Contractor	Department of Regional Planning in consultation with the Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Mitigation Measures					
MM J.1-1 (Co): Retain and/or relocate the 1946 Film Vault (#6237) to avoid its demolition.	Provide relocation plans for 1946 Film Vault (#6237), if applicable.	Prior to issuance of relocation permit for the 1946 Film Vault (#6237).	Applicant / Contractor	Department of Public Works.	___/___/____
MM J.1-2 (Co): Retain and/or relocate the Jack Webb (#2250) and William Goetz (#2252) buildings to avoid their demolition.	Provide relocation plans for the Jack Webb (#2250) and/or William Goetz (#2252) buildings, if applicable.	Prior to issuance of relocation permit(s) for the Jack Webb (#2250) and/or William Goetz (#2252) buildings.	Applicant / Contractor	Department of Public Works.	___/___/____
MM J.1-3 (Co): Maintain the Universal Studios Back Lot Area identified on Attachment G to this MMRP as an area of open space primarily used for outdoor filming using large-scale, semi-permanent sets. Retain important character-defining features including: (1) the location in the northeastern portion of the Studio Area, adjacent to the motion picture production facilities; (2) the circulation pattern of streets, roads and trails; and (3) the large scale sets recreating different streetscapes and locations and arranged along key segments of the circulation system.	Maintain Back Lot Area as identified on Attachment G as set forth in mitigation measure.	On-going with report included at time of MMRP compliance report.	Applicant	Department of Regional Planning in consultation with the Department of Public Works.	___/___/____
MM J.1-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
J.2 CULTURAL RESOURCES – Archaeological Resources					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MM J.2-1 (Ci/Co): During construction, an archaeologist and Native American monitor shall be retained by the Project Applicant or its successor to monitor any earth-moving activities, including grading, in areas designated as high, moderate or low sensitivity for the presence of buried prehistoric	Retain archaeologist and Native American monitor, if applicable.	Prior to issuance of grading or building permit for Projects in designated areas.	Applicant / Archaeologist / Native American Monitor / Contractor	Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
archaeological sites (see Attachment H to this MMRP).					
MM J.2-2 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM J.2-3 (Ci/Co): If potentially significant archaeological resources are encountered during Project development, site preparation/ construction activities in the area of potential impact shall be halted until the archaeological consultant and/or Native American monitor, as appropriate, have evaluated the resources and, if necessary, developed a plan to mitigate associated impacts. The construction manager at the Project Site shall be notified, and shall notify the responsible lead agency of the discovery. The archaeologist and/or the Native American monitor, as appropriate, with the concurrence of the City or County, as applicable, shall determine the area of potential impact and the timing when construction activities can resume. a) Discovered cultural resources shall be stored in a protected environment to prevent vandalism, damage, or theft until such time as they are examined by an archaeologist and/or Native American monitor, as appropriate. b) The identification and handling of archaeological resources at the site shall be conducted by a qualified archaeologist and overseen by local Native American monitor. c) All Project-related notes, records, photographs, and artifacts, both prehistoric and historical period, shall be curated at a repository in accordance with 36 Code of Federal Regulations 79. Any items of cultural patrimony, however, shall be returned to an appropriate Native American community, which shall be responsible for the disposition of these materials.	Development and implementation of mitigation plan if resources encountered.	Periodic, as required, if resources encountered.	Applicant / Contractor / Archaeological Consultant and/or Native American Monitor, as appropriate	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM J.2-4 (Ci/Co): If human remains are encountered during construction, work in the affected	Notify required parties and undertake	Periodic, as required, if human	Applicant / Contractor /	Department of Regional Planning in	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the archaeologist and Native American monitor, if they are not on-site at the time, as well as the responsible lead agency of the discovery, who in turn shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City or County, as applicable, shall determine the area of potential impact and the timing when construction activities can resume.	disposition in accordance with County and State regulations, if human remains encountered.	remains encountered.	Archaeologist / Native American Monitor	consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	
MM J.2-5 (Ci/Co): All construction-phase employees shall undergo a cultural resources orientation and awareness training prior to commencing work activities on the Project Site. Such training shall include familiarization with the stop-work restrictions, noticing, and handling procedures, and ultimate disposition of cultural resources as described below. The construction manager shall provide the responsible lead agency with a verification list of the employees completing the orientation.	Include training of construction employees in Construction Management Plan.	Prior to issuance of grading permit.	Applicant / Contractor	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM J.2-6 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM J.2-7 (Ci/Co): An archaeologist shall be retained by the Project Applicant or its successor to monitor any earthmoving activities, including grading, in areas designated as high sensitivity for the presence of buried historical period archaeological sites (see Attachment H to this MMRP).	Retain archaeologist, if applicable.	Prior to issuance of grading permits for designated areas.	Applicant / Contractor / Archaeologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
J.3 CULTURAL RESOURCES – Paleontological Resources					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MM J.3-1 (Ci/Co): The services of a qualified paleontologist approved by the City or County of Los Angeles, as applicable, and the Los Angeles County Natural History Museum Vertebrate Paleontology Department shall be retained prior to earth-moving activities associated with construction in a particular development area or with a particular development phase. Prior to these earth-moving activities, the paleontologist shall develop a site-specific mitigation plan to be implemented in support of the activities in the particular development area or during a particular development phase. The plan shall specify the level and types of mitigation efforts as set forth below, based on the types and depths of any earth-moving activity and the rock unit in which the activity would be conducted.	Retain paleontologist and prepare site-specific mitigation plan, if applicable.	Prior to issuance of grading permits.	Applicant / Contractor / Paleontologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM J.3-2 (Ci/Co): Earth-moving activities shall be monitored by the paleontologist or a monitor only in those areas of the Project Site where these activities would disturb previously undisturbed strata. Monitoring shall be conducted on a full-time basis in areas underlain by the Upper Topanga Formation and at depths greater than 10 feet below current grade in areas underlain by younger alluvium. If no fossil remains are found once 50 percent of earth-moving activities have been completed in an area underlain by one or the other rock unit, monitoring can be reduced or suspended in the remainder of that area following approval from the City or County of Los Angeles, as applicable. Monitoring shall consist of visually inspecting debris piles and freshly exposed strata for larger fossil remains, and	Paleontologist monitoring of designated areas, if applicable.	On-going full time or periodic during earthmoving activities as described in the mitigation measure, if applicable.	Applicant / Contractor / Paleontologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
periodically dry test screening sediment, rock, and debris for smaller fossil remains. As soon as practicable, the monitor shall recover all vertebrate fossil specimens, a representative sample of invertebrate or plant fossils, or any fossiliferous rock sample that can be recovered easily. If recovery of a large or unusually productive fossil occurrence is warranted, earth-moving activities shall be diverted temporarily around the fossil site and a recovery crew shall be mobilized as necessary to remove the occurrence as quickly as possible. If the paleontologist or monitor is not on site when a fossil occurrence is uncovered by these activities, the activities shall be diverted temporarily around the fossil site and the monitor called to the site to evaluate and, if warranted, remove the occurrence. If the fossil site is determined by the paleontologist or monitor to be too unproductive or the fossil remains not worthy of recovery, no further action shall be taken to preserve the fossil site or remains, and earth-moving activities shall be allowed to proceed through the site immediately. The location and proper geologic context of any fossil occurrence shall be documented, as appropriate. As part of the monitoring effort, rock or sediment samples of the Upper Topanga Formation and younger alluvium shall be collected from each construction site and processed to allow for the recovery of smaller fossil remains. The total weight of all processed samples from either rock unit at each construction site shall not exceed 6,000 pounds (12,000 pounds total). The results of processing 250-pound test samples shall be used by the paleontologist or monitor in determining how much of the remainder of the total collected shall be processed. More of the samples or more of each sample shall be processed if the recovered remains are sufficiently common (at least 4-5 identifiable specimens per test sample), generally identifiable to genus or species level, and represent a					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
taxonomically diverse faunal assemblage. With the development of each successive construction site, the paleontologist or monitor may specify that less than 6,000 pounds shall be processed, based on the amount of excavation and other earth-moving activities that would occur in areas underlain by either rock unit, and on the results of processing samples from the same rock unit at previous construction sites. Unless potentially fossilized remains are discovered at or near the surface, no paleontological monitoring of earth-moving activities in the younger alluvium shall be conducted at depths less than 10 feet below current grade, and no sample shall be collected or processed.					
MM J.3-3 (Ci/Co): Before the mitigation program begins, the paleontologist or monitor shall coordinate with the appropriate construction contractor personnel to provide information regarding City or County of Los Angeles requirements, as applicable, for the protection of paleontological resources. Contractor personnel shall be briefed on procedures to be followed in the event that fossil remains and a previously unrecorded fossil site are encountered by earth-moving activities, particularly when the monitor is not on site. The briefing shall be presented to new contractor personnel as necessary. Names and telephone numbers of the monitor and other appropriate mitigation program personnel shall be provided to appropriate contractor personnel. The Project's construction superintendent shall be instructed by the paleontologist or monitor regarding the identification of conditions whereby potential paleontological resources could occur. The construction superintendent shall be sufficiently informed that he/she will be able to recognize when fossil remains have been uncovered and require that grading be temporarily diverted around the fossil site until the monitor has evaluated and, if warranted,	Include contractor training for applicable procedures in Construction Management Plan, if applicable.	Prior to issuance of grading permits.	Applicant / Contractor / Paleontologist	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
recovered the remains. Similarly, and if necessary, the monitor shall be empowered to temporarily divert grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.					
MM J.3-4 (Ci/Co): The paleontologist shall reach a formal agreement with a recognized museum repository, such as the Los Angeles County Natural History Museum, before the mitigation program begins, regarding final disposition and permanent storage and maintenance of any fossil remains that might be recovered as a result of the mitigation program, the archiving of associated specimen data and corresponding geologic and geographic site data, and the level of treatment (preparation, identification, curation, and cataloguing) of the remains that would be required before the entire mitigation program fossil collection would be accepted by the repository for storage. The fossil collection shall be donated to a public, nonprofit institution, such as the Los Angeles County Natural History Museum, with a research interest in the collection. The costs to be charged by the repository for curating and permanently storing the collection should be specified in the agreement.	Include written verification in contract with paleontologist, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor / Paleontologist / Selected Museum	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM J.3-5 (Ci/Co): All fossil specimens recovered at the Project Site as a result of the mitigation program, including those recovered as the result of processing fossiliferous rock samples, shall be prepared, identified, curated, and catalogued in accordance with designated museum repository requirements. Rock samples from the Upper Topanga Formation and the younger alluvium shall be submitted to commercial laboratories for microfossil, pollen, or radiometric dating analysis.	Include written verification in contract with paleontologist, if applicable.	Prior to issuance of grading permits, if applicable.	Applicant / Contractor / Paleontologist,	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM J.3-6 (Ci/Co): The paleontologist or monitor shall maintain daily monitoring logs that record the particular tasks accomplished, locations where earth-moving activities and monitoring were conducted, rock unit(s) encountered, any fossil specimen	Maintain monitoring logs per mitigation measure, if applicable.	On-going during grading, if applicable.	Applicant / Paleontologist	Department of Regional Planning in consultation with the Department of Public	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
recovered, and associated specimen data and geologic and geographic site data.				Works. *(See City MMRP for projects in the City.)*	
MM J.3-7 (Ci/Co): A final technical report of results and findings shall be prepared by the paleontologist in accordance with any City or County of Los Angeles requirements, as applicable. Copies of the final report and any supporting documentation, including the paleontologist's or monitor's field notes and fossil site maps shall be archived at the designated museum repository. The final report shall be prepared upon completion of grading activities for the first Project requiring monitoring by a paleontologist, pursuant to the City's Department of Building and Safety regulations, and as that term is defined in the County Specific Plan. Subsequent Project reports shall be issued as addenda to the first final report. Projects whose grading activities are completed within a one-year time period may be addressed collectively in one report or addenda.	Prepare final technical report as set forth in mitigation measure, if applicable.	Prior to issuance of permanent certificate of occupancy, if applicable.	Applicant / Paleontologist	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
K.1 PUBLIC SERVICES – Fire					
Project Design Features					
PDFs K.1-1, K.1-2, K.1-3, K.1-4 and K.1-5 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF K.1-6 (Co): In conjunction with the building permit process in the County, the Project Applicant or its successor shall consult with the County Fire Department and incorporate fire prevention and suppression features appropriate to the design of the Project.	Provide Project drawings with fire prevention and suppression features designed pursuant to County Fire Department requirements.	Prior to issuance of building permit.	Applicant / Project Architect / Project Engineer	Department of Public Works County Fire Department.	___/___/____
PDF K.1-7 (Co): Project development in the County shall comply with all applicable County code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.	Provide Project drawings with Project designed pursuant to the applicable codes and ordinances.	Prior to issuance of building permit.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
PDF K.1-8 (Co): The Project shall continue to provide fire flows up to 8,000 gallons per minute at 20 pounds per square inch residual pressure for up to a four-hour duration in the County. Final fire flows will be based on the square footage of the buildings, the types of construction used, and the type of sprinkler system within the structure.	Provide Project drawings with fire flows pursuant to County Fire Department requirements.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-9 (Co): Future buildings in the County shall be designed with sprinklers in accordance with the County of Los Angeles Building and Fire Codes. An automatic fire sprinkler system shall be provided for all buildings with four stories or greater above Los Angeles County Fire Department vehicular access (e.g. street level).	Provide Project drawings with sprinklers pursuant to County of Los Angeles Building and Fire Codes.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-10 (Co): All new permanent outdoor facades that fall within the scope of the current edition of Los Angeles County, Fire Department Regulation #29 shall be constructed and maintained in accordance with that Regulation.	Provide drawings with outdoor façade design pursuant to Regulation #29 requirements.	Prior to issuance of Regulation 29 approval.	Applicant / Project Architect / Project Engineer	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-11 (Co): Prior to the removal of Park Lake (see Attachment A to this MMRP), a drafting reservoir and drafting appliances shall be provided and maintained with the ability to draft 1.5 million gallons of water designed to the satisfaction of the Los Angeles County Fire Department.	Provide drawings with replacement facilities.	Prior to issuance of permit for removal of Park Lake.	Applicant / Contractor	Department of Public Works. County Fire Department.	___/___/____
PDF K.1-12: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MMs K.1-1, K.1-2 and K.1-3 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM K.1-4 (Co): Upon the issuance of the first building permit for new construction in the County portion of the Project Site, the Project Applicant or its successor shall enter into an agreement with the County to reimburse the County for the cost of staffing Fire Station 51 with a permanent fire inspector to serve the needs of implementation of the	Complete reimbursement agreement.	Prior to issuance of first building permit for new project construction.	Applicant	Department of Public Works. County Fire Department.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Project during construction activities and ongoing expanded operations.					
MM K.1-5 (Co): Expanded County fire fighting facilities shall be provided to serve the Project. The expanded facilities may be a new fire station or remodeling of the existing Fire Station 51 to accommodate additional equipment and staffing (Facility Improvements). The decision to remodel the existing station or construct a second additional station is solely the County Fire Department's based upon its determination of service needs. The new fire station, if this option is selected, shall be a "four-man" station built to County Fire Department's specifications that could accommodate a new "tiller-quint", or similar equipment approved by the County Fire Department, with a minimum of four firefighter positions. The Project Applicant or its successor shall construct or cause to be constructed and furnish the Facility Improvements at no cost to the County as well as providing the quint and ancillary equipment for the quint, or similar equipment at no cost to the County. The County Fire Department shall be responsible for staffing costs. The Facility Improvements shall be constructed / conveyed to the County Fire Department before building permits are issued for: (a) the first new building that is 75-feet or greater in height; (b) the first new building that is 70,000 square-feet in total net new floor area; or (c) the last of multiple buildings less than 75 feet in height that cumulatively exceed 100,000 square feet of net new floor area in the same vicinity. The Project Applicant or its successor and the County Fire Department shall work together to appropriately locate the station.	Completion / conveyance of improvement to County.	Prior to issuance of first building permit(s) for buildings meeting stated criteria.	Applicant	Department of Public Works. County Fire Department.	___/___/____
MM K.1-6 (Co): The Project Applicant or its successor shall engage in an annual review through Project build-out with the County Fire Department to determine fire service needs of the Project Site.	Perform annual review.	Prior to submittal of annual MMRP compliance report.	Applicant	County Fire Department.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
MM K.1-7 (Co): Prior to the issuance of a certificate of occupancy, the Project Applicant or its successor shall contact the local water purveyor, if the fire hydrant is public, or a private sprinkler contractor, if the fire hydrant is private, to have the closest existing fire hydrant(s) to the location under review verified and tested to the satisfaction of the County Fire Department by conducting a fire flow availability test.	Verify fire flow availability to satisfaction of Fire Department.	Prior to issuance of temporary or permanent certificate of occupancy.	Applicant / Contractor	County Fire Department.	___/___/____
MM K.1-8 (Ci/Co): When the Applicant provides to County Fire Station 51 the tiller-quint pursuant to Mitigation Measure K.1-5 and the City Fire Department obtains the rescue ambulance pursuant to Mitigation Measure K.1-2, the City Fire Department and County Fire Department shall agree upon use of their respective equipment on an automatic response basis pursuant to a mutually acceptable automatic aid agreement.	Provide written verification specified equipment has been provided.	After Applicant provides equipment required by mitigation measure and City and County have reached agreement.	Applicant / City of Los Angeles Fire Department. County Fire Department.	City of Los Angeles Fire Department. County Fire Department.	___/___/____
K.2 PUBLIC SERVICES – Police/Sheriff					
Project Design Features					
PDF K.2-1 (Ci/Co): During Project construction, the Project Applicant or its successor shall implement security measures at Project construction sites that are accessible to the general public. Security measures could include, but are not limited to, fencing, security lighting, and providing security personnel to patrol construction sites.	Include security measures in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	County Sheriff *(See City MMRP for projects in the City.)*	___/___/____
PDF K.2-2 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF K.2-3 (Ci/Co): The Project Applicant or its successor shall design on-site streets, street lighting, and street signage for public streets in accordance with the emergency access requirements of the applicable jurisdiction (i.e., City of Los Angeles or County of Los Angeles). The Project Applicant or its successor shall submit to the applicable jurisdiction (i.e., City or County) for review the design plans for on-site street widths, street lighting, and street	Provide on-site design plans complying with applicable requirements.	Prior to issuance of applicable permits for on-site street widths, street lighting, and street signage.	Applicant / Project Engineer	Department of Public Works in consultation with County Sheriff. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
signage.					
Mitigation Measures					
MM K.2-1: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
MM K.2-2 (Co): The Project Applicant or its successor shall provide a new up to 16,000 square foot facility within the County portion of the Project Site, for the shared use of the County Sheriff's Department, contract security, and corporate security for the Project Site. Construction of the facility shall meet the operational needs of the County Sheriff's Department and comply with applicable California Code of Regulations Title 15 requirements and County standards. The facility shall include holding cells, office space, locker room, and several access points. The Project Applicant or its successor shall improve the facility at its cost. The facility shall be available once certificates of occupancy have been issued for a cumulative total of 765,000 square feet of net new Project development within County portions of the Project Site or 2022, whichever comes first, and once constructed shall replace the existing on-site County Sheriff's Department facility.	Provide 16,000 square-foot County facility as set forth in mitigation measure.	At the time of issuance of certificate of occupancy for cumulative total of 765,000 square feet or year 2022, whichever comes first.	Applicant	Department of Public Works. County Sheriff.	___/___/____
MM K.2-3 (Ci/Co): Extra private security personnel shall be deployed at important entertainment events (i.e., visits to the Project Site by state, national, or international dignitaries and red carpet events), in order to reduce the need for sworn officer response.	Provide extra security.	At the time of applicable event.	Applicant	County Sheriff. *(See City MMRP for projects in the City.)*	___/___/____
MMs K.2-4 and K.2-5: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
K.3 PUBLIC SERVICES – Schools					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Mitigation Measures					
MM K.3-1 (Ci/Co): The Project Applicant or its successor 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.	Payment of LAUSD fees.	Prior to issuance of first building permit for each building.	Applicant	Department of Regional Planning in consultation with the Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
K.4 PUBLIC SERVICES – Parks and Recreation					
Project Design Features					
PDFs K.4-1, K.4-2, and K.4-3: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
K.5 PUBLIC SERVICES – Libraries					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
MMs K.5-1, K.5-2, K.5-3 and K.5-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
L.1 UTILITIES – Sewer					
Project Design Features					
PDF L.1-1 (Ci/Co): Prior to the development of a new building, the capacity of the on-site sewer lines serving the building shall be evaluated and replacement or new sewer lines shall be installed as necessary.	Provide required specifications on Project drawings.	Prior to issuance of permits for sewer lines.	Applicant / Project Engineer	County of Los Angeles Sanitation District. City of Los Angeles, Department of Public Works, Bureau of Sanitation. *(See City MMRP for projects in*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
				the City.)	
PDF L.1-2 (Ci/Co): Gauging stations shall be installed in the proposed sewer lines in the County areas of the Project Site at the point of connection with the City-owned sewer for wastewater flows to pass through before entering a City-owned sewer.	Provide required specifications on Project drawings	Prior to issuance of permits for the sewer connection.	Applicant / Project Engineer / Contractor	County of Los Angeles Sanitation District. City of Los Angeles, Department of Public Works, Bureau of Sanitation. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.1-3 (Ci/Co): New sanitary sewers in the City areas of the Project Site shall be designed to conform to the standards of the City's Bureau of Sanitation. New sanitary sewers in the County areas of the Project Site shall be designed to conform to the standards of the County of Los Angeles Sanitation District. The Project Applicant or its successor shall construct the additional on-site sanitary sewer system improvements required to support the additional development per these standards.	Provide required specifications on Project drawings.	Prior to issuance of permits for sewers.	Applicant / Project Engineer	County of Los Angeles Sanitation District. City of Los Angeles, Department of Public Works, Bureau of Sanitation. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
L.2 UTILITIES – Water					
Project Design Features					
PDF L.2-1 (Ci/Co): Any additional water lines and hydrants that may be needed to provide additional fire flows to new buildings shall be constructed as necessary. The new water lines shall be designed and installed in accordance with applicable City and County standards and would be sized to accommodate both fire flow demand and peak day domestic demand.	If applicable, include new lines and hydrants in Project drawings.	Prior to issuance of building permits.	Applicant / Project Engineer / Contractor	Department of Public Works. County Fire Department *(See City MMRP for projects in the City.)*	___/___/____
PDF L.2-2 (Ci/Co): All water lines that are constructed that deliver both domestic and fire water	If applicable, include new lines in Project	Prior to issuance of building permits.	Applicant / Project Engineer	Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
shall be constructed with the necessary materials and appropriate size to deliver the highest instantaneous demand on the individual water line.	drawings.		/ Contractor	County Fire Department *(See City MMRP for projects in the City.)*	
PDF L.2-3 (Ci/Co): The following water conservation features shall be incorporated into the proposed outdoor and indoor areas of the Project: *Outdoor* • Use recycled water for landscape irrigation. • Installation of the infrastructure to deliver and use recycled water. • Expanded use of high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping. • Use of native/drought tolerant plant materials (for at least 25 percent of new landscaping) and use of water efficient landscaping such as proper hydro-zoning, turf minimization, and landscaping contouring (to minimize precipitation runoff) for new landscaping in areas other than production activities, entertainment attractions, sets/façades, the theme park, and visitor entries to the theme park and Universal CityWalk. Other than the exempted areas described above, areas of the Project Site within the County's jurisdiction would also comply with the County's landscaping design regulations, as applicable. • Provide education on water conservation for employees. *Indoor* • Install high efficiency toilets that use 1.28 gallons per flush or less. • Install high efficiency urinals that use 0.5 gallons per flush or less for commercial applications. • Install restroom faucets that use 1.5 gallons per	Include water conservation measures set forth in mitigation measure on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
minute or less for all applications. • Install pre-rinse spray valves that use 1.6 gallons per minute or less for commercial kitchens. • Install self-closing faucets for public restrooms for commercial applications. • Install high efficiency clothes washers with a water savings factor of 7.5 or less for commercial applications. • Install cooling tower conductivity controllers or cooling tower pH conductivity controllers, as applicable.					
PDFs L.2-4 and L.2-5 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
Mitigation Measures					
MM L-2-1 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
L.3 UTILITIES – Solid Waste					
Project Design Features					
PDF L.3-1 (Ci/Co): During new construction a minimum of 65 percent of the non-hazardous demolition and construction debris by weight from construction of new Project buildings (not including sets/façades, production activities, and temporary uses) shall be recycled and/or salvaged for reuse.	Include recycling requirement in Construction Management Plan.	Prior to issuance of building permit.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDFs L.3-2, L.3-3 and L.3-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.3-5 (Ci/Co): During occupancy and operations, the Project shall have a solid waste diversion target of 65 percent of the non-hazardous waste (not including production activities and temporary uses), pursuant to the City's Department of Building and Safety, and Bureau of Sanitation regulations and County Specific Plan.	Documentation of agreement with waste hauler(s).	Annually at time of MMRP compliance report.	Applicant	County of Los Angeles Sanitation District. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Environmental Impact Report for this environmental issue.					
L.4 UTILITIES – Electricity					
Project Design Features					
PDF L.4-1 (Ci/Co): Where available, spare conduits in the existing underground cable and conduit system within the Project Site would be utilized in lieu of providing new conduits. For areas with no spare conduits, additional conduits would be provided. New cables, electrical lines, and facilities would be provided for the Project in currently underdeveloped areas.	For new conduits, include in Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-2 (Co): Under the Project, additional power would be supplied to meet the increased demand for the County portion of the Project Site through relocation of the Studio Master Substation and upgrades to the substation owned and operated by Southern California Edison. Specifically: • A new Project Applicant-owned and operated distribution substation would be located east of the existing Studio Master Substation. The Project Applicant-owned facility currently housed within the existing Studio Master Substation would be relocated and expanded with new equipment to the new location. • Additional electricity would be supplied to the existing Studio Master Substation through an additional 66kV transmission line for an additional 60 MVA for the Project Site, which will increase the total capacity of the existing Studio Master Substation to 100 MVA. The substation would also be equipped with an outdoor 66kV Gas Insulated Switchgear which would be configured in an operating and transfer bus arrangement. All 66kV lines and transformer bank feeders would enter the Gas Insulated Switchgear equipment by means of an underground riser pedestal. The substation	Completion of new substation and related electrical system improvements by the applicant.	As determined by Southern California Edison.	Applicant / Project Engineer	Department of Public Works in consultation with Southern California Edison.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
would also have a Mechanical-Electrical Equipment Room to house all controls, switches, relay protection equipment, alarms, meters, batteries, HVAC and the station AC and DC distribution panels. • Once expanded, operation of the existing Studio Master Substation facility would transfer from the Project Applicant or its successor to Southern California Edison, and the substation would be connected to the Edison Universal Substation via subterranean electrical lines on Southern California Edison's 66kV subtransmission system. The Edison Universal Substation has an existing capacity of 22 MVA. The combined substations that would be operated by Southern California Edison would have a total capacity of 122 MVA and would supply power to the new Project Applicant-owned and operated distribution substation, which would distribute electricity within the County portion of the Project Site. • The private on-site electrical system would have new electrical lines to serve new buildings constructed as part of the Project.					
PDFs L-4-3 and L.4-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF L.4-5 (Ci/Co): Each of the Project's buildings would be subject to the State Energy Conservation Standards for New Non-Residential Buildings (Title 24, Part 6, Article 2, California Code of Regulations). The Project shall incorporate energy conservation measures to exceed Title 24 (2005) requirements by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the Project shall comply with the amended Title 24.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-6 (Ci/Co): Install efficient lighting and lighting control systems.	Provide required specifications on	Prior to issuance of building permits.	Applicant / Project Architect	Department of Public Works.	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
	Project drawings.		/ Project Engineer	*(See City MMRP for projects in the City.)*	
PDF L.4-7 (Ci/Co): Install light colored "cool" roofs.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-8 (Ci/Co): Install energy efficient heating and cooling systems, appliances (e.g., ENERGY STAR) and equipment, and control systems.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-9 (Ci/Co): Install light-emitting diodes for private on-site traffic and street lighting.	Provide required specifications on Project drawings.	Prior to issuance of applicable permits.	Applicant / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.4-10: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.4-11 (Ci/Co): Provide education on energy efficiency, water conservation, waste diversion, and recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through the company website, exhibits, or meetings on energy conservation.	Provide employee education as specified in the mitigation measure.	At employee orientation and three times annually.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
L.5 UTILITIES – Natural Gas					
Project Design Features					
PDFs L.5-1 and L.5-2: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.5-3 (Ci/Co): A portion of the existing gas main located beneath Universal Hollywood Drive shall be removed and relocated by the Project Applicant or its successor to the extent necessary in connection with	Submit plans for replacement gas main as required.	Prior to issuance of applicable permit(s) for new gas main and realignment of	Applicant / Project Engineer	Department of Public Works Southern California	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
the proposed re-alignment of the road. The relocation of this line would not impact its capacity nor its ability to supply natural gas to the Project Site, as the relocated line would be fully operational prior to abandoning the existing line.		Universal Hollywood Drive		Gas Company. *(See City MMRP for projects in the City.)*	
PDF L.5-4 (Ci/Co): State Energy Conservation Standards for New Non-Residential Buildings, pursuant to Title 24, Part 6, Article 2, California Code of Regulations (Title 24) (2005), shall be exceeded by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, Project shall comply with the amended Title 24.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.5-5 (Ci/Co): Install energy efficient heating and cooling systems, appliances (e.g., ENERGY STAR) and equipment, and control systems.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF L.5-6: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF L.5-7 (Ci/Co): Provide education on energy efficiency, water conservation, waste diversion, and recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation.	Provide employee education as specified in the mitigation measure.	At employee orientation and three times annually.	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
M. ENVIRONMENTAL SAFETY					
Project Design Features					
PDF M-1 (Ci/Co): Prior to the issuance of any demolition permit or building permit for remodeling of existing buildings, the Project Applicant or its successor shall provide evidence to the City of Los	Provide written verification of qualified asbestos abatement contract, as	Prior to issuance of demolition or building permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
Angeles, Department of Building and Safety or County of Los Angeles, Department of Public Works, as applicable, that the demolition contract provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with all applicable federal, state and local regulations.	applicable.				
PDF M-2 (Ci/Co): Prior to the issuance of any demolition permit or building permit for remodeling of existing buildings, the Project Applicant or its successor shall provide evidence to the City of Los Angeles, Department of Building and Safety, or County of Los Angeles, Department of Public Works, as applicable, that the demolition contract provides for a qualified lead-based paint abatement contractor/specialist to remove or otherwise abate or manage lead-based paint during demolition or renovation activities in accordance with all applicable federal, state and local regulations.	Provide written verification of qualified lead-based paint abatement contract, as applicable.	Prior to issuance of demolition or building permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF M-3 (Ci/Co): The Project Applicant or its successor shall implement a soil management plan, or other applicable plan, approved by the Department of Toxic Substances Control, pursuant to Department of Toxic Substances Control's Voluntary Cleanup Program, or other applicable state or local regulatory agency providing oversight, to address contamination in soil in the Back Lot Area. The approved soil management plan or other applicable plan shall include procedures for soil sampling and remedial options that may include removal (excavation), treatment (*in-situ* or *ex-situ*), or other measures, as appropriate.	Include soil management plan, or other applicable plan, in Construction Management Plan.	Prior to issuance of grading, foundation, other earth-moving, or building permits for work in the Back Lot Area.	Applicant / Project Environmental consultant / Contractor	Department of Public Works. California State Department of Toxic Substances Control. *(See City MMRP for projects in the City.)*	___/___/____
PDF M-4 (Ci/Co): The Project Applicant or its successor shall submit to the County Fire Department, City Fire Department, and Los Angeles County Department of Public Works, and City Department of Building and Safety, as applicable, an updated emergency response and/or evacuation	Submit updated emergency response and/or evacuation plan.	Annually prior to MMRP compliance report.	Applicant	County Fire Department. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
plan, as appropriate, to include operation of the Project. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments.					
Mitigation Measures					
MM M-1 (Ci/Co): If soil contamination is suspected to be present, prior to excavation and grading, the South Coast Air Quality Management District's Rule 1166 shall be implemented, as appropriate. If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) by a qualified professional during excavation and grading activities, excavation and grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented, as contained in Southern California Air Quality Management District's Rule 1166, so as to render the area suitable for grading activities to resume. The contaminated soil discovered shall be evaluated and excavated/disposed of, treated *in-situ* (in-place), or otherwise managed in accordance with all applicable regulatory requirements.	Implement Rule 1166 as applicable.	Prior to issuance of grading or excavation permits if contamination suspected in advance of work, or as soon as contaminated soils encountered during grading and excavation activities.	Applicant / Contractor / Project Environmental Consultant	Department of Public Works. South Coast Air Quality Management District *(See City MMRP for projects in the City.)*	___/___/____
MM M-2 (Ci/Co): As required by the Occupational Safety and Health Administration, Construction Worker Safety Plan shall be developed by each contractor working within the footprint of the landfill. The Construction Worker Safety Plan shall comply with Occupational Safety and Health Administration Safety and Health Standards 29 Code of Federal Regulations 1910.120, the California Code of Regulations, Title 8, General Industry Safety orders, and U.S. Occupational Safety and Health Administration. The Plan shall include requirements associated with potential exposure to landfill gases. In addition, construction personnel shall wear protective equipment and clothing and other safety	Prepare Construction Worker Safety Plan for Projects within the footprint of the landfill and include in the Construction Management Plan, if applicable.	Prior to issuance of building permits for buildings within the footprint of the landfill.	Applicant / Contractor	Department of Public Works. Occupational Safety and Health Administration. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
equipment, as appropriate, in accordance with the Construction Worker Safety Plan and/or Project site-specific safety plans, as applicable.					
MM M-3 (Co): Construction of all new development within 1,000 feet of the landfill shall be designed and constructed to prevent gas migration into the buildings in accordance with the recommendations of a licensed civil engineer. The recommendations shall be subject to the review and approval of the Los Angeles County, Department of Public Works.	Provide required specifications on Project drawings for buildings within 1,000 feet of landfill.	Prior to issuance of building permits for buildings within 1,000 feet of landfill.	Applicant / Contractor	Department of Public Works.	___/___/____
MM M-4 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
MM M-5 (Ci/Co): During operation, monitoring of methane safety systems shall occur in accordance with County or City requirements, as applicable.	Monitoring of methane safety systems, if applicable.	During operations.	Applicant	Department of Public Works *(See City MMRP for projects in the City.)*	___/___/____
MM M-6 (Ci/Co): The Project Applicant or its successor shall locate and operate satellite-uplink antennas with an absolute minimum of 1 foot of separation between the eye level and all waveguide connections, waveguide components, and flexible waveguide. Exposure within 1 to 3 feet from waveguide shall be limited to less than one minute.	Provide required specifications on Project drawings.	Prior to issuance of applicable permit.	Applicant	Department of Public Works. Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM M-7 (Ci/Co): The Project Applicant or its successor shall develop and use a simple lockout, tagout procedure prior to the maintenance activities of satellite-uplink antennas (i.e., reflector antennas) to ensure that the high-power amplifiers cannot be energized while anyone is working on an antenna.	Provide maintenance and safety procedures for applicable antennas.	Prior to installation of applicable antenna(s).	Applicant	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
MM M-8 (Ci/Co): If a 2.4-meter-diameter antenna is installed so that the bottom lip of the antenna is less than 7 feet above ground, the Project Applicant or its successor shall install a barrier, such as a chain and stanchion barrier to be added in front on the antenna, to prevent access to the area directly in front of the antenna. As appropriate, the width of the restricted access area shall be 10 feet wide, to ensure that no	Provide required specifications on Project drawings, as applicable.	Prior to issuance of applicable permits.	Applicant / Contractor	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
access to the area is possible by leaning over the chain. The distance in front of the antenna shall be determined based on the minimum elevation angle and height of the bottom lip of the antenna above the ground. The bottom lip of the antenna shall be a minimum of 7 feet above ground level at the chain. In addition, a warning/notice sign shall be hung on each side of the enclosure. As an alternative, 2.4-meter-diameter antenna(s) shall be mounted on a platform, with a chain and warning/notice sign on the platform stairs. The bottom lip of the antenna shall be a minimum of 7 feet above ground level.					
MM M-9 (Ci/Co): The Project Applicant or its successor shall restrict access to the beam of the 2.4-meter-diameter antenna(s) only to workers trained in radio frequency safety.	Provide maintenance and safety procedures for applicable antennas.	Prior to installation of applicable antenna(s).	Applicant	Department of Public Works Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
MM M-10 (Ci/Co): Prior to operation of new antennas on the Project Site, the Project Applicant's or its successor's existing Radio Frequency Radiation Safety and Health Program shall be updated and additional training given to maintenance personnel, as appropriate.	Provide maintenance and safety procedures for applicable antennas.	Prior to operation of new antenna(s).	Applicant	Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
N.1 EMPLOYMENT					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
N.2 HOUSING					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
N.3 POPULATION					
Project Design Features					
No Project Design Features are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*
O. CLIMATE CHANGE					
Project Design Features					
PDF O-1 (Ci/Co): Construction of new buildings shall exceed Title 24 (2005) energy requirements by 15 percent. In the event Title 24 is amended such that the energy conservation requirements exceed Title 24 (2005) by more than 15 percent, the building shall comply with the amended Title 24.	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____
PDF O-2 (Ci): *Not applicable to development in the County.*	*None by County.*	*See City MMRP.*	*See City MMRP.*	*City of Los Angeles.*	*Not applicable to County.*
PDF O-3 (Ci/Co): The Project shall include the following energy saving and emission reducing features that would be implemented during the design and construction of each new building (other than sets/facades): • Installing energy efficient heating and cooling	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
systems, equipment, and control systems; • Installing energy efficient appliances (e.g., Energy Star refrigerators, clothes washers, clothes dryers, dishwashers, ventilation fans, and ceiling fans); • Installing efficient lighting and lighting control systems; • Installing light-emitting diodes for private on-site traffic and street lighting; • Installing light colored 'cool' roofs; • Providing education on energy efficiency, waste diversion, recycling services to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation; • Prohibit Heating, Ventilation, and Air-Conditioning, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons; • For mechanically or naturally ventilated spaces in the building, meet the minimum requirements of Section 121 of the California Energy Code or the applicable local code, whichever is more stringent; • Adhesives, Paints, Stains, Coatings, and Carpet shall be low volatile organic compound; and • Minimum Efficiency Reporting Value 6 or higher filters are installed on central air and heating systems.					
PDF O-4: *Deleted due to selection of Alternative 10.*	*None*	*N/A*	*N/A*	*N/A*	*N/A*
PDF O-5 (Ci/Co): The Project shall implement the following indoor and outdoor water conservation project design features: *Outdoor:* • Use of native/drought tolerant plant materials (for	Provide required specifications on Project drawings.	Prior to issuance of building permits.	Applicant / Project Architect / Project Engineer	Department of Public Works. *(See City MMRP for projects in the City.)*	___/___/____

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
at least 25 percent of new landscaping) and use of water efficient landscaping such as proper hydro-zoning, turf minimization, and landscaping contouring (to minimize precipitation runoff) for new landscaping in areas other than production activities, entertainment attractions, sets/facades, the theme park, and visitor entries to the theme park and Universal CityWalk. Other than the exempted areas described above, areas of the Project Site within the County's jurisdiction would also comply with the County's landscaping design regulations, as applicable; • Use of available reclaimed water for landscape irrigation; • Installation of the infrastructure to deliver and use reclaimed water; • Expanded use of high efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology or smart irrigation controllers for any area that is either landscaped or designated for future landscaping; and • Provide education on water conservation to the Project Applicant's employees through new employee orientation materials and three times annually through company website, exhibits, or meetings on energy conservation. *Indoor:* • High Efficiency Toilets: 1.28 gallons/flush or less (All Applications); • High Efficiency Urinals: 0.5 gallons/flush or less (Commercial Applications); • Restroom Faucets: 1.5 gallons/minute or less (All Applications); • Pre-rinse Spray Valve: 1.6 gallons per minute or less for commercial kitchens; • Public Restroom: self-closing faucets					

Project Design Feature / Mitigation Measure	Action Required	Mitigation Timing	Responsible Party	Monitoring Agency or Party	Date Completed
(Commercial Applications); • High efficiency clothes washers (water factor of 7.5 or less) (Commercial Applications); and • Cooling tower conductivity controllers or cooling tower pH conductivity controllers, as applicable.					
PDF O-6 (Ci/Co): The Project shall implement the following: • Establish a solid waste diversion target of 65 percent for non-hazardous operational waste (not including production activities and temporary uses); • During new construction, a minimum of 65 percent of non-hazardous demolition and construction debris by weight from construction of new Project buildings (not including sets/façades, production activities and temporary uses) would be recycled and/or salvaged for reuse; and • Recycling Centers: Provide readily accessible areas to serve the entire building for depositing, storage, and collection of non-hazardous materials for recycling.	• Documentation of agreement with waste hauler(s). • Include recycling requirement in Construction Management Plan. • Include in design of Project.	• Annually at time of MMRP compliance report. • Prior to issuance of building permit. • Prior to issuance of building permit.	• Applicant • Applicant / Contractor • Applicant / Contractor / Project Architect	County of Los Angeles Sanitation District; Department of Regional Planning. *(See City MMRP for projects in the City.)*	___/___/____
Mitigation Measures					
No Mitigation Measures are identified in the Environmental Impact Report for this environmental issue.	*None*	*N/A*	*N/A*	*N/A*	*N/A*

EXHIBIT G

Community Benefits

EXHIBIT G

COMMUNITY BENEFITS

1. In connection with the plan for the development of a proposed regional river bikeway along the Los Angeles River between the existing bikeway at Griffith Park and Studio City ("River Bikeway Plan"), Property Owner shall provide funding in the amount of $10,000,000 to the Los Angeles County Bikeway Fund to be used by the Los Angeles County Department of Public Works for (i) environmental review pursuant to CEQA and NEPA, as required, of the River Bikeway Plan; (ii) regulatory approvals from governmental agencies having jurisdiction over the River Bikeway Plan, including, but not limited to, the Army Corps of Engineers; (iii) planning, design, and engineering for the River Bikeway Plan; and (iv) construction of a 12-foot wide Bikeway along the Los Angeles River north of the Property between Barham Boulevard and Lankershim Boulevard, including a connection at Lankershim Boulevard allowing for the Bikeway to cross under Lankershim Boulevard or at grade at Lankershim Boulevard, or other alternative connection identified during the planning and environmental review of the River Bikeway Plan.

   Property Owner shall reasonably cooperate with the County Department of Public Works, the Army Corps of Engineers, and other public agencies on the development of the regional river bikeway.

   The funding from Property Owner shall be provided following the earlier of (i) the issuance of the first County building permit for construction of new floor area (not including sets/facades, interior modifications, or temporary uses) within the Property following the Initial Project Approvals or (ii) the favorable resolution of litigation, if any, challenging the Initial Project Approvals. In no event shall funding commence later than January 31, 2014, and funding shall be provided in accordance with the following schedule: $500,000 by January 31, 2014; $2,500,000 by January 31, 2015; $3,000,000 by January 31, 2016; and $4,000,000 by January 31, 2017. In the event that the Bikeway along the Los Angeles River north of the Property between Barham Boulevard and Lankershim Boulevard is wider than 12 feet such that Property Owner reasonably determines that a road for use by Property Owner adjacent to the Bikeway on a portion of River Road cannot be constructed in such a manner to provide access to the Property, Property Owner shall not be obligated to fund $4,000,000 of the $10,000,00 described herein and in which case Property Owner shall have no further rights to use River Road.

2. In addition to the amounts set forth above, and as provided for in that certain Development Agreement dated _____, 2013 by and between Property Owner and the City of Los Angeles (the "City Development Agreement"), Property Owner shall provide funding in the amount of $500,000 to the Los Angeles County Bikeway Fund to be used by the Los Angeles County Department of Public Works for planning and design of the regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. Such funding shall be provided pursuant to the timing set forth in the City Development Agreement.

3. In addition to the amounts set forth above, and as provided for in the City Development Agreement, Property Owner shall provide funding in the amount of $3,000,000 to the Los Angeles County Bikeway Fund to be used by the Los Angeles County Department of Public Works for construction of a regional river bikeway along the Los Angeles River north of the Project Site between Barham Boulevard and Lankershim Boulevard. The amount shall be contributed by the Property Owner pursuant to the timing set forth in the City Development Agreement.

4. As provided for in the City Development Agreement, Property Owner shall create a 0.92 acre Trailhead Park to provide a recreation amenity to area employees, tourists and residents pursuant to the timing and development requirements set forth in the City Development Agreement.

5. Upon construction of a 12-foot wide Bikeway along the Los Angeles River north of the Property between Barham Boulevard and Lankershim Boulevard, Property Owner shall, in consultation with the Director of City Planning, dedicate an easement to the satisfaction of the County Director of Planning, providing for permanent public access from Barham Boulevard along Lakeside Plaza Drive to Trailhead Park and the Bikeway to be developed on a portion of River Road along the Los Angeles River north of the Property between Barham Boulevard and Lankershim Boulevard.

6. Property Owner shall provide funding in the amount of $100,000 to a City of Los Angeles segregated fund for neighborhood improvements and beautification for the Island community in Studio City. The segregated fund shall be administered by the City in consultation with Council District 2. The $100,000 shall be payable in two equal annual installments of $50,000, with the first installment to be paid upon issuance of the first County building permit for construction of new floor area (not including sets/facades, interior modifications, or temporary uses) within the Property following the Initial Project Approvals and the favorable resolution of litigation, if any, challenging the Initial Project Approvals.

7. Property Owner shall provide funding in the amount of $100,000 to a City of Los Angeles segregated fund for neighborhood improvements and beautification for the Toluca Lake Estates Road community. The segregated fund shall be administered by the City in consultation with Council District 4. The $100,000 shall be payable in two equal annual installments of $50,000, with the first installment to be paid upon issuance of the first County building permit for construction of new floor area (not including sets/facades, interior modifications, or temporary uses) within the Property following the Initial Project Approvals and the favorable resolution of litigation, if any, challenging the Initial Project Approvals.

8. Property Owner shall provide funding in the amount of $150,000 to the City of Burbank for neighborhood transportation improvements. The fund shall be administered by the City of Burbank. The $150,000 will be paid in three equal annual installments of $50,000, with the first installment to be paid upon issuance of the first County building permit for construction of new floor area (not including sets/facades, interior modifications, or temporary uses) within the Property following the Initial Project

Approvals and the favorable resolution of litigation, if any, challenging the Initial Project Approvals.

9. Prior to the issuance of the first County building permit for construction of new floor area (not including sets/facades, interior modifications, or temporary uses) within the Property following the Initial Project Approvals and the favorable resolution of litigation, if any, challenging the Initial Project Approvals, the Property Owner shall require the contractor(s) for the Project to enter into a Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council to promote efficiency of demolition and construction operations during construction of the Project and provide for the orderly settlement of labor disputes and grievances without strikes or lockouts, thereby promoting the public interest in assuring the timely and economical completion of the Project.

10. Within one year after the Effective Date of this Agreement and the Initial Project Approvals (and the favorable resolution of litigation, if any, challenging the Initial Project Approvals), Property Owner shall provide funding in the amount of $200,000 toward landscaping on the Property along the fence line with the Hollywood Manor neighborhood as depicted on Attachment A. The landscaping shall be implemented by Property Owner in consultation with the Blair Drive residents whose properties are contiguous with the landscape area as shown on Attachment A.

11. Within one year after the Effective Date of this Agreement and the Initial Project Approvals (and the favorable resolution of litigation, if any, challenging the Initial Project Approvals), Property Owner shall remove the two sets identified on Attachment B and Property Owner shall install landscaping to screen the remaining sets in the area identified on Attachment B in consultation with the Blair Drive residents whose properties are contiguous with the area as shown on Attachment B.

12. The Property Owner agrees not to use the equivalency provisions in the City Zone Change Ordinance (City Ordinance No. 182321) or any successor ordinance to increase the number of hotel rooms in the City beyond the 500 hotel rooms permitted by the City Zone Change Ordinance prior to construction of 500 hotel rooms on the Property.

LEGEND

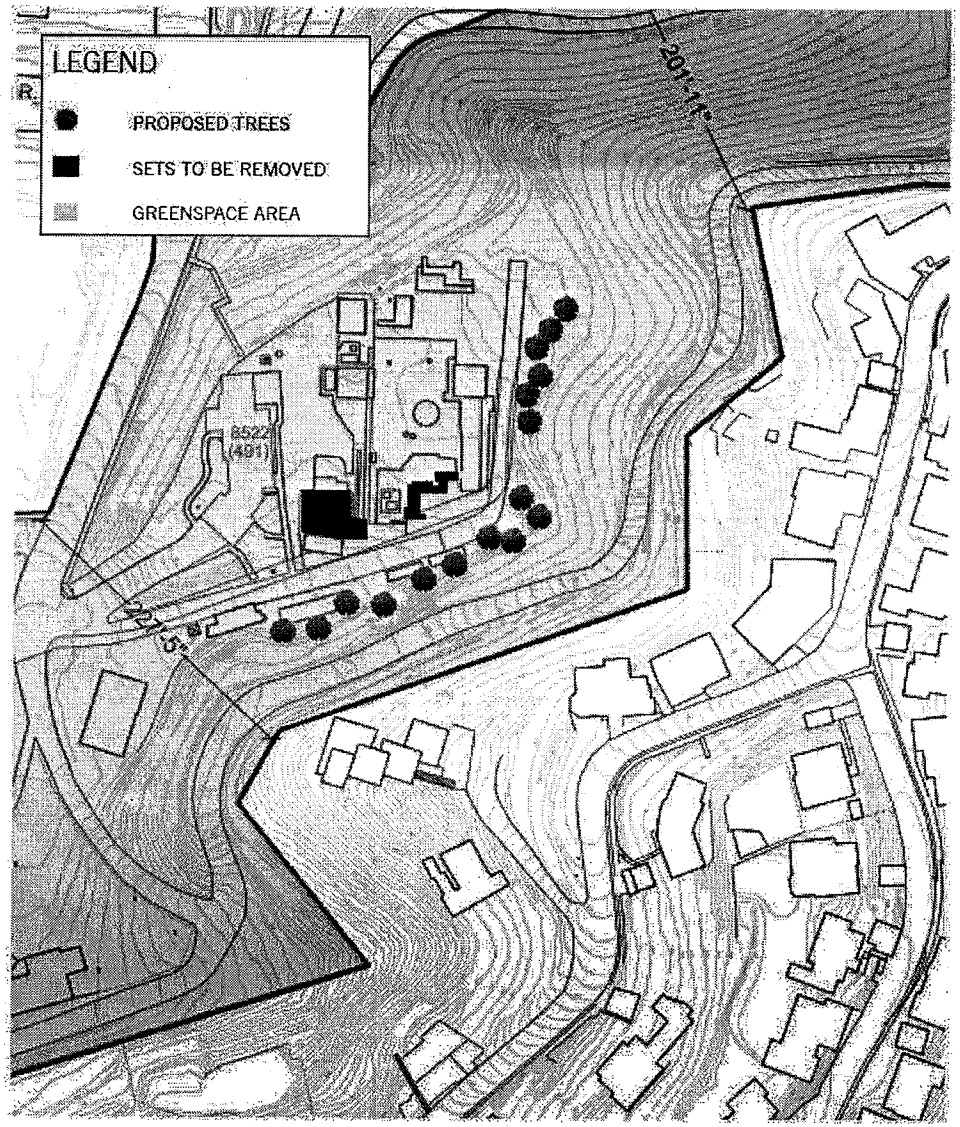
GREENSPACE AREA

LANDSCAPING ALONG FENCE

NORTH

ATTACHMENT A - PROPOSED LANDSCAPING AREA ADJACENT TO BLAIR DRIVE FENCE

FEBRUARY 13, 2013



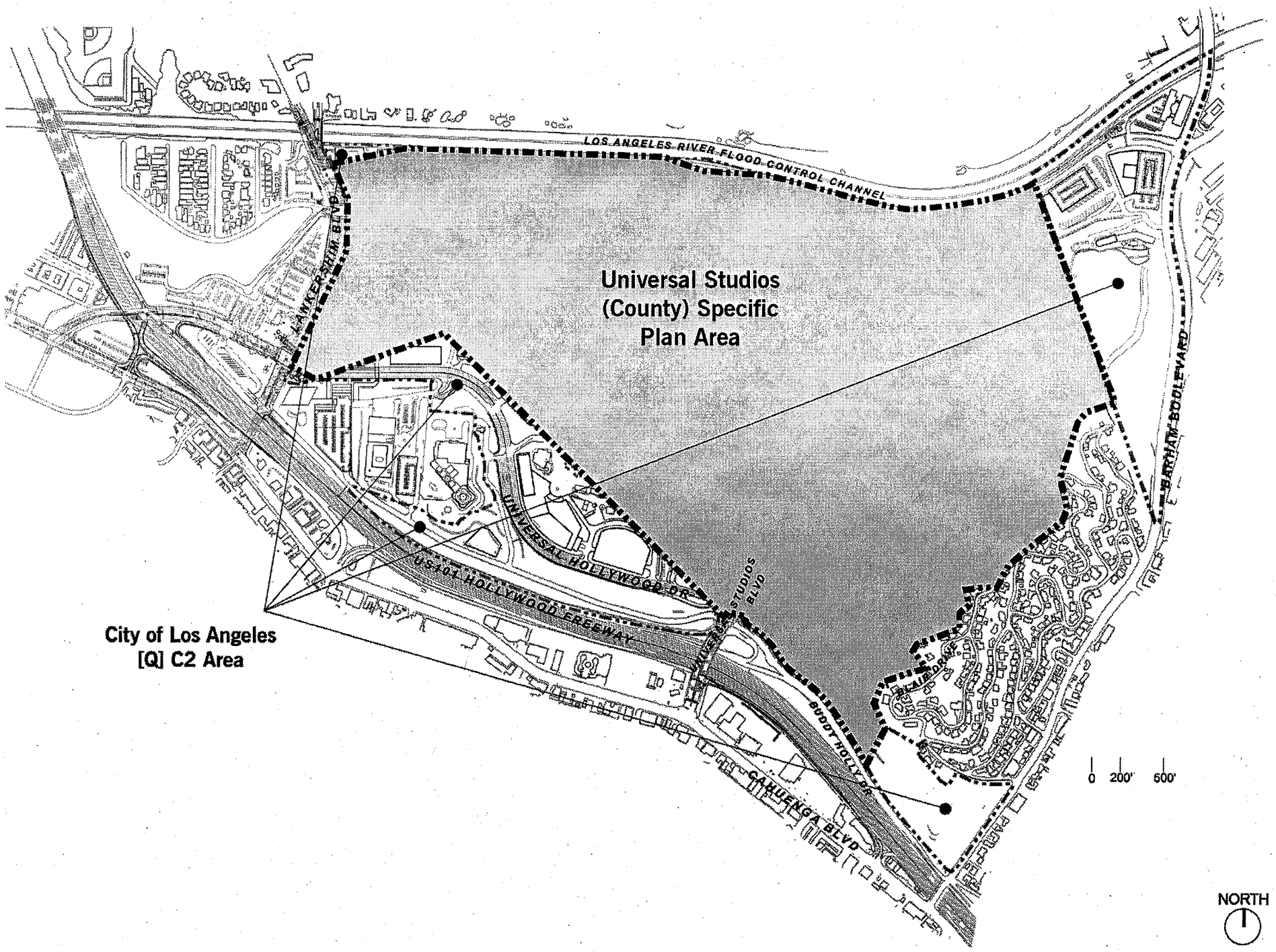
NORTH

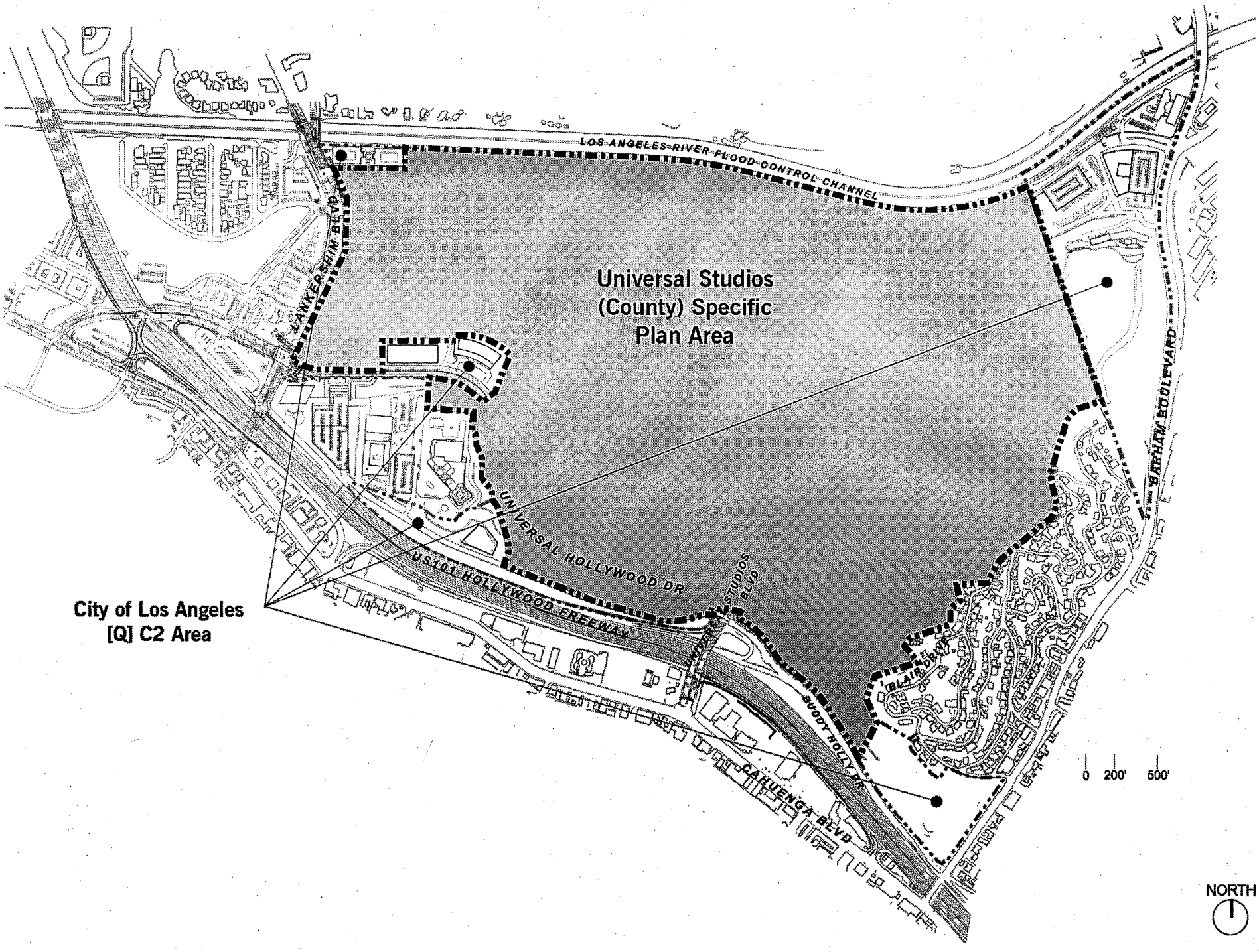
ATTACHMENT B - SETS TO BE REMOVED

FEBRUARY 13, 2013

EXHIBIT H

Maps of Specific Plan Area/City [Q]C2 Area (Before and After Annexation)


Universal Studios
(County) Specific
Plan Area
City of Los Angeles
[Q] C2 Area
LOS ANGELES RIVER FLOOD CONTROL CHANNEL
LANKERSHIM BLVD
UNIVERSAL HOLLYWOOD DR
US101 HOLLYWOOD FREEWAY
UNIVERSAL STUDIOS BLVD
BOULDT HOLLY DR
CAHUENGA BLVD
BARHAM BOULEVARD
BLAIRDRIVE
0 200' 600'
NORTH


Universal Studios
(County) Specific
Plan Area
City of Los Angeles
[Q] C2 Area
LOS ANGELES RIVER FLOOD CONTROL CHANNEL
LANKERSHIM BLVD
UNIVERSAL HOLLYWOOD DR
US101 HOLLYWOOD FREEWAY
UNIVERSAL STUDIOS BLVD
BUDDY HOLLY DR
CAHUENGA BLVD
BLAIR DRIVE
BURBANK BOULEVARD
0 200' 500'
NORTH

CORRESPONDENCE IN FAVOR

-Neighborhood Councils

-Organizations

-Individuals

NEIGHBORHOOD COUNCILS

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STUDIO CITY NEIGHBORHOOD COUNCIL

4024 Radford Ave.
Edit. Bldg. 2, Suite 6
Studio City, CA 91604
(818) 655-5400

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www.studiocitync.org

February 9, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan Project # TR068565(3)

Dear Chairman Louie and Commissioners:

The Studio City Neighborhood Council is pleased to lend our support to the NBCUniversal Evolution Plan as presented to us. Both our assigned representatives to the DEIR and our Board recommend that the Regional Planning Commission vote to approve the project.

NBCUniversal's commitment to more than $100 million in transit and transportation improvements is unprecedented, particularly since the company jettisoned the residential component of their project that would have created the most traffic impacts.

Further, we are supportive of the company's reduction of future building heights (from 19 stories to 14 and 12) and their revised signage proposals which state that there will be (no additional digital signs) within the project site or within the sign district which would be visible outside the project site. Specifically, there will be no additional digital signs along Lankershim Boulevard, Barham Blvd or the South side of the project which would be visible from the 101 Freeway in response to our community's concerns. We would like these changes incorporated into a revised Evolution Plan Specific Plan. With these changes, we are supportive of a Specific Plan for the County area of the property.

NBCUniversal's pledge to provide resources to Studio City for much-needed Neighborhood Protection and Beautification efforts demonstrates their intention of being an involved and participative member of the community in the years to come.

Lastly, The Studio City Neighborhood Council has had a positive experience working with NBCUniversal to address and resolve issues of concern, and we look forward to a productive and ongoing dialogue and working relationship as the Evolution Plan unfolds.

Sincerely,

John Walker

John Walker
President, SCNC

cc: Hon. Paul Krekorian
Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

HOLLYWOOD HILLS WEST
NEIGHBORHOOD COUNCIL

February 13, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

Portions of NBCUniversal are located within the City of Los Angeles, and thus within the geographic boundaries of the Hollywood Hills West Neighborhood Council (HHWNC).

When first proposed in 2007, the magnitude of the NBCUniversal project raised a number of strong concerns on the part of our stakeholders. Of particular concern was the proposal to build nearly 3,000 residential units, many in multi-level towers, on a portion of the studio's backlot. Density, view and traffic impacts and the increased burden on schools and libraries, were just some of the problem areas. Additionally, the lack of specificity about mitigation measures to address increased traffic was highly problematic.

However, the decision by NBCUniversal to eliminate the residential component of the Evolution Plan and instead focus on investment in their production and tourism businesses has allayed our concerns related to housing on the property.

Additionally, NBCUniversal's commitment to invest more than $100 million in traffic and transit improvements and a comprehensive traffic study contained in the Final EIR which details specific improvements to targeted intersections, freeway sections, on- and off-ramps and other infrastructure improvements, has significantly reduced our traffic-related concerns.

Finally, NBCUniversal's commitment to allow no digital signage at the corner of Barham and Buddy Holly Drive has addressed our concern about signage at that gateway location. And, we applaud the company's decision to keep their two-acre parcel at Barham within the boundaries of the Mulholland Scenic Corridor Specific Plan.

At our meeting on September 19, 2012, the Board of Directors of the Hollywood Hills West Neighborhood Council voted to support the NBCUniversal Evolution Plan – No Residential Alternative. We believe the benefits the project will bring to local communities, the county and the region, outweigh any negatives that may remain.

Sincerely

Anastasia Mann
President

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

7095 Hollywood Blvd, Box 1004
Los Angeles, CA 90028-8912

ORGANIZATIONS

RECEIVED
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LAEDC LOS ANGELES COUNTY
ECONOMIC DEVELOPMENT CORPORATION

February 11, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan: Project Number TR068565-(3) – SUPPORT

Dear Chair Louie and Planning Commissioners:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion and preserving the overall global competitiveness of Los Angeles County, I am writing to express our strong support for the NBCUniversal Evolution Plan (the "Evolution Plan"). We believe that the Evolution Plan creates new and innovative private sector solutions for transportation and transit improvements as well as environmental stewardship, while also supporting tens of thousands of much-needed construction jobs and promoting two of Los Angeles County's most important industry clusters: hospitality and tourism, which supports more than 360,000 jobs in L.A. County; and entertainment, which supports more than 160,000 high-value jobs in the County.

The Evolution Plan sets out a 20-year blueprint for NBCUniversal's 391-acre Universal City property. The project will include a number of new attractions at the Universal Studios Hollywood theme park, tens of thousands of new square feet of retail and dining options, and two 500-room hotels. The plan also includes about $100 million in mobility, congestion-relief and environmental improvements achieved through enhanced connectivity to a number of intermodal transit options along with other transportation demand management and environmental impact mitigation measures.

In addition to the improved transportation, transit and environmentally-beneficial aspects of this project, the economic and job creation potential benefits for Los Angeles County are also considerable. NBCUniversal estimates that the proposed Evolution Plan would create more than 30,000 high-wage jobs during construction and operations. Additionally, the project's new attractions, destination spots and recreational options will not only enhance the economic impacts around the Universal City facility, but they will significantly stimulate our entire region's hospitality and tourism industry as substantially more visitors from around the United States and the world visit the Los Angeles region to take in these exciting new additions.

The Evolution Plan will also add much-needed production capacity and studio spaces, demonstrating NBCUniversal's commitment to investing in the entertainment business here in

Southern California at a time when our world-leading film and television production sector faces an existential threat from other states and nations actively pursuing, enticing, and poaching these productions out of our own backyard – and with them, many billions of dollars in lost economic activity, wages, local spending and tax revenue as well. Right now, there is great demand and need for additional production, studio and soundstage spaces, which during peak production periods can have vacancies near one percent.

As a result, we must encourage long-term investments in studio infrastructure by building and/or upgrading production facilities to support and strengthen Los Angeles County's overall entertainment industry. It is our view that only by approving and accelerating the development and delivery of critical entertainment infrastructure projects such as the NBCUniversal Evolution Plan – along with other film-friendly initiatives – can we effectively combat, slow, and hopefully reverse the flight of film and television productions out of Los Angeles County and California.

We hope that you will adequately consider all of the above when assessing the bona fides of the Evolution Plan as well as other similarly critical development projects that can help position and prepare L.A. County for economic recovery, growth, and long-term success. We look forward to working with you to ensure that this project is approved, built, and fully operational as quickly as possible to create much-need construction and entertainment-related jobs, grow our local, county and regional economies, and strengthen our region's leading employment clusters and thus the overall quality of life for all our residents.

For all of these reasons, the LAEDC strongly supports the NBCUniversal Evolution Plan.

Sincerely,

William C. Allen
President & CEO
LAEDC

cc: Hon. Zev Yaroslavsky, Los Angeles County Board of Supervisors, Chairman
Hon. Antonio R. Villaraigosa, Los Angeles City Mayor
Hon. Tom LaBonge, Los Angeles City Councilman, Fourth District
Mr. Richard Bruckner, Planning Director, Los Angeles County
Ms. Corinne Verdery, NBCUniversal

LA CONSERVATION CORPS

Administrative Offices
Mailing Address: P.O. Box 15868, Los Angeles, CA 90015

February 13, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

Our coalition has been participating in the planning process for the NBCUniversal Evolution Plan for many years because of the project's importance to the region and because of the project's critical relationship to the Los Angeles River. We were greatly encouraged by the announcement at the September 27, 2012 City Planning Commission meeting of NBCUniversal's major commitment to river revitalization as part of its project.

NBCUniversal has represented to our coalition that as a community benefit of the project:

- NBCUniversal will provide funding in the amount of $500,000 to the Los Angeles County Flood Control District River Construction Trust Fund for planning and design of the regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. The funding will be provided within ninety (90) days of the effective date of the Development Agreement(s). We would very much like to be an active participant in the design and planning process.

- NBCUniversal also will provide funding in the amount of $3,000,000 to the Los Angeles County Flood Control District River Construction Trust Fund to be used for construction of the regional river bikeway on the County property adjacent to the NBCUniversal property. The amount will be contributed by NBCUniversal following the completion of the design and approval by the City and County of Los Angeles of a regional river bikeway plan between the existing bikeway at Griffith Park and at Whitsett Avenue/Studio City, including compliance with CEQA and NEPA, understanding that in no event will the contribution be paid prior to June 30, 2016.

- NBCUniversal will also provide $375,000 to the City of Los Angeles Bicycle Plan Trust Fund toward study and implementation of on-street bicycle facilities in the vicinity of NBCUniversal, including Lankershim Boulevard, Cahuenga Boulevard and Barham Boulevard. The funding will be provided within ninety (90) days of the effective date of the Development Agreement.

These commitments will create a significant regional benefit and will safeguard and support the public interest by incorporating the LA River greenway as part of the Evolution Plan. Based on these commitments, which are requesting be made conditions of the project Development Agreements with both the City and County of Los Angeles, we are writing to strongly support the Regional Planning Commission's approval of the NBCUniversal Evolution Plan.

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Thank you for your consideration.

Sincerely,

Lewis MacAdams, President
Friends of the Los Angeles River

Bruce Saito, Executive Director
Los Angeles Conservation Corp

Jennifer Klausner, Executive Director
Los Angeles County Bicycle Coalition

Omar Brownson, Executive Director
LA River Revitalization Corp.

Ima Munoz, Executive Director
Mujeres de la Tierra

Mark Kenyon, Executive Director
North East Trees

Tori Kjer, Program Manager
The Trust for Public Land

Meredith McKenzie, President
Urban Rivers Institute

Miguel Luna, Executive Director
Urban Semillas

CC: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)
Col. R. Mark Toy, Los Angeles District Commander, U.S. Army Corps of Engineers
Gail Farber, Director, Department of Public Works, Los Angeles County
Gary Lee Moore, City Engineer, City of Los Angeles

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February 11, 2013

Mr. David W. Louie, Chairman
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: Mr. Kim Szalay (kszalay@planning.lacounty.gov

Chairman Louie and Commissioners:

I am writing in support of NBC Universal Evolution Plan -- Project Number TR068565-(3). I believe this project is vital to our community. It is great to know our entire community will benefit because of NBCUniversal's commitment to provide funding to support a trailhead park and the construction of a regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. I hope the County will recognize the great investment that NBCUniversal is making with the trailhead park, bike access and paths in the Evolution Plan.

I fully support the efforts of NBCUniveral as they seek your approval for their project. I am in total agreement with their plan and urge you to quickly approve this project.

Sincerely,

Roberto Quezadas
Christopher Martin

5152 Lankershim Blvd. North Hollywood, CA. 91601

Los Angeles County Business Federation

Strengthening the Voice of Business

Chamber of Commerce
Agoura-Oak Park-Conejo Valley
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Armenian American
Beverly Hills
Burbank
Canoga Park/ West Hills
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Asian Business Association
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British American Business Council
Building Industry Association, LA / Ventura
Building Owners & Managers Association, LA
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California Contract Cities Association
California Independent Bankers
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Central City Association
Center for International Trade Development
Citrus Valley Association of Realtors
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Flying Angelenos Stuck in Traffic (FAST)
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Harbor Association of Industry & Commerce
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National Latina Business Women Association
New Car Dealers Association, LA
New Majority Los Angeles
Pasadena-Foothills Association of Realtors
Recording Industry Association of America
San Gabriel Valley Economic Partnership
So Cal Minority Business Development Council
South Asian Business Alliance Network
South Bay Association of Realtors
South Park Stakeholders Group
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The Counsilor Association of Realtors
Valley Economic Alliance
Valley Economic Development Center
Valley Industry Association of Santa Clarita
Valley Industry & Commerce Association
Valley International Trade Association
Western States Petroleum Association

1000 N. Alameda St. #240 Los Angeles, California 90012 T: 213.346.3282 F: 213.652.1802 www.bizfed.org

Feb. 11, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

On behalf of the Los Angeles County Business Federation (BizFed), representing over 100 top business organizations with more than 250,000 business owners across our region, we are writing to express our strong and long-held support for NBCUniversal's proposed development at Universal City.

NBCUniversal's Evolution Plan reflects responsible economic and environmental stewardship facilitated with a committed investment of $1.6 billion that will create more than 30,000 good-paying jobs during construction and operations.

Significantly, this project – and its expansion of studio and theme park elements - elevates our region's status as a dynamic entertainment center while maximizing opportunities to accommodate anticipated regional needs for new jobs, transportation improvements, and economic growth.

BizFed is strongly supportive of NBCUniversal's commitment to invest $100 million in transportation and transit improvements and voluntarily implement key changes to enhance overall transportation operations. These improvements – including more than 100 intersection improvements - represent significant advances for our region's increasingly clogged transit system.

BizFed also applauds NBCUniversal's commitment to the community in a variety of areas including providing funding to the County Flood Control District River Construction Trust Fund for the planning and design of a regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City.

BizFed urges your approval of this project, as it continues to be precisely the kind of well thought-out, regionally responsible development that Southern California vitally needs and that holds invaluable potential for elevating our economy and quality of life.

We look forward to working with all stakeholders to help bring this project to fruition to benefit all of our region's residents.

Sincerely,

LaDonna DiCamillo	David Fleming	Tracy Rafter
BizFed Chair	BizFed Founding Chair	BizFed CEO
Long Beach Area Chamber	Latham & Watkins LLP	IMPOWER, Inc.

Cc: Honorable Zev Yaroslavsky, LA County Supervisors
Honorable Tom LaBonge, LA City Council
Ms. Corinne Verdery, NBCUniversal

Universal City - North Hollywood
Chamber of Commerce
UCNH

Universal City North Hollywood
Chamber of Commerce
6369 Bellingham Avenue
North Hollywood, CA 91606
(818) 508-5155 Fax (818) 508-5156
www.noho.org info@noho.org

Monday, February 11, 2013

Mr. David W Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

By e-mail to: Mr. Kim Szalay kszalay@plannig.lacounty.gov

Subject: **NBCUniversal Evolution Plan – Project Number TRO68565-(3)**

Dear Chairman Louie and Commissioners:

The Universal City/North Hollywood Chamber of Commerce supports the NBCUniversal Evolution Plan – No Residential Alternative because it represents a compelling model for economic growth in Los Angeles.

The Evolution Plan follows current City policy that calls for the creation of new jobs in existing employment centers with close proximity to transit centers. The Plan will also provide for the future growth of Los Angeles' leading studio and entertainment venue.

The 20-year Evolution Plan is crucial to the economic welfare of Los Angeles. This $1.6 billion investment on the part of NBCUniversal will generate 30,000 direct new jobs, with many more jobs resulting from the multiplier effect. Our Executive Director's daughter, Cynthia, worked at Universal Studios for 4 years as an STA, Studio Tour Assisant, and was named the STA of the Year one of those years.

Finally, after a comprehensive transportation/traffic analysis that looked at one of the largest areas ever studied in Los Angeles, NBCUniversal has committed to spending more than $100 million in roadway and transit improvements that will improve traffic across the Valley.

The Chamber is pleased to endorse the Evolution Plan and urges both City and County decision-makers to lend their support as well.

Very truly yours,

Victor "Vic" Viereck
President
Universal City North Hollywood Chamber of Commerce

cc: Hon. Tom LaBonge (tom.labonge@lacity.org)
Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Ms. Corinne Verdery (Corinne.verdery@nbcuni.com)

G L A A A C C

Greater Los Angeles
African American
Chamber of Commerce
501(C) 6

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February 11, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

The Greater Los Angeles African-American Chamber of Commerce (GLAAACC) stands in full support of the NBCUniversal Evolution Plan No Residential Alternative. This important project will create thousands of jobs that are urgently needed in Los Angeles.

One of the primary goals of the GLAAACC is to support business opportunities that benefit our members and the community at large. The Evolution Plan No Residential Alternative aligns with our goals and we are pleased to be an advocate for the project.

Sincerely,

Gene Hale
Chairman

Cc: Hon. Tom LaBonge
Hon. Zev Yaroslavsky
Mr. Darnell Tyler

LAHQ

tel: 213.291.8137
www.laheadquarters.com
info@laheadquarters.com
5419 Hollywood Blvd, Suite C-746
Los Angeles, CA 90027

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February 8, 2013.

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hal of Records
320 West Temple Street
Los Angeles, CA 90012

By e-mail to: Mr. Kim Szalay (kszalay@planning.lacounty.gov)

Subject: NBCUniversal Evolution Plan – Project Number TR0658565-(3)

Dear Mr. Louie and Mr. Szalay:

Our goal at the Los Angeles Headquarters Association (LAHQ) is to promote and create healthy economic growth, while enhancing the quality of life in Greater Los Angeles. The NBCUniversal Evolution Plan does just that.

The recently completed Final Environmental Impact Report on the project included an Evolution Plan – No Residential Alternative which NBCUniversal has embraced. The LAHQ concurs with NBCUniversal's endorsement of the No Residential Alternative, believing that a renewed focus on the company's core businesses of entertainment and tourism will best benefit the Los Angeles economy.

Additionally, despite the elimination of the residential component which significantly reduces the project's traffic impacts, NBCUniversal remains committed to investing $100 million in transit and transportation improvements. That major investment will result in freeway improvements, a new shuttle system, new public buses and upgrades to more than 120 intersections.

Projects like the Evolution Plan are critically important to the economic viability of the region. The LAHQ is pleased to offer our support for the Evolution Plan – No Residential Alternative.

Sincerely,
Sincerely,

Joe Faulkner
President
Los Angeles Headquarters Association

Cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov);
Hon. Tom LaBonge (tom.labonge@lacity.org);
Ms. Corinne Verdery (corinne.verdery@nbcuni.com);

CCA | Central City Association of LOS ANGELES

626 Wilshire Blvd
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February 12, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

Established in 1924, the Central City Association (CCA) is L.A.'s premier business advocacy association whose 450 members employ over 300,000 people in the Los Angeles region. On behalf of the CCA, I offer this letter in strong support of the proposed NBCUniversal Evolution Plan.

By removing the residential element and enhancing the entertainment, hotel and studio components, the no residential alternative allows NBCUniversal to focus on its core strength: fueling our region's entertainment industry and keeping Angelenos employed in this critical economic sector. At the same time, we are pleased to see NBCUniversal's continued commitment to substantial transportation improvements to our freeways and arterial streets, as well as to public transit.

Over the past several years, NBCUniversal has worked with the community to make this project a win-win for all interested parties. CCA appreciates the immense efforts that have gone into the Evolution Plan, and we urge the Commission to vote in support of it without delay.

Sincerely,

Carol E. Schatz
President & CEO

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

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Christian Wentzel, **Ontario Solar Provider Inc.**

Mike Whatley, **SunPower**

Jim Willison, **National Electrical Contractors Association**

Gillian Wright, **Sempra Energy Utilities**

February 7, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan – Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

The NBCUniversal Evolution Plan sets forth the framework to guide the development of Universal's property over the next two decades. It represents an enormous long-term private investment in Los Angeles and the entertainment industry – television and film production and tourism, which are the region's leading economic drivers.

The creation of more than 30,000 jobs during construction and operations will do much to improve the economic state of the region. And, locating these jobs next to public transit is critically important and could be a real stimulus to get people out of their cars. Finally, the $100 million investment in transit improvements, including shuttles, a TMO and improvements to local freeways and more than 100 intersections will go a long way to reduce traffic congestion.

For all of these reasons, the Los Angeles Business Council is pleased to endorse the NBCUniversal Evolution Plan.

Sincerely,

Mary Leslie

Mary Leslie
President

Cc: The Honorable Zev Yaroslavsky
The Honorable Tom LaBonge
Ms. Corinne Verdery

INDIVIDUALS

Kim Szalay

From: Benny [bighandbenny@aol.com]
Sent: Wednesday, February 13, 2013 10:19 AM
To: Kim Szalay
Subject: (No subject)

February 8, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Subj: NBCUniversal Evolution Plan TR068565-(3)

Dear Mr. Louie and Members of the Commission:

I am writing in support of the NBCUniversal Evolution Plan because of the tremendous community benefits it will provide in our area. Every project supports the economy and increases jobs, which are certainly important things right now, but this project will make an extraordinary contribution to the improvement of the Los Angeles River and will also help ensure that the regional river bikeway is actually built.

I believe that these contributions to the bikeway and river will make a huge difference in our quality of life. Instead of hoping that the LA River will someday realize its potential for recreation and tourism, there will be real improvements which will enable all of us to actually use and enjoy it. Without the NBCUniversal Plan, who knows if the bikeway and river plans will ever be completed.

Please approve the plan, and let the biking begin! Thank you for your consideration.

Sincerely,

Ben Forat
11514 Ventura Blvd.
Studio City, CA 91604

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Maria Victoria Edejer

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Like many other individuals across Los Angeles, I am thrilled to know that NBCUniversal is planning on bringing Harry Potter to Universal Studios Hollywood. I've heard great things about this park in Florida and I know that that Harry Potter will do wonders for our economy in Southern California. The Final EIR reflects that NBCUniversal is prepared to make a major investment in name-brand family entertainment. There is no name that draws like Harry Potter!

Please move forward with County approvals so we can get this wonderful park started. I fully support NBCUniversal's Evolution Plan and their goal to bring my favorite boy wizard to Los Angeles. This is the most exciting project that Los Angeles has had the opportunity to be part of in years.

Thank you,

CC: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

5009 Woodman Avenue, Apartment #113, Sherman Oaks, CA 91423-1303

Kim Szalay

From: MinoxiBoost [minoxiboost@binc.us]
Sent: Wednesday, February 13, 2013 2:06 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan
Attachments: Scott Cirillo2.doc

Scott Cirillo
6854 Vanscoy Avenue
North Hollywood, CA 91605-5330

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I'm delighted that the City and County have included an Evolution Plan No Residential alternative as part of the environmental analysis. This demonstrates that that the local community was heard. Partnering and listening to neighbors produced an alternative that expresses NBCUniversal's sensitivity to its neighbors and their concerns.

I'm glad that the Evolution Plan has reached this important step in the review process. The Evolution Plan has been been many years in the making, but then again, good things are worth waiting for.

I do hope we can move this project forward. I support NBCUniversal's preferred alternative and hope you do too.

With regards,

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

February 12, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBC Universal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Our entire Kwan family fully supports the NBC Evolution Plan (Project Number notated in the Header). We are requesting that the Los Angeles County Regional Planning Commission approve this PLAN for the following reasons:

-Universal Studios is a major tourist attraction venue before, during and after the Los Angeles World's Fair 2020,
-a reason for the CA Bullet Train (LARAIL) to propose a stop at Universal City,
-when their PLAN is completed, it will generate unprecedented revenue to LA County in sales of merchandise, food, hospitality and transportation,
-Los Angeles property value will go up and bring in unprecedented property tax revenues,
-stimulate the economy with job creation in the entertainment, technology sectors and by being an incubator of computer generated graphics technological advances,
-World class Educator to the world in making "A"cademy Award winning movies with "A" list actors and actresses
-the best Harry Potter amusement park addition to Universal Studios and
-a world class city in southern California the world will envy.

Finally, I envision a major long term community benefit to us that live here. From all the public information meetings, mailings, and general information open communication with the community on a 24/7 basis, the PLAN's staff that put this in concept, and planning had hired the best SME consultants to test and categorize, evaluate and re-evaluate every little detail associated with traffic, environmental impact, land use, land preservation, people mobility, neighborhood impact and efficiencies over an over again to masterfully begin implementation very soon.

Our family has been in Hollywood for life and continues to live here. We bring our relatives and friends from other countries and states to Universal Studios and City Walk to watch movies, enjoy the live entertainment, get wowed by the variety of restaurants and watching the people coming through with happiness. There is so much to do prospectively positively. Thus, I am requesting that the Los Angeles County Regional Planning Commission APPROVE this PLAN without hesitation. Thank you.

Warmest regards,
Ken Jee Kwan, Lily Kwan and entire Kwan Family
Supporters of NBC Evolution Plan

Cc:

Hon. Zev Yaroslavsky (zev@bos.lacounty.gov); fax (213) 625-7360
Hon. Tom LaBonge (tom.labonge@lacity.org); fax (213) 624-7810
Ms. Corinne Verdery (corinne.verdery@nbcuni.com); fax (818) 622-2300

Kim Szalay

From: barryburnettbroker@gmail.com on behalf of Barry Burnett [Barry@BarryBurnett.net]
Sent: Tuesday, February 12, 2013 7:38 PM
To: Kim Szalay
Cc: Hon. Zev Yaroslavsky; Hon. Tom LaBonge; Ms. Corinne Verdery
Subject: NBCUniversal Evolution Plan

Barry Burnett
2106 W. Magnolia Boulevard
Burbank, CA 91506-1732

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Finally, the NBCUniversal Evolution Plan is ready to go forward. The Evolution Plan, which now has an alternative without housing, has been under discussion for quite some time. It now represents the best possible outcome for the entire community and for the region: a big boost for jobs and economic development, and a comprehensive approach to traffic relief.

There's no doubt that more than a billion dollars invested in critical entertainment and tourism industries will help to relieve our economic slump, but equally important to area residents is the $100 million dedicated to transit and traffic improvements. These transportation projects will help to address mobility challenges which would otherwise have no funding, and will be welcomed by area residents and travelers, as well as all surrounding communities.

Huge economic benefits to the County. $100 million in traffic improvements. 30,000 new jobs in entertainment and tourism. It's exactly what Los Angeles needs. Please approve the plan.

Thank you.

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

Kim Szalay

From: HUMMERS95@aol.com
Sent: Tuesday, February 12, 2013 12:16 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBC Support Letter

SUPPORT LETTER
FROM

GUY WEDDINGTON & DIANE McCREARY
4167 BAKMAN AVENUE
NORTH HOLLYWOD, CA 91602

Mr. David W. Louie, Chairman
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: Mr. Kim Szalay (kszalay@planning.lacounty.gov)

Chairman Louie and Commissioners:

I am writing in support of NBC Universal Evolution Plan -- Project Number TR068565-(3). I believe this project is vital to our community. It is great to know our entire community will benefit because of NBCUniversal's commitment to provide funding to support a trailhead park and the construction of a regional river bikeway between the existing bikeway at Griffith Park and Whitsett Avenue/Studio City. I hope the County will recognize the great investment that NBCUniversal is making with the trailhead park, bike access and paths in the Evolution Plan.

I fully support the efforts of NBCUniveral as they seek your approval for their project. I am in total agreement with their plan and urge you to quickly approve this project.

Sincerely,

Guy Weddington McCreary

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: Bella Piccinini [bellamuzik@hotmail.com]
Sent: Tuesday, February 12, 2013 10:50 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBC Universal Evolution Plan Project number TR068565

Mr. David W Louie, chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple St.
Los Angeles Ca. 90012

Dear Chairman Louie & Commissioners
Thank you for the opportunity to comment on the NBC Universal Evolution Plan. This project has truly evolve into a sensible and sensitive approach which will provide numerous benefits to the region. The proposed plan with the housing component eliminated means that the focus has shifted to supporting are critically important entertainment and tourism industries.

NBCUniversal is willing to make 1,000,000,000 dollar commitment to the economic health and well being of our community, and I hope the county will permit them to go forward with their plans ASAP. We desperately need the jobs and business activity this plan will bring. It is an excellent opportunity to stimulate the economy now and for many years to come.
Thank you for your time and I trust you will do the right thing for our City of Angels..

Christine Bridges
1848 Ivar St.
Hollywood Ca. 90028-5008

Janice L. Miller
22925 Ostronic Drive
Woodland Hills, CA 91367

February 12, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Regarding: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

I have been employed by NBCUniversal in various capacities for nearly 20 years. Currently, I serve as Vice President of Business Affairs for Universal Studios Hollywood and Universal CityWalk so I am extremely familiar with the Evolution Plan and the enormous benefits it will bring to the LA region.

I like that the Plan makes the best use of our property by focusing the company's efforts on growing our core competencies of production and entertainment. As currently proposed without the residential element, the Evolution Plan will allow for future growth as needed to maintain Universal Studios Hollywood as the Entertainment Capital of LA and all elements of our property as the premiere entertainment destination in the County and the City. And, I really, really support the jobs, jobs and more jobs at all levels that will be the result of this project now and in the future.

Now that the City's review process is complete, I look forward to the County's final review and approval of the Evolution Plan. This last period of review will bring the Evolution Plan that much closer to becoming a reality. I encourage each of the Commissioners to vote to approve the project without delay.

Yours very truly,

Janice L. Miller

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: Allison Smith [allisonsoule@gmail.com]
Sent: Tuesday, February 12, 2013 8:49 AM
To: Kim Szalay
Cc: judy@greerdailey.com
Subject: NBCUniversal Evolution Plan

February 11, 2013

Mr. David W. Louie, Chairman
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Sent by email to: Mr. Kim Szalay (kszalay@planning.lacounty.gov

Chairman Louie and Commissioners:

I am writing in support of NBC Universal Evolution Plan -- Project Number TR068565-(3). I believe this project is vital to Los Angeles County. Los Angeles needs investment. The Evolution Plan provides a huge investment in Los Angeles and our economy. This project will create thousands of jobs and major economic activity.

The NBCUniversal Evolution Plan is a major investment in the entertainment industry and tourism – two incredibly important economic engines for the County of Los Angeles. I fully support the efforts of NBCUniveral as they seek your approval for their project

Sincerely,

Allison Smith
Chief Financial Officer
Universal City-North Hollywood Chamber of Commerce

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)

Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

--
Allison Smith
Staff Accountant
Thomas R. Soule, CPA
12520 Magnolia Blvd., Suite 212
Valley Village, CA 91607

Kim Szalay

From: Michelle Marie [michellemarie777@hotmail.com]
Sent: Tuesday, February 12, 2013 7:43 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com

Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

In terms of this latest alternative of the plan, I am very impressed that much detailed planning has been done in the area of traffic enhancements and transit options so as to minimize the impacts of this project on the surrounding communities.

The fact that the EIR finds so few long-term significant impacts shows the care and effort that has been exercised in the planning. With this attention to anticipating and addressing traffic congestion, I believe that this project should be approved.

Respectfully submitted,

Michelle Marie
11206 1/2 Camarillo St
W Toluca Lake, CA 91602

Kim Szalay

From: Peter D. Greene [pdgreene12@gmail.com]
Sent: Monday, February 11, 2013 8:23 PM
To: Kim Szalay
Cc: 'Hon. Zev Yaroslavsky'; 'Hon. Tom LaBonge'; 'Ms. Corinne Verdery'
Subject: NBCUniversal Evolution Plan

February 11, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Regarding: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission:

The numerous community benefits associated with the NBCUniversal Evolution Plan are the best part of the whole project. I understand the need to invest in keeping our entertainment and tourism industries current and competitive, and I support these efforts, but NBCU has demonstrated that economic health is even better when it's linked to investments in the community.

The plan includes significant funding for the LA River improvements which will make an enormous difference to this incredible project, for bike paths, for the Zoo and Travel Town, and for Campo de Cahuenga which is an often overlooked historical site. These contributions will permit local residents to reap rewards from the project, even if they don't visit the studio, theme park or City Walk.

Our community will be better off when this plan is approved and the project goes forward. I hope you will approve it without delay.

Sincerely,
Peter Greene
4841 Fulton Ave. B
Sherman Oaks, CA 91423
Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Kim Szalay

From: ivan cregger [iwcregger@yahoo.com]
Sent: Monday, February 11, 2013 4:34 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBC Universal Evolution Plan

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 W. Temple Street

Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan --- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Now that the City has certified the Final EIR on the NBCUniversal Evolution Plan, I'm excited that we are heading into the County's hearing process and that the focus will be on the alternative without the housing element.

This Final EIR is the culmination of years of hard work on a very important project for not only the County, but for all of southern California. The Evolution Plan no housing option is a smart choice that reflects good judgment on the part of many.

Now that we're in the final stretch of review and approval, I hope we can move forward in an expedited manner.

You have my support.

Sincerely,

Ivan Cregger

1415 W. Morningside Drive

Burbank, CA 91506-3021

cc: Hon. Zev Yaroslavsky

Hon. Tom La Bonge

Ms. Corinne Verdery

Kim Szalay

From: John F. Campbell [johnfcampbell@newartsent.com]
Sent: Monday, February 11, 2013 2:32 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Importance: High

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Once the NBCUniversal Evolution Plan is approved there is going to be a big boost for our local economy. Now that there is an alternative in the Evolution Plan that eliminates housing, every bit of investment will be dedicated to improving and sustaining the entertainment industry and making sure that the theme park is upgraded.

I don't think there's anything more important to do right now than support the creation of tens of thousands of new jobs for our region. Unemployment is in the news every day, and we will only conquer the economic slump by creating jobs in industries which are rooted in Los Angeles. NBCUniversal's willingness to invest their private money in our community is a huge commitment to the region, which will pay off not only in jobs, but also in revenue to small businesses which supply the industry.

Please approve this plan. It will make a real difference for Los Angeles. Thank you for your consideration.

Sincerely,

John F. Campbell, Pres.
New Arts Entertainment, Inc.

JFC:el

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

4513 Woodman Avenue, Suite 205, Sherman Oaks CA. 91423-3020

Kim Szalay

From: Matthew L [mtl3030@gmail.com]
Sent: Monday, February 11, 2013 1:45 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Matthew Lange
10621 Valley Spring Lane. Apt. 20
Toluca Lake, CA 91602-3208

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

The Evolution Plan Alternative 10 (No residential option) seems like a great plan for the NBCUniversal project. It's taking the best of the best and focusing on the two main industries in southern California – Tourism and Entertainment!

The idea of putting housing in the midst of the back lot never seemed like the best option. The Evolution Plan Alternative that NBCUniversal proposes the County focus on going forward proves that they were doing more than paying lip service to the neighbors and community leaders. They really are sensitive to the concerns that so many local people have expressed.

And the truly amazing fact is that they are still willing to invest $100 million in transit and traffic improvements. Way to go Universal!

I've always liked this project and now it makes perfect sense for Los Angeles and our current economy.

With best regards,

Matthew Lange

CC: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

MATTHEW THOMAS LANGE
323.382.5602 / SAG-AFTRA
WWW.MATTHEWLANGE.COM
DEMO REELS•RESUME•PHOTOS
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WWW.FACEBOOK.COM/MATTHEWTHOMASLANGE

BEVERLY HECHT AGENCY : 818.559.5600
ACCESS LA TALENT MANAGEMENT: 818.804.6353

Kim Szalay

From: dustin g [ddgaspard@gmail.com]
Sent: Monday, February 11, 2013 9:09 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 West Temple Street

Los Angeles, CA 90012

SUBJECT: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

As you consider the NBCUniversal Evolution Plan, I hope you will keep the following in mind:

- The project will create 30,000 well-paying jobs (construction and permanent)
- It will invest $100 million in transportation and transit improvements
- The Plan represents an investment of $1.6 billion
- It will help keep entertainment production in L.A. county, keeping jobs and dollars in the area
- It will revitalize the immediate area

To me, it's a no-brainer; why wouldn't this project be approved? I hope you agree.

Sincerely,

Dustin Gaspard

5151 Balboa Blvd. #205

Encino 91316

cc: Hon. Zev Yaroslavsky

Hon. Tom LaBonge

Ms. Corinne Verdery

Kim Szalay

From: Cecilia Flores [ceciliaflores3576@sbcglobal.net]
Sent: Monday, February 11, 2013 8:19 AM
To: Kim Szalay
Subject: NBCUNIVERSAL Evolution Plan Hearing

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Concerning NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I have the NBCUniversal Evolution Plan hearing on February 27 on my calendar, but in the event I can't make it, I wanted to let you know of my support for the project.

I believe that the Evolution Plan No Residential Alternative will be great for the community. Importantly, the project will create 30,000 jobs.

Another benefit is that the project will lead to traffic improvements. I was initially concerned about traffic, but I have learned that the project will include widening/upgrades to Lankershim Blvd., Barham Blvd. and Forest Lawn Drive, as well as improvements at more than 120 intersections. I have lived in North Hollywood for 20 years so this is welcome news indeed.

The creation of jobs and traffic improvements are desperately needed. How can you not approve this project?

Sincerely,

Cecilia Flores
6634 Gentry Ave.
North Hollywood, CA 91606

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: Moira Marquis [waymolive@sbcglobal.net]
Sent: Sunday, February 10, 2013 1:24 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission,

I am quite pleased that NBC Universal is prepared to go forward with an option that gets rid of the residential housing from their Evolution Plan and instead puts an even greater emphasis on movie and TV projects. With an ever improving transportation system here in the valley along with so much new development up the road in North Hollywood, it seemed a bit crazy to build even more housing which would no doubt increase traffic.

As a post production music editor and music industry veteran of over 30 years, I applaud this commitment to more studio production and office space which will have an enormous impact on the LA economy, helping to create new jobs in the film industry here rather than in other states.

It is very welcome news. This is what is really needed to preserve and enhance Los Angeles as the entertainment capital of the world. I give my wholehearted endorsement to the Evolution Plan with no housing alternative.

Sincerely,

Moira Marquis
5109 Westpark Dr
Valley Village, CA 91601-3631

(Valley Village homeowner 14 years)

Kim Szalay

From: Harut Aharonyan [aharon27@gmail.com]
Sent: Sunday, February 10, 2013 9:46 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Arutyun Agaronyan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)
Dear Chairman Louie and Commissioners:

I hope you will quickly approve the NBCUniversal Evolution Plan with no housing component. This option/alternative has huge benefits for people who live and work in the region – it will generate jobs and support for local businesses while ensuring that two of our key industries are strengthened for years to come.

NBCUniversal is an economic anchor for the County and the proposed plan will help to guarantee that it continues to provide entertainment and tourism jobs. Investing $1.6 billion to upgrade the Universal City property is almost unprecedented in light of current economic conditions. Such an investment ought to be applauded and the project approved as soon as possible.

Thank you for your consideration.

Sincerely,

Arutyun Agaronyan

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

12956 Kittridge Street, North Hollywood, California 91606

Kim Szalay

From: VATCHE MARKARIAN [vatchem3@gmail.com]
Sent: Saturday, February 09, 2013 9:36 PM
To: Kim Szalay
Subject: Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

I am writing in response to the County's review of the NBCUniversal Evolution and to urge you approve it so that the project can move forward.

This lingering recession is still no way near being over. So we need the thousands of jobs that this re-envisioning of Universal City will provide, and the sooner the better.

In its latest incarnation, with the elimination of housing, the plan's new focus on investment in infrastructure for production, be it film, video or pure digital, and in enhancing its theme park and City Walk entertainment attractions, will provide a large, multi-year shot in the arm for the local economy.

Sincerely,

Vatche Markarian

4728 Lankershim Blvd

North Hollywood, CA 91602-1804

Kim Szalay

From: LESLIE LEWIS LEWIS [lesliehotstuff@yahoo.com]
Sent: Saturday, February 09, 2013 11:31 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission
I am writing to encourage you to approve the Final EIR for the NBCUniversal Evolution Plan.
While I have supported this project for a long time, I just learned that NBCUniversal will contribute $3,000,000 to assist with planning and construction of a bikeway from the existing bikeway at Griffith Park along their property into Studio City. This step, along with their similar commitment to creating a trailhead park on their property to provide access to the LA River, will provide a significant recreational benefit to all of us.
Sincerely,
Leslie Lewis
4417 Allott Ave, Apt 4
Sherman Oaks, CA 91423

Kim Szalay

From: Ermelinda Bendy [e-usa@roadrunner.com]
Sent: Saturday, February 09, 2013 10:34 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal's Evolution Plan

Ermelinda Bendy

10861 Moorpark Street. Unit 107. Toluca Lake, CA 91602-2246

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 W. Temple Street

Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I'm pleased to be writing in support of the NBCUniversal Evolution Plan -- no housing alternative. This alternative represents years of discussion with adjacent neighbors and directly responds to the concerns of local communities.

NBCUniversal's willingness to invest $1.6 billion to improve the property is an unbelievable boost to the regional economy, and the 30,000 jobs created by the project are sorely needed as well. It's very

important that we continue to support the entertainment & tourism industries in Los Angeles, which provide employment to our residents and benefits to local businesses.

Please approve this project as soon as possible. We've discussed it long enough, and now it's time to start building.

Thank you.

Sincerely,

Ermelinda Bendy

cc: Hon. Zev Yaroslavsky

Hon. Tom La Bonge

Ms. Corinne Verdery

Kim Szalay

From: Christopher Logan [loganch57@yahoo.com]
Sent: Saturday, February 09, 2013 2:57 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corine.verdery@nbcuni.com
Subject: NBC Universal Evolution Plan

To: Members of the LA County Planning Commission

Is LA County friendly to businesses that want to invest here? We need more corporate tax payers, we need more jobs, we need to protect the jobs we have. Those are some of the reasons why my vote is in favor of this plan. I would like to see you vote in favor of this plan. As a long time resident of California, Los Angeles and the San Fernando Valley we need to start growing again. We need visible signs that we are vibrant. We need jobs. We need to recapture a business friendly attitude especially in the entertainment industry. La was once the entertainment capital.

I live within three miles of Universal, have a son who is employed by NBC Universal, and have taken my son's family and my daughter's family to dinner at Citywalk. So I live here, my son works there and we all spend some of our leisure time there. For all those reasons I endorse what is trying to be accomplished through this plan.
For those detractors afraid of grid lock my response is take the subway. I take the Orange, Red and Blue/Expo lines to my job at 12th & Olive. It takes me approximately 45 minutes to an hour door to door and with the company subsidy my monthly commuting expense is $40. No more road rage and I am well read.

I can endorse this plan and not worry about what I don't know or what is not being said. That is not my feeling about Farmers Field and all the positioning about the field not costing the taxpayer any money. Why don't I trust Anschultz? He put the company up for sale the week he is seeking approval.
NBC Universal is looking to invest in our community through this plan, let them and help us.

Miss Pascale Peguero

February 7, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

I'm a longtime supporter of the Evolution Plan and I'm pleased to endorse the Plan with No Residential Alternative.

To me, it's important that the project places so much emphasis on transportation and transit. There is already an existing Metro station right across the street from Universal City, so adding new jobs next to public transit is the right way to go.

I also think it's great that Universal's plan includes alternative transportation options like flex cars, vanpools, carpools and a new shuttle system. It's program like these and others that will go a long way towards improving traffic and circulation in the Universal City area.

The Evolution Plan without residential alternative is something we should all get behind. Please let's get this approved!

Thank you.

Sincerely,

Pascale Peguero

Miss Pascale Peguero
818.753.9695

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: DennyClairmont@aol.com
Sent: Friday, February 08, 2013 6:57 PM
To: Kim Szalay
Subject: Universal Evolution Plan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan --- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

As Los Angelenos, we take pride in our achievements and NBCUniversal has been part of our county and city history for over 100 years. Now the company wants to improve their property, and I support them 100%.

From listening to their community, NBCUniversal has decided to move forward with the Evolution Plan without residential. I think this is a good move for that will have great benefits for the future. Thousands of of people in the county make their living through the entertainment industry and it is nice to see NBCUniversal embracing their role as an industry leader.

This project will generate thousands of new jobs for Los Angeles and help keep productions in our state. As a business owner whose company serves the industry, I personally appreciate NBCUniversal's major investment that will help local businesses thrive. I am very pleased to support NBCUniversal and urge the County to approve the Evolution Plan No Residential alternative.

Sincerely,

Denny Clairmont
4343 Lankershim Boulevard
North Hollywood, CA 91602-2705

CC: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

Kim Szalay

From: Rob E [skyfrance@sbcglobal.net]
Sent: Friday, February 08, 2013 4:54 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBC Universal Evolution Plan!

Feb. 8, 2013

Mr. David W. Louie, Chair

Members of the Los Angeles County Regional Planning Commission

320 West Temple Street

Los Angeles, CA 90012

Regarding: NBCUniversal Evolution Plan TR068565-(3)

Dear Mr. Louie and Members of the Commission:

Hi, I know that you realize just how important the film and entertainment industry has been to our city. It has and still provide thousands of jobs and income for families. I have lived in the San Fernando Valley for 17 years. I wanted to take this time to tell you just how important that the NBC Universal proposed evolution plan is to this city. I know that in this changing world, we tend to turn an eye to what and who we are and what has been the strengths of this great city that we live in. It is so imperative that we not get lost, or take our eye off of the importance of NBC Universal and their expansion.

When we (with your approval) develop NBC Universal's theme park, not only will we draw in new tourists and help our community, but this project will bring vital new income to the city. It will bring jobs. Jobs bring prosperity and prosperity for our cities citizens means more tax dollars to help this great city of ours.

Thank you for your consideration.

Sincerely,

Robin Erbert

4816 Tyrone Ave.

Sherman Oaks, CA 91423

Cc: Supervisor Zev Yaroslavsky

Councilmember Tom LaBonge

Corinne Verdery, NBCUniversal

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I am writing to express my support for the NBCUniversal Evolution Plan No Residential Alternative. I like the project for the following reasons:

- It has been designed to minimize traffic by investing millions of dollars in transit and traffic improvements, including the addition of a freeway onramp and a shuttle system.

- The Evolution Plan will benefit the local economy with its creation of thousands of new jobs, boost in tourism at Universal Studios, and increased film and TV production.

- Even though NBCUniversal supports the Evolution Plan option with no residential which significantly reduces traffic impacts, they are still committed to allocating $100 million for traffic and transit improvements.

The company has been responsible and thoughtful in its approach to expand its operations and our region greatly benefits from the project. I urge you to approve this important development.

Kind Regards,

Christine Foster
2367 W. Silverlake Dr.
Los Angeles, CA 90039

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: Felise Epstein [spliceitup@yahoo.com]
Sent: Friday, February 08, 2013 2:50 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com; vicki@greerdailey.com
Subject: NBC Universal Evolution Plan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012
Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)
Dear Chairman Louie and Commissioners:
I am a long-time Valley resident and understand the importance of the entertainment industry on our local economy.
The entertainment industry is responsible for keeping thousands of people employed. It also generates income for area businesses, such as hotels and restaurants. Without continued investments, the industry cannot grow and expand.
The NBCUniversal Evolution Plan calls for investments in new technologies and additional production space. This will go a long way in helping to ensure that Los Angeles remains top of mind for TV and film production.
I support the NBCUniversal Evolution Plan with the no housing option and hope you will allow the project to move forward.
Thank you.
Felise Epstein
14242 Burbank Blvd. #106
Sherman Oaks, CA 91401
cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: Vest4u@aol.com
Sent: Friday, February 08, 2013 2:17 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBC EXPANSION PLAN

Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

Now that the City of Los Angeles has approved the NBC Universal Evolution plan, I hope that the County will act quickly and do the same.

There are many good reasons to approve this project, starting with the major economic benefits it will provide: new jobs, new facilities to strengthen LA as a film making center and tourist mecca, and traffic improvements that are needed even without the project being built.

NBCU's investment of $100 million in traffic mitigation efforts include freeway and intersection improvements, as well as mass transit in the form of busses and shuttles.

Traffic and congestion issues seem to have been thoroughly addressed and studied in this final EIR; it is now time to welcome this project to our community.

Sincerely,

MARK COLE

12020 Valleyheart Drive H

Studio City, Ca., 91604

Bert Champagne
6430 Dix Street
Hollywood, CA 90068-3851

February 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

This is just a brief letter to advise you of my longstanding support for NBCUniversal and their Evolution Plan.

I live at the first off-ramp off of Cahuenga Boulevard. I support the project because of NBCUniversal's community involvement. I work with AIDS service organizations and I'm a person living with AIDS. I've done many charitable events at Universal and every time I do an event there, Universal is involved and helpful, which benefits so many people. Scores of charities support Universal's efforts. Personally, I will stand behind NBCUniversal any time I am asked. They are an excellent neighbor and supportive member of the community. Their project deserves your approval.

Sincerely,

Bert Champagne

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: Mardik Martin [mardikma@usc.edu]
Sent: Friday, February 08, 2013 10:32 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

NBC Universal continues to get my support for their plans to modernize their production facilities in Universal City.

While the plan includes a new alternative as part of the Final EIR, the central emphasis remains on facilities related to film/tv production. In fact, the elimination of planned residential housing will leave Universal's back lot untouched and available for production use.

This is a vital industry for Los Angeles, developing entertainment not only for the nation, but the world. I encourage you to approve this EIR so the project can get started.

Sincerely,

Mardik Martin
4058 Tujunga Ave Apt I
Studio City, CA 91604-3026

Kim Szalay

From: Sean P. Logal [splogal@pacbell.net]
Sent: Friday, February 08, 2013 9:55 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; corinne.verdery@nbcuni.com; tom.labonge@lacity.org
Subject: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission,

I encourage you to approve the NBC Universal Evolution Plan. I was very pleased to see how during the city's review of the project NBC_Universal came forward to collaborate with biking enthusiasts and the parks advocates in a positive fashion with the end result being the creation of a new trail-head park that will ultimately provide access to the LA River and include an extension of the bike path from Griffith Park to Studio City.

The proposed long-term project to enhance and expand the NBC Universal facilities will presumably create new short-terms jobs, provide future long-term jobs, and create an overall economic boost for the region. Additionally, the project could potentially generate new tax revenues that could be used to support schools and other public services. I urge all of you to consider the positive impacts of this plan and to support the NBC Universal Evolution Plan.

Sean P. Logal
13850 Milbank Street
Sherman Oaks, Ca. 91423-2969
Mobile: 818-517-8925

splogal@pacbell.net

Kim Szalay

From: Michael M [manapol@gmail.com]
Sent: Friday, February 08, 2013 9:20 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

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Kim Szalay

From: Daniel Benton [thrillerent@sbcglobal.net]
Sent: Friday, February 08, 2013 8:38 AM
To: Kim Szalay
Subject: NBCUniversal Evolution Plan

TO: kszalay@planning.lacounty.gov

CC: zev@bos.lacounty.gov , tom.labonge@lacity.org, corinne.verdery@nbcuni.com

BCC: rich@greerdailey.com

SUBJECT: NBCUniversal Evolution Plan

Re: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

Now that the City of Los Angeles has approved the NBC Universal Evolution plan, I hope that the County will act quickly and do the same.

There are many good reasons to approve this project, starting with the major economic benefits it will provide: new jobs, new facilities to strengthen LA as a film making center and tourist mecca, and traffic improvements that are needed even without the project being built.

As a homeowner in the area, I also feel that the Plan will improve property values and increase property tax revenue, and provide jobs that will allow more people to puchase homes in the area. In addition, since tourism is L.A.'s number one industry I think it would be great for the Valley to provide a more enhanced destination resort area at Universal to rival the newly redeveloped Hollywood and downtown resort zones, attracting new revenues to business in the Valley and tax revenues -- gained in large part from tourists from around the world .

NBCU's investment of $100 million in traffic mitigation efforts include freeway and intersection improvements, as well as mass transit in the form of busses and shuttles.

Traffic and congestion issues seem to have been thoroughly addressed and studied in this final EIR; it

is now time to welcome this project to our community.

Sincerely,

Daniel Benton
13250 Moorpark St. #4

Sherman Oaks, California 91432

Kim Szalay

From: lilykw@juno.com
Sent: Thursday, February 07, 2013 10:09 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Mr. Kim Szalay,

My name is Lily Kwan and my entire family fully supports the NBC Evolution Plan (Project Number notated in the Header). We are requesting that the Los Angeles County Regional Planning Commission approve this PLAN for the followining reasons:

-Universal Studios is a major tourist attraction venue before, during and after the Los Angeles World's Fair 2020, -a reason for the CA Bullet Train (LARAIL) to propose a stop at Universal City, -when their PLAN is completed, it will generate unprecedented revenue to LA County in sales of merchandise, food, hospitality and transportation, -Los Angeles property value will go up and bring in unprecedented property tax revenues, -stimulate the economy with job creation in the entertainment, technology sectors and by being an incubator of computer generated graphics technological advances, -World class Educator to the world in making "A"cademy Award winning movies with "A" list actors and actresses -the best Harry Potter amusement park addition to Univeral Studios and -a world class city in southern California the world will envy.

FInally, I envision a major long term community benefit to us that live here. From all the public information meetings, mailings, and general information open communication with the community on a 24/7 basis, the PLAN's staff that put this in concept, and planning had hired the best SME consultants to test and categorize, evaluate and re-evaluate every little detail associated with traffic, environmental impact, land use, land preservation, people mobility, neighborhood impact and efficiencies over an over again to masterfully begin implementation very soon.

Our family has been in Hollywood for life and continues to live here. We bring our relatives and friends from other countries and states to Universal Studios and CIty Walk to watch movies, enjoy the live entertainment, get wowed by the variety of restuarants and watching the people coming through with happiness. THere is so much to do prospectively positively. Thus, I am requesting that the Los Angeles County Regional Planning Commission APPROVE this PLAN without hesitation. Thank you.

Warmest regards,
Lily Kwan
Supporter of NBC Evolution Plan

Kim Szalay

From: Adriana [arosian100@sbcglobal.net]
Sent: Thursday, February 07, 2013 8:10 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission

I am very excited about and supportive of NBCs plans. Universal and CityWalk have long been two of my favorite places to go with my family and friends for entertainment. However, it is unquestionably time for this mega entertainment/business center to either grow and improve or slowly degrade. I'm looking forward to the next phase.

It is very encouraging that NBC is willing to continue doing business in this area, and make a major investment which will, ultimately, benefit our city and its people. Over the years, we have seen many businesses move to other areas where it is easier and cheaper to do business and we have all experienced the resulting effects.

Everyone complains that the movie business is moving elsewhere and that nothing is being done about it. The NBC Plan is a great start of doing something towards ensuring that the movie business will come back and flourish in Los Angeles. ..... With LA County's support, the NBC Plan can be successful in its main goal to generate/facilitate entertainment business while in harmony with the surrounding areas, businesses and residents.

I'm equally supportive of the plan to build hotels because expanding the theme park, entertainment and studios will, in turn, increase tourism and generate more demand for hotel rooms.

As far as the traffic (which is everyone's concern) .... with or without this development, traffic is a major issue and has been for many years. At least, now someone is stepping up and is willing to make the necessary improvements. Each time a major development is planned, the "nay-sayers" complain of potential traffic issues which never materialize (ex. The Grove, the Americana). I believe that proper planning along with substantial investment will actually improve the current traffic situation in the area.

I urge you to approve and help expedite the NBC Plan because it is a win win for everyone. Yes, the details will take a lot of work to ensure success. But, in the end, this project will not only create much needed jobs; it will bring long term sustainable jobs and it will also set in motion much needed revitalization of the surrounding area. I hope you will extend your support in ensuring that this project comes quickly to fruition with no delays.

Respectfully,

Adriana Mardirosian

7510 W Sunset Blvd # 225

Los Angeles, CA 90046-3408A

Kim Szalay

From: GEOGRABEK@aol.com
Sent: Thursday, February 07, 2013 2:24 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal EP County Hearing

February 6, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Subject: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

As someone who lives near Universal City, I have been following the Evolution Plan for many years and have been very supportive of NBCUniversal's efforts. The plan to include housing right in the middle of Universal City initially made sense to me. But, with the economic downturn, and new ownership, it seems as though dropping the residential option seemed to be a reasonable next step in order to move forward.
I know what a good neighbor Universal is. They care about the community and the proposed Evolution Plan with No Residential Alternative is proof of that.
I encourage each of the Commissioners to review the NBCUniversal Evolution Plan as quickly as possible so we can begin to realize the economic boost that the Evolution Plan will bring.

Thank you for your consideration.

George Bekeffy
11910 Weddington Street, Unit 301
Valley Village, CA 91607

cc: **Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)**
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I support the NBCU Evolution Plan because it represents an enormous investment in jobs and economic benefits for the region, and it preserves employment in our entertainment and tourism industries.

Please approve the Evolution Plan quickly.

Sincerely,

Jody Kranicki
7005 Lanewood Ave. Apt. 117
Los Angeles, CA 90028

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: Egidio, Karen [KEgidio@premiereradio.com]
Sent: Thursday, February 07, 2013 12:04 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

February 7, 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Mr. Louie,

I am writing in support of NBC Universal Evolution Plan -- Project Number TR068565-(3). I have lived in both Toluca Lake and North Hollywood for the
last 13 years. I have attended Neighborhood meetings about this plan and I am happy to voice my opinion about this project and the positive
effect it will have in our neighborhood as well as for the City of Los Angeles and State of California.

Let me cut to the chase here, we need the money! While businesses are closing and jobs are being lost at an all time high in this beautiful state of
California; we need to embrace the Evolution Plan and what it will offer all of us, in these very HARD economic
times. Especially, JOBS, JOBS, JOBS
for our Californians out of work at this time. I am truly a supporter of everyone getting work. It will help our financial crisis on a city, state and national level.

When I see a film crew, filming on my way to work I say, "Thank You Heavenly Father, for giving these people work today." We need to bring the
filming of television, movies and now the web back to its original birthplace where it belongs!

I have also enjoyed the theme park with family and friends often, over the past 13 years especially when my tourist friends come to town. It is great to have Universal in my own back yard..

I am sorry I cannot make all the meetings as I work full time. However, I still want my voice to be heard. If you have any questions
or concerns please do not hesitate to contact me.

THANKS SO MUCH..
Karen "NOOCH" Egidio
10736 Magnolia Blvd. #14
North Hollywood, CA 91601
818-461-5413

Kim Szalay

From: Sunset Plaza Hotel [sunsetplazahotel@earthlink.net]
Sent: Thursday, February 07, 2013 7:54 AM
To: Kim Szalay
Cc: Zev; Tom Labonge; corinne.verdery@nbcuni.com
Subject: NBC Universal Evolution Plan

Mr. David W. Louie, Chair

Members of the Regional Planning Commission

Hall of Records

320 West Temple Street

Los Angeles, CA 90012

SUBJECT: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners,

As a worker at a West Hollywood hotel, I know what it would mean to tourism and the hospitality industry if the NBCUniversal Evolution Plan was approved -- a tremendous boost in business and the economy.

Our hotel would greatly benefit from the project, as would other area hotels. The construction industry would also gain through the addition of thousands of new jobs.
The project would go a long way in helping our economy and putting more people back to work -- all of which I strongly welcome. I am in full support of the NBCUniversal Evolution No Residential Alternative. I hope you will give it strong consideration.

Regards,
Sonia Elias
8400 W. Sunset Blvd.
Los Angeles, CA 90069

cc: Hon. Zev Yaroslavsky

Hon. Tom LaBonge

Ms. Corinne Verdery

8400 Sunset Blvd.
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(323) 650-6146
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Kim Szalay

From: Liliya Czarina Frye [liliya.czarina@gmail.com] on behalf of Liliya Frye [Liliya@EcomAffluence.com]
Sent: Wednesday, February 06, 2013 4:44 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

Being originally from Russia and traveling the globe, I find Los Angeles to be the best city in the world. I love its cleanliness, the entertainment options and wonderful weather. Los Angeles is the fifth biggest attraction in the world. Why can't we become the first?

The NBCUniversal Evolution Plan could take us closer to becoming #1. The economic benefits of the Plan are critical to our community, county and city. Not only will we create more jobs and revenues, but we'll also become a magnet for the whole world to visit!

I believe, all of us will benefit from the NBCUniversal Evolution Plan.

Thank you for your time.

Sincerely,

Liliya Frye
EcomAffluence
tel. 818 468 4798
5521 Kester Ave. #14
Sherman Oaks, CA 91411

Kim Szalay

From: John Coffey [jcoffey@coffeysound.com]
Sent: Wednesday, February 06, 2013 4:30 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com; judy@greerdailey.com
Subject: Universal Plan

Dear Mr. Kim Szalay, [illegible] Ms. Corinne Verdery, [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Kim Szalay

From: Richard Kilpatrick [rfkilpatrick@yahoo.com]
Sent: Wednesday, February 06, 2013 1:58 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal support letter
Attachments: NBCU county 57.docx

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Re: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

When a new development project is proposed in Los Angeles County, many people are often focused on the traffic impacts. With our car-centric region, it's easy to see why.

Many projects underestimate these impacts and don't properly address them. But I'm delighted to see that NBCUniversal is taking the necessary steps in advance to minimize traffic and congestion with its Evolution Plan No Residential Alternative.

It was great to learn the project will invest more than one hundred million dollars in transit, traffic and freeway improvements, including the addition of a shuttle system, buses, and a new onramp on the 101 freeway. I was also impressed that the Final Environmental Impact Report showed that NBCUniversal would be working with Caltrans to improve speeds on stretches of the 101 and 134 freeways.

That there could actually be improvements from such a project is welcome news indeed for those of us living in the immediate area. I feel fortunate that we are recipients of such benefits during a time when the state is nearly broke and there is little money for transit and traffic improvement projects.

I hope you won't let this project get away from us - please approve the NBCUniversal Evolution Plan without delay.

Warm regards,

Richard Kilpatrick
5353 Irvine Ave.
North Hollywood, CA 91601

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: VANESSA GARCIA [van_gar@msn.com]
Sent: Wednesday, February 06, 2013 9:13 AM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution EIR - NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Members of the LA County Regional Planning Commission
RE: NBCUniversal Evolution Plan (CPC-2007-251-GPA-ZC-SP-SPA-CA)
Although I am disappointed that NBC Universal will not be building new residential units as part of this final EIR, the project will still provide jobs and revenues that are critically needed in the region, while enhancing film and TV production capabilities and Universal's entertainment attractions.
With the creation of an estimated 30,000 construction and operations jobs, it will provide a major economic boost to the city and county, while providing some hope to those who may still not have recovered from the economic catastrophe of 2008.
I urge you to move the project forward.
Regards,
Vanessa Lombardo Garcia
4709 Kraft Ave.
North Hollywood, CA 91602-1115

Kim Szalay

From: gayle gale [gaylegale@aol.com]
Sent: Tuesday, February 05, 2013 7:51 PM
To: Kim Szalay
Cc: tom.labonge@lacity.org; zev@bos.lacounty.gov; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan -- Project Number TR068565-(3) Support Letter

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

NBCUniversal Evolution Plan -- Project Number TR068565-(3)

To Chairman Louie and Commissioners:

In my line of work, I build consensus and bring communities together so that's why I fully support the NBCUniversal Evolution Plan. The Evolution Plan No Residential Alternative is an excellent example of how NBCUniversal and county and city officials came together to reach agreement on a major development that will benefit all.

I'm delighted that NBCUniversal listened to the community's concerns and eliminated the residential component of the Evolution Plan. The company has demonstrated that it wants to be a good neighbor and a long-term member of the community.

Please allow this terrific project to move forward.

Kind Regards,

Gayle Gale
Founder/Director/Lead Artist Kids For Peace
1335 N. Fairfax Ave. #1
West Hollywood, California 90046

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Kim Szalay

From: jim fox [jimnterfox@hotmail.com]
Sent: Tuesday, February 05, 2013 5:38 PM
To: Kim Szalay
Cc: zev@bos.lacounty.gov; tom.labonge@lacity.org; corinne.verdery@nbcuni.com
Subject: NBCUniversal Evolution Plan

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Subject -- NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

As a longtime resident who lives near Universal Studios, I have been closely following the developments regarding the NBCUniversal Evolution Plan and I'm pleased with its direction.

I greatly appreciate the fact that NBCUniversal listened to community input and has decided to focus on the Evolution Plan Alternative that eliminates the residential portion of the project. This shows me the company values our feedback and is interested in being a good neighbor.

I am supportive of the plan and hope you will give it your approval.

Thank you --

Jim Fox
5606 Park Oak Place
Los Angeles, CA 90068

cc: Hon. Zev Yaroslavsky
Hon. Tom LaBonge
Ms. Corinne Verdery

Bruce Bloom
North Hollywood Hardware
11847 Ventura Boulevard
Studio City CA 91604

February 9, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012
c/o: kszalay@planning.lacounty.gov

Reference: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Members of the Commission:

As the owner of North Hollywood Hardware, which is located in Studio City. I'd like to go on record as a business owner who strongly supports approval of the NBCUniversal Evolution Plan.

I believe that Universal's Evolution Plan will result in more business opportunities for local, small businesses such as mine. Part of the plan will introduce much needed transportation enhancements to the Hollywood and Ventura freeway system, which is lacking in funding from Sacramento. As employees are added at the studio, theme park and CityWalk, many of them will patronize the retailers and restaurants in the local communities of Studio City, Toluca Lake and others, which adds to our local business economy.

As production and tourism-related vendors begin to experience Universal's infusion of spending, their business needs will grow, resulting in additional purchases of goods and services from surrounding area businesses.

The economic and employment benefits of the Evolution Plan will trickle down into adjoining communities, generating revenue growth and new job hires. We need to stop states like Texas, New York and New Mexico, from trying to take our entertainment industry business. This industry has thrived for more than 100 years in San Fernando Valley. NBCUniversal's proposed project is a once in a lifetime opportunity for the Valley and deserves to be approved.

Sincerely,

Bruce Bloom

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Roberto R. Gonzalez
917 Larrabee St Apt 18
West Hollywood, CA. 90069-3908

February 12, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

To: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

I support the NBCUniversal Evolution Plan because it now represents the best possible deal for NBCU and the community. Over the years, the plan has literally evolved to become a much-needed investment in new production facilities and technologies, as well as new attractions at the theme park. These changes will permit NBCU to stay competitive in industries which change at a rapid pace. The removal of the housing component recognized local concerns regarding over-burdened services and infrastructure, and the contributions which NBCU will make to community institutions and local transportation improvements will provide benefits to residents and to everyone who travels through the Cahuenga Pass.

This project deserves your support as well. Please permit it to go forward quickly so that we can all stop talking about it and start to watch it grow. Thank you for your consideration.

Sincerely,

Roberto R. Gonzalez

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Feb. 8, 2013
Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Regarding: NBCUniversal Evolution Plan TR068565-(3)

Dear Chairman Louie and Members of the Commission:

I am writing to support the Evolution Plan now before you. As a result of significant modifications after discussions with the community, the plan now represents an enormous opportunity for reinvestment in a local landmark and the creation of new jobs and revenues which will benefit everyone.

NBCUniversal has proved to be a good neighbor in their willingness to deal with the issues which occasionally crop up when a major industry and tourist attraction adjoins residential areas. They have been responsive and responsible, and I expect them to continue with that policy. The investment which the plan will make in local transportation improvements will be an enormous help to those who live here, especially since there is no other way to get them done.

Please approve this plan so work can begin, and our community will begin to reap the rewards. Thank you for your consideration.

Sincerely,

Michael Garcia
305 S. Lincoln St.
Burbank, CA 91506

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Mohan Gunawardena
3781 Laurel Canyon Boulevard
Studio City, CA

February 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

I' m very much in support of the Evolution Plan with no housing option.

What is particularly interesting to me about this project are the creative solutions that will be implemented to improve traffic, circulation and congestion. Those solutions include expansion of rideshare, carpool and vanpool programs, locating a flex car station on site, and instituting flexible and alternate work schedule and telecommuting programs. And these are just some of the solutions that will be employed.

The $100 million investment in transit and traffic improvements to which NBCUniversal has committed is simply unprecedented. This project deserves support from residents and both appointed and elected decision-makers.

Thank you so much,

Mohan Gunawardena

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Rudolfo Rivera
11240 Blix St
Toluca Lake, CA 91602

February 2013

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Reference: NBCUniversal Evolution Plan -- Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

I'm writing in support of the NBCUniversal Evolution Plan with a no residential option, which now reflects the highest and best use of the property – reinvesting in the entertainment industry without adding new residential burdens to the community. This plan will bring desperately needed new jobs to the region and will enhance the theme park's attraction to tourists.

Over the years since NBCUniversal first proposed its plans, substantial changes have been made because of nearly continuous dialogue with surrounding neighborhoods. Those changes were exhaustively analyzed as part of the alternatives contained in the final environmental document. The revisions have resulted in a plan, which accomplishes very important goals for everyone who lives and works in the region, and it deserves approval as soon as possible.

Sincerely,

Rudolfo Rivera

cc: Hon. Councilman Tom LaBonge
Hon. Supervisor Zev Yaroslavsky
Ms. Corinne Verdery

February 11, 2013

Sean O'Grady
12925 Moorpark Street
Studio City, CA 91604

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan ---Project Number TR068565-(3)

Dear Chairman Louie and Commissioners:

This is such an exciting time to live in Los Angeles! I recently learned that NBCUniversal is planning to bring the Wizarding World of Harry Potter to our City and I am thrilled! This will be great for tourism in Southern California. With NBCUniversal's Evolution Plan, Harry Potter will be a reality for so many tourists and residents alike. I like that NBCUniversal is choosing to forgo housing on their property and reinvest back into their studios and theme parks. A big draw like Harry Potter will generate a lot of tourist dollars in Los Angeles..

All the Potter fans across Los Angeles are eagerly awaiting our favorite wizard coming to Universal City – I hope it happens very, very soon.

Sincerely,

Sean O'Grady

CC: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

Anna Wilson

4515 Coldwater Canyon Ave., Studio City, CA 91604-1080

February 11, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan TR068565-(3)

Dear Mr. Louie and Members of the Commission:

After many years of discussion, the NBCUniversal Evolution Plan is ready to move forward, providing more than a billion dollars of investment in our community. This investment will pay off in innumerable ways – supporting the entertainment and tourism industries and the many businesses which rely upon them, providing jobs for local residents, and improving our neglected transit and transportation systems.

The plan, which has been substantially modified over the years as a result of community dialogue, was approved by the City of Los Angeles because of its many benefits to the economic health of our region, and because local neighbors and civic groups wholeheartedly support it. Please join neighbors, business organizations, labor, and the City in moving forward with this plan. Please approve it without delay.

Thank you for your favorable consideration.

Sincerely,

Anna Wilson

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

Mr. David W. Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Subject: NBCUniversal Evolution Plan --Project Number TR068563-(3)

Dear Chairman Louie and Commissioners:

The NBCUniversal Evolution Plan has been discussed for many years, and now, with the no residential alternative, it is truly ready for approval. NBCUniversal, the city and the county listened to the concerns of neighbors and they Final environmental impact report reflects an alternative that is responsive to those concerns.

Now, the entire region will benefit from the investment in improved production facilities and upgraded theme park attractions. There is no other project on the horizon which will bring 30,000 jobs to the area, and no other way for long overdue traffic and transit improvements to be funded. We need the jobs, the tourists, and the traffic relief which this project will generate, and we need them without any further delay.

I hope you will recognize the benefits of this plan, the extraordinary commitment which NBCUniversal is making to the economic health of our area, and the need to approve this project now.

Thank you for your consideration.

Sincerely,

Leo Bandini

Leo Bandini
4220 W. Toluca Lake Lane. Burbank, CA 91505-4033

cc: Hon. Zev Yaroslavsky
Hon. Tom La Bonge
Ms. Corinne Verdery

Dorinda Carey
545 S. Mariposa Street, Burbank, CA 91506-2813

February 8, 2013

Mr. David W. Louie, Chair
Members of the Los Angeles County Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

RE: NBCUniversal Evolution Plan TR068565-(3)

Dear Mr. Louie and Members of the Commission:

The NBCUniversal Evolution Plan has been modified over the years with the help of community stakeholders, and now reflects a true consensus. This plan will make an investment totaling more than a billion dollars in critical industries and local infrastructure. It couldn't come at a better time.

Entertainment and tourism are anchor industries for Los Angeles, and both require major investments to stay not only current, but ahead of the market. Creativity and innovation are hallmarks of both, and the NBCUniversal Plan will provide the necessary resources to enhance the studio's capabilities, and the draw of the theme park. In addition, the jobs created during and after the project is implemented will generate salaries for local residents and support for local businesses.

This is a good plan for everyone concerned, and I hope you will approve it without delay.

Sincerely,

Dorinda Carey

Cc: Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Corinne Verdery, NBCUniversal

John Crasta
1665 North Sycamore Avenue
Hollywood, CA 90028

February 8, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Via email: kszalay@planning.lacounty.gov

Subject: NBCUniversal Evolution Plan -- Project Number TR068565(3)

Dear Chairman Louie and Commissioners:

As you are considering the NBCUniversal Evolution Plan, I hope you will remember a few key points which are very important to the community:

NBCUniversal's Evolution Plan without a residential element will be a great project for the County. It's a major, major investment in two of our leading job sectors at a time when such private investment is extremely rare. In an economic climate that continues to be turbulent, I truly appreciate NBCUniversal's commitment to the future of the Los Angeles region.

It's extremely important that NBCUniversal be allowed to upgrade its production and technical facilities to keep pace with rapid changes in the entertainment industry, and it's equally important for the theme park so it can continue to attract both tourists and local attendance.

I hope you will approve of the Evolution Plan as quickly as possible so work can begin.

Thank you,
John Crasta

John Crasta

Cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcum.com)

Araceli Garcia
13400 Victory Blvd Apt 9
Van Nuys, CA 91401

February 6, 2013

Mr. David Louie, Chair
Members of the Regional Planning Commission
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

c/o: kszalay@planning.lacounty.gov

Re: NBCUniversal Evolution Plan Project #TR068565(3)

Dear Chairman Louie and Commissioners:

The NBCUniversal Evolution Plan no residential component option is the right plan for the area. Even without the homes, it still represents a major investment in the property, new jobs, and a better tourist attraction, but the most important thing it will bring to the community is $100 million in transit and traffic improvements.

This investment will bring overdue relief to millions of travelers in and around Universal City – relief which is unavailable from any other source. The new proposed ramp onto the 101 Freeway alone will make a huge difference, and improvements to the freeway along the Cahuenga Pass corridor will also help. Valley communities will benefit from improvements to 120 major intersections, which would otherwise be done piecemeal, or not at all.

This is a good plan, with major benefits to local neighbors and to the wider region. Please approve it and let NBCUniversal get started on the project.

Sincerely,

Araceli Garcia

cc: Hon. Zev Yaroslavsky (zev@bos.lacounty.gov)
Hon. Tom LaBonge (tom.labonge@lacity.org)
Ms. Corinne Verdery (corinne.verdery@nbcuni.com)

Kim Szalay

From: Daniel Filice [dwfilice@sbcglobal.net]
Sent: Thursday, February 14, 2013 10:45 AM
To: Kim Szalay
Subject: Universal Expansion #TR068565

Dear LA County Planning Commission,

In regards to the proposed Universal Studios property expansion (Plan TR068565), I have lived in Burbank for 17 years and I have a solution to help reduce the potentially increased traffic that will be brought upon Barham Blvd., Olive Ave., Alameda Ave. and Forest Lawn Drive with the proposed expansion. I work in the Entertainment business and I have used Barham Blvd. every day for 17 years to get to my place of work in Hollywood and West L.A. If you look at the current traffic pattern of Barham Blvd., Olive Ave., Alameda Ave. and Forest Lawn Drive, they currently absorb all traffic for those daily commuters who need to get into Hollywood, Los Angeles and West Los Angeles from points East of Universal, such as Pasadena, Glendale and Burbank. Adding a lane to Barham won't help much with decreasing the current daily traffic jambs, and the added lane certainly won't help the current traffic jamb on Olive, Alameda and Forest Lawn Drive.

My suggestion is to add connection lanes to the 101 Freeway and 134 Freeways that will allow much of this side-street traffic to remain on the Freeways where it should be. Please take a look at the current 101 and 134 Freeway lanes: Anyone traveling Westbound on the 134 Fwy must exit and use side streets to get access to the 101 Fwy South, and the same holds true for Northbound 101 Fwy traffic for those who need to get to points East. These Freeway lane connections would help tremendously to reducing the current heavy traffic loads on the side streets mentioned that will certainly see increased traffic if the Universal expansion happens.

Thank you,
Daniel Filice
Burbank Resident

CORRESPONDENCE OPPOSED

Tuesday, January 29, 2013

NBC/Universal EVOLUTION PLAN
COMMENT LETTER

FEB - 7 2013

REFERENCE:
Project Number TR068565-(3)

Mr. Kim Szalay
Regional Planning Commission
320 West Temple Street
Los Angeles, CA 90012

Hello,

Thank you for the opportunity to comment on this matter. In August of last year, I submitted detailed comments on the Final EIR—to Mariana Salazar, of L.A. City Planning.

I applaud the thrust of the latest version of the Evolution Plan—especially NBC/Universal's long-term commitment to local entertainment production.

However, as a near-by resident (and "sensitive receptor"), I cannot support a plan that will generate numerous significant and unavoidable negative environmental impacts—during both the construction and operational phases.

Additional mitigation measures and/or a downsizing of the plan would help to balance regional goals with the existing quality-of-life of the area.

The number one mitigation, for me, would be completion of the two "missing connectors" to the 101/134 Freeway interchange:

Westbound SR 134 to Southbound US 101
Northbound US 101 to Eastbound SR 134

This major traffic infrastructure improvement should precede large-scale projects, such as the NBC/Universal Evolution Plan, and the inevitable development of the properties near Lankershim Boulevard and the 101 Freeway.

Regardless of what is finally approved, please limit the Construction and Dirt-Hauling hours:

Monday – Friday:	7 AM to 7 PM
Saturday:	8 AM to 5 PM
Sunday and Holidays:	Not permitted.

Thank you—

Steven Baer
4128 Hood Avenue Unit F
Burbank, CA 91505

THE REGIONAL PLANNING COMMISSION

County of Los Angeles

AGENDA

Meeting Place: Room 150 Hall of Records
320 W. Temple Street
Los Angeles, California 90012

Meeting Date: February 27, 2013 - Wednesday Time: 9:00 a.m.

PART I - PLEDGE OF ALLEGIANCE

1. Commission

PART II - REPORTS

2. Approval of Agenda

3. County Counsel

4. Director/Deputy Director

PART III - MINUTES FOR APPROVAL

5. February 6, 2013

PART IV - PUBLIC HEARING

Special Projects

6. Project No. TR068565-(3) (Mr. Szalay)
Applicant: Universal City Studios LLC
100 Universal City Plaza
Universal City Zoned District

a. Specific Plan No. 200700001
To authorize the Universal Studios Specific Plan to establish site-specific land uses, additional regulations, a development program, and procedures for construction of 2,433,000 gross new square feet of development and 544,460 square feet of demolition, for a total of 1,888,540 square feet of net new development on 323 acres of property located within existing and proposed

(Continued)

- Si no entiende este aviso o necesita mas informacion por favor llame este numero (213) 974-6466.
- If you require special accommodations or material in alternate format, please contact the ADA Coordinator, Office, at (213) 974-6488 (Voice) or (213) 617-2292 (TDD), with at least three business days notice.

*** Commission Office: (213) 974-6409 ***

The length of the Commission Agenda may necessitate that some items be heard in the afternoon after a lunch break.

PART IV - PUBLIC HEARING (Cont.)

Special Projects

unincorporated County land including the following: establish Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater, and Hotel uses; regulate parking and shared parking within the project site; regulate 20 existing and up to 15 new establishments for on-site and off-site sales of alcoholic beverages; establish and regulate an on-site signage program; authorize the removal and/or encroachment into the protected zone of Oak trees subject to County Ordinance (up to 250 trees) and the California State Oak Woodlands Act (up to 130 trees); establish and regulate the potential Universal Studios Historic District through the Universal Studios Historic Preservation Plan; regulate a maximum of 530,000 total cubic yards of import and/or export of earth and onsite grading exceeding 100,000 cubic yards; regulate new Communication Facilities including cellular facilities for wireless telecommunications; and authorize various other appurtenant regulations and procedures for development of the site in the proposed Specific Plan (SP) zone.

b. Plan Amendment No. 200700001

To authorize a change in the General Plan Land Use Policy designation from Major Industrial (I) and Major Commercial (C) to Specific Plan (SP); to delete from the Plan of Highways a proposed east/west Major Highway extension of Forest Lawn Drive and an extension of a Secondary Highway Forman Avenue to the north; to change the Urban Form Policy Map designation from Multipurpose Center Level 3 (lesser scale development) to Multipurpose Center Level 2 (greater scale development); and to pre-designate as Specific Plan (SP) those areas to be detached from the City of Los Angeles to become unincorporated land within the County subject to the approval of the detachment by the Local Agency Formation Commission for Los Angeles County.

c. Zone Change No. 200700001

To authorize a change in zoning from M-1.5 (Restricted Heavy Manufacturing) to Specific Plan (SP) and to pre-zone as Specific Plan (SP) those areas to be detached from the City of Los Angeles to become unincorporated land within the County subject to the approval of the detachment by the Local Agency Formation Commission for Los Angeles County.

d. Development Agreement No. 200700001

To authorize a Development Agreement between Universal Studios LLC and the County of Los Angeles for development of 323 acres located within unincorporated County jurisdiction.

THE REGIONAL PLANNING COMMISSION

PART IV - PUBLIC HEARING (Cont.)

Special Projects

e. Environmental Assessment No. 200700014
To consider as Responsible Agency the NBC Universal Evolution Plan EIR SCH No. 2007071036 certified by the City of Los Angeles as Lead Agency, and adopt the CEQA Findings of Fact and Statement of Overriding Considerations and approve the County's Mitigation Monitoring and Reporting Program.

PART V - PUBLIC COMMENT

7. Public comment pursuant to Section 54954.3 of the Government Code.

PART VI - CONTINUATION OF REPORTS

8. Possible Call for Review of Decisions by Hearing Officer, pursuant to Section 22.60.200 of the Los Angeles County Code.

9. Commission/Counsel/Director Reports

THE REGIONAL PLANNING COMMISSION

PART VII - ADJOURNMENT

ADJOURNMENT TO 9:00 A.M., WEDNESDAY, MARCH 6, 2013

GLOSSARY OF ENVIRONMENTAL TERMS:
CEQA – California Environmental Quality Act
EIR – Environmental Impact Report
MND – Mitigated Negative Declaration
ND – Negative Declaration
CE – Categorical Exemption

TIME LIMITS: The Commission has established time limits with respect to receipt of testimony regarding matters on this Agenda. Applicants will be allowed fifteen (15) minutes to present testimony in support of their application, with an additional ten (10) minutes for responses to issues raised by other witnesses. Other proponents and opponents will be limited to three (3) minutes per speaker. Responses to questions from the Commission will not be included in these time limitations. All speakers are urged to refrain from repeating testimony presented by others. The Chair may impose different time limits, depending upon the length of the agenda, the number of speakers wishing to give testimony and/or the complexity of an agenda item.

TIME LIMITS FOR APPEAL ITEMS: Appellant and applicant shall be provided equal time to present evidence. The Commission shall determine the time limit based on the complexity of the case and the length of the agenda. Time will also be allocated to the appellant for rebuttal.

WRITTEN TESTIMONY: Written testimony that is received prior to the public hearing will be made a part of the record and need not be read into the record.

PUBLIC HEARING CLOSING AND RE-OPENING: Public hearings that are closed during the course of the meeting may be re-opened by the Commission without notice at any time prior to adjournment of the meeting.

LOBBYIST REGISTRATION: Any person who seeks support or endorsement from the Regional Planning Commission on any official action may be subject to the provisions of Ordinance No. 93-0031, relating to lobbyists. Violation of the lobbyist ordinance may result in a fine and other penalties. FOR INFORMATION, CALL (213) 974-1093.

MEETING MATERIALS: The agenda package is available at the Department of Regional Planning ("Department"), 320 West Temple Street, 13th Floor, Los Angeles, California 90012, and may be accessible on the Department's website at http://planning.lacounty.gov. Any meeting-related writings or documents provided to a majority of the Regional Planning Commissioners after distribution of the agenda package, unless exempt from disclosure pursuant to California law, are available at the Department and are also available in the Commission hearing room on the day of the Commission meeting regarding that matter.

LIVE WEB STREAMING: The Department of Regional Planning broadcasts all regularly scheduled Regional Planning Commission Meetings on its website at http://planning.lacounty.gov.

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

NOTICE OF PUBLIC HEARING
AND CONSIDERATION OF A CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR)

PROJECT NUMBER TR068565-(3)
SPECIFIC PLAN NO. 200700001
PLAN AMENDMENT NO. 200700001
ZONE CHANGE NO. 200700001
DEVELOPMENT AGREEMENT NO. 200700001
CITY OF LOS ANGELES ENVIRONMENTAL ASSESSMENT NO. ENV-2007-0254, SCH NO. 2007071036

Notice is hereby given that the Los Angeles County Regional Planning Commission will conduct a public hearing concerning this land use proposal on **Wednesday, February 27, 2013 at 9:00 a.m**. in Room 150, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify. The hearing room will open at 8:50 a.m.

LOCATION OF SUBJECT PROPERTY: The subject property is located at 100 Universal City Plaza in the unincorporated area identified as Universal City on the County's Zoned Districts map.

PROJECT DESCRIPTION: The portion of the proposed NBC Universal Evolution Plan located within the County of Los Angeles is the "Project" site. The following requests include the description of the Project.

Specific Plan: To authorize the Universal Studios Specific Plan to establish site-specific land uses, additional regulations, a development program, and procedures for construction of 2,433,000 gross new square feet of development less 544,460 square feet of demolition for a total of 1,888,540 square feet of net new development on 324 acres of property located within existing and proposed unincorporated County land including the following: establish Studio, Studio Office, Office, Entertainment, Entertainment Retail, Amphitheater, and Hotel uses; regulate parking and shared parking within the project site; regulate 20 existing and up to15 new establishments for on-site and off-site sales of alcoholic beverages; establish and regulate an on-site signage program; authorize the removal and/or encroachment into the protected zone of 250 County Ordinance oak trees and 130 California State Oak Woodlands oak trees; establish and regulate the potential Universal Studios Historic District through the Universal Studios Historic Preservation Plan; regulate a maximum of 530,000 total cubic yards of import and/or export of earth and onsite grading exceeding 100,000 cubic yards; regulate new Communication Facilities including Cellular Facilities for wireless telecommunications; and authorize various other appurtenant regulations and procedures for development of the site in the proposed Specific Plan (SP) zone.

Plan Amendment: To authorize a change in the General Plan Land Use Policy designation from Major Industrial (I) and Major Commercial (C) to Specific Plan (SP); to delete from the Plan of Highways a proposed east/west Major Highway extension of Forest Lawn Drive and an extension of a Secondary Highway Forman Avenue to the north; to change the Urban Form Policy Map designation from Multipurpose Center Level 3 (lesser scale development) to Multipurpose Center Level 2 (greater scale development); and pre-designate those areas to be detached from the City of Los Angeles to become unincorporated land within the County with the Specific Plan (SP) land use designation.

Zone Change: To authorize a change in zoning from M-1.5 (Restricted Heavy Manufacturing) to Specific Plan (SP) and pre-zone those areas to be detached from the City of Los Angeles to become unincorporated land within the County with the Specific Plan (SP) zoning designation.

Development Agreement: To authorize a Development Agreement between Universal City Studios LLC and the County of Los Angeles for development of 324 acres located within unincorporated County land.

Annexations and Detachments: A modification to the County of Los Angeles and City of Los Angeles boundaries will be requested, involving annexations from the County to the City and detachments from the City to the County through the Local Agency Formation Commission for the County of Los Angeles ("LAFCO"), to allow for consolidation of certain uses within City or County boundaries such as removing intrusion of boundary lines through buildings or specific uses. A net detachment of 28 acres from the City to the County is proposed.

ENVIRONMENTAL DOCUMENTATION: As a responsible agency, pursuant to the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, et seq.), the County through the Regional Planning Commission will consider the effects of the Project as shown in the NBC Universal Evolution Plan Environmental Impact Report ("EIR"), which includes Final EIR and Draft EIR (City of Los Angeles Environmental Assessment No. ENV-2007-0254-EIR SCH No. 2007071036) which was certified by the City of Los Angeles as Lead Agency on November 14, 2012; and will consider adoption of the County Mitigation Monitoring and Reporting Program; and adopt the County California Environmental Quality Act Findings of Fact and Statement of Overriding Considerations.

PUBLIC COMMENT PERIOD AND REVIEWING LOCATIONS: Case materials, including the environmental documentation, are available for review between 7:30 a.m. and 5:30 p.m., Monday through Thursday **(closed on Fridays)** in the offices of the Department of Regional Planning, Hall of Records, Room 1362, 320 West Temple Street, Los Angeles, California 90012. Selected materials are also available on the Regional Planning website at http://planning.lacounty.gov/case/view/tentative_tract_map_068565_3_project_no_068565_3/ and at the following locations during normal business hours **beginning January 28, 2013:**

West Hollywood County Library 625 N. San Vicente Blvd. West Hollywood, CA 90069 (310) 652-5340	North Hollywood City of L.A. Library 5211 Tujunga Avenue North Hollywood, 91601 (818) 766-7185	Studio City, City of L.A. Library 12511 Moorpark Street Studio City, 91604 (818) 755-7873

Additional information concerning this case may be obtained by contacting **Mr. Kim Szalay** at (213) 974-4876 or at kszalay@planning.lacounty.gov between 7:30 a.m. and 5:30 p.m., Monday through Thursday. **Our offices are closed on Fridays.** Callers from North County areas may dial (661) 272-0964 (Antelope Valley) or (661) 253-0111 (Santa Clarita) toll free and then request a connection to 974-4876.

These cases do not affect the zoning of surrounding properties. If you are unable to attend the public hearing but wish to send written comments, please write to the Regional Planning Commission, Attention: Mr. Kim Szalay, 320 West Temple Street, Los Angeles, California 90012.

If the final decision on this proposal is challenged in court, testimony may be limited to issues raised at the public hearing or by written correspondence delivered to the Regional Planning Commission at or prior to the public hearing.

Este es un aviso de una audiencia pública de acuerdo al Decreto de la Protección del Medio Ambiente de California. El proyecto que se considera por el Condado de Los Angeles es un proyecto de desarrollo urbano llamado 'NBC Universal Evolution Plan'. Una audiencia pública para considerar el proyecto tendrá lugar el Miércoles, día 27 de Febrero de 2013 a las 9:00 a.m. en Sala 150, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. Si necesita mas información, o si quiere este aviso en Español, favor llamar al Departamento de Planificación al (213) 974-6466.

ADA ACCOMMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD), with at least three business days notice.